

Schedule of changes – Post Submission

| Paragraph No. | Original Wording | New Wording | Reason |
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| Key Diagram | | Additional dashed hexagon in Earl's Court on RBKC/LBHF border signifying a potential new retail centre | RBKC. This change is requested to highlight the potential retail offer which may come forward as part of the wider Earl's Court development |
| Key Diagram | Legend: New Centre | Legend: <u>Possible</u> New Centre | RBKC. This change is linked to the above change in order to reflect the location of new centres in or near the Borough boundary |
| Key Diagram | | Change Wood Green Station icon from a new Station to open station | RBKC. This change is request to ensure the Key Diagram is correct at time of adoption. |
| Executive Summary | <p>What will we do to Stimulate Regeneration in North Kensington? (...) Latimer will be transformed into an accessible-and legible built environment, with a new neighbourhood shopping centre, and borough wide facilities including a new academy and renewed sports centre. We have allocated the site for the new academy. The employment zone will continue to offer accommodation that will foster the cultural and creative industries.</p> | <p>What will we do to Stimulate Regeneration in North Kensington? (...) Latimer will be transformed into an accessible and legible built environment, <u>inclusive for all</u>, with a new neighbourhood shopping centre, and borough wide facilities including a new academy and renewed sports centre. We have allocated the site for the new academy. The employment zone will continue to offer accommodation that will foster the cultural and creative industries.</p> | RBKC. Hearing discussions. |
| 1.2.8 and new paragraph | 1.2.8 The Consultation draft replacement Plan, published in October 2009, proposes some changes that are particularly relevant to the Borough (...). | 1.2.8 The Consultation draft replacement <u>London</u> Plan, <u>was</u> published in October 2009. <u>The Examination in Public of the London Plan is taking place in the summer and autumn of 2010. It is likely that the adoption of the Core Strategy for the Royal Borough will precede the adoption of the revised London Plan. In the event that the revised London Plan when adopted differs to any large extent from the draft, such that the Royal Borough's Core Strategy would no longer be in 'general conformity', and early review of the relevant parts of the Royal Borough's Core Strategy would be</u> | RBKC. Hearing discussions. |

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| | | <p><u>undertaken.</u></p> <p><u>The revised London Plan</u> proposes some changes that are particularly relevant to the Borough (...)</p> | |
| 1.3.6 (third bullet) | <p>Infrastructure (Section 2C), presented as a schedule. This schedule will be regularly reviewed as part of the Infrastructure Delivery Plan, and is included here as an indicator of current known infrastructure requirements.</p> | <p>Infrastructure (Section 2C), presented as a schedule. This schedule will be regularly reviewed as part of the Infrastructure Delivery Plan <u>and changes recorded in the Annual Monitoring Report</u>, and It is included here as an indicator of current known infrastructure requirements. <u>The up-to-date table will be available on the Council's website.</u></p> | RBKC. Hearing discussions. |
| 2.3.19 | <p>It can be seen that the key issues and broad spatial patterns present four components that must drive the direction of the Core Strategy</p> | <p>It can be seen that the key issues and broad spatial patterns <u>key characteristics and broad spatial patterns</u> present four components that must drive the direction of the Core Strategy</p> | RBKC. Clarification purposes. |
| CV1 | <ul style="list-style-type: none"> stimulate regeneration in North Kensington through the provision of better transport, better housing and better facilities; By 2028 regeneration in North Kensington will have resulted in significantly improved transport, with a new Crossrail station at Kensal, better links to Hammersmith and Fulham across the West London line and improved north-south bus links overcoming the generally lower levels of accessibility in the north. 2-3000 new homes will have been built, both private market and affordable, addressing the serious shortfall in housing need, and helping to diversify supply. It will be of a high quality design, well integrated into its context, overcoming some of the barriers to movement by which the North of the Borough is characterised. Better facilities will have been provided by the building of a new academy to serve the | <ul style="list-style-type: none"> stimulate regeneration in North Kensington through the provision of better transport, better housing and better facilities, <u>aiding better health</u>; By 2028 regeneration in North Kensington will have resulted in significantly improved transport, <u>including with</u> a new Crossrail station at Kensal, better links to Hammersmith and Fulham across the West London line and improved north-south bus links overcoming the generally lower levels of accessibility in the north. 2-3000 new homes will have been built, both private market and affordable, addressing the serious shortfall in housing need, and helping to diversify supply. It will be of a high quality design, well integrated into its context, overcoming some of the barriers to movement by which the North of the Borough is characterised. Better facilities will have been provided <u>including by</u> the building of a new academy to serve the | RBKC. Clarification purposes and hearing discussions. |

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| | <p>communities of North Kensington to address the serious shortage of secondary school places in the borough, helping to make life more local for residents.</p> <p>The deficiency in local shopping will have been addressed with two new town centres at Kensal and Latimer.</p> <p>The unique character of Portobello Road will have flourished, including the antiques and street market, adding to the vitality of the area.</p> <p>Jobs will be readily available as the Employment Zones will have been protected from encroaching residential and be thriving centres for small businesses and the cultural industries sector.</p> <p>The north of the Borough will be at the heart of environmental sustainability with the combined heat and power network extending from the hubs at the major new developments at Kensal, Latimer and Wornington Green</p> <ul style="list-style-type: none"> • enhance the reputation of our national and international destinations – Knightsbridge, Portobello Road, South Kensington, the King’s Road, Kensington High Street, and Earl’s Court – by supporting and encouraging retail and cultural activities in particular; <p>In the Borough as a whole our reputation as a national and international destination will have been further enhanced. The Borough will have avoided becoming little more than a residential suburb, with a flourishing and rich variety of retail and cultural activities adding so much to the quality of life of the residents.</p> <p>Our top retail destinations of Knightsbridge, King’s Road, Kensington High Street and Portobello will have been maintained and enhanced.</p> <p>Opportunities to expand retail floorspace in</p> | <p>communities of North Kensington to address the serious shortage of secondary school places in the borough, helping to make life more local for residents.</p> <p>The deficiency in local shopping will have been addressed with two new town centres at Kensal and Latimer <u>and the Earl’s Court Opportunity Area</u></p> <p>The unique character of <u>Golborne and</u> Portobello Roads will have flourished, including the antiques and street market, adding to the vitality of the area.</p> <p>Jobs will be readily available as the Employment Zones will have been protected from encroaching residential and be thriving centres for small businesses and the cultural industries sector.</p> <p>The north of the Borough will be at the heart of environmental sustainability <u>including with the</u> combined heat and power network extending from the hubs at the major new developments at Kensal, Latimer and Wornington Green</p> <ul style="list-style-type: none"> • enhance the reputation of our national and international destinations – Knightsbridge, Portobello Road, South Kensington, the King’s Road, Kensington High Street, and Earl’s Court – by supporting and encouraging retail and cultural activities in particular; <p>In the Borough as a whole our reputation as a national and international destination will have been further enhanced. The Borough will have avoided becoming little more than a residential suburb, with a flourishing and rich variety of retail and cultural activities adding so much to the quality of life of the residents.</p> <p>Our top retail destinations of Knightsbridge, King’s Road, Kensington High Street and Portobello will have been maintained and enhanced.</p> <p>Opportunities to expand retail floorspace in Knightsbridge, King’s Road, Fulham Road and South Kensington will have been taken up.</p> | |
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| | <p>Knightsbridge, King’s Road, Fulham Road and South Kensington will have been taken up.</p> <p>Earl’s Court will remain an important cultural destination, as well as providing offices and around 2000 new dwellings on surrounding sites.</p> <p>Exhibition Road in South Kensington will be providing a first class experience to visitors to the national institutions, and have set a new standard nationally of streetscape design.</p> <p>The Royal Marsden and Brompton hospitals will continue to further its international reputation for delivering world class health care, education and research activities.</p> <ul style="list-style-type: none"> • uphold our residential quality of life so that we remain the best place in which to live in London, through cherishing quality in the built environment, acting on environmental issues and facilitating local living, including through strengthening local neighbourhood centres. <p>Our residential quality of life will be improved for everyone and we will remain the best place to live in London with our glorious built heritage protected and improved, the removal of eyesores, and new buildings of exceptional design quality.</p> <p>New homes will have further diversified housing tenure, and provide high standards of environmental performance.</p> <p>The waste we produce will be re-used, recycled or disposed of in or very near to the borough.</p> <p>Sustainable Urban Drainage systems will be commonplace throughout the borough, reducing the risk of flood events, especially in the west of the Borough when combined with the upgrading of Counters Creek sewer and storm drain.</p> <p>Green links will help to improve biodiversity and air quality and noise will have been significantly</p> | <p>Earl’s Court will remain an important cultural destination, as well as providing offices and at least around 2,000 new <u>homes within the Borough and a new town centre to address local shopping deficiency within the Opportunity Area.</u> dwellings on surrounding sites.</p> <p>Exhibition Road in South Kensington will be providing a first class experience to visitors to the national institutions, and have set a new standard nationally of streetscape design.</p> <p>The Royal Marsden and Brompton hospitals will continue to further its international reputation for delivering world class health care, education and research activities.</p> <ul style="list-style-type: none"> • uphold our residential quality of life so that we remain the best place in which to live in London, through cherishing quality in the built environment, acting on environmental issues and facilitating local living, including through strengthening local neighbourhood centres <u>and maintaining and updating social infrastructure.</u> <p>Our residential quality of life will be improved for everyone and we will remain the best place to live in London with <u>our network of local neighbourhood centres offering a wide range of everyday services within easy walking distance,</u> our glorious built heritage protected and improved, the removal of eyesores, and new buildings of exceptional design quality.</p> <p>New homes will have further diversified housing tenure, and provide high standards of environmental performance.</p> <p>The waste we produce will be re-used, recycled or disposed of in or very near to the borough.</p> <p>Sustainable Urban Drainage systems will be commonplace throughout the borough, reducing the</p> | |
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| | improved. | risk of flood events, especially in the west of the Borough when combined with the upgrading of Counters Creek sewer and storm drain. Green links will help to improve biodiversity and air quality and noise will have been significantly improved. | |
| 3.3.9-3.3.15 | | <u>Our Local Case</u> | RBKC. Wording in bold to be included at the beginning of each of those paragraphs for clarification purposes. |
| 4.3.1 | This section sets out geographically how much housing, retail, employment and infrastructure is expected in different parts of the Borough. | This section sets out geographically how much housing, retail, employment and infrastructure is expected in different parts of the Borough, <u>and when it is likely to come forward.</u> | RBKC. Hearing discussions. |
| 4.3.2 | The Borough has to provide a minimum of 3,500 homes between 2007/8 and 2016/7 - or 350 units a year. This housing target is set out in the London Plan. The revised London Plan, issued for public consultation in October 2009, raises this figure to 585. This is not yet an agreed target, and will not be until the the Examination in Public into the revised London Plan has concluded (...) | The Borough has to provide a minimum of 3,500 homes between 2007/8 and 2016/7 - or 350 units a year. This housing target is set out in the London Plan. The revised London Plan, issued for public consultation in October 2009, raises this figure to 585. This is not yet an agreed target, and will not be until the the Examination in Public into the revised London Plan has concluded (...) | RBKC. Hearing discussions. |
| 4.3.4 | In broad spatial terms, half of this housing will be located in the north of the Borough, and half in the Earl's Court area, on the western borough boundary. The housing in the north is expected to be spread evenly over the plan period. In the Earl's Court area, the vast majority is expected in the first half of the plan period. | In broad spatial terms, half of this housing will be located in the north of the Borough, and half in the Earl's Court area, on the western borough boundary. The housing in the north is expected to be spread evenly over the plan period. <u>The redevelopment of Wornington Green will take place up to about 2020, with the first phase being completed by 2015. Planning consent for this redevelopment was granted in March 2010. At Kensal, phase 1 is expected to be developed</u> | RBKC. Hearing discussions. |

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| | | <p><u>before 2017, with phase 2 following on to 2027.</u> In the Earl's Court area, the vast majority is expected in the first half of the plan period. <u>The Warwick Road sites are at an advanced stage of negotiation – some sites have Planning Permission, others are at the stage of pre-application discussion. It is therefore expected that these sites will be built out in the next 5-10 years. Likewise, it is expected that the redevelopment of the Earl's Court Exhibition Centre site will start in 2013. The whole development will take many years, but it is expected that the part of the site within the Borough will be towards the beginning of the phasing programme.</u></p> | |
| 4.3.5 | <p>In terms of business uses, the Employment Land and Premises Study shows that there is a forecast demand of just short of 70,000 sq m of net additional space in the plan period. Of this just over 45,000 sq m is in the pipeline in existing permissions. That leaves approximately 20-25,000 sq m of office floorspace to be provided for. Much of this is to be located at Kensal and Earl's Court. Further work may reveal that there is a greater capacity for office uses in these locations.</p> | <p>In terms of business uses, the Employment Land and Premises Study shows there is a forecast demand of just short of 70,000m² (750,000 ft²) of net additional space in the plan period. Of this, just over 45,000m² (484,000 ft²) is in the pipeline in existing permissions. <u>If office demand is phased evenly over the plan period, this level of building will meet office demand until 2017.</u> That leaves approximately 20-25,000m² (269,000 ft²) of office floorspace to be provided for. Much of this is to be located at Kensal and Earl's Court. Further work may reveal that there is a greater capacity for office uses in these locations. <u>There is, however, no provision in the plan (nor does the Council wish there to be) to require office provision to be provided strictly in line with a periodic phasing: it is not desirable to close off opportunities for the provision of business uses early in the plan period simply because of a theoretical phasing approach.</u></p> | <p>RBKC. Hearing discussions. The figures for office need have been updated to reflect the net increase in office space that has occurred within the Borough between 2004 and 2008, i.e. from the original baseline of the initial Employment Land and Premises Study.</p> |
| 4.3.6 | <p>The Retail Needs Assessment identifies a need for just over 25,000m² (269,000 ft²) (gross) of</p> | <p>The Retail Needs Assessment identifies a need for just over 25,000m² (269,000 ft²) (gross) of comparison</p> | <p>RBKC. Hearing discussions.</p> |

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| | <p>comparison retail floorspace to 2015 for the south of the Borough. Very little of this is forecast to be required in the centre and north of the Borough. A proportion of this would be accommodated by making better use of existing premises and sites and filling vacant units. In terms of new sites, there are no large sites for retail development identified in the plan that could be regarded as 'strategic'. It is thus not appropriate for them to be allocated in the Core Strategy. However, in Knightsbridge, South Kensington, Brompton Cross and the King's Road a number of smaller sites have been identified (not allocated) with the potential for ground floor retail in the <i>Place Profiles</i> (see below). In total, the combined site area amounts to about 21,000m² (210,000 ft²). It is therefore envisaged that the identified demand can be accommodated within or immediately adjacent to existing centres.</p> | <p>retail floorspace to 2015 for the south of the Borough. Very little of this is forecast to be required in the centre and north of the Borough. A proportion of this would be accommodated by making better use of existing premises and sites and filling vacant units. In terms of new sites, there are no large sites for retail development identified in the plan that could be regarded as 'strategic'. It is thus not appropriate for them to be allocated in the Core Strategy. However, in Knightsbridge, South Kensington, Brompton Cross and the King's Road a number of smaller sites have been identified (not allocated) with the potential for ground floor retail in the <i>Place Profiles</i> (see below). In total, the combined site area amounts to about 21,000m² (210,000 ft²). It is therefore envisaged that the identified demand can be accommodated within or immediately adjacent to existing centres. <u>Floor area forecasts are not included in the plan for the period beyond 2015, because of the uncertainty of such projections.</u></p> | |
| 4.3.7 | <p>Turning to infrastructure, the Council is planning for a Crossrail Station at Kensal, which would transform accessibility in the north of the Borough, as well as unlock significant development potential on the Kensal Gas Works Sites. A new academy to serve the communities of North Kensington will also be built in the north of the Borough. Thames Water is planning to undertake a major upgrade of the Counters Creek Sewer (which runs along the western Borough boundary), to resolve current flooding issues. In addition, work is planned to the Thames Tunnel to address London-wide infrastructure needs. A new area of public open space is to be provided in the Earl's Court area as part of the Warwick Road developments. A great</p> | <p>Turning to infrastructure, the Council is planning for a Crossrail Station at Kensal, which would transform accessibility in the north of the Borough, as well as unlock significant development potential on the Kensal Gas Works Sites. <u>Crossrail is timetabled to open in 2017.</u> A new academy to serve the communities of North Kensington will also be built in the north of the Borough, <u>to open during 2014</u>. Thames Water is planning to undertake a major upgrade of the Counters Creek Sewer (which runs along the western Borough boundary), to resolve current flooding issues, <u>although this will not start construction until 2015, and is likely to be a 3 year construction programme. However, much of the work is taking place in neighbouring boroughs. In the interim Thames Water are fitting 'flip</u></p> | RBKC. Hearing discussions. |

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| | deal of smaller infrastructure is required, and is set out elsewhere in Chapter 37. | <u>valves' to vulnerable properties</u> . In addition, work is planned to the Thames Tunnel to address London-wide infrastructure needs, <u>with construction taking place between 2013 and 2020, although there is insufficient detail at present to know when the work will be undertaken in the Royal Borough</u> . A new area of public open space is to be provided in the Earl's Court area as part of the Warwick Road developments <u>which are likely to be built out in the next 5-10 years</u> . <u>The Council is also undertaking a radical redesign of Exhibition Road to be implemented before 2012</u> . It is also the <u>ambition of the Council to return the Earl's Court one-way system to two-way working</u> . However, <u>further detailed work will identify the extent and timescales to which this can be achieved</u> . A great deal of smaller infrastructure is required, and is set out elsewhere in Chapter 37. | |
| Policy CP1 | The Council will provide: 1) 350 additional new homes a year until the London Plan is reviewed, and 600 a year (of which 200 will be affordable) thereafter for a 10 year period; 2) 69,200 sq m of office floorspace to 2028. (...) | The Council will provide 1) <u>A minimum of</u> 350 additional new homes a year until the London Plan is reviewed, and <u>a minimum of</u> 600 a year (of which 200 will be affordable) thereafter for a 10 year period; 2) 69,200 <u>60,000</u> sq m of office floorspace to 2028. (...) | RBKC. Hearing discussions. The figures for office need have been updated to reflect the net increase in office space that has occurred within the Borough between 2004 and 2008, i.e. from the original baseline of the initial Employment Land and Premises Study. |
| Sections 4.4. and 4.5 | (Sections to swap places) 4.4 Places 4.5 A Particular Focus on North Kensington | 4.4 <u>Places Particular Focus on North Kensington</u> 4.5 <u>A Particular Focus on North Kensington Places</u> | RBKC. Hearing discussions. |
| 4.4.1 | 4.4.1 The <i>Place Profiles</i> provide the integrating function of the spatial strategy. They take the 'what', 'when', 'where' and 'how', and bring these together to show, through a vision, how that Place will develop over the lifetime of the plan. There are 14 Places identified (see Plan). The Borough | 4.4.1 The <i>Place Profiles</i> provide the integrating function of the spatial strategy. They take the 'what', 'when', 'where' and 'how', and bring these together to show, through a vision, how that Place will develop over the lifetime of the plan. There are 14 Places identified (see Plan). The Borough comprises many | RBKC. Clarification purposes. |

comprises many more places than these. The Places selected for the Core Strategy are those where significant change is planned, and the district, major and international which are town centres which are the focus for activity. The one exception to these criteria is the Westway. This has been included because of its particular negative impacts, which need to be addressed as part of the programme of regeneration in North Kensington.

more places than these. The places mainly relate to the two spatial themes of the Vision for the Borough (CV1): the regeneration of North Kensington, and enhancing the reputation of those places in the Borough with a national or international reputation – by and large our town centres.

