

# **Unitary Development Plan**

Adopted May 25th 2002

## **Extant Policies**



# Strategic Policies

## Transportation

### STRAT 35

**To support an effective London-wide control of night-time and weekend lorry movement.**

### STRAT 36

**To monitor regularly demand in the Controlled Parking Zone and periodically review its operation, including regulations for the issue of residents' permits, taking account of the supply of on-street and public off-street parking space.**

### STRAT 37

**To oppose any increased capacity at Heathrow Airport unless associated improvements to the public transport networks are developed to relieve increased pressure on the networks within the Borough.**

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# Conservation and Development

## Thames Policy Area

- 4.2.3 By virtue of its character and appearance the Thames and foreshore constitutes one of the greatest of all London's areas of metropolitan importance. The boundary of the area has been enlarged to include Chelsea Creek and the World's End Estate. It is also contiguous with those of the London Borough of Hammersmith & Fulham and Westminster City Council. It is also a site of metropolitan importance for nature conservation. The Council has designated the whole of the Thames within the Borough boundaries as a conservation area and produced a proposals statement. Its detailed guidance should be referred to in consideration of any proposals affecting the Riverside. The proposals statement will be updated to reflect the advice contained in RPG3B/9B. The Thames Strategy - Kew to Chelsea, is currently in preparation and the Council will consider its adoption as supplementary planning guidance in due course.
- 4.2.4 The greater part of the stretch of the Thames lying within the Borough is bounded by Chelsea Embankment which carries extremely heavy traffic. As opportunities arise, the Council will implement environmental improvement schemes, to enhance the setting of the Embankment.

**CD1 To protect and enhance views and vistas along the riverside including: river views of Chelsea Embankment and the setting of Chelsea Old Church and views from the Thames bridges.**

4.2.5 In considering proposals for Riverside development, the Council will also take account of views from the opposite bank of the Thames. It is equally important that adjoining Boroughs, in considering applications for development take account of views across and along the river from this Borough. The Council is concerned that development by virtue of its height, scale, bulk, massing and detailed design may adversely affect views from Chelsea.

**CD2 To raise objection to development in adjoining boroughs which is considered to adversely affect views from the Chelsea riverside and its environs.**

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**Thames-side Vessels and Structures**

4.2.7 The River is an important transport route, and with its foreshore and banks is a unique open space with a special environmental character. Permanently moored vessels and structures can adversely affect this unique character and reduce the River's potential as a navigable waterway. The policy below will also apply to the extension of riverside sites into the River. In considering any applications the Council will take account of the former LPAC's Thames-side Planning Guidelines for vessels and structures.

**CD4 To resist permanently moored vessels on the River, except where they would not have:**

- a) a detrimental effect on the special character of the river;**
- b) a detrimental effect on amenity arising from traffic generation or servicing needs;**
- c) an adverse affect on the character or appearance of the existing residential moorings at Battersea Reach.**

4.2.8 Floating structures relating to the River for transport purposes may be permitted. Cadogan Pier has potential for greater use by river traffic.

**4 EXTANT UDP POLICIES**

- 4.2.9 The only area of residential moorings within the Borough is that at Battersea Reach. Guidelines for the design of replacement boats and existing vessels are contained in the Thames Conservation Area Proposals Statement. The extension of the moorings area would be detrimental to the character of the Riverside particularly if the gap between the areas of moorings were encroached upon.

**CD5 To seek to protect and enhance the established area of residential moorings at Battersea Reach.**

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### Royal Hospital

- 4.2.12 The area is dominated by Wren's magnificent Royal Hospital and its grounds. However, the surrounding late Georgian and Victorian terraces and adjacent open spaces also make an important contribution to this part of the Royal Borough. (See paragraph 11.3.1 and Policy LR8 of the Leisure and Recreation Chapter.)

**CD8 To protect important views and vistas in and around the Royal Hospital.**

- 4.2.13 Important views and vistas include the following:
- (a) along Chelsea Embankment and from the Embankment northwards towards the Royal Hospital and its ancillary buildings;
  - (b) along Royal Avenue from King's Road to the Royal Hospital; and
  - (c) along St. Leonard's Terrace, Franklins Row, Royal Hospital Road and Ormonde Gate.