There are some exceptions to these two groups. We have also included other places where either significant change is planned, or ~~and the district, major and international~~ which are town centres which are the focus for activity not otherwise picked up in the spatial categories of the Vision. The one exception to these criteria is We have also included the Westway. This has been included because of its particular negative impacts, which need to be addressed as part of the programme of regeneration in North Kensington.

| <u>Chapter</u> | <u>Place</u> | <u>Spatial themes within the Borough Vision</u> | <u>Area of change or Town Centre?</u> |
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| <u>5</u> | <u>Kensal</u> | <u>North Kensington Regeneration</u> | <u>Area of Change</u> |
| <u>6</u> | <u>Golborne/Trellick</u> | <u>North Kensington Regeneration</u> | <u>Area of Change</u> |
| <u>7</u> | <u>Portobello</u> | <u>North Kensington Regeneration</u> | <u>Town Centre</u> |
| <u>8</u> | <u>Westway</u> | <u>North Kensington Regeneration</u> | <u>Neither – the exception to the rule</u> |

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| | | <u>9</u> | <u>Latimer</u> | <u>North Kensington Regeneration</u> | <u>Area of Change</u> |
| | | <u>10</u> | <u>Kensington High Street</u> | <u>Place with National or International Reputation</u> | <u>Town Centre</u> |
| | | <u>11</u> | <u>Earl's Court</u> | <u>Place with National or International Reputation</u> | <u>Both an Area of Change and a Town Centre</u> |
| | | <u>12</u> | <u>Knightsbridge</u> | <u>Place with National or International Reputation</u> | <u>Town Centre</u> |
| | | <u>13</u> | <u>Brompton Cross</u> | <u>Place with National or International Reputation</u> | <u>Town Centre</u> |
| | | <u>14</u> | <u>South Kensington</u> | <u>Place with National or International Reputation</u> | <u>Town Centre</u> |
| | | <u>15</u> | <u>Kings Road / Sloane Square</u> | <u>Place with National or International Reputation</u> | <u>Town Centre</u> |
| | | <u>16</u> | <u>Notting Hill Gate</u> | <u>Other</u> | <u>Town Centre</u> |
| | | <u>17</u> | <u>Fulham Road</u> | <u>Other</u> | <u>Town Centre</u> |
| | | <u>18</u> | <u>Lots Road / World's</u> | <u>Other</u> | <u>Area of Change</u> |

| | | <table border="1"> <tr> <td data-bbox="1008 186 1086 231"></td> <td data-bbox="1086 186 1243 231"><u>End</u></td> <td data-bbox="1243 186 1433 231"></td> <td data-bbox="1433 186 1624 231"></td> </tr> </table> | | <u>End</u> | | | | | | | | | | | | | | | | | | | | | | | |
|----------------|-------------------------------|---|----------------|--------------|-----------------------|----------|---------------|---|----------|--------------------------|--|----------|-------------------|---------------------------|----------|----------------|---------------------------|----------|----------------|---|-----------|-------------------------------|--|-----------|---------------------|--|--|
| | <u>End</u> | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | <p><u>Within most of the places listed above as Areas of Change we have identified significant sites for redevelopment. These are called the Strategic Sites, and they are allocated in this plan (Section 2A, Chapters 20-26) for specific uses. The table below shows which Places also have a Strategic Site Allocation.</u></p> | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | <table border="1"> <thead> <tr> <th data-bbox="1008 518 1108 606"><u>Chapter</u></th> <th data-bbox="1108 518 1310 606"><u>Place</u></th> <th data-bbox="1310 518 1624 606"><u>Strategic Site</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="1008 606 1108 821"><u>5</u></td> <td data-bbox="1108 606 1310 821"><u>Kensal</u></td> <td data-bbox="1310 606 1624 821"><u>Kensal Gasworks (Chapter 20) (also referred to as Kensal Canalside in the London Plan Annex 1 – list of opportunity areas)</u></td> </tr> <tr> <td data-bbox="1008 821 1108 965"><u>6</u></td> <td data-bbox="1108 821 1310 965"><u>Golborne/Trellick</u></td> <td data-bbox="1310 821 1624 965"><u>Wornington Green (Chapter 21) Land adjacent to Trelick Tower (Chapter 22)</u></td> </tr> <tr> <td data-bbox="1008 965 1108 1013"><u>7</u></td> <td data-bbox="1108 965 1310 1013"><u>Portobello</u></td> <td data-bbox="1310 965 1624 1013"><u>No strategic sites</u></td> </tr> <tr> <td data-bbox="1008 1013 1108 1061"><u>8</u></td> <td data-bbox="1108 1013 1310 1061"><u>Westway</u></td> <td data-bbox="1310 1013 1624 1061"><u>No strategic sites</u></td> </tr> <tr> <td data-bbox="1008 1061 1108 1141"><u>9</u></td> <td data-bbox="1108 1061 1310 1141"><u>Latimer</u></td> <td data-bbox="1310 1061 1624 1141"><u>Kensington Leisure Centre (Chapter 23)</u></td> </tr> <tr> <td data-bbox="1008 1141 1108 1220"><u>10</u></td> <td data-bbox="1108 1141 1310 1220"><u>Kensington High Street</u></td> <td data-bbox="1310 1141 1624 1220"><u>Commonwealth Institute (Chapter 24)</u></td> </tr> <tr> <td data-bbox="1008 1220 1108 1374"><u>11</u></td> <td data-bbox="1108 1220 1310 1374"><u>Earl’s Court</u></td> <td data-bbox="1310 1220 1624 1374"><u>Warwick Road (Chapter 25) Earl’s Court Exhibition Centre (Chapter 26)</u></td> </tr> </tbody> </table> | <u>Chapter</u> | <u>Place</u> | <u>Strategic Site</u> | <u>5</u> | <u>Kensal</u> | <u>Kensal Gasworks (Chapter 20) (also referred to as Kensal Canalside in the London Plan Annex 1 – list of opportunity areas)</u> | <u>6</u> | <u>Golborne/Trellick</u> | <u>Wornington Green (Chapter 21) Land adjacent to Trelick Tower (Chapter 22)</u> | <u>7</u> | <u>Portobello</u> | <u>No strategic sites</u> | <u>8</u> | <u>Westway</u> | <u>No strategic sites</u> | <u>9</u> | <u>Latimer</u> | <u>Kensington Leisure Centre (Chapter 23)</u> | <u>10</u> | <u>Kensington High Street</u> | <u>Commonwealth Institute (Chapter 24)</u> | <u>11</u> | <u>Earl’s Court</u> | <u>Warwick Road (Chapter 25) Earl’s Court Exhibition Centre (Chapter 26)</u> | |
| <u>Chapter</u> | <u>Place</u> | <u>Strategic Site</u> | | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>5</u> | <u>Kensal</u> | <u>Kensal Gasworks (Chapter 20) (also referred to as Kensal Canalside in the London Plan Annex 1 – list of opportunity areas)</u> | | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>6</u> | <u>Golborne/Trellick</u> | <u>Wornington Green (Chapter 21) Land adjacent to Trelick Tower (Chapter 22)</u> | | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>7</u> | <u>Portobello</u> | <u>No strategic sites</u> | | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>8</u> | <u>Westway</u> | <u>No strategic sites</u> | | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>9</u> | <u>Latimer</u> | <u>Kensington Leisure Centre (Chapter 23)</u> | | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>10</u> | <u>Kensington High Street</u> | <u>Commonwealth Institute (Chapter 24)</u> | | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>11</u> | <u>Earl’s Court</u> | <u>Warwick Road (Chapter 25) Earl’s Court Exhibition Centre (Chapter 26)</u> | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | | <p><u>12</u> <u>Knightsbridge</u> <u>No strategic sites</u></p> <p><u>13</u> <u>Brompton Cross</u> <u>No strategic sites</u></p> <p><u>14</u> <u>South Kensington</u> <u>No strategic sites</u></p> <p><u>15</u> <u>Kings Road / Sloane Square</u> <u>No strategic sites</u></p> <p><u>16</u> <u>Notting Hill Gate</u> <u>No strategic sites</u></p> <p><u>17</u> <u>Fulham Road</u> <u>No strategic sites</u></p> <p><u>18</u> <u>Lots Road / World's End</u> <u>No strategic sites</u></p> | |
| 4.4.2 | Place shaping is at the centre of spatial planning. Place shaping requires that different plans and programmes from across the Council and its partners are integrated. It also requires a clear vision of how different places are to evolve in the future, to give a clear framework for future actions, both of the Local Planning Authority, other parts of the Council, and our partners. This is the function of the <i>Place Profiles</i> . | Place shaping is at the centre of spatial planning. Place shaping requires that different plans and programmes from across the Council and its partners are integrated. <u>It is not enough, therefore, to allocate specific development sites, nor to set out 'generic' policies to guide development across the Borough. Each Place as a whole needs to be considered, in terms of development management and in terms of the actions of other bodies, both public and private, that have a bearing on the future quality of the Place. It also requires a clear vision <u>is therefore required</u> of how different places are to evolve in the future, to give a clear framework for future actions, both of the Local Planning Authority, other parts of the Council, and our partners, <u>and private land owners and which might also inform the actions of private land owners and residents</u>. This is the function of the <i>Place Profiles</i>.</u> | RBKC. Clarification purposes and hearing discussions. |
| 4.4.4 – 4.4.5 | 4.4.4 The last section of each Place Profile is Delivery. A policy to guide development management decisions is provided, and a indication | 4.4.4 The last section of each Place Profile is <u>Development, Infrastructure and Monitoring. Delivery</u> . A policy to guide development management decisions | RBKC. Clarification purposes. |

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| | <p>of the likely extent of development is given in each Place. The quantum of development envisaged in each Place is included at the end of each Place Profile. In many Places, potential development opportunities in addition to the strategic sites are identified, but these are small, and thus to allocate them would be inappropriate in a Core Strategy.</p> <p>4.4.5 They must not be confused with allocations. Strategic allocations are included in this plan in Section 2(B). Each of the strategic allocations is located within one of the places - but not every place has such an allocation.</p> | <p>is provided. <u>However, as is stated above, it is the Vision and Priorities for Action that are seen as providing the framework to guide future decisions relating to the place. The Place Policy is included in order to ensure that the place shaping role of the development management function can be given due weight in relation to the application of the policies in the plan, particularly with regard to the generic development management policies in Section 2B, Chapters 30 – 36, and a</u></p> <p><u>An indication of the likely extent quantum of development is given in each Place. The quantum of development envisaged in each Place is included at the end of each Place Profile.</u> In many Places, potential development opportunities in addition to the strategic sites are identified, but these are small, and thus to allocate them would be inappropriate in a Core Strategy. 4.4.5 They must not be confused with allocations. Strategic Site aAllocations are included in this plan in Section 2(B). Each of the strategic allocations is located within one of the places – but not every place has such an allocation.</p> <p><u>The specific infrastructure known at this stage is identified, future planning documents that are seen as necessary to the delivery of the Vision are also set out, and criteria on which the delivery of the Vision will be monitored are included at the very end of each Place Profile.</u></p> | |
| <p>5.1.6</p> | <p>The western part of the Kensal ‘Place’, has significant development potential through the redevelopment of the Kensal Gasworks sites, amounting to some 17 hectares (40 acres). Together, these sites are not dissimilar in size to that of Paddington Basin development in the</p> | <p>The western part of the Kensal ‘Place’, has significant development potential through the redevelopment of the Kensal Gasworks sites, amounting to some 17 hectares (40 acres). Together, these sites are not dissimilar in size to that of Paddington Basin development in the neighbouring City of Westminster.</p> | <p>RBKC. Clarification purposes. Reference to strategic sites.</p> |

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| | neighbouring City of Westminster. | <u>This site is allocated in this Core Strategy as a Strategic Site – see Chapter 20.</u> | |
| Places | | | Changes throughout the Places chapters. Same as in paragraph 5.1.6 for clarification purposes. |
| 6.1.5 | At Wornington Green, the Kensington Housing Trust are exploring ways to renew the Estate. The need for renewal is driven by a number of factors. (...) | <u>There are two strategic site allocations in Golborne/Trellick. One is at Wornington Green (Chapter 21), where the Kensington Housing Trust are have been exploring ways to renew the estate, and planning permission, in outline for the whole estate, and in detail for phase one, nearest the Golborne road, was granted in March 2010.</u> The need for renewal is driven by a number of factors. (...) | RBKC. Clarification purposes and in the light of the recent planning permission. |
| 6.1.6 | The Edenham Site, located next to Trellick, also provides opportunities for regeneration including new housing and extra care facilities. | <u>The other strategic site allocation is the Edenham Site – located next to the land adjacent to Trellick Tower (Chapter 22) –</u> also provides opportunities for regeneration including new housing and extra care facilities. | RBKC. Clarification purposes. |
| 6.3.5. | This area benefits from a diverse range of community facilities, such as the Venture Centre, Muslim Cultural Heritage Centre, Kensal Library and a doctors' surgery. The Council will support improvements to social and community uses as a result of any new major development, particularly in making facilities accessible to all. | This area benefits from a diverse range of community facilities, such as the Venture Centre, Muslim Cultural Heritage Centre, Kensal Library and a doctors' surgery. The Council will support improvements to social and community uses as a result of any new major development, particularly in making facilities <u>accessible to inclusive for</u> all. | RBKC. Hearing discussions. |
| 6.3.23 | Pedestrian access will be improved to the rear of Westbourne Park underground station. This will greatly improve access to public transport services in the area. | <u>A new pedestrian access will be improved provided to</u> the rear of Westbourne Park underground station. This will greatly improve access to public transport services in the area. | RBKC. Hearing discussions. |
| Chapter 7 | | Changes in chapter 7 (Portobello / Notting Hill) are detailed in document RBKC/36 (Matter 4 – Keeping life | RBKC. Hearing discussions. |

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| | | local Modifications to Chapter 7: Portobello/Notting Hill place). | |
| 9.1.5 | | <p>Insert the following paragraphs after 9.1.5</p> <p><u>There is a specific opportunity in relation to the existing site of the leisure centre. This Core Strategy allocates the Leisure Centre site as the site of the much needed new school in the north of the Borough (see Chapter 23). Preliminary work undertaken in the summer of 2009 indicated that the school could be accommodated without compromising the existing leisure centre.</u></p> <p><u>Other specific opportunities to realise the Vision (see below) have not been identified in this Core Strategy. They will be identified through a subsequent planning document focusing only on the Latimer area.</u></p> | RBKC. Clarification purposes. |
| CV9 | Latimer will have been rebuilt, in a phased way, to a new street pattern. It will be a place that focuses on the provision of high-quality services through excellent urban design. It will provide accessible and adaptable spaces that are valued and used by the local community. New development, including a new neighbourhood shopping centre, will be located around the Latimer Road Station. There will be clear links to Ladbroke Grove and White City. A community sports centre with a swimming pool will be retained in the area and a new academy will be established. | Latimer will have been rebuilt, in a phased way, to a new street pattern, <u>guaranteeing all existing tenants the opportunity of a new home as well as creating capacity for new residents to move to the area.</u> It will be a place that focuses on the provision of high-quality services through excellent urban design. It will provide accessible, <u>safe</u> and adaptable spaces that are valued and used by the local community. New development, including a new neighbourhood shopping centre, will be located around the Latimer Road Station. <u>The area will be better served by public transport, and</u> there will be clear links to Ladbroke Grove and White City. A community sports centre with a swimming pool will be retained in the area and a new academy will be established. | RBKC. In response to comments made by KCSC and hearing discussions, make the Latimer Place more explicit in its protection of homes of existing tenants. |
| 9.3.9 | (...) One way of raising funds to provide good-quality homes for existing tenants is through the provision of additional private housing on existing | (...) One way of raising funds to provide good-quality homes for existing tenants is through the provision of additional private housing on existing Council-owned | RBKC. Hearing discussions. |

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| | Council-owned housing estates. | housing estates. <u>The new housing for the existing tenants will be of a type which would meet their housing needs.</u> | |
| 9.4.4 | The Council will prepare a masterplan and Area Action Plan to explore the potential for the area. | The Council will prepare a masterplan <u>to form part of the LDF and Area Action Plan</u> to explore the potential for the area. | RBKC. Clarification purposes. |
| 9.4.6 | Has a new neighbourhood shopping centre been delivered in the Latimer area? | Has a new <u>local neighbourhood shopping</u> centre been delivered in the Latimer area? | RBKC. Hearing discussions. |
| 9.3.11 | There are few local shops in the area. A new local centre is needed to allow residents to have the shops and services they need within a short walk. (...) | There are few local shops in the area. A new <u>local neighbourhood</u> centre is needed to allow residents to have the shops and services they need within a short walk. (...) | RBKC. Hearing discussions. |
| Proposed paragraph after 10.1.2 | There are 5 sites along the west of Warwick Road and north of Cromwell Road where significant change is planned. This is likely to be in the form of a mixed use development, with increased provision of open space and education facilities. The sites are allocated as a Strategic Site considered in Chapter 25. | There are 5 sites along the west of Warwick Road and north of Cromwell Road where significant change is planned. This is likely to be in the form of a mixed use development, with increased provision of open space and <u>a new school education facilities that will also be used as a community facility.</u> The sites are allocated as <u>a Strategic Site the Warwick Road</u> considered in Chapter 25. | RBKC. Clarification purposes. |
| 10.1.6 | (...) After 2012, however, the landowners plan to redevelop the site. The Earl's Court Exhibition Centre Site extends (...) | (...) After 2012, however, the landowners plan to redevelop the site. <u>It is allocated as a strategic site in this Core Strategy, see Chapter 26.</u> The Earl's Court Exhibition <u>Centre</u> Site extends (...) | RBKC. Clarification purposes. |
| CV10 | By returning the one-way system to two-way working, reducing the traffic flow, and improving the pedestrian environment, the western edge of the Borough will be reintegrated and Earl's Court Neighbourhood Centre will be able to blossom, offering an attractive 'urban-village' environment which local residents can enjoy. (...) | <u>By returning the one-way system to two-way working, reducing the traffic flow, and improving the pedestrian environment,</u> t The western edge of the Borough will be <u>reintegrated with the and</u> Earl's Court Neighbourhood Centre <u>so that the centre is will be</u> able to blossom, offering an attractive 'urban-village' environment which local residents can enjoy. <u>Crucial to this is reducing the impact of the one-way system on residential amenity, the pedestrian environment and public transport users, preferably by returning the one-</u> | RBKC. Hearing discussions. |

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| | | <u>way system to two-way working or other significant environmental improvements.</u> | |
| 10.3.5 | The Council will also consider the potential for improved accessibility from the West London Line to the underground network. | The Council will also consider the potential for improved <u>accessibility interchange</u> from the West London Line to the underground network <u>and work with TfL to improve north-south bus and cycle connections.</u> | RBKC. Hearing discussions. |
| 10.3.10 | <p>(...) Community facilities will be provided as part of the developments at 100 West Cromwell Road and the Warwick Road sites, including a new primary school at the northern end of Warwick Road. (...)</p> <p>(...)The area of Earl's Court and West Kensington Opportunity Area is currently deficient of access to neighbourhood or higher shopping facilities. The Council will therefore support a new neighbourhood centre in this location, supporting the day to day needs of the development. However, this new centre must not compete with other existing centres.</p> | <p>(...) Community facilities will be provided as part of the developments <u>on the Earl's Court and West Kensington Opportunity Area</u>, at 100 West Cromwell Road and the Warwick Road sites, including a new primary school at the northern end of Warwick Road. (...)</p> <p>(...)The area of Earl's Court and West Kensington Opportunity Area is currently deficient of access to neighbourhood or higher shopping facilities. The Council will therefore support a new <u>neighbourhood centre</u> in this location, <u>which includes small scale retail provision</u> supporting the day to day needs of the development <u>and other acceptable town centre uses identified in Policy CA7. However, this new centre must not compete with other existing centres. The size and function of the centre will be confirmed through the joint planning brief, having regard to the up-to-date evidence. The extent to which there is scope for a larger centre within the Opportunity Area will depend on a detailed analysis of retail and leisure need, taking account of the vitality and viability of existing centres (both in this and within neighbouring Boroughs) both at the time of the development and in the longer term.</u></p> | RBKC. Hearing discussions. |
| CP10 | The Council will ensure an attractive 'urban-village' environment in Earl's Court by supporting improvements to the public realm, pedestrian | The Council will ensure an attractive 'urban-village' environment in Earl's Court by supporting improvements to the public realm, pedestrian | RBKC. Hearing discussions. |

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| | environment and open space and resist proposals which prejudice the realisation of the full potential of opportunities in the area. | environment and open space. The Council will and resist <u>ing development</u> proposals which prejudice the <u>opportunities for wider regeneration of the area and compromise delivery of the vision realisation of the full potential of opportunities in the area.</u> | |
| 10.4.2 | (...)The Council will also support a new neighbourhood centre in the Earl's Court and West Kensington Opportunity Area, to serve the day-to-day needs of the development. (...) | (...)The Council will also support a new neighbourhood centre in the Earl's Court and West Kensington Opportunity Area, <u>with small scale retail provision</u> to serve the day-to-day needs of the development. (...) | RBKC. Hearing discussions. |
| 10.4.3 | (...) Community facilities provided as part of 100 West Cromwell Road development; (...) | (...) <u>Social and cCommunity</u> facilities provided as part of 100 West Cromwell Road development; (...) | RBKC. Hearing discussions. |
| 10.4.6 | | Add new bullet <u>6. Has development delivered the social and community facilities identified through the SPD?</u> | RBKC. Hearing discussions. |
| Map in chapter 11 | | Add ' <u>Holland Walk</u> ' | RBKC. Hearing discussions. |
| 11.1.9 | The Commonwealth Institute building is at the western end of the centre. A high-quality public institutional use could help to enhance the attractiveness of the High Street and attract more visitors. | The <u>Grade II* Listed</u> Commonwealth Institute building is at the western end of the centre. A high-quality public institutional use could help to enhance the attractiveness of the High Street and attract more visitors. <u>To that end it is included as a strategic site allocation within this Core Strategy – see Chapter 24. A planning application was received in 2009 which included modifications to the building for the Design Museum, with enabling residential development also on the site. The Council is minded to grant permission subject to a s.106 agreement.</u> | RBKC. Clarification purposes and in the light of the recent planning permission. |
| 11.3.11 | Access to High Street Kensington underground station is poor-as it does not allow step free access. The station is not listed, and thus represents a potential redevelopment opportunity, although the arcade will be retained. | Access to High Street Kensington underground station is <u>not inclusive for all poor</u> as it does not allow step-free access. The station is not listed, and thus represents a potential redevelopment opportunity, although the arcade will be retained. | RBKC. Hearing discussions. |
| 11.3.16 | The design of High Street Kensington Station is such that there is no disabled access and the capacity of stairways to the platforms is often | The design of High Street Kensington Station is such that there is no <u>disabled step-free</u> access and the capacity of stairways to the platforms is | RBKC. Hearing discussions. |

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| | not sufficient to meet demand, which can cause delay and safety problems. The Council supports refurbishment of the station to improve safety and provide step free access. The High Street is very well served by a range of bus routes but there is a need to improve visitor information on bus routes, particularly to Notting Hill Gate for Portobello Road. | often not sufficient to meet demand, which can cause delay and safety problems. The Council supports refurbishment of the station to improve safety and provide step-free access. The High Street is very well served by a range of bus routes but there is a need to improve visitor information on bus routes, particularly to Notting Hill Gate for Portobello Road. | |
| CP11 | The Council will ensure the continued success of the High Street as a high quality shopping street serving residents, workers and visitors by paying close regard to the need to enhance the character of the area, support existing retail niches, attract new trip generating uses and improve access to the centre. | The Council will ensure the continued success of the High Street as a high quality shopping street serving residents, workers and visitors by paying close regard to the need to enhance the character of the area, support existing retail niches, attract new trip generating uses and <u>ensure it is inclusive for all. improve access to the centre.</u> | RBKC. Hearing discussions. |
| Map in chapter 12 | Improve Imperial College Road as a pedestrian and cycling route. | Improve Imperial College Road as a pedestrian and cycling route- <u>that links with the cycle route in Hyde Park” after “Improve Imperial College Road as a pedestrian and cycling route.</u> | RBKC. Hearing discussions. |
| 12.3.12 | The area surrounding the Exhibition Road institutions is residential in character, but residential development (excluding student accommodation) between Queen’s Gate and Exhibition Road north of Cromwell Road is not considered appropriate. (...) | The area surrounding the Exhibition Road institutions is residential in character. <u>There is also residential use over the shops in the area around the London Underground Station. Balancing residential amenity and the issues associated with the large volume of visitors is not straight forward [footnote to cross reference Policy CL5 Residential Amenity]. But</u> Residential development (excluding student accommodation) between Queen’s Gate and Exhibition Road north of Cromwell Road is not considered appropriate. (...) | RBKC. Hearing discussions. |
| CP12 | The Council will ensure the continued success of South Kensington as a premier public cultural destination, and as a local shopping centre, by securing good quality public open spaces and significantly improving accessibility to cater for the | The Council will ensure the continued success of South Kensington as a premier public cultural destination, and as a local shopping centre, by securing good quality public open spaces and <u>step-free access at South Kensington station significantly</u> | RBKC. Hearing discussions. |

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| | very large number of visitors the area receives, and supporting proposals to uplift the quality of the retail offer, especially proposals likely to favour local and niche markets. | improving accessibility to cater for the very large number of visitors the area receives, and supporting proposals to uplift the quality of the retail offer, especially proposals likely to favour local and niche markets. | |
| 13.4.3 | The following infrastructure is specifically required to deliver the vision for Brompton Cross: <ul style="list-style-type: none"> improved access to South Kensington underground station, to be delivered through redevelopment at and near the station; public realm improvements including a central sculptural feature. | The following infrastructure is specifically required to deliver the vision for Brompton Cross: <ul style="list-style-type: none"> improved <u>step-free</u> access to South Kensington underground station, to be delivered through redevelopment at and near the station; public realm improvements including a central sculptural feature. | RBKC. Hearing discussions. |
| Rest of places: Portobello/Notting Hill, Westway, South Kensington, Brompton Cross, Knightsbridge, King's Road/Sloane Square, Notting Hill Gate, Fulham Road and Lots Road/World's End | | <u>There are no strategic site allocations within [name of place to be inserted] place contained in the Core Strategy.</u> | Insert a new paragraph at the end of the introduction, before the Vision. RBKC. Clarification purposes. |
| 14.3.12 and map | The Council will continue to work in partnership with the City of Westminster to achieve a shared vision for the area. The possibility of implementing public realm improvements in Montpellier Street to provide space for alfresco dining, market stalls and events will be investigated | The Council will continue to work in partnership with the City of Westminster to achieve a shared vision for the area. The possibility of implementing public realm improvements in Montpellier Street to provide space for alfresco dining , market stalls and events will be investigated. Reference to alfresco dining will also be removed from the Knightsbridge map. | In response to comments made by the Knightsbridge Association, and their concern that alfresco dining in Montpellier Street will directly conflict with the amenity of nearby residential properties. |
| 16.3.3 | The Council will generally discourage applications | The Council will generally discourage applications for | RBKC. This amendment is made to |

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| | for new hot-food takeaways, estate agents and bureau do change, as these are already over-subscribed within the centre and do not cater for the local catchment. The Council will also use ... | new hot-food takeaways, estate agents and bureau do change, as these are already over-subscribed within the centre and do not cater for the local catchment. <u>Whilst the Council will support improving the 'quality' of existing restaurants in the centre, new restaurants will only be supported where do not breach the criteria set out within Policy CF3 (diversity of shops within town centres)</u> The Council will also use ... | make it clear that the Council's support within the vision for "improved restaurants" does not mean that the criteria set out within Policy C3 can be ignored. |
| Map in chapter 17 | | Move 'north-south cycle link' on to Beaufort Street / Drayton Gardens (this is LCN and links north). | RBKC. Hearing discussions. |
| Map in chapter 18 | | Add (...) <u>and cycles</u> in key and add reference to <u>pedestrian only</u> through site between the King's Road and Fulham Road. | RBKC. Hearing discussions. |
| 18.1.4 | (...) A planning application was approved on appeal by the Secretary of State in 2006. This mixed-used development will include retail, business and over 400 new dwellings. Implementation of this permission has yet to commence. (...) | (...) A planning application was approved on appeal by the Secretary of State in 2006. This <u>cross-boundary</u> mixed-used development will include retail, business and over 400 new dwellings <u>in the Borough and over 380 new dwellings, car and cycle parking, children's playspace, and works to Chelsea Creek and Chelsea Basin in the London Borough of Hammersmith and Fulham</u> . Implementation of this permission has yet to commence. (...) | RBKC. Hearing discussions. |
| 18.2 | (...) The Lots Road Power Station site development will play a vital role in improving the vitality of the area by providing a mixture of uses including housing, new neighbourhood shops, offices and social and community facilities including mooring facilities. | (...) The Lots Road Power Station site development will play a vital role in improving the vitality of the area by providing a mixture of uses including housing, new neighbourhood shops-centre , offices and social and community facilities including mooring facilities. | RBKC. Hearing discussions. |
| 19.1.2 | Kensal | <u>Ch</u> <u>Place</u> <u>Strategic Site</u> <u>ap</u> | RBKC. Clarification purposes. |

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| 20.1.4 | Wornington Green | te r | | | RBKC. For clarification purposes. | |
| | Land Adjacent to Trellick Tower | | | | | |
| | North Kensington Sports Centre | | <u>5</u> | <u>Kensal</u> | | <u>Kensal Gasworks (also referred to as Kensal Canalside in the London Plan Annex 1 – list of opportunity areas)</u> |
| | Commonwealth Institute | | | | | |
| | Warwick Road | | <u>6</u> | <u>Golborne/Trellick</u> | | <u>Wornington Green Land adjacent to Trellick Tower</u> |
| | Earl’s Court | | <u>7</u> | <u>Portobello</u> | | <u>No strategic sites</u> |
| | Lots Road Power Station (not allocated, but for information only) | | <u>8</u> | <u>Westway</u> | | <u>No strategic sites</u> |
| | | | <u>9</u> | <u>Latimer</u> | | <u>Kensington Sports Centre</u> |
| | | | <u>10</u> | <u>Kensington High Street</u> | | <u>Commonwealth Institute</u> |
| | | | <u>11</u> | <u>Earl’s Court</u> | | <u>Warwick Road Earl’s Court Exhibition Centre</u> |
| | | | <u>12</u> | <u>Knightsbridge</u> | | <u>No strategic sites</u> |
| | | | <u>13</u> | <u>Brompton Cross</u> | | <u>No strategic sites</u> |
| | | | <u>14</u> | <u>South Kensington</u> | | <u>No strategic sites</u> |
| | | | <u>15</u> | <u>Kings Road / Sloane Square</u> | | <u>No strategic sites</u> |
| | | | <u>16</u> | <u>Notting Hill Gate</u> | | <u>No strategic sites</u> |
| | | | <u>17</u> | <u>Fulham Road</u> | | <u>No strategic sites</u> |
| | | | <u>18</u> | <u>Lots Road / World’s End</u> | | <u>No strategic sites</u> |
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| | Chapter 5, where the Strategic Objectives of the plan as a whole, have been listed in the following order of priority: Respecting Environmental Limits, Better Travel Choices, Diversity of Housing, Keeping Life Local, An Engaging Public Realm, renewing the Legacy and Fostering Vitality. | 5. <u>Particular attention is drawn to the Vision for Kensal (see section 5.2), and the Priorities for Action (section 5.3), which consider the wider Kensal area beyond this specific strategic site allocation. In the Priorities for Action section, the actions are set out under the headings of the</u> where the Strategic Objectives of the plan as a whole, <u>but have been listed in the following order of priority regarded as appropriate for Kensal:</u> Respecting Environmental Limits, Better Travel Choices, Diversity of Housing, Keeping Life Local, An Engaging Public Realm, renewing the Legacy and Fostering Vitality. | |
| Rest of Strategic Site Allocations | | | Same changes as paragraph 20.1.4 for each strategic site. RBKC. For clarification purposes. Standard Text Changes |
| 20.3.5 | 2011: Commence work on site | 2011/ <u>2012</u> : Commence work on site | RBKC. For clarification purposes. |
| Policy CK1(c)iii | Significantly improve Social and community uses elsewhere in the Borough... | Significantly improve <u>or provide new</u> Social and community uses elsewhere in the Borough... | RBKC. This provides a greater reflection of the aims of the policy |
| Policy CK2 and subheading | Local Shopping Facilities | <u>Walkable Neighbourhoods and</u> Local Shopping Facilities | RBKC. This change will provide clarity and highlight the relationship between local shopping and walkable neighbourhoods |
| 20.2.2 | The Council considers the site to have the capacity of upwards of 2,500 new dwellings and the Council considers that the site also has potential for at least 10,000sqm of offices | The Council considers the site to have the capacity of upwards of 2,500 new dwellings and the Council considers that the site also has potential for at least 10,000sqm of offices <u>or other B1 uses</u> | RBKC. The Council wish to acknowledge that other compatible employment uses will also be encouraged. |
| 20.3.6 | National Grid, who own the gas holders, have informed the Council that they are looking to remove them by 2017. The gas holders site will therefore be in the second phase of the development.... | National Grid, who own the gas holders, have informed the Council that they are looking to remove them by 2017 <u>at the earliest</u> . The gas holders site will therefore be in the second phase of the development. | National Grid. This change was requested in the Statement of Common Ground to provide consistency with other parts of the chapter |
| 21.1.4 | | Add at the end of the paragraph: | RBKC. Hearing discussions. |

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| | | <u>Outline Planning permission was granted 30th March 2010 with all details submitted for Phase One and all details reserved for Phases 2-5.</u> | |
| 23.2.1 | (...) The Council is resolving this deficiency through the provision of a new academy, agreed by the Minister for Education, to be funded through 'Building Schools for the Future' grants. | (...) The Council is resolving this deficiency through the provision of a new academy, agreed by the Minister for Education, to be <u>potentially</u> funded through 'Building Schools for the Future' grants <u>or other sources of funding.</u> | RBKC. Hearing discussions. |
| 23.2.3 | The Council will therefore support the designation of a neighbourhood centre within the Earl's Court Opportunity Area. | The Council will therefore support the designation of a <u>small-scale neighbourhood</u> centre within the Earl's Court Opportunity Area, <u>provided that this meets the needs of the existing development without harming existing centres.</u> | RBKC change to be consistent with amendment to Core Strategy Policy Cf1(e). |
| 23.2.4 | The 'Building Schools for the Future' funding may need to be supplemented with funding from enabling development. (...) | <u>The 'Building Schools for the Future' Any public sector</u> funding may need to be supplemented with funding from enabling development. (...) | RBKC. Hearing discussions. |
| 23.3.5 | RBKC, 'Building Schools for the Future' funding 2011/12, possibly some enabling residential development and private investment. | RBKC, 'Building Schools for the Future' funding 2011/12 <u>or other public sector investment</u> , possibly some enabling residential development and private investment. | RBKC. Hearing discussions. |
| CA6 | i. community sports hall; p. a contribution to facilitate the unravelling the Earl's Court One-Way system; | i. community sports hall; <u>and swimming pool;</u> p. a contribution to <u>investigate and implement measures to facilitate the return the Earl's Court one-way system to two-way working-unravelling the Earl's Court One-Way system;</u> | RBKC. Hearing discussions. RBKC amendment to reflect amendments to the Earl's Court Strategic Site and Better Travel Choices. |
| Earl's Court Strategic Site Allocation Map | Earl's Court Strategic Site | Amend map to correctly define the Strategic Site to include the property at the junction of Warwick Road and the A4 | RBKC requests this change to ensure redevelopment takes every opportunity to improve the pedestrian environment at this junction. |
| 26.2.1 | It is clear that the site has considerable potential. The draft London Plan states that the Earl's Court & West Kensington Opportunity Area has the capacity | It is clear that the site has considerable potential. The draft London Plan <u>indicates states</u> that the Earl's Court & West Kensington Opportunity Area has <u>the potential</u> | RBKC. Hearing discussions. |

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| | to accommodate over 2,000 dwellings and 7,000 jobs along with leisure, cultural and visitor attraction uses. Within the Royal Borough it is anticipated the scheme will be residential-led, although the full development capacity and exact disposition of uses across the Opportunity Area should be considered as part of the spatial planning for the Opportunity Area, through the joint Supplementary Planning Document prepared by both boroughs, in consultation with the GLA. | to provide the capacity to accommodate over 2,000 dwellings and approximately 7,000 jobs. <u>The draft London Plan further states that “the potential for a strategic leisure, cultural and visitor attraction and strategically significant offices should be explored together with retail, hotels and supporting social infrastructure”. along with leisure, cultural and visitor attraction uses.</u> Within the Royal Borough it is anticipated the scheme will be residential-led, <u>as the Strategic Site can comfortably accommodate over 500 new homes.</u> , although t The full development capacity and exact disposition of uses across the Opportunity Area should be considered as part of the spatial planning for the Opportunity Area, through the joint Supplementary Planning Document (SPD). <u>This SPD will be prepared and adopted by both boroughs, and be capable of being adopted by, in consultation with the GLA as an Opportunity Area Planning Framework.</u> | |
| 26.2.2 | (...)The area of the Strategic Site is deficient in access to neighbourhood or higher order centre facilities. The Council will therefore support the designation of a neighbourhood centre within the Earl’s Court Opportunity Area. (...) | (...)The area of the Strategic Site is <u>outside 400m or 5mins walk of a deficient in access to</u> neighbourhood or higher order centre facilities . The Council will therefore support the <u>establishment designation</u> of a <u>new neighbourhood</u> centre within the Earl’s Court <u>and West Kensington</u> Opportunity Area, <u>with small scale retail provision to serve the day-to-day needs of the development and of a scale that does not have an unacceptable impact on short and longer term vitality and viability of existing centres in RBKC and LBHF.</u> (...) | RBKC. Hearing discussions. |
| 26.2.3 | (...) A new cultural facility that is a national or international destination is required. This may be in the form of an International Convention Centre. The preferred location for the International Convention Centre is as part of a major refurbishment and/or development within the existing Earl's Court and Olympia complexes. However, if that facility is located at Olympia in the | (...) A new cultural facility that is a national or international destination is required. This may be in the form of an International Convention Centre. The preferred location for the International Convention Centre is as part of a major refurbishment and/or development within the existing Earl's Court and Olympia complexes. However, if that facility is located at Olympia <u>(in the London Borough of Hammersmith</u> | RBKC. Hearing discussions. |