**CD9 To protect the open spaces surrounding the Royal Hospital from inappropriate development both in the landscaped areas themselves and in the neighbouring streets.**

### South Kensington Museums Area

- 4.2.14 The Area of Metropolitan Importance (see Proposals Map) also contains the South Kensington Museums, Imperial College, Brompton Oratory, and views of the Albert Hall, which is within the City of Westminster.

**CD10 To protect important views and vistas in and around the South Kensington Museums Area.**

- 4.2.15 Important views and vistas include the following:
- (a) From the west: through Kynance Mews from Launceston Place; and from Victoria Road along Victoria Grove.
  - (b) From the north: from the axial flight of steps south of the Albert Hall.
  - (c) From the south: from Harrington Road up Queensberry Place; up the east side of Onslow Square towards the Natural History Museum; from the front of Melton Court up Cromwell Place to the tower of the Natural History Museum and the Colcutt Tower; and from Pelham Place and Thurloe Square towards the tower of the Victoria and Albert Museum.
  - (d) From the east: from Princes Gate Mews; and from Fairholt Street and Cheval Place (partly within Westminster).
- 4.2.16 The area has a precinct character, but is generally outward-looking rather than enclosing its own space. This makes the preservation and enhancement of the area particularly difficult, not least because of the presence of major roads. The area may be defined by its predominantly cultural and institutional character, stemming from the museums and Imperial College. There are residential uses in close proximity and there is very little commercial intrusion.

**CD11 To preserve and enhance the precinct character of South Kensington Museums Area by:**

- a) safeguarding skylines and vistas to the Natural History and Victoria and Albert Museums, the Colcutt Tower and Brompton Oratory;**
- b) seeking reinforcements of the axial layout formed by the tower of the Natural History Museum, the Colcutt Tower and the Royal Albert Hall in any redevelopment on the site of Imperial College;**
- c) encouraging better conditions for viewing the main facades within the precinct area and proposing environmental improvement schemes where appropriate;**
- d) seeking improvements in setting-down facilities for coach-borne visitors (see also Transportation Chapter);**

- e) **encouraging greater use of the South Kensington pedestrian tunnel for affording access to and circulation within the precinct and proposals to make it more attractive; and**
- f) **maintaining a pedestrian arcade with direct access to South Kensington Station.**

4.2.17 The importance of the wider area is recognised and includes parts of Imperial College and the Albert Hall within the City of Westminster. The institutions, particularly the museums, are keen to promote improvements to the area. The Council will promote proposals for enhancement of the Museums Area particularly Exhibition Road and the foot tunnel, to include traffic management, pedestrian circulation and environmental improvements.

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### **Kensington Gardens**

4.2.19 Kensington Gardens, together with Hyde Park, is managed by the Royal Parks Agency. It is a Site of Metropolitan Importance for Nature Conservation. The skyline of buildings around it is particularly important. Kensington Gardens was included in the Royal Parks Review for the Secretary of State for the Environment. The Council supports the proposals in the Review to preserve and enhance the special character of Kensington Gardens.

**CD13 To require new buildings and extensions to existing buildings in the Royal Borough, which can be seen from Kensington Gardens and Hyde Park, to be designed so as not to exceed the general height of buildings excluding post war blocks and to pay regard to the tree lines.**

**CD14 To ensure that new buildings do not impose themselves as an unsympathetic backcloth to Kensington Palace, particularly when viewed from the east across the Round Pond.**

### **Holland Park**

4.2.20 Holland Park, which is owned by the Council, is of particular historic and landscape value. A management strategy has been prepared for the park. It is also included within a conservation area for which there is a proposals statement.

**CD15 To resist proposals that would encroach upon or adversely affect the setting of Holland Park.**

## Cemeteries

4.2.21 Two other principal open spaces in the Royal Borough are the cemeteries, dating back to the 1830's and designated as Metropolitan Open Land. They were conceived as places of beauty, of botanic and other interest. Both have been designated as conservation areas. They are social and historic 'documents', also worthy of conservation as nature reserves, botanic gardens and sculpture parks. The Council will promote their appreciation by, for example, encouraging improved access, landscaping, paths, signs and visitor information, but at the same time ensure that their character is not unduly affected by greater numbers of visitors or new visitor facilities.