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| | same ownership as Earl's Court Exhibition Centre, then significant cultural use that is at least a national destination should be provided in the Earl's Court and West Kensington Opportunity Area to continue the long standing brand. It is expected this will be located within the most public transport accessible part of the Opportunity Area. The exact location of any cultural or destination uses or attractions will be determined through the Supplementary Planning Document to be prepared jointly by the Royal Borough, the London Borough of Hammersmith and Fulham. | and Fulham) which is (in the same ownership as Earl's Court Exhibition Centre, and is likely to be refurbished and extended to accommodate some of the cultural, conference and exhibition uses at Earl's Court then a significant cultural use that is of at least a national identity-destination should also be retained provided in the Earl's Court and West Kensington Opportunity Area to continue the long standing Earl's Court brand. It is expected this will be located within the most public transport accessible part of the Opportunity Area. The exact location of any cultural or destination uses or attractions will be determined through the Supplementary Planning Document to be prepared jointly by the Royal Borough, the London Borough of Hammersmith and Fulham and the Greater London Authority. | |
| CA7(a) | a minimum of 500 homes within the Royal Borough, which could be increased, if (b) to (e) below are provided within LBHF as part of the masterplanning process conduction in the preparation of the SPD; | a minimum of 500 homes within the Royal Borough, which could be increased, in particular if (b) to (e) below are provided within LBHF as part of the masterplanning process conduction in the preparation of the SPD; | RBKC. Hearing discussions. |
| CA7(c) | small scale retail uses (A Classes of the Use Classes Order 1987 (as amended)) to serve the day-to-day needs of the new development; | small scale retail and-associated other uses within the (A Classes of the Use Classes Order 1987 (as amended)) to serve the day-to-day need s of the new development; | RBKC. This change assumes that all retail is from the A Class, which is incorrect. |
| CA7(d) | a cultural facility, of at least national significance, to retain Earl's Court's long standing brand as an important cultural destination, located on the area of the Opportunity Area nearest to public transport accessibility; | a cultural facility, of at least national identity significance , to retain Earl's Court's long standing brand as an important cultural destination, located on the area of the Opportunity Area nearest to public transport accessibility; | RBKC. Hearing discussions. |
| CA7(e) | other non-residential uses required to deliver a sustainable and balanced mixed-use development, such as hotel, leisure and social and community uses; | other non-residential uses required to deliver a sustainable and balanced mixed-use development, such as hotel, and leisure and social and community uses; | RBKC. Hearing discussions. |
| CA7 (after point e) | | Add new point. | RBKC. Hearing discussions. |

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| | | <u>f. social and community uses;</u> | |
| CA7(h) | a design of the on-site road pattern and connections which significantly improve traffic circulation in the surrounding area, and on primary routes in the London Borough of Hammersmith and Fulham and the Royal Borough, providing a key component in returning the one-way system to two-way working; | a design of the on-site road pattern network and connections <u>with the surrounding area that which significantly improves residential amenity, the pedestrian environment and public transport access in the area of the one-way system, and does not have an unacceptable impact on traffic congestion-circulation in the surrounding area, and on primary routes in the London Borough of Hammersmith and Fulham and the Royal Borough, providing a key component in returning the one-way system to two-way working;</u> | RBKC. Hearing discussions. |
| CA7(j) | community and health facilities; | <u>social and</u> community and health facilities; | RBKC. Hearing discussions. |
| CA7(l) | securing highway contributions including the investigation and implementation of measures to return the Earl's Court one-way system to two-way working and improve the pedestrian environment; | securing highway contributions including the investigation, <u>in consultation with TfL and the Boroughs, into returning the Earl's Court one-way system to two way working; and</u> implementation of <u>those</u> measures <u>identified during the investigation commensurate to the development proposal; to</u> to <u>return the Earl's Court one-way system to two-way working</u> and <u>significant improvements to quality of residential amenity, the pedestrian environment and public transport access in the area of the Earl's Court one-way system;</u> | RBKC. Hearing discussions. |
| CA7(m) | improvements to tube, bus and rail access, including accessibility from the West London Line to the underground network and the extension of bus services into the site; | improvements to tube, bus and rail access, including <u>accessibility interchange</u> from the West London Line to the underground network and the extension of bus services into the site; | RBKC. Hearing discussions. |
| 26.3.1 | | Add at the end of the paragraph: <u>There is also a risk that the SPD is not adopted in advance of a planning application being submitted for the Strategic Site. If this risk is realised, the planning application will be considered in accordance with</u> | RBKC. Hearing discussions. |

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| | | <u>Policy CA7 and any material planning considerations, which may include up to date evidence and viability being prepared for the SPD and a planning application.</u> | |
| 29.2.4 | <p>Planning Obligations are intended to make acceptable development which would not otherwise be unacceptable in planning terms. They might be used to prescribe the nature of a development; to secure a contribution from a developer to compensate for loss or damage created by a development; or to mitigate a development’s impact. They must comply with the provisions of Circular 05/2005 “Planning Obligations”, and such measures may include:</p> <p>1.Environmental improvements – to buildings, the street (including townscape enhancements), utility provision, nature conservation measures and mitigating the effects of a development proposal;</p> <p>(...)</p> <p>5. provision of transportation facilities – including facilities for walking and cycling, public transport and highways improvements to cater for the impact of the development and towards Crossrail where development within the CAZ or in other circumstances, would require this as a result of London Plan Supplementary Planning Guidance (SPG) and permit-free development;</p> | <p>Planning Obligations are intended to make acceptable development which would not otherwise be unacceptable in planning terms. They might be used to prescribe the nature of a development; to secure a contribution from a developer to compensate for loss or damage created by a development; or to mitigate a development’s impact. They must comply with the provisions of Circular 05/2005 “Planning Obligations”, <u>and the Community Infrastructure Levy Regulations 2010 and</u> such measures may include:</p> <p>1.Environmental improvements – to buildings, the street (including townscape enhancements), <u>improvements for inclusive design</u>, utility provision, nature conservation measures and mitigating the effects of a development proposal;</p> <p>(...)</p> <p>5. provision of transportation facilities – including facilities for walking and cycling, <u>inclusive</u> public transport and highways improvements to cater for the impact of the development <u>and impact of the construction of development in relation to traffic, air quality and noise on the amenity of residents</u>, and towards Crossrail where development within the CAZ or in other circumstances, would require this as a result of London Plan Supplementary Planning Guidance (SPG) and permit-free development;</p> | RBKC. Hearing discussions. |
| CO1 | Our strategic objective to keep life local is for strong effective neighbourhood centres and for social and community facilities to be widely available and for neighbourhood functions, including local shopping facilities, to be | Our strategic objective to keep life local is for strong effective neighbourhood centres and for social and community facilities to be widely available and for neighbourhood functions, including local shopping facilities, to be | RBKC. Hearing discussions. |

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| | easily accessible so that residential communities can flourish. | <u>easily accessible inclusive for all</u> so that residential communities can flourish. | |
| 30.2.4 | Thirdly, strengthening local centres as the focus of a local community, (...) | Thirdly, strengthening local <u>neighbourhood</u> centres as the focus of a local community, (...) | RBKC. Hearing discussions. |
| 30.3.4 and 30.3.6 | <p>30.3.4 The Council also acknowledges that there are also social and community uses which are community assets, such as post offices and pharmacies, where change to another use in the same use class, such as a shop, does not require planning consent. The Council cannot therefore control these uses through its planning powers respond to supply and demand, which has have tended to result in them being be available within 'walkable neighbourhoods'. However, especially regarding post offices, this is no longer guaranteed. The Council will, therefore, in partnership with others, strive to achieve this through other means.</p> <p>30.3.6 Public Houses are also considered a social and community use in the Borough, and recent concern over their loss to residential use has been noted. However, the Borough has only lost 6 public houses to residential units in the last decade. This is not to say that their loss is anything but regrettable. However, the Royal Borough is fortunate to have 173 bars (113 of which are traditional public houses) and the entire Borough (excluding open spaces) is served by one or more of these facilities being within a 10 minute walk. Therefore, the Council considers that there is too little evidence to resist their loss at the present time. This will be kept under review.</p> | <p>The Council also acknowledges that there are also social and community uses which are <u>considered valuable community assets</u>, such as post offices and pharmacies, where change to another use in the same use class, such as a shop, does not require planning consent. The Council cannot therefore control these uses through its planning powers <u>and therefore cannot be controlled under Policy CK1 at present. These facilities respond to supply and demand, which has have tended to result in them being</u> be available within 'walkable neighbourhoods'. However, especially regarding post offices, this is no longer guaranteed. The Council will, therefore, in partnership with others, strive to achieve this through other means.</p> <p><u>Should any of these uses change to a different use class (for example, to Sui Generis), they would be considered under Policy CK1.</u></p> <p><i>**relocated from 30.3.6**</i> Public Houses are also considered a social and community use in the Borough, and recent concern over their loss to residential use has been noted. However, the Borough has only lost 6 public houses to residential units in the last decade. This is not to say that their loss is anything but regrettable. However, the Royal Borough is fortunate to have 173 bars (113 of which are traditional public houses) and the entire Borough (excluding open spaces) is served by one or more of these facilities being within a 10 minute walk. Therefore, the Council considers that there is too little evidence to resist their loss at the present time. This will be kept under review.</p> <p><u>The Borough has also experienced a number of</u></p> | RBKC. Hearing discussions. |

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| | | <u>traditional public houses changing into other drinking establishments which do not provide the same community function to residents. However, these changes do not represent a change under the Town and Country Planning (Use Classes) Order 1987 and cannot presently be controlled by the Council.</u> | |
| CK1c | ii. permit the change of use of land and/or buildings where the current or last use was a social or community use from one social and community use to another social and community use which predominantly serves, or which provides significant benefits to Borough residents and where it is successfully demonstrated that there is a greater benefit to the Borough resulting from this change of use; | ii. permit the change of use of land and/or buildings where the current or last use was a social or community use from one social and community use to another social and community use which predominantly serves, or which provides significant benefits to Borough residents and where it is successfully demonstrated that there is a greater benefit to the Borough resulting from this change of use; | RBKC. Hearing discussions. |
| P. 170 Corporate and Partner Actions: point 1 | The Town Centre Initiatives Manager will work in partnership with to support and strengthen the viability of local shopping centres. | The Town Centre Initiatives Manager will work in partnership with <u>retailers, landlords, residents and other stakeholders</u> to support and strengthen the viability of local shopping centres. | RBKC. Hearing discussions. |
| P. 170 Corporate and Partner Actions: point 10 | The Council's Transportation section within Transport, Environment and Leisure Services will work in partnership with Transport for London to encourage streetscape and traffic management improvements which remove barriers and improve access to social and community uses and local shopping centres, and improve cycling and walking environments in the Borough. | The Council's Transportation <u>and Highways Department section</u> within Transport, Environment and Leisure Services will work in partnership with Transport for London to encourage streetscape and traffic management improvements which remove <u>physical barriers and improve access</u> to social and community uses and local shopping centres, <u>making them inclusive for all,</u> and improve cycling and walking environments in the Borough. | RBKC. Hearing discussions. |
| P. 170 Corporate and Partner Actions: point 12 | The Family and Children's Services Directorate will work with the Department for Education and others in securing funding for upgrading of all schools through the Primary Capital Programme and | The Family and Children's Services Directorate will work with the Department for Education and others to <u>in securing</u> funding for upgrading of all schools through the Primary Capital Programme and 'Building | RBKC. Hearing discussions. |

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| | 'Building Schools for the Future' programme. | Schools for the Future' programme. | |
| P. 170 Corporate and Partner Actions. Add a new point. | | Add a new point. <u>The Directorate of Planning and Borough Development will work with Kensington and Chelsea Social Council to ensure there is effective consultation with hard to reach groups on the ongoing production of the Infrastructure Delivery Plan.</u> | RBKC. Hearing discussions. |
| P. 170 Corporate and Partner Actions. Add a new point. | | Add a new point. <u>The Directorate of Planning and Borough Development will work with LBHF and the GLA to prepare a Supplementary Planning Document/Opportunity Area Framework to bring forward the redevelopment of the Earls Court, including social and community uses as required to sustain a balanced community.</u> | RBKC. Hearing discussions. |
| P. 170 Corporate and Partner Actions. Add a new point. | | Add a new point. <u>The Directorate of Planning and Borough Development will work with the Kensington and Chelsea Social Council to establish a register of social and community uses to assess where potential new facilities could be located.</u> | RBKC. Hearing discussions. |
| 31.3.5 | <p>The <i>Keeping Life Local</i> Strategic Objective (Chapter 30) introduces the concept of walkable neighbourhoods, and includes a map which shows those parts of the Borough that are not within five minutes walk of a centre. The main areas of deficiency are in the Kensal and Latimer areas. New centres in these areas will meet this deficiency, with the scale of development within these new centres reflecting the nature of the proposed development in the wider area.</p> <p>A significant amount of development is expected within the plan period in the Earl's Court and West Kensington Opportunity Area. This site, designated within the draft London Plan as an Opportunity</p> | <p>The <i>Keeping Life Local</i> Strategic Objective (Chapter 30) introduces the concept of walkable neighbourhoods, and includes a map which shows those parts of the Borough that are not within five minutes walk of a centre. The main areas of deficiency are in the Kensal and Latimer areas <u>and the area of the Earl's Court Exhibition Centre Strategic Site. New centres in these areas will meet this deficiency, with the scale of development within these new centres reflecting the nature of the proposed development in the wider area.</u></p> <p>In addition, a significant amount of development is expected within the plan period in the Earl's Court and West Kensington Opportunity Area. This site, designated within the draft London Plan as an</p> | RBKC. Hearing discussions. |

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| | <p>Area, straddles the boundary with Hammersmith and Fulham. Both the quantum of development, and its detailed nature (including whether the constituent parts lie in this Borough or within Hammersmith and Fulham) will be established within a future planning brief. However, It is likely that the wider area will include a significant amount of housing, as well as business uses, leisure and hotel floorspace, and a destination cultural facility. This development is likely to generate some retail need.</p> <p>A neighbourhood centre in this area will, therefore, be appropriate, as long it is of a scale which does not harm the vitality of nearby centres. A new centre is ‘supported’ rather than ‘required’ as it is possible that its eventual location may be in Hammersmith and Fulham.</p> | <p>Opportunity Area, straddles the boundary with Hammersmith and Fulham. Both the quantum of development, and <u>the distribution of land uses across the Opportunity Area-its detailed nature (including whether the constituent parts lie in this Borough or within Hammersmith and Fulham)</u> will be established within a future planning brief. <u>This brief will be prepared jointly by LBHF, this Borough and the GLA.</u> However, It is likely that the wider-area <u>Opportunity Area</u> will include a significant amount of housing, as well as business uses, leisure and hotel floorspace, and a destination <u>cultural destination facility</u>. This development is likely to generate some retail need <u>in its own right</u>.</p> <p><u>The new centres at Kensal, Latimer and Earl’s Court will serve a localised retail catchment, providing the convenience goods and services required by the local communities. The extent to which, from a retail perspective, there is scope for a larger centre on any of these sites, will depend on a detailed analysis of retail need, taking account of the vitality and viability of existing centres (both in this and within neighbouring Boroughs) both at the time of the development and in the longer term.</u></p> <p>A neighbourhood centre in this area will, therefore, be appropriate, as long it is of a scale which does not harm the vitality of nearby centres. A new centre is ‘supported’ rather than ‘required’ <u>within the Earl’s Court wider area</u> as it is possible that its eventual location may be in Hammersmith and Fulham.</p> | |
| CF1 | d) require the establishment of new centres in the Latimer and Kensal areas to address identified retail deficiency; | d) require the establishment of new centres in the Latimer and Kensal areas to address identified retail deficiency, and support the establishment of a new | RBKC. Hearing discussions. |

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| | (e) support the establishment of a new neighbourhood centre in the Earl's Court Opportunity Area, to serve the day-to-day needs of the development. | <u>centre in the Earl's Court & West Kensington Opportunity Area, with small scale retail provision to serve the day-to-day needs of the development. Any new centre must comply with the requirements of PPS4, and be of a scale that does not have an unacceptable impact on existing centres.</u> (e) support the establishment of a new neighbourhood centre in the Earl's Court Opportunity Area, to serve the day-to-day needs of the development. | |
| 31.3.9 | (...) Earl's Court Road has been classed as a Neighbourhood rather than a District centre to recognise the ongoing review of the London Town Centre Network being carried out by the GLA in preparation of the forthcoming London Plan. | Earl's Court Road has been classed as a Neighbourhood rather than a District centre, <u>as designated within the London Plan</u> , to recognise the its scale and its primary function in serving the day-to-day needs of local people and those visiting the Earl's Court Exhibition Centre. As such, part (d) of Policy CF3 is relevant in the determination of planning applications for this centre. ongoing review of the London Town Centre Network being carried out by the GLA in preparation of the forthcoming London Plan. | RBKC. Hearing discussions. |
| 31.3.13 | The Neighbourhood Centres are: Barlby Road, Ladbroke Grove (North), Golborne Road (North), North Pole Road, St Helen's Gardens, Ladbroke Grove Station, All Saints Road, Westbourne Park Road, Clarendon Cross, Holland Park Avenue, Holland Road, Napier Road, Kensington High Street (West), Thackeray Street, Pembroke Road, Earl's Court Road, Stratford Road, Gloucester Road, Cromwell Road Air Terminal, Gloucester Road (South), Old Brompton Road (West), Old Brompton Road (East), Ifield Road, The Billings, Fulham Road (Old Church Street), Walton Street, Lowndes Street, Pont Street, Sloane Avenue, Elystan Street, Chelsea Manor Street, | The Neighbourhood Centres are: Barlby Road, Ladbroke Grove (North), Golborne Road (North), North Pole Road, St Helen's Gardens, Ladbroke Grove Station, All Saints Road, Westbourne Park Road, Clarendon Cross, Holland Park Avenue, Holland Road, Napier Road, Kensington High Street (West), Thackeray Street, Pembroke Road, Earl's Court Road, <u>Earl's Court Road North</u> , Stratford Road, Gloucester Road, Cromwell Road Air Terminal, Gloucester Road (South), Old Brompton Road (West), Old Brompton Road (East), Ifield Road, The Billings, Fulham Road (Old Church Street), Walton Street, Lowndes Street, Pont Street, Sloane Avenue, Elystan Street, Chelsea Manor Street, | RBKC. For consistency with Proposals Map. |

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| | Lower Sloane Street, World’s End, and Fulham Road/ Brompton Cemetery. | Lower Sloane Street, World’s End, and Fulham Road/ Brompton Cemetery. | |
| 31.3.18 | <p>...The Council’s favoured method for the provision of ‘affordable shops’ is for developers to provide premises to be managed under the Council’s Neighbourhood Shopping Policy. The Council also recognises that there may be circumstances where it would be appropriate for the affordable shop to be provided off site, but within the same centre. These could include, for example, where the proposed retail development has a narrow street frontage, and where the provision of an additional shop on site could jeopardise the successful operation of the principal shop. The onus will be on the applicant to successfully demonstrate where off site provision will be appropriate.</p> | <p>...The Council’s favoured method for the provision of ‘affordable shops’ is for developers to provide premises to be managed under the Council’s Neighbourhood Shopping Policy, <u>although the Council does recognise that other mechanisms for the provision of affordable shops, secured through s106 agreements, may also be appropriate.</u> The Council also recognises that there may be circumstances where it would be appropriate for the affordable shop to be provided off site, but within the same centre. These could include, for example, where the proposed retail development has a narrow street frontage, and where the provision of an additional shop on site could jeopardise the successful operation of the principal shop. The onus is on the applicant to successfully demonstrate where off site provision would be appropriate. Where an affordable unit cannot be provided, the Council will seek financial contributions, through planning obligations (where appropriate, feasible and viable), to provide the mitigation necessary to support retail diversity within the centre or the rest of the Borough. The onus will be on the applicant to successfully demonstrate where off site provision will be appropriate. a contribution to the retail diversity of the centre, be this by ‘on’ or ‘off’ site provision of an affordable unit, or by a financial contribution, is not appropriate.”</p> | <p>RBKC. Hearing discussions. As phrased the supporting text to policy CF2 does not offer the flexibility with regard the provision of affordable shops or the possibility of targeted financial contributions to support the retail diversity of a centre. The amendment is intended to make this flexibility clear.</p> |
| Policy CF2 | <p>(c) require new large scale retail development or mixed use development with a significant retail element, to provide affordable shops, to be managed under the Council’s Neighbourhood Shopping Policy. Affordable shops can be provided off site within the same centre where appropriate.</p> | <p>(c) require new large scale retail development or mixed use development with a significant retail element, to provide affordable shops, to be managed under the Council’s Neighbourhood Shopping Policy, or where this is not appropriate, to provide a financial contribution through</p> | <p>RBKC. As phrased the policy does not offer the flexibility with regard the provision of affordable shops or the possibility of targeted financial contributions to support the retail diversity of a centre. The</p> |

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| | | <u>planning obligations to support retail diversity within the centre.</u> Affordable shops can be provided off site within the same centre where appropriate.” | amendment is intended to make this flexibility clear. |
| 31.3.23 | (...) The primary and secondary retail frontages equate to the core and non-core frontages, respectively, of the Borough’s Principal Shopping Centres as set out within the Council’s UDP (2002). These will be reviewed. | (...) The primary and secondary retail frontages <u>of the Borough’s Higher Order Town Centres are set out in Appendix x. -equate to the core and non-core frontages, respectively, of the Borough’s Principal Shopping Centres as set out within the Council’s UDP (2002).</u> These will be reviewed. | RBKC. Hearing discussions. |
| 31.3.31 | There is a forecast demand for 15% growth of office jobs over the plan period. This equates to a net addition of 69,000 sq m of office floorspace. (...) | There is a forecast demand for 15% growth of office jobs <u>between 2004 and 2026 over the plan period.</u> This equates to a net <u>addition increase of 69,000- 60,000</u> sq m of office floorspace- <u>between 2008 and the end of the plan period.</u> | Text added to make sure that it is clear that forecast office demand uses a 2004-2026 figure. |
| 31.3.32 | On the supply side, office floorspace under construction and outstanding permissions provide a net addition of 46,000 sq m. This level of building will meet office demand until 2017. The Council therefore recognizes that a further 23,000 sq m of office floorspace needs to be developed within the Borough, within the plan period for the predicted need to be met. | On the supply side, office floorspace under construction, <u>and</u> outstanding permissions <u>and floorspace that (as of March 2008),</u> provide a net addition of <u>46,000- 37,000</u> sq m. This level of building will meet office demand until 2017. The Council, therefore, recognizes that a further 23,000 sq m of office floorspace needs to be developed <u>within the Borough,</u> within the plan period for the predicted need to be met. | RBKC. Hearing discussions. Text added to ensure that it is clear that figures date from a 2004 baseline – the baseline used in the Employment Land and Premises Study. |
| 31.3.33 | The continued concentration of large (greater than 1,000 sq m (GEA)) and medium scale (300 sq m to 1,000 sq m (GEA)) business developments on the upper floors of sites within town centres and in other accessible areas is important as it supports both the continued viability of the Borough’s town centres,(increasing the number of people visiting the centre but not t the expense of existing shopping floorspace) and ensures that as many people as possible can reach these areas without | The continued concentration of large (greater than 1,000 sq m (GEA)) and medium scale (300 sq m to 1,000 sq m (GEA)) business <u>developments–premises</u> on the upper floors of sites within town centres, <u>on sites in town centres</u> and in other accessible areas <u>close to town centres</u> is important as it <u>assists in the provision in the range of premises needed,</u> supports <u>both</u> the continued viability of the Borough’s town centres, <u>(increasing the number of people visiting the centre but not t the expense of existing shopping</u> | RBKC. Hearing discussions. Clarification that business developments may include a number of smaller units within them. Explanation of symbiotic relationship between offices and town centres. |

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| | <p>having to rely on the private car. This is a central tenet of a sustainable pattern of development. The protection of offices within town centres should not be at the expense existing town centre occupiers who are in need of expansion or the promotion of social and community uses which serve local people. For the sake of clarity, the expansion of residential uses at the expense of offices within town centres is not supported.</p> | <p>floorspace) and ensures that as many people as possible can reach these areas without having to rely on the private car. This is a central tenet of a sustainable pattern of development. <u>The relationship is symbiotic, with offices benefitting from, as well as contributing to, the range of facilities which may be available from an accessible town centre location.</u></p> <p>The protection of offices within town centres should not be at the expense existing town centre occupiers who are in need of expansion or the promotion of social and community uses which serve local people. For the sake of clarity, the expansion of residential uses at the expense of offices within town centres is not supported.</p> <p><u>Whilst medium-sized offices do benefit from proximity to a town centre their wider distribution across the Borough shows that they can also thrive in other locations. They are an integral part of the mix of premises available to those who wish to locate, or expand, their businesses within the Borough. As such, they will also be supported in all accessible locations, within the employment zones and within primarily commercial mews.</u></p> | |
| <p>Proposed new paragraph after 31.3.33</p> | | <p><u>In the delineation of its town centres, the Borough has taken a ‘shopping frontage’ approach. This reflects the linear nature of our centres. A number of offices are functionally linked to the centres, but lie close to the identified frontages rather than within them. The protection of all offices in such locations is essential. For the sake of Policy CF5, a office lying ‘close to’ a town centre is one which lies, for example, within a two minute walk, approximately 160 m of the boundary of the defined frontages. The presence of</u></p> | <p>RBKC. Hearing discussions. Explanation of need to protect offices which are functionally linked to adjoining town centres. Add definition of ‘close to’ town centre.</p> |

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| | | <u>major barriers to movement, barriers such as major roads, will also be taken into account. The ‘two minute walk’ is not the same as the Council’s definition of an “edge of centre” location in paragraph 31.3.3.</u> | |
| 31.3.34 | The Council considers an area which has a Public Transport Accessibility Level (PTAL) score of 4 or greater to be accessible. | <u>The Council wishes to provide for the identified need for new office floorspace within the plan period. As a ‘town centre use’, offices are subject to the requirements of PPS4. The Council, therefore, seeks to direct new large and medium-sized office premises to town centre locations, or to sites immediately adjoining these locations. New offices may, however, be appropriate in any ‘accessible location’, with the Council considering an area which has a Public Transport Accessibility Level (PTAL) score of 4 or greater to be ‘accessible’. The Council is satisfied that Employment Zones are suitable locations for very small, small and medium offices, be these stand alone or forming a part of a larger business development. Whilst the Employment Zones are not well served by public transport, and are not centred on existing town centres, they have formed successful clusters of business uses, clusters which the Council wishes to support further.</u> | RBKC. Alteration to reiterate that office uses subject to requirements of PPS4. Further explanation of Council’s policy for new office floorspace within Employment Zones |
| Proposed new paragraph after 31.3.34 | | <u>The Council considers that a small, medium-sized or large business development is one with a total floor area of between 100 sq m and 300 sq m, between 300 sq m and 1,000 sq m and more than 1,000 sq m respectively. It may be a development which will contain a single occupier or one which will contain a number of smaller units.</u> | Following discussions with the Kensington Society the Council has made minor alterations to clarify that the Council seeks to require office developments or certain sizes to be located in particular areas, not merely the offices units themselves. |
| 31.3.35 | The availability of small (floor area of 300 sq m (GEA) or less) and very small (floor area of 100 sq m (GES) or less) business premises across the Borough | The availability of small (floor area of 300 sq m (GEA) or less) and very small (floor area of 100 sq m (GES) or less) business premises across the Borough is also | RBKC. Clarification that small offices are not high trip generators and therefore don’t require a highly |

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| | is also valued as these are the premises which are the greatest demand by the Borough’s residents. These smaller units... | valued as these are the premises which are the greatest demand by the Borough’s residents. <u>They are not ‘high trip generators’, and do not require a highly accessible or a town centre location to be successful.</u> These smaller units ... | accessible location. |
| 31.3.37 | (...) The Council recognises that business centres make an important contribution to the function of the Employment Zones, as they assist in providing the flexible workspace which is in particular demand from the Borough’s creative and cultural industry. | (...) The Council recognises that business centres make an important contribution to the function of the Employment Zones, as they assist in providing the flexible workspace which is in particular demand from the Borough’s creative and cultural industry. <u>Whilst new business centres or office developments should contain a mix of unit sizes, the majority of the units should be of the type and size which are suitable for the small businesses sought by the Council. The Council does, however, recognise that any large scale business developments may have the potential to cause a material increase in traffic congestion and, therefore, will be carefully assessed against the requirements of Policy CT1.</u> | RBKC. Hearing discussions. |
| Proposed new paragraph after 31.3.37 | | <u>The protection of offices as set out in Policy CF5 includes the protection of both units and floor space.</u> | RBKC. This amendment is made to ensure that it is explicit that the protection of offices relates to floorspace as well as units. |
| Policy CF5 | a) Protect very small and small offices (whether stand alone or as part of a larger business premises) throughout the Borough; medium sized offices within the Employment Zones, Higher Order Town Centres, other accessible areas and primarily commercial mews; large offices in, Higher Order Town Centres and other accessible areas, except where: | a) Protect very small and small offices (whether stand alone or as part of a larger business premises) throughout the Borough; medium sized offices within the Employment Zones, Higher Order Town Centres, other accessible areas and primarily commercial mews; large offices in Higher Order Town Centres and other <u>within</u> accessible areas, <u>that lie within, or close to, Town Centres</u> except where: | Following discussion with those representing Chelsfield, RBKC amended policy to allow loss of isolated large offices (even if in an accessible location). RBKC. Hearing discussions. |
| Policy CF5 | (a) ii. the office is within a town centre and being replaced by a shop or shop floorspace, or | (a) ii. the office is within a town centre and being replaced by a shop or shop floorspace; <u>by a social</u> | RBKC. This amendment makes it explicit that social and community |

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| | another (not residential) town centre use where this allows the expansion of an adjoining premises. | <u>and community use which predominantly serves, or which provides significant benefits to, Borough residents;</u> or by another (not residential) town centre use where this allows the expansion of an adjoining premises. | uses, which serve Borough residents will be favoured above office uses within the Borough’s town centres. |
| Policy CF5 | c) permit small offices anywhere in the Borough; require medium offices to be located in town centres, in other accessible areas, in Employment Zones and in commercial mews; require large offices to be located in Higher Order Town Centres, and other accessible areas, except where Employment Zones (k) resist large scale offices. | c) permit small office <u>developments</u> anywhere in the Borough; require medium- <u>sized</u> office <u>developments</u> to be located in town centres, in other accessible areas, in Employment Zones and in commercial mews; require large office <u>developments</u> to be located in Higher Order Town Centres, and other accessible areas, except where Employment Zones (k) <u>resist large scale offices developments except when consisting entirely of very small, small or medium units and where the total floor area (net) of the medium-sized units make up no more than 25% of the total office development.</u> | Following discussions with the Kensington Society the Council has made minor alterations to clarify that the Council seeks to require office developments or certain sizes to be located in particular areas, not merely the offices units themselves. The amendment of part (k) is necessary to make it clear that employment zones will be promoted as locations for smaller businesses, whether these are ‘stand alone’ or part of large business centres. |
| Proposed new paragraph after 31.3.42 | | <u>Arts and cultural uses at local level can help underpin and secure communities which are central to the residential character of the Borough. They can be a means of retaining and enhancing familiar landmarks and can increase stability by reinforcing neighbourhood identity. In short, they add variety and richness to the life of the Borough.</u> | RBKC. Hearing discussions. |
| CF7 | Arts and Culture Uses The Council supports the Borough’s role in world class culture and will welcome new cultural institutions across the Borough and protect, | Arts and Culture Cultural Uses The Council supports the Borough’s role in <u>both local and</u> world class <u>arts and</u> culture and . <u>The Council</u> will welcome new cultural institutions <u>and facilities</u> across | RBKC. Hearing discussions. |

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| | nurture and encourage those which already exist. In particular the Council will support proposals which enhance the cultural draw of South Kensington, King's Road/Sloane Square, the Notting Hill Gate area and Kensington High Street. | the Borough and protect, nurture and encourage those which already exist. In particular the Council will support proposals which enhance the cultural draw of South Kensington, King's Road/Sloane Square, the Notting Hill Gate area and Kensington High Street. | |
| 31.3.48 | Whilst hotels contribute greatly to both the Borough's economy and to its reputation, they are not always good neighbours. Poorly run hotels can cause problems, and a concentration of hotels in a residential area can change the area's character. This has been the case in the Earl's Court ward. The Council does however, recognise that the benefits of hotels can be maximised, and their negative impact minimised, when hotels are located in the Borough's international or major centres; when they lie close to major tourist attractions; or when they lie in areas which enjoy excellent links to London. | Whilst hotels contribute greatly to both the Borough's economy and to its reputation, they are not always good neighbours. Poorly run hotels can cause problems, and a concentration of hotels in a residential area can change the area's character. This has been the case in the Earl's Court ward. The Council does however, recognise that the benefits of hotels can be maximised, and their negative impact minimised, when hotels are located in the Borough's international or major centres; when they lie close to major tourist attractions; or when they lie in areas which enjoy excellent links to London. <u>The Council considers that there is likely to be a significant net increase of hotel bedrooms through the Borough (and the wider area) and is not therefore expecting the policy approach taken in Earl's Court to result in significant or strategic loss in hotel capacity in the Borough. Should evidence show this not to be the case as part of Annual Monitoring, the Council will review the policy in the light of the evidence.</u> | RBKC. Hearing discussions. |
| CO3 | Our strategic objective for better travel choices is for walking, cycling and public transport to be safe, easy, attractive and preferred by our residents to private car ownership and use. | Our strategic objective for better travel choices is for walking, cycling and public transport to be safe, easy, and attractive, <u>and inclusive for all</u> and preferred by our residents <u>and visitors</u> to private car ownership and use. | RBKC. Hearing discussions. |
| 32.2.1 | The provision of new public transport services, and improvements to existing services, will make it easier for all Borough residents to choose to use public transport over the private car. In some areas, such as Kensal, new rail infrastructure would | The provision of new public transport services, and improvements to existing services, <u>both inclusive to all</u> , will make it easier for all Borough residents to choose to use public transport over the private car. In some areas, such as Kensal, new rail infrastructure would | RBKC. Hearing discussions. |

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| | transform access to the public transport network and facilitate significant regeneration. | transform access to the public transport network and facilitate significant regeneration. | |
| 32.3.4 | The whole Borough is subject to one Controlled Parking Zone and therefore demand for parking from new development will not necessarily be focused in the area surrounding it. Permit-free agreements will be required for all new additional residential development. | The 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. <u>The Royal Borough operates a Purple Badge scheme for people with disabilities living or working in the borough. Purple Badge holders are exempt from the permit-free requirements.</u> | RBKC. Hearing discussions. |
| 32.3.9 | North-south links across the Borough are weak, and improvements to these would improve access for residents and encourage more use of public transport. Most of the Underground and rail stations in the Borough do not have step-free access and remain inaccessible to passengers with reduced mobility, and to people with children especially those with prams and pushchairs. | North-south links across the Borough are weak, and improvements to these would improve access for residents and encourage more use of public transport. <u>The public transport network needs to be inclusive for all. In particular most of the Underground and rail stations in the Borough do not have step-free access and remain inaccessible to passengers with reduced mobility, and to people with children especially those with prams and pushchairs.</u> | RBKC. Hearing discussions. |
| CT1 | f. require improvements to the walking and cycling environment and-require cycle parking, showering and changing facilities in new development; (...) i: work to ensure that public transport services, and access to them, are improved giving priority to north-south bus links and areas that currently have lower levels of accessibility; j: work with partners to ensure that step-free access is delivered at all underground and rail stations by 2028, and require that step-free access is delivered at underground and rail stations in the Borough where there is a re- | f. require improvements to the walking and cycling environment and -require cycle parking, showering and changing facilities in new development; (new point g) <u>g. require improvements to the walking and cycling environment, including securing pedestrian and cycle links through new developments;</u> ij: work to ensure that <u>new developments provide or contribute toward improvements to</u> public transport services, and access to them, are improved giving priority to north-south bus links and areas that currently have lower levels of accessibility; | RBKC. Hearing discussions. |

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| | <p>development opportunity;</p> <p>m: require that new development adjacent to the River Thames or Grand Union Canal takes full advantage of, and improves the opportunities for, public transport and freight on the water and walking and cycling alongside it;</p> <p>n. work with TfL to improve the streets within the Earl’s Court One-Way System by:</p> <p> i. investigating the return of the streets to two-way operation, and by implementing the findings of the investigation</p> <p>o: protect existing footways and footpaths used by the public, or land over which the public have a right of way;</p> | <p>j <u>k</u>: work with partners to ensure that step-free access is delivered at all underground and rail stations by 2028, and require <u>new developments to contribute toward that</u> step-free access <u>and ensure it</u> is delivered at underground and rail stations in the Borough where there is a re-development opportunity;</p> <p>m <u>n</u>: require that new development adjacent to the River Thames or Grand Union Canal takes full advantage of, and improves the opportunities for, public transport and freight on the water, <u>access to the water for recreation</u> and walking and cycling alongside it;</p> <p>n <u>o</u> work with TfL to improve the streets within the Earl’s Court One-Wway System by:</p> <p> i. investigating the return of the streets to two-way operation, and by implementing the <u>recommended improvements findings of the investigation, should TfL and the Council deem them feasible.</u></p> <p>o <u>p</u>: ensure <u>that development does not reduce access to, or the attractiveness of, protect</u> existing footways and footpaths used by the public, or land over which the public have a right of way;</p> | |
| <p>CT2</p> | <p>e. require new improvements to the accessibility of West Brompton Station, measures to increase the capacity of the West London Line and improvements to its interchange with the underground network, particularly at Earl’s Court and, if feasible, as part of the redevelopment of the</p> | <p>e. require new <u>development to contribute to improvements to the accessibility of step-free access at</u> West Brompton Station, measures to increase the capacity of the West London Line and improvements to its interchange with the underground network, particularly at Earl’s Court and,</p> | <p>RBKC. Hearing discussions.</p> |