**CD16 To promote opportunities for the appreciation of Kensal Green and Brompton Cemeteries whilst protecting their special character.**

## STRATEGIC VIEWS

4.2.22 Strategic Guidance requires the Council to protect and enhance the designated strategic view of St. Paul's seen from King Henry's Mound in Richmond Park. Protection and enhancement will be achieved by height limitations within the defined areas between view points. The protected field of view is shown on the Proposals Map and further details may be found in Strategic Guidance for London Planning Authorities (RPG3), Annex A of Supplementary Guidance for London on the Protection of Strategic Views and the Secretary of State's Direction dated 22nd May 1992. (See also policy STRAT 12).

**CD17 To protect the long-distance view from King Henry's Mound (Richmond Park) to St Paul's.**

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## AREAS OF DEVELOPMENT

4.2.33 As the majority of the Borough is within conservation areas or the areas of character defined above, the opportunities for development are limited and confined to a number of small sites rather than large areas. Areas of opportunity include vacant land and sites not yet developed under the Westway and areas which are environmentally poor and contain badly maintained buildings caused by blight or lack of investment.

4.2.34 It is in these areas in particular that the Council will look for the provision of new land uses, facilities and amenities to meet needs identified in other parts of the Plan, such as new housing (see Housing Chapter), recreational facilities (see Leisure and Recreation Chapter), and local industry and small offices for new services (see Offices and Industry Chapter). However, because of the limited development land available it will not be possible to cater for all these needs.

## 8 EXTANT UDP POLICIES



**CD26 To encourage the improvement of land which is environmentally poor and buildings in poor condition by investment and refurbishment or new development.**

4.2.35 However, the Council will have regard also to the value to the community of those activities, often small-scale, generally service or craft orientated, whose economic existence depends on a pool of low-cost property. (See Offices and Industry Chapter).

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**Backland Development**

4.3.7 The development of “backland” sites is inevitably difficult to achieve successfully. A backland site is land, often not built over which is surrounded by other development and which has either a very limited or no street frontage. Access is a major problem and the amenities of adjoining properties need to be protected. The open and landscaped character of the land may be detrimentally affected.

**CD31 To resist the development of backland sites if:**

- a) there would be inadequate vehicular access, or**
- b) the amenity of adjoining properties would be adversely affected, or**
- c) there would be a loss of open space, or**
- d) the character of the area would be harmed.**

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**ALTERATIONS AND EXTENSIONS TO BUILDINGS**

**Additional Storeys and Roof Level Alterations**

(See also High Buildings, Views and Vistas).

4.4.2 Additional storeys and roof level alterations will very often have an adverse effect on the character and appearance of buildings, on the skyline and may conflict with policies relating to car parking. Such proposals will, therefore, be judged in relation to:

- (a) their effect upon the character of the street or terrace, the skyline as seen from neighbouring houses and streets, and daylighting and sunlighting to neighbouring houses and gardens; and

(b) the design relationship of any additional storey to the building.

The Council's policies on additional storeys and roof level alterations are generally restrictive and CD44 indicates those circumstances in which planning permission will be refused. CD45 gives the limited circumstances in which permission may be granted. Policies CD44 and CD45 should therefore be read as a pair.

**CD44 To resist additional storeys and roof level alterations on:**

- a) complete terraces or groups of buildings where the existing roof line is unimpaired by extensions, even when a proposal involves adding to the whole terrace or group as a co-ordinated design;**
- b) buildings or terraces that already have an additional storey or mansard;**
- c) buildings that include a roof structure or form of historic or architectural interest;**
- d) buildings which are higher than surrounding neighbours;**
- e) buildings or terraces where the roof line or party walls are exposed to long views from public spaces, and where they would have an intrusive impact on that view or would impede the view of an important building or open space beyond;**
- f) buildings which, by the nature of the roof construction and architectural style are unsuitable for roof additions, e.g. pitched roofs with eaves;**
- g) mansion blocks of flats where an additional storey would add significantly to the bulk or unbalance the architectural composition;**
- h) terraces which are already broken only by isolated roof additions.**

4.4.3 Terraces that change their architectural style, character or height but are joined are considered as separate terraces. Roof extensions on one are not regarded as precedents for the adjoining terrace.

**CD45 To permit additional storeys and roof level alterations in the following circumstances:**

- a) where the character of a terrace or group of properties has been severely compromised by a variety of roof extensions and where infilling between them would help to re-unite the group; and**
- b) the alterations are architecturally sympathetic to the age and character of the building and would not harm its appearance.**

4.4.4 The Council will continue to produce detailed non-statutory guidance on roof additions and alterations in Conservation Area Proposals Statements and other reports.