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| | Earl's Court Exhibition Centre. | if feasible, as part of the redevelopment of the Earl's Court Exhibition Centre. | |
| P. 192 Corporate and Partner Actions. Point 1 | The Transportation and Highways Department will work with Transport for London to identify the need for and deliver new public transport facilities including improvements to the Borough's bus and Underground services and improving accessibility within the Borough's rail and Underground stations; | The Transportation and Highways Department will work with Transport for London to identify the need for and deliver new public transport facilities including improvements to the Borough's bus and Underground services and improving accessibility improvements within the Borough's rail and Underground stations <u>to ensure they are inclusive for all;</u> | RBKC. Hearing discussions. |
| P. 192 Corporate and Partner Actions. Add a new point. | | Add a new point. <u>The Council will work with providers of door-to-door transport services such as Transport for London for Dial-a-Ride, Westway Community Transport and London Councils for the Taxicard scheme to improve transport options for those within the Borough who have reduced mobility.</u> | RBKC. Hearing discussions. |
| P. 192 Corporate and Partner Actions. Add a new point. | | Add a new point. <u>The Council will support the Mayor of London in promoting a rail freight bypass for London to relieve pressure on the West London Line.</u> | RBKC. Hearing discussions. |
| 32.4.5-32.4.6 | Mayor's Transport Strategy 2001 32.4.5 The Mayor's Transport Strategy (MTS) was published in 2001 and sets out the Mayor's proposals for managing and improving transport in London. It contains a package of measures and policies to improve transport, enhance the environment and foster London's economic development. It deals with improving public transport, including bus, Underground and the overground railways. 32.4.6 The Mayor has announced that he is replacing the existing MTS. Public consultation is taking place in 2009 and the new document will be | Mayor's Transport Strategy 2001 <u>2010</u> 32.4.5 The Mayor's Transport Strategy (MTS) was published in 2001 <u>2010</u> and sets out the Mayor's proposals for managing and improving transport in London. It contains a package of measures and policies to improve transport, enhance the environment and foster London's economic development. It deals with improving public transport, including bus, Underground and the overground railways. 32.4.6 The Mayor has announced that he is replacing the existing MTS. Public consultation is taking place in 2009 and the new document will be adopted in 2010. | RBKC. Hearing discussions. |

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| | adopted in 2010. | | |
| 33.3.3 | The public realm, particularly the street network, plays a vital role in providing good transport and mobility. These networks and spaces provide excellent levels of 'permeability', reflected in spatial analysis of pedestrian movements for large parts of the Borough, but not all. There are also parts of the Borough that are isolated by the Canal, railway lines, the Westway and other major roads, which create access barriers. Parks and cemeteries can also form access barriers in some cases, not only physical barriers but also safety barriers, particularly at night. Some housing estates, especially those post-war, also create barriers, and street networks that are confusing. (...) | The public realm, particularly the street network, plays a vital role in providing good transport and mobility. These networks and spaces provide excellent levels of 'permeability', reflected in spatial analysis of pedestrian movements for large parts of the Borough, but not all. There are also parts of the Borough that are isolated by the Canal, railway lines, the Westway and other major roads, which create access barriers <u>to movement</u> . Parks and cemeteries can also form access barriers in some cases, not only physical barriers but also safety barriers, particularly at night. Some housing estates, especially those post-war, also create barriers, and street networks that are confusing. (...) | RBKC. Hearing discussions. |
| 33.3.15 | (...) Event Management Plans and Management Strategies for temporary and occasional uses can ensure that matters such as public health, pedestrian and traffic safety and waste management are maintained. | (...) Event Management Plans and Management Strategies for temporary and occasional uses can ensure that matters such as public health, pedestrian and traffic safety and waste management are maintained <u>are all taken into account</u> . | RBKC. Hearing discussions. |
| CR3 | <p>Street and Outdoor Life</p> <p>The Council will require opportunities to be taken within the street environment to create 'places' that support outdoor life, inclusive to all, adding to their attractiveness and vitality.</p> <p>To deliver this the Council will:</p> <p>a.b.c.d. (...)</p> | <p>Street and Outdoor Life</p> <p>The Council will require opportunities to be taken within the street environment to create 'places' that support outdoor life, inclusive to all, adding to their attractiveness and vitality.</p> <p>To deliver this the Council will:</p> <p><u>Markets</u></p> <p>a.b.....</p> | RBKC. Hearing discussions. |

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| | | <p><u>Pavements</u> c.d.....</p> <p><u>Temporary Use of Open Spaces</u></p> | |
| CR6 | <p>Trees and Landscape</p> <p>g. Require existing street trees to be maintained and to extend street tree coverage across the Borough;</p> | <p>Trees and Landscape</p> <p>g. Require existing street trees to be maintained and to extend street tree coverage across the Borough;</p> <p>Corporate or Partnership Actions for An Engaging Public Realm</p> <p><u>16. The Planning and Borough Development Directorate will maintain existing street trees and will extend tree coverage across the Borough.</u></p> <p>Policy CR6 (h) will now become Policy CR6 (g).</p> | <p>RBKC. For clarification. This action is best dealt with as a Council corporate action.</p> |
| 34.2.2 | <p>There is inevitable pressure for change, as the existing, often historic, building stock is updated, renewed or replaced to meet today’s needs and changing lifestyles. Maintaining and improving the character, quality, inclusivity and setting of the Royal Borough’s exceptional built environment is vital. The local context is of primary importance in achieving this.</p> | <p>There is inevitable pressure for change, as the existing, often historic, building stock is updated, renewed or replaced to meet today’s needs and changing lifestyles. Maintaining and improving the character, quality, inclusivity and setting of the Royal Borough’s exceptional built environment is vital. <u>Past approaches, where no worsening was good enough, are no longer acceptable. The prevailing philosophy will be to drive up the quality of design to improve the quality of the Borough’s built environment.</u> The local context is of primary importance in achieving this.</p> | <p>RBKC. Hearing discussions.</p> |
| CL1 | <p>The Council will require all development to respect the existing context, character, and appearance, taking opportunities available to improve the quality and character of buildings and the area and the way it functions, including</p> | <p>The Council will require all development to respect the existing context, character, and appearance, taking opportunities available to improve the quality and character of buildings and the area and the way it functions, including being</p> | <p>RBKC. Hearing discussions. This amendment provides the correct emphasis in that ‘context’ is the key determinant for the appropriate density of a proposed</p> |

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| | being inclusive and accessible for all. c) require the density of development to be optimized relative to context, whilst taking into account the appropriate density range | inclusive and accessible for all. c) require the density of development to be optimized relative to context, whilst taking into account the appropriate density range | development |
| 34.3.12 | The Royal Borough has a distinctive townscape of high quality, often characterised by a wide variety of architectural styles within relatively small areas. To renew the legacy, a sensitive approach to the architectural design of new buildings, and to extensions and modifications to existing buildings, will be required. | The Royal Borough has a distinctive townscape of high quality, often characterised by a wide variety of architectural styles within relatively small areas. To renew the legacy, a sensitive approach to the architectural design of new buildings, and to extensions and modifications to existing buildings, will be required. <u>This should be to a high quality, with very high quality expected within conservation areas.</u> | RBKC. This amendment makes its explicit that new development should be of the very highest quality within the Borough's conservation areas. |
| 34.3.17 | ...in the Council's view there are currently only three buildings which are considered to be eyesores, the Holiday Inn in Kensington, Forum Hotel in Gloucester Road and Newcombe House in Notting Hill Gate. | ...in the Council's view there are currently only three <u>two</u> buildings which are considered to be eyesores, the Holiday Inn in Kensington, the Forum Hotel in Gloucester Road and Newcombe House in Notting Hill Gate. | RBKC. The Holiday Inn in Kensington, Forum Hotel in Gloucester Road are two names for the same building. |
| 34.3.20 | (...) Subterranean development may have minimal structural impact on the existing or adjoining buildings as long as they are designed and constructed with great care. (...) In addition, to ensure subterranean developments do not add to the impermeable surfacing of the Borough, sufficient soil depth to absorb water and slow its entry into the drainage system is needed. (...) | (...) Subterranean development may have minimal structural impact on the existing or adjoining buildings as long as they are designed and constructed with great care. <u>The Council requires Construction Method Statements, signed by a Chartered Engineer or Chartered Structure Engineer, to be submitted with all planning applications for subterranean development. These statements must set out clearly the potential impact, including cumulative impact, of the development on the existing, neighbouring or surrounding buildings, and the measures taken to mitigate these impacts having specific regard to ground conditions.</u> (...) In addition, to ensure subterranean developments do not add to the impermeable surfacing of the Borough, <u>Sustainable Urban Drainage Systems (SUDs) or other measures will be required, sufficient soil depth to absorb water and slow its entry into the drainage system is needed.</u> (...) | RBKC. Hearing discussions. |

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| <p>34.3.22</p> | <p>The relatively modest and consistent height of buildings within Kensington and Chelsea reflects the primarily residential character of the Borough. High residential densities are delivered within this townscape without recourse to tall buildings. This pattern of development with its medium-rise, high-density residential areas has produced a very attractive townscape and is central to the Borough’s charm. The Borough has comparatively few tall buildings; the tallest being Trellick Tower at 98m. Tall buildings are very much the exception. Building height is thus a critical issue and a very sensitive feature of the townscape.</p> | <p>The relatively modest and consistent height of buildings within Kensington and Chelsea reflects the primarily residential character of the Borough. High residential densities are delivered within this townscape without recourse to tall buildings. This pattern of development with its <u>low to</u> medium-rise, high-density residential areas has produced a very attractive townscape and is central to the Borough’s charm. The Borough has comparatively few tall buildings; the tallest being Trellick Tower at 98m. Tall buildings are very much the exception. Building height is thus a critical issue and a very sensitive feature of the townscape. <u>It is important that the Council carefully manages the height of new development that may otherwise erode the Borough’s distinctive townscape character.</u></p> | <p>RBKC. To clarify the Council’s position on high buildings and to ensure the cohesiveness of the policy as a whole.</p> |
| <p>34.3.23</p> | <p>One approach to determining the appropriate location of high buildings would be to identify where they are not appropriate – such as in Conservation Areas. However, such an approach risks inferring that they are therefore appropriate anywhere else. Higher buildings should only be located where – depending on their impact – they give meaning to the local or Borough townscape.</p> | <p><u>High buildings have a greater impact on their environment than other building types, posing problems of microclimate, overshadowing and overlooking. This is especially harmful to residential environments and amenity spaces, and needs to be avoided through careful siting and design (see Policy CL5).</u></p> | <p>RBKC. To clarify the Council’s position on high buildings and to ensure the cohesiveness of the policy as a whole.</p> |
| <p>34.3.24</p> | <p>Local landmarks define points of townscape interest or public functions that are relevant to those living or working within the immediate areas. They do not necessarily rise above the predominant building height – such as the Michelin Building at Brompton Cross – but where they do, they will not tend to be more than 1½ times the height above the context, and as such are compatible with their context.</p> | <p>Local landmarks <u>are occasional features in the Borough which</u> define points of townscape interest or public functions that are relevant to those living or working within the immediate areas. They do not necessarily rise above the predominant building height – such as the Michelin Building at Brompton Cross – but where they do, they will not tend to be more than 1½ times the height above the context, and as such are compatible with their context. <u>Regardless of their location, they should always be of very high design quality, but used only occasionally in new development.</u></p> | <p>RBKC. To clarify the Council’s position on high buildings and to ensure the cohesiveness of the policy as a whole.</p> |

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| 34.3.24 | Local landmarks define points of townscape interest or public functions that are relevant to those living or working within the immediate areas. They do not necessarily rise above the predominant building height – such as the Michelin Building at Brompton Cross – but where they do, they will not tend to be more than 1½ times in height above the context, and as such are compatible with their context. | High buildings in the wrong location can <u>be visually disruptive. For example, they can harm the character and appearance of a conservation area, the setting of a listed building or the visual amenity of important open space; or they</u> can interrupt important views, <u>such as the strategic view from King Henry VIII’s Mound (Richmond) to St. Paul’s Cathedral</u> , or those identified within the Council’s Conservation Areas Proposal Statements or other adopted documents (<u>see Policies CL1, CL3-4 and CR5</u>). One approach to determining the appropriate location of high buildings would be to identify where they are inappropriate. However, such an approach risks inferring that they are therefore appropriate <u>everywhere else, which is mistaken.</u> | RBKC. To clarify the Council’s position on high buildings and to ensure the cohesiveness of the policy as a whole; and to respond to common ground matters with the GLA. |
| 34.3.25 | District landmarks, on the other hand, are visible over wider areas, and tend to highlight major public functions. They can rise up to 4 times their context in height. | It is not enough to ensure that their location avoids <u>causing harm</u> . They should also make a positive intervention in the existing townscape. <u>This is not just a matter of design quality, but also of contributing to townscape legibility. Buildings that rise above the prevailing building height are successful</u> where, depending on their impact, they give meaning to the local or Borough townscape, <u>highlighting locations or activities of public importance.</u> | RBKC. To clarify the Council’s position on high buildings and to ensure the cohesiveness of the policy as a whole. |
| 34.3.26 | Very tall buildings, more than 4 times their context, characterise central metropolitan areas and are thus inappropriate to this Borough. | Local landmarks <u>are occasional features in the Borough which</u> define points of townscape interest or public functions that are relevant to those living or working within the immediate areas. Local landmarks do not necessarily rise above the <u>prevailing</u> building height – for example, the Michelin Building at Brompton Cross – but where they do, they will tend not to be more than 1½ times in height above their context, and <u>remain</u> compatible with their context. <u>Regardless of their location, they should always be of very high design quality and occasional features if they are to retain their meaning.</u> | RBKC. To clarify the Council’s position on high buildings and to ensure the cohesiveness of the policy as a whole. |

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| 34.3.27 | Height is not the only factor which is important when assessing high buildings. The profile and proportion of the building, especially the part which sits above the prevailing building height, is also a sensitive feature. Bulky tall buildings are not attractive to look at and disfigure the skyline. | District landmarks, on the other hand, are visible over wider areas, and tend to highlight major public functions. They can rise to up to 4 times their context in height. <u>They are not characteristic of the Borough, being very occasional features in a borough of predominantly low to medium rise development.</u> Because district landmarks are visible over a <u>much</u> wider area, their location <u>and use</u> must be of significance to the Borough as a whole; and <u>inevitably</u> , they will <u>remain very occasional features</u> . Their location and relationship to the local townscape are of the utmost importance. | RBKC. To clarify the Council's position on high buildings and to ensure the cohesiveness of the policy as a whole. |
| 34.3.28 | High buildings in the wrong location can interrupt views that are important in the townscape, both those identified within the London Plan or within the Council's Conservation Area Proposal Statements or other adopted documents. It is not enough, however, to ensure that their location avoids this. They should make a positive intervention in the existing townscape. Because district landmarks are visible over a wider area, their location must be of significance to the Borough as a whole and they will therefore be exceptional. Their location and relationship to the local townscape are therefore of the utmost importance. | Care is needed to ensure that their visibility is assessed contextually to ensure that they <u>have a wholly positive visual impact and</u> do not appear incongruous within their <u>surroundings</u> . A computer generated zone of visual influence, that includes an accurate model of the relevant context, is an essential tool in assessing the visual impact of district landmarks. | RBKC. To clarify the Council's position on high buildings and to ensure the cohesiveness of the policy as a whole. |
| 34.3.29 | Care is needed to ensure that their visibility is assessed contextually to ensure that they do not appear incongruous within their context. A computer generated zone of visual influence, that includes an accurate model of the relevant context, is an essential tool in assessing the visual impact of district landmarks. | <u>On sites where there may be scope for a district landmark, a design-led approach is essential. In such cases the Council will promote close working with the stakeholders and, where appropriate, with strategic and neighbouring authorities in the production of an urban design framework that will guide the siting and appropriate height of the building(s), particularly in relation to existing views and to ensuring a wholly positive benefit to the townscape.</u> | RBKC. To clarify the Council's position on high buildings and to ensure the cohesiveness of the policy as a whole; and to respond to common ground matters with the GLA. |

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| <p>New paragraphs after 34.3.29 <u>34.3.29a</u></p> | | <p>Height is not the only factor which is important when assessing high buildings. <u>District landmarks should be of an exceptional quality of architecture, sustainability and urban design. Successful tall buildings possess an architecture that is convincing and highly attractive, especially when viewed in the round, and that makes for a distinguished landmark on the skyline. This requires the skilful handling of scale, height, massing, silhouette, crown and facing materials and the careful incorporation of building services and telecommunications equipment.</u> The profile and proportion of the building, especially the part which sits above the prevailing building height, is a sensitive feature. Bulky tall buildings are not attractive to look at and disfigure the skyline; <u>slender ones are more successful.</u></p> | <p>RBKC. To clarify the Council's position on high buildings and to ensure the cohesiveness of the policy as a whole.</p> |
| <p><u>34.3.29b</u></p> | | <p><u>Design quality applies equally to the top, where the impact is on the skyline, as to the base. At lower levels it is not only the impact on the streetscape and local views, but also how the building functionally relates to the street. Successful high buildings are those that create a meaningful public realm, interacting positively with the surrounding buildings and spaces. It includes contributions to permeability and connectivity, defining edges that reinforce existing building lines and give a coherent form to open space, and providing active ground floor frontages and a stimulating and inclusive public realm (see Policies CR1-2).</u></p> | <p>RBKC. To clarify the Council's position on high buildings and to ensure the cohesiveness of the policy as a whole.</p> |
| <p><u>34.3.29c</u></p> | | <p>Very tall buildings – more than 4 times their context – characterise central metropolitan areas, and are thus inappropriate to this Borough.</p> | <p>RBKC. Paragraph re-ordered.</p> |
| <p>34.3.30</p> | <p>Shopfronts within the Borough play a key part in establishing and defining the visual character of our high streets and shopping parades. The Borough has many fine examples of shopfront design ranging from the mid-19th Century through to today. While</p> | <p>Shopfronts within the Borough play a key part in establishing and defining the visual character of our high streets and shopping parades. The Borough has many fine examples of shopfront</p> | <p>RBKC. Hearing discussions.</p> |

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| | <p>the careful restoration of some of these early examples is important for maintaining our highly valued built heritage, particular emphasis is placed on ensuring high standards of design for all shopfronts, be they of traditional, modern or contemporary style and to ensure they are accessible to all.</p> | <p>design ranging from the mid-19th Century through to today. While the careful restoration of some of these early examples is important for maintaining our highly valued built heritage, particular emphasis is placed on ensuring high standards of design for all shopfronts, be they of traditional, modern or contemporary style and to ensure they are accessible to <u>inclusive for</u> all.</p> | |
| <p>CL2(h-m) High Buildings</p> | <p>(h) resist a proposal that exceeds the prevailing building height within the context, except where the proposal is:</p> <ul style="list-style-type: none"> i) of a slender profile and proportion; and ii) not within any identified linear views; and iii) of exceptional design quality; <p>(i) require a proposed local landmark to:</p> <ul style="list-style-type: none"> (i) be compatible with the scale of its context; and (ii) articulate positively a point of townscape legibility of local significance; <p>(j) require a proposed district landmark to:</p> <ul style="list-style-type: none"> (i) articulate positively a point of townscape legibility of significance for the wider Borough and neighbouring boroughs, such as deliberately framed views and specific vistas; and (ii) provide a strategic London-wide public use; <p>(k) require an assessment of the zone of visual influence of a proposed district landmark within or visible from the Borough, to demonstrate that the building has a wholly positive visual impact on the quality and</p> | <p>h. resist a proposals that exceeds the prevailing building height within the context, except where the proposal is <u>for a local or district landmark</u>.</p> <p>i. of a slender profile and proportion; and ii. not within any identified linear views; and iii. of exceptional design quality</p> <p>i. require a proposed local landmarks to:</p> <ul style="list-style-type: none"> i. <u>be of very high design quality</u> ii. be compatible with the scale, <u>rhythm, mass, bulk and character</u> of the context iii. articulate positively a point of townscape legibility of local significance. <p>j. require a proposed district landmarks to:</p> <ul style="list-style-type: none"> i. <u>be</u> of exceptional design quality ii. <u>be</u> of a slender profile and proportion iii. articulate positively a point of townscape legibility of significance for the wider Borough and neighbouring boroughs, | <p>RBKC. Hearing discussions. To clarify the Council’s position on high buildings and to ensure the cohesiveness of the policy as a whole.</p> |

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| | <p>character of the Borough's or neighbouring boroughs' townscape when viewed from the Royal Borough;</p> <p>(l) resist a proposal that is of metropolitan scale;</p> <p>(m) require a full planning application for all proposed high buildings;</p> <p>(o) (...) (iv) be accessible to all; (...)</p> | <p>such as deliberately framed views and specific vistas</p> <p>iv. provide a strategic London-wide public use</p> <p>v. require an assessment of the zone of visual influence of a proposed district landmark within or visible from the Borough, to demonstrate that the building has a wholly positive visual impact on the quality and character of the Borough's or neighbouring boroughs' townscape when viewed from the Royal Borough. [</p> <p>k. <i>[text moved above, bullet point no-longer required]</i></p> <p>l. resist a proposals that is <u>are</u> of a metropolitan scale.</p> <p>m. require a full planning application(s) for a proposed district landmark all proposed high buildings that exceed the prevailing height within the context.</p> <p>(o) (...) (iv) be accessible to <u>inclusive for</u> all;; (...)</p> | |
| <p>34.3.38</p> | <p>(...) The Council also considers that local historic features such as memorials (particularly war memorials, including those on private land or within buildings), plaques, coal plates, horse and cattle troughs and bollards are historic assets</p> | <p>(...) The Council also considers that local historic features such as memorials (particularly war memorials, including those on private land or within buildings), plaques, coal plates, horse and cattle troughs and <u>historic</u> bollards are historic assets worthy</p> | <p>RBKC. Hearing discussions.</p> |

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| | worthy of protection, whether listed or not. | of protection, whether listed or not. | |
| 34.3.39 | Listed buildings and scheduled ancient monuments can be negatively affected not only by inappropriate additions, internal and external alterations, and demolition, but also by inappropriate use and unsympathetic neighbouring development. Such changes can diminish the architectural and historic value and detract from their setting. | Listed buildings and scheduled ancient monuments can be negatively affected not only by inappropriate additions, internal and external alterations, <u>subterranean development</u> , 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. | RBKC. Hearing discussions. |
| 34.3.43 | The Borough's dense historic pattern of development has resulted in buildings that are in close proximity to one another.. It means that amenities such as light and privacy take on added significance. Current expectations are for better standards of light and privacy than in the past and the historic pattern of development has permitted. The Council considers that proposals for new residential and non-residential developments should ensure visual privacy and provide good conditions for daylight and sunlight taking into account the amenity conditions of the surrounding area. In assessing the effect of new development on light conditions, the Council will, have regard to the guidelines in 'Site Layout for Daylight and Sunlight: a Guide to Good Practice' published by the Building Research Establishment. | The Borough's dense historic pattern of development has resulted in buildings that are in close proximity to one another It means that amenities such as light and privacy take on added significance. Current expectations are for better standards of light and privacy than in the past and the historic pattern of development has permitted. The Council considers that proposals for new residential and non-residential developments should ensure <u>a reasonable standard of visual privacy and provide good conditions for daylight and sunlight taking into account the amenity conditions of the surrounding area.</u> In assessing the effect of new development on light conditions, the Council will have regard to the guidelines in 'Site Layout for Daylight and Sunlight: a Guide to Good Practice' published by the Building Research Establishment. <u>Light, including sunlight, is also important to the enjoyment of gardens and open spaces, and these will normally be included in the assessment.</u> 34.3.43a <u>In considering development proposals the Council will not be seeking to ensure that that they meet any particular minimum or maximum standard. Where proposals affect the light conditions in and around adjoining property, the extent to which it involves a</u> | RBKC. Clarification to previously proposed amendment and Policy CL5. |

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| | | <p><u>significant and unreasonable worsening of light conditions for those properties will be assessed, taking account of the prevailing general standard of light in that local environment. Where existing buildings or spaces have poor light conditions, any worsening of light would only be justified on exceptional grounds. In some situations it would be appropriate to take the opportunity offered by development to achieve an improvement in light conditions where these presently fall below the standard generally prevailing in the area, or where it would be otherwise appropriate to do so. The 'good neighbourliness' of an existing property will also be relevant. For example, some buildings are situated very close to the property boundary and would impose significant and unreasonable constraints on adjoining properties if standards were rigidly applied.</u></p> <p>34.3.43b</p> <p><u>With regard to privacy the Council will not be seeking to ensure that development proposals meet any particular minimum or maximum standard. Where proposals, including extensions to existing buildings, affect the privacy of adjoining property, the extent to which they involve a significant and unreasonable worsening of overlooking to those properties will be assessed, taking into account of the prevailing general standards of privacy in that local environment and the area that is affected. In the case of non-residential development, existing and proposed, it will be necessary to assess whether the proposed occupants have a reasonable expectation of a particular standard of privacy. Privacy is also important to the enjoyment of gardens and open spaces, and these will normally be included in the assessment.</u></p> | |
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| | | <p>34.43c <u>With new developments, the Council will take into account the general levels of privacy for future occupants, taking into account the general levels of privacy in the immediate area, and the character of its built form and spaces, as well as the fact that people generally look for better standards than in the past. A distance of about 18 metres between opposite habitable rooms reduces inter-visibility to a degree acceptable to most people. This distance may be reduced if windows are at an angle to each other. A lesser distance is normally acceptable where windows face the public highway.</u></p> <p>34.43d <u>Given the densely built up nature of the Borough a certain degree of 'sense of enclosure' will often be experienced by occupants of a property. This can relate to both the public and private domain. There may be a point where a proposal for development would result in an increase in enclosure so that it becomes an unacceptable burden on the occupiers of adjacent property. This could occur where the amount of adjoining habitable accommodation is limited, or situated within the lower floors of buildings with openings on to lightwells. Mathematical calculation to assess daylighting and sunlighting may be inappropriate measure in these situations; on site judgment will be the best starting point for assessment..</u></p> | |
| 34.3.44 | The level and type of activity generated by the development can impact on amenity, such as increased traffic, parking, noise, odours and vibrations in addition to impacts created by the development physical structure. Therefore, the | The level and type of activity generated by the development can impact on amenity, such as increased traffic, parking, noise, odours and vibrations in addition to impacts created by the development's physical structure <u>which can have microclimatic effects.</u> | RBKC. Hearing discussions. |

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| | <p>anticipated level of activity should be carefully taken into consideration to ensure a high level of amenity is maintained.</p> | <p>Therefore, the anticipated level of <u>activity as well as the effects on the local microclimate</u> should be carefully taken into consideration to ensure <u>that</u> a high level of amenity is maintained.</p> | |
| 34.3.45 | <p>Small-scale alterations and additions are often necessary to modernise, adapt and extend the life of a building. Such works include improving accessibility, balustrades, alarms, cameras, grilles, shutters and other security equipment; servicing, plant and telecommunications equipment; front walls, railings and forecourt parking; signs which are not advertisements and balconies and terraces.</p> | <p>Small-scale alterations and additions are often necessary to modernise, adapt and extend the life of a building. Such works include <u>improving accessibility removing physical barriers to access</u>, balustrades, alarms, cameras, grilles, shutters and other security equipment; servicing, plant and telecommunications equipment; <u>front walls</u>, railings and forecourt parking; signs which are not advertisements, <u>flagpoles</u> and balconies and terraces.</p> | <p>RBKC. Hearing discussions. Front walls have been included in the list of 'modifications' and are therefore subject to Policy CL2.</p> |
| CL5 | <p>Amenity</p> <p>The Council will require new buildings, extensions and modifications and small scale alterations and additions, to achieve high standards of amenity.</p> <p>To deliver this the Council will:</p> <ul style="list-style-type: none"> a. require good daylight and sunlight amenity for buildings and amenity spaces, and that the conditions of existing adjoining buildings and amenity spaces are not significantly reduced or, where they are already substandard, that there should be no worsening of the conditions; b. require visual privacy for occupants of nearby buildings; c. require that there is no harmful increase in the sense of enclosure to existing buildings and spaces; | <p>Amenity</p> <p>The Council will require new buildings, extensions and modifications and small scale alterations and additions, to achieve high standards of amenity.</p> <p>To deliver this the Council will:</p> <ul style="list-style-type: none"> a. require good daylight and sunlight amenity for buildings and amenity spaces, and that the conditions of existing adjoining buildings and amenity spaces are not significantly reduced or, where they are already substandard, that there should be no <u>material</u> worsening of the conditions; b. require <u>reasonable</u> visual privacy for occupants of nearby buildings; c. require that there is no harmful increase in the sense of enclosure to existing | <p>RBKC. Hearing discussions. Clarification to Policy CL5.</p> |

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| | d. require that there is no significant impact on the use of buildings and spaces due to increases in traffic, parking, noise, odours or vibration. | buildings and spaces; d. require that there is no significant impact on the use of buildings and spaces due to increases in traffic, parking, noise, odours or vibration <u>or local microclimatic effects.</u> Add at the end: <u>NOTE: Refer to Policy CE6 in relation to noise and vibration.</u> | |
| CL6 | a) iv) do not improve the accessibility and-security of the building in a sensitive manner in relation to the character and appearance of the building and surrounding area; | a) iv) do not <u>remove physical barriers to access or</u> improve the accessibility and security of the building in a sensitive manner in relation to the character and appearance of the building and surrounding area; Delete note at end of Policy: NOTE: Refer to Policy CE6 in relation to noise and vibration. | RBKC. Hearing discussions. |
| P. 215 Corporate and Partner Actions. Add a new point. | | Add a new point. <u>11. The Planning and Borough Development Directorate will continue to run and up-date its Environment Awards Scheme.</u> | RBKC. Hearing discussions. |
| CH1 (b) | make provision for the maximum amount of affordable housing with a target of 200 units per annum from 2011/2012 until (...) | make provision for the maximum amount of affordable housing with a target of <u>a minimum of</u> 200 units per annum from 2011/2012 until (...) | RBKC. Hearing discussions. |
| 35.3.10 | There is an overall shortage of all sizes of affordable homes in the Royal Borough. The greatest shortage relative to supply of social rented housing is for properties with four or more bedrooms: 45% of homes are recommended to include one and two | There is an overall shortage of all sizes of affordable homes in the Royal Borough. The greatest shortage relative to supply of social rented housing is for properties with four or more bedrooms: 45% of homes are recommended to include one and two bedrooms | RBKC. Hearing discussions. |

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| | bedrooms and 55% three or four bedrooms. The main identified shortfalls in terms of market housing are for three and four bedroom homes. Over the next 20 years, the size of new market housing likely to be required in the Borough is 20% one and two bedroom units and 80% three and four bedroom units. (...) | and 55% three or and four or more bedrooms. The main identified shortfalls in terms of market housing are for three and four or more bedroom homes. Over the next 20 years, the size of new market housing likely to be required in the Borough is 20% one and two bedroom units and 80% three and four or more bedroom units. (...) | |
| 35.3.12 and new paragraph after 35.3.12 | Size of dwellings is not just a matter of their habitable rooms or bedrooms. The absolute size of the dwelling matters, both in terms of floorspace, and floor to ceiling heights. Increasingly it is being realised that planning has a legitimate role to play in setting standards not only for affordable housing, but for private housing as well, to ensure the dwellings we build today are flexible and provide quality accommodation in the long term. The cost of intermediate housing should be set (...) | Size of dwellings is not just a matter of their habitable rooms or bedrooms. The absolute size of the dwelling matters, both in terms of floorspace, and floor to ceiling heights. Increasingly it is being realised that planning has a legitimate role to play in setting standards not only for affordable housing, but for private housing as well, to ensure the dwellings we build today are flexible and provide quality accommodation in the long term. <u>The Mayor has proposed the introduction of minimum housing standards in the draft replacement London Plan (Policy 3.5 and table 3.3), and space standards which must be met as a minimum for new developments are contained within the London Housing Design Guide (draft for Consultation July 2009). The Housing Design Guide also sets minimum floor to ceiling heights within habitable rooms. These standards will inform requirements within the Borough.</u> Add new paragraph with the original wording of paragraph 35.3.12 starting: <u>The cost of intermediate housing should be set (...)</u> | RBKC. Hearing discussions. |
| 35.3.18 | In order to ensure we are delivering the maximum reasonable amount of affordable housing, | In order to ensure we are delivering the maximum reasonable amount of affordable housing, | RBKC. Hearing discussions. |

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| | <p>developments proposing less than 50% will need to demonstrate a viability case, using the GLA toolkit or an agreed alternative.</p> <p>In assessing any viability assessments the Council will have regard to the ‘dynamic viability model’ developed by Fordham Research. It allows for changing market circumstances to be assessed annually, and therefore allows for the proportion of affordable housing sought to be more closely related to market conditions. This model can also take into account other planning obligations.</p> | <p>developments proposing less than 50% will need to demonstrate a viability case, <u>using the GLA toolkit or an agreed alternative. The target is based on the high level of need, and takes account of the Council’s Affordable Housing Viability Study. The intention is to provide certainty to those developing housing in the Royal Borough as to the level of affordable housing that is expected.</u></p> <p>Add new paragraph</p> <p><u>35.3.18b</u> In assessing any viability assessments the Council will have regard to the ‘dynamic viability model’ developed by Fordham Research <u>and individual site circumstances . The Dynamic Viability Model #</u> allows for changing market circumstances to be assessed annually, and therefore allows for the proportion of affordable housing sought to be more closely related to market conditions. This model can also take into account other planning obligations. <u>A statement demonstrating the exceptional site circumstances or the weight attached to other benefits from the scheme should accompany any application proposing less than 50% affordable housing target, to justify to the Council a reduced level of affordable housing provision. Targets should be applied flexibly, taking account of individual site constraints, the availability of public subsidy and other scheme requirements.</u></p> | |
| <p>35.3.23</p> | | <p>Insert after the paragraph:</p> <p><u>Where compliance with the various standards is not possible due to other policy requirements, for example in the case of development involving historic buildings,</u></p> | <p>RBKC. Hearing discussions.</p> |

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| | | <u>the development should demonstrate that all reasonable measures have been taken to meet them</u> | |
| CH2 (b) | <p>Require new residential developments, including conversions, amalgamations, and changes of use, to be designed to meet all the following standards:</p> <ul style="list-style-type: none"> i) lifetime homes; ii) floorspace and floor to ceiling heights; iii) wheelchair accessibility for a minimum of 10% of dwellings; <p>Where compliance with the above standards is not possible to require new residential developments to demonstrate that all reasonable measures to meet them have been taken</p> | <p>Require new residential developments, including conversions, amalgamations and changes of use, to be designed to <u>as a minimum achieve meet</u> all the following standards”:</p> <ul style="list-style-type: none"> i) lifetime homes; ii) floorspace and floor to ceiling heights; iii) wheelchair accessibility for a minimum of 10% of dwellings; <p>Where compliance with the above standards is not possible <u>because of other policy requirements</u>, to require new residential developments to demonstrate that all reasonable measures to meet them have been taken</p> | <p>RBKC. Hearing discussions. Clarification to previously proposed amendment.</p> |
| CH2 (i) | <p>require the maximum reasonable amount of affordable housing with the presumption being at least 50% provision on gross residential floor space in excess of 800m².</p> | <p>require the maximum reasonable amount of affordable housing with the presumption being at least 50% provision on gross residential floor space in excess of 800m².</p> <p><u>require developments to provide affordable housing at 50% by floor area on residential floorspace in excess of 800m² gross external area.</u></p> | <p>RBKC. Hearing discussions.</p> |
| CH2 (p) | <p>require a viability assessment, using the GLA toolkit or an agreed alternative, to be submitted where schemes fail to provide 50% affordable housing on floorspace in excess of 800 m²</p> | <p>require a viability assessment, using the GLA toolkit or an agreed alternative, to be submitted where schemes fail to provide 50% affordable housing on floorspace in excess of 800 m²</p> <p><u>Where a scheme over 800m² does not provide 50% of gross external residential floorspace for affordable housing, the applicant must demonstrate:</u></p> <ul style="list-style-type: none"> i) <u>the maximum reasonable amount of affordable housing is provided through the</u> | <p>RBKC. Hearing discussions. RBKC. This allows the Council to ensure that the maximum reasonable amount of affordable housing is provided.</p> |

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| | | <p><u>provision of a viability assessment, using the GLA toolkit or an agreed alternative</u></p> <p>ii) <u>the exceptional site circumstances or other public benefits to justify the reduced affordable housing provision.</u></p> | |
| CH3 (b) | resist the loss of affordable housing floorspace and units throughout the Borough; | resist the loss of <u>both social rented and intermediate</u> affordable housing floorspace and units throughout the Borough; | RBKC. Hearing discussions. |
| CH4 (b) | guarantee all existing tenants an opportunity of a home, with those wishing to stay in the area being able to do so; | guarantee all existing tenants an opportunity of a home <u>that meets their needs</u> , with those wishing to stay in the area <u>neighbourhood</u> being able to do so; | RBKC. Hearing discussions. |
| 35.4.4 | The institute of Public Care was commissioned by the Council in October 2007, to assist in the development of an older people's housing strategy. The report is based on an analysis of local information and statistics about older people and housing, and indicates the strategic direction that the Council could follow over the next decade in relation to this topic. (...) | The institute of Public Care was commissioned by the Council in October 2007, to assist in the development of an older people's housing strategy: <u>"RBKC Older People's Housing Needs – Research Paper May 2008"</u> . The report is based on an analysis of local information and statistics about older people and housing, and indicates the strategic direction that the Council could follow over the next decade in relation to this topic. (...) | RBKC. Hearing discussions. |
| Policy CE1(a) | require an assessment to demonstrate that all new buildings and extensions defined as major development achieve ... | require an assessment to demonstrate that all new buildings and extensions <u>of 800m² or more residential development or 1,000m² more non-residential defined as major development</u> achieve ... | RBKC change to reflect local threshold for affordable housing requirements. |
| Policy CE1(b) | require an assessment to demonstrate that conversions and refurbishments defined as major development-achieve ... | require an assessment to demonstrate that conversions and refurbishments <u>of 800m² or more residential development or 1,000m² more non-residential defined as major development</u> -achieve ... | RBKC change to reflect local threshold for affordable housing requirements. |
| New Paragraph after 36.3.18 | | <u>As the evidence for surface and sewer water flooding is evolving rapidly, the Council will undertake an early review to policy CE2, if necessary, once areas with critical drainage problems, as defined in PPS 25, have been identified accurately, as agreed with the Environment Agency.</u> | RBKC. Hearing discussions. |
| CE2 | b) (...) as defined in the Strategic Flood Risk | b) (...) as defined in the Strategic Flood Risk | RBKC. Hearing discussions. |

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| | <p>Assessment, and for all sites greater than 1 hectare.</p> <p>c) where required undertake the ‘Sequential Test’ for planning applications within Flood Risk Zones 2 and 3;</p> <p>d) require development at risk from flooding in Flood Risk Zones 2 and 3 or sites greater than 1 ha to incorporate suitable flood defence or flood mitigation measures (...)</p> <p>e) require sustainable urban drainage, or other measures (...)</p> | <p>Assessment, <u>for sites in areas with critical drainage problems</u> and for all sites greater than 1 hectare.</p> <p>c) where required undertake the ‘Sequential Test’ for planning applications within Flood Risk Zones 2 and 3; <u>and for sites in areas with critical drainage problems</u></p> <p>d) require development at risk from flooding in Flood Risk Zones 2 and 3, <u>in areas with critical drainage problems</u>, or sites greater than 1 ha to incorporate suitable flood defence or flood mitigation measures (...)</p> <p>e) require sustainable urban drainage, <u>(SUDs)</u> or other measures (...)</p> | | | | | | | |
| <p>37.2.5</p> | <p>The IDP and the associated Infrastructure Schedule will be monitored, and regularly reviewed and updated as necessary. It is included here as a snapshot of time, but will be updated as future editions of this document are published.</p> | <p>The IDP and the associated Infrastructure Schedule will be monitored, and regularly reviewed and updated as necessary. It is included here as a snapshot of time <u>and will be updated through the Council’s Annual Monitoring Report, annually. To access the latest IDP, and the schedule, visit the Council’s website at www.rbkc.gov.uk</u></p> | <p>RBKC. Hearing discussions.</p> | | | | | | |
| <p>Chapter 37 Infrastructure</p> | <p>Infrastructure table</p> | <table border="1"> <tr> <td data-bbox="1016 850 1151 1082"> <p><u>Place</u></p> </td> <td data-bbox="1151 850 1391 1082"> <p><u>Not in the infrastructure table in Chapter 37 (but listed in the ‘Place’ infrastructure section)</u></p> </td> <td data-bbox="1391 850 1626 1082"> <p><u>Not in the ‘Place’ infrastructure section (but listed in the infrastructure table in Chapter 37)</u></p> </td> </tr> <tr> <td data-bbox="1016 1082 1151 1380"> <p><u>Kensal</u></p> </td> <td data-bbox="1151 1082 1391 1380"> <ul style="list-style-type: none"> • <u>Street trees</u> • <u>Public art</u> • <u>Enhanced pedestrian links towards Notting Hill Gate via Portobello Road</u> </td> <td data-bbox="1391 1082 1626 1380"> <ul style="list-style-type: none"> • <u>CCHP and on-site waste management facility</u> • <u>Replacement of gas holders</u> • <u>Additional GP premises</u> • <u>Education</u> </td> </tr> </table> | <p><u>Place</u></p> | <p><u>Not in the infrastructure table in Chapter 37 (but listed in the ‘Place’ infrastructure section)</u></p> | <p><u>Not in the ‘Place’ infrastructure section (but listed in the infrastructure table in Chapter 37)</u></p> | <p><u>Kensal</u></p> | <ul style="list-style-type: none"> • <u>Street trees</u> • <u>Public art</u> • <u>Enhanced pedestrian links towards Notting Hill Gate via Portobello Road</u> | <ul style="list-style-type: none"> • <u>CCHP and on-site waste management facility</u> • <u>Replacement of gas holders</u> • <u>Additional GP premises</u> • <u>Education</u> | <p>RBKC. For clarification purposes.</p> |
| <p><u>Place</u></p> | <p><u>Not in the infrastructure table in Chapter 37 (but listed in the ‘Place’ infrastructure section)</u></p> | <p><u>Not in the ‘Place’ infrastructure section (but listed in the infrastructure table in Chapter 37)</u></p> | | | | | | | |
| <p><u>Kensal</u></p> | <ul style="list-style-type: none"> • <u>Street trees</u> • <u>Public art</u> • <u>Enhanced pedestrian links towards Notting Hill Gate via Portobello Road</u> | <ul style="list-style-type: none"> • <u>CCHP and on-site waste management facility</u> • <u>Replacement of gas holders</u> • <u>Additional GP premises</u> • <u>Education</u> | | | | | | | |

| | | | <u>Places</u> |
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| | | <u>Golborne/Trellick</u> | <ul style="list-style-type: none"> <u>No differences</u> |
| | | <u>Portobello/Notting Hill</u> | <ul style="list-style-type: none"> <u>Improvements to help close the gap between Portobello Road Centre and Golborne (in the table they are only 'improvements to the area')</u> |
| | | <u>Westway</u> | <ul style="list-style-type: none"> <u>No differences</u> |
| | | <u>Latimer</u> | <ul style="list-style-type: none"> <u>No differences</u> |
| | | <u>Earl's Court</u> | <ul style="list-style-type: none"> <u>CCHP network or similar</u> |

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| | | | <u>biodiversity</u> | |
| | | <u>Kensington High Street</u> | <ul style="list-style-type: none"> • <u>Improvements to the southern end of Kensington Church Street</u> | <ul style="list-style-type: none"> • <u>No differences</u> |
| | | <u>South Kensington</u> | <ul style="list-style-type: none"> • <u>Expansion of medical services (the table only mentions the expansion of services: medical needs to be specified)</u> • <u>Improvements to the pedestrian tunnel</u> | <ul style="list-style-type: none"> • <u>No differences</u> |
| | | <u>Brompton Cross</u> | <ul style="list-style-type: none"> • <u>Public realm improvements including a central sculptural feature</u> | <ul style="list-style-type: none"> • <u>No differences</u> |
| | | <u>Knightsbridge</u> | <ul style="list-style-type: none"> • <u>No differences</u> | <ul style="list-style-type: none"> • <u>No differences</u> |
| | | <u>King's Road / Sloane Square</u> | <ul style="list-style-type: none"> • <u>No differences</u> | <ul style="list-style-type: none"> • <u>New GP surgery</u> |
| | | <u>Notting Hill Gate</u> | <ul style="list-style-type: none"> • <u>Green infrastructure in the form of street trees and living roofs</u> | <ul style="list-style-type: none"> • <u>No differences</u> |

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| | | <table border="1"> <tr> <td></td> <td><u>/ walls</u></td> <td></td> </tr> <tr> <td><u>Fulham Road</u></td> <td>• <u>No differences</u></td> <td>• <u>No differences</u></td> </tr> <tr> <td><u>Lots Road / World's End</u></td> <td>• <u>No differences</u></td> <td>• <u>Chelsea-Hackney Line Improvements</u></td> </tr> </table> | | <u>/ walls</u> | | <u>Fulham Road</u> | • <u>No differences</u> | • <u>No differences</u> | <u>Lots Road / World's End</u> | • <u>No differences</u> | • <u>Chelsea-Hackney Line Improvements</u> | |
| | <u>/ walls</u> | | | | | | | | | | | |
| <u>Fulham Road</u> | • <u>No differences</u> | • <u>No differences</u> | | | | | | | | | | |
| <u>Lots Road / World's End</u> | • <u>No differences</u> | • <u>Chelsea-Hackney Line Improvements</u> | | | | | | | | | | |
| Infrastructure Table | | Remove references to step-free in the infrastructure table on pages 246 and 253 and the reference to a bus tunnel on page 246. | RBKC. Hearing discussions. | | | | | | | | | |
| Chapter 37 several pages | | <p>Pg248 (where): Community facilities in Earl's Court area, provided as part of 100 West Cromwell Road Earl's Court 'Place'.</p> <p>Pg248 (where): Earl's Court <u>Exhibition Centre Strategic Site</u></p> <p>Pg249 (where): Earl's Court <u>'Place'</u></p> <p>Pg249 (where): Earl's Court One-Way System 'Place'</p> <p>Pg249 (where): Earl's Court <u>'Place' / Warwick Road area: NHS K&C requirements.</u></p> <p>Pg249 (where): Earl's Court <u>'Place' and West Brompton Stations – interchange</u></p> <p>Pg249 (what): Potential for improved public transport interchange <u>at Earl's Court and West Brompton Stations</u></p> <p>Propose change to risk 7(b) Risk (ii) in Chapter 39 to become Risk 7(c) to the following: <u>Column 3: Dependency – n/a</u></p> | RBKC. Hearing discussions. | | | | | | | | | |

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| | | <p>Column 4: Central to the delivery – <u>yes</u> Column 5: Risk – Risk (ii) The different sites are not developed comprehensively but come forward in a piecemeal manner Column 6: Likelihood – low<u>med</u> Column 7: Impact on strategy – med Column 8: Plan B – yes Column 9: Alternatives – <u>Strategic Site comes forward on its own. The policy and supporting text in chapter 26 takes this in to account.</u></p> <p><i>pp261, row relating to Counters Creek Amend ‘When’ column to: 2020</i></p> <p><u>Insert:</u></p> <ol style="list-style-type: none"> 1) <u>Short-term flood alleviation (FLIPS) using mini-package pumping stations these are £323M 2005-2010. £340m allocated within flood alleviation business plan for 2010-2015.</u> 2) <u>Counters Creek alleviation scheme. Ofwat decision to progress £25m in short term (included within the above costings). Longer term costings to be advised.</u> <p>Amend ‘Cost’ column to: <u>£323M - (£340M and £25M). Updates to be provided and included in IDP once known.</u></p> <p>Row numbers to be included in IDP which will form part of an appendix to the Core Strategy.</p> | |
| <p>38.3 Monitoring CP1(2)</p> | <p>Target 69,200 sq m of office floorspace</p> | <p>Target 69,200 <u>60,000</u> sq m of office floorspace</p> | <p>This takes account of the net addition of the 9,000 sq m of office floorspace which has occurred between 2004 and 2008.</p> |

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| <p>38.4.1</p> | <p>For places we have taken the view that we should monitor the implementation of each Place Vision rather than the relevant Place Shaping Policy (policies CP4 – 17)</p> | <p>For places we have taken the view that we should monitor the implementation of each Place Vision rather than the relevant Place Shaping Policy (policies CP45 – 17 18)</p> | <p>RBKC. For clarification purposes.</p> |
| <p>Monitoring section in each place</p> | <p>All original text deleted and replaced by the text in the following column</p> | <p>The Vision: The focus of monitoring for [insert name of place] must be the extent to which the Vision has, or has not, been achieved. The following output indicators will be used to monitor the Vision.</p> <p>[list of existing indicators for each place to be inserted]</p> <p>The Priorities for Action: a separate monitoring framework has not been established for these. Instead, cross references are made through footnotes to policies and actions elsewhere within the plan that are monitored in the framework set out in Chapter 38.</p> <p>Development Management: this policy is not separately monitored. The policy is a mechanism to ensure that those aspects of the Vision that can be controlled through development are accorded due weight – it is thus the Vision rather than the policy that should be the focus of monitoring.</p> <p>Quantum of Development: this will be monitored through Policy CP1 – additional criteria are not required.</p> <p>Infrastructure: this will be monitored through the Infrastructure Delivery Plan, from which the place specific infrastructure has been drawn for inclusion in this Place chapter. Additional monitoring criteria are not therefore required.</p> <p>Future plans and documents: progress on the</p> | <p>RBKC. For clarification purposes.</p> |

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| | | preparation of these documents will be recorded in the Council’s Annual Monitoring Report, published in the autumn of each year. | |
| Proposals Map | Lots Road | Delete Lots Road from the Proposals Map | RBKC. The Council considers that Lots Road has only been included for information purposes, it should therefore not appear as an allocation in the proposals map |
| Proposals Map | Flood Zones | Add “Flood Risk Zone 2” and “Flood Zone Risk 3” to the Proposals Map Legend | RBKC. This change is requested to add clarity to the Proposals Map |
| Proposals Map | Notifiable Installations | Add Notifiable Installations point data to Kensal gas holders and add “Notifiable Installations” to Legend | RBKC. This change is requested to highlight where the gas holders are situated |
| Proposals Map Inset | N/A | Add detailed map showing the Notifiable Installations and Consultation Zones | RBKC. This change is requested to add clarity to the Proposals Map |
| Proposals Map Inset p.374 | Earl’s Court Strategic Site | Amend map to correctly define the Strategic Site | RBKC requests this change in order to correctly allocate land within the Borough |
| Proposals Map p. 405 | Earl’s Court Road District Centre. | Earl’s Court Road District <u>Neighbourhood</u> Centre. | RBKC. For consistency with chapters 10 and 31 of the Core Strategy. |
| Glossary | | <p>Define business development.</p> <p><u><i>Small office/business development</i></u> <u>A B1(a)/ B Class development with a total floor area between 100 sq m and 300 sq m (GEA). This may be a development which will contain a single occupier or one which will contain a number of very small units.</u></p> <p><u><i>Medium-sized office/business development</i></u> <u>A B1(a)/ B Class development with a total floor area between 300 sq m and 1,000 sq m (GEA). This may be a development which will contain a single occupier or one which will contain a number of smaller units.</u></p> <p><u><i>Large office/business development</i></u></p> | <p>Following discussions with the Kensington Society the Council has made minor alterations to clarify that the Council seeks to require office developments or certain sizes to be located in particular areas, not merely the offices units themselves. A definition of business developments is therefore considered helpful.</p> |

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| | | <u>A B1(a)/ B Class development with a total floor area of more than 1,000 sq m. (GEA). This may be a development which will contain a single occupier or one which will contain a number of smaller units.</u> | |
| Glossary | Social and Community uses. Include care homes/care facilities; community/meeting halls and rooms; doctors, dentists, hospitals and other health facilities; elderly peoples' homes; hostels; laundrettes; libraries; petrol filling stations; places of worship; schools and other educational establishments sport facilities; and youth facilities. | Social and Community uses. <u>For the purposes of the Core Strategy, Social and Community uses are defined as including: include care homes/care facilities and elderly people's homes;</u> community/meeting halls and rooms; doctors, dentists, hospitals and other health facilities; elderly peoples' homes; hostels; laundrettes; libraries; <u>Metropolitan Police and other emergency service facilities;</u> petrol filling stations; places of worship; <u>bespoke premises for the voluntary sector;</u> schools and other educational establishments; sport facilities; and youth facilities | RBKC. Hearing discussions. |
| Glossary | | Add new term. <u>Accessible / accessibility. This refers to the extent to which employment, goods and services are made available to people, either through close proximity, or through providing the required physical links to enable people to be transported to locations where they are available. The latter can refer to the ease of access to the public transport network, often measured by a location's Public Transport Accessibility Level (see below).</u> | RBKC. Hearing discussions. |
| Glossary | Inclusive: An environment in which everyone can use equally, regardless of disability or age, where there are no barriers that may create unnecessary separation or special treatment. | Inclusive: An environment in which everyone can use equally, regardless of disability or age, where there are no barriers that may create unnecessary separation or special treatment. <u>It is the environment, rather than the condition of the individual, that is seen as the 'disabling' element, following the social rather than the medical model of disability.</u> | RBKC. Hearing discussions. |
| Glossary | | Add new term. <u>A microclimate is a local atmospheric zone where the</u> | RBKC. Hearing discussions. |

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| | | <u>climate differs from the surrounding area. The term can refer to small areas which may be immediately adjacent to buildings, but the effects may be felt over a wider area depending on the scale of development. In the Royal Borough the term is related to the local effects on climate of the surrounding townscape, particularly the effect of high or large buildings.</u> | |
| Glossary | Sustainable Urban Drainage Systems (...). | Sustainable Urban Drainage Systems (<u>SUDs</u>). (...). <u>According to the Mayor's drainage hierarchy, SUDs could include the storage of rainwater for later use, the use of infiltration techniques, such as porous surfaces in non-clay areas, the attenuation of rainwater in ponds or open water features for gradual release and the attenuation of rainwater by storing in tanks or sealed water features for gradual release.</u> | RBKC. Hearing discussions. |
| Glossary | House in multiple occupation (HMO). Under the changes in the Housing Act 2004, if a landlord lets a property which is one of the following types it is a House in Multiple Occupation: <ul style="list-style-type: none"> • an entire house or flat which is let to three or more tenants who form two or more households and who share a kitchen, bathroom or toilet; • a house which has been converted entirely into bedsits or other non-self-contained accommodation and which is let to three or more tenants who form two or more households and who share kitchen, bathroom or toilet facilities; • a converted house which contains one or more flats which are not wholly self contained (ie the flat does not contain within it a kitchen, bathroom and toilet) | House in multiple occupation (HMO). Under the changes in the Housing Act 2004, if a landlord lets a property which is one of the following types it is a House in Multiple Occupation: <ul style="list-style-type: none"> • an entire house or flat which is let to three or more tenants who form two or more households and who share a kitchen, bathroom or toilet; • a house which has been converted entirely into bedsits or other non-self-contained accommodation and which is let to three or more tenants who form two or more households and who share kitchen, bathroom or toilet facilities; • a converted house which contains one or more flats which are not wholly self contained (ie the flat does not contain within it a kitchen, bathroom and toilet) and which is | RBKC - the planning definition of an HMO in the Borough varies from definition laid out in the 2004 Housing Act. The Planning definition is simpler; it is a property that is occupied by more than one household with an element of shared facilities. This definition is carried forward from that in the adopted Unitary Development Plan. |

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| | <p>and which is occupied by three or more tenants who form two or more households;</p> <ul style="list-style-type: none"> • a building which is converted entirely into self-contained flats if the conversion did not meet the standards of the 1991 Building Regulations and more than one-third of the flats are let on short-term tenancies; or • in order to be an HMO the property must be used as the tenants' only or main residence and it should be used solely or mainly to house tenants. Properties let to students and migrant workers will be treated as their only or main residence and the same will apply to properties which are used as domestic refuges. | <p>occupied by three or more tenants who form two or more households;</p> <ul style="list-style-type: none"> • a building which is converted entirely into self-contained flats if the conversion did not meet the standards of the 1991 Building Regulations and more than one-third of the flats are let on short-term tenancies; or • in order to be an HMO the property must be used as the tenants' only or main residence and it should be used solely or mainly to house tenants. Properties let to students and migrant workers will be treated as their only or main residence and the same will apply to properties which are used as domestic refuges. <p><u>House in Multiple Occupation (HMO): RBKC Planning Definition</u></p> <p><u>Permanent residential accommodation occupied by more than one household and characterised by the shared use of facilities, normally of a W.C or bathroom or both.</u></p> | |
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