4.4.5 Principles for the design of roof additions are illustrated in figure 2.6 §in the Planning Standards Chapter.

### **Roof Terraces**

4.4.6 Terraces on roofs of main buildings or extensions can provide a valuable small area of open space for residents. They can also result in serious intrusion into the privacy and quiet enjoyment of neighbouring residential properties, and be visually intrusive. It is normally inappropriate to set back a mansard roof to provide a terrace.

#### **CD46 To resist the introduction of roof terraces if:**

- a) significant overlooking of, or disturbance to neighbouring properties or gardens would result; or**
- b) any accompanying alterations or roof alterations are not to a satisfactory design, would be visually intrusive or would harm the street scene.**

4.4.7 Account will be taken of whether the residential unit has access to any other amenity space.

### **Extensions**

4.4.8 Buildings in the Borough are frequently difficult to extend without offending the light, privacy and outlook of adjoining buildings. The rear and sides of some buildings may also be distinguished architecturally. Where, for example, they overlook communal gardens, these elevations may be of as much importance as the front. Whilst these elevations of buildings are generally subordinate to the front, they often have a simple dignity and harmony which makes them attractive.

4.4.9 The following policies are applicable to development involving extension to buildings other than additional storeys and roof extensions (see CD44 and CD45). Policy CD47 is applicable to all proposed extensions with policies CD48 and CD49 indicating additional circumstances applying specifically to conservatories and side extensions respectively.

**CD47 To resist proposals for extensions if:**

**a) the extension would extend rearward beyond the existing general rear building line of any neighbouring extensions;**

**b) the extension would significantly reduce garden space of amenity value, or spoil the sense of garden openness when viewed from properties around (see also policy CD80);**

**c) the extension would rise above the general height of neighbouring and nearby extensions, or rise to or above the original main eaves or parapet;**

**d) the extension would not be visually subordinate to the parent building;**

**e) on the site boundary, the extension would cause an undue cliff-like effect or sense of enclosure to neighbouring property;**

**f) the extension would spoil or disrupt the even rhythm of rear additions. Full width extensions will not usually be allowed;**

**g) the adequacy of sunlight and daylight reaching neighbouring dwellings and gardens would be impaired, or existing below standard situations made significantly worse (see Planning Standards Chapter);**

**h) there would be a significant increase in overlooking of neighbouring properties or gardens;**

**i) the detailed design of the addition, including the location or proportions or dimensions of fenestration or the external materials and finishes, would not be in character with the existing building (some exception may be allowed at basement level).**

**j) the extension would breach the established front building line;**

**k) an important or historic gap or view would be blocked or diminished.**

### Conservatories

4.4.10 In recent years, conservatories have become an increasingly popular way of adding to domestic accommodation. A small conservatory at garden level at the rear of a property may be considered to be an appropriate garden feature. However, it is important that such proposals fit in with the historic character of the Borough. In considering applications for conservatories their location in relation to the building and garden, their impact on neighbouring properties, their size and detailed design will be considered.

**CD48 To resist proposals for conservatories if:**

**(a) located at roof level;**

**(b) located significantly above garden level;**

**(c) covering the whole width of the property;**

**(d) located on a corner site;**

### Side Extensions and Gaps

4.4.11 Many streets in the Borough are characterised by the presence of mature rear gardens. This greenery softens the dense urban scene and provides relief and visual interest when viewed from the street through gaps between buildings or when a corner building has an open return frontage. A similar pleasant contrast may occur by a view of the sky or rear elevations of nearby properties. Gaps are often a planned feature of the layout of a Victorian estate. Side extensions may have an unfortunate effect in unbalancing an otherwise symmetrical elevation of a terrace, detached or semi-detached property. Conservation Area Proposals Statements will, where appropriate, identify important gaps and vistas where infilling would be inappropriate. The policy below also applies to free-standing buildings in gaps.

**CD49 To resist side extensions to buildings if:**

**(a) the architectural symmetry of a building, terrace or group of buildings would be impaired;**

**(b) the original architectural features on a formal flank elevation would be obscured;**

**(c) access to the rear of the property or of those adjoining would be lost or reduced.**

- 4.4.12 Single storey side extensions at garden level may be permitted where they would not conflict with the above policy, are in a style sympathetic to the original building, and are set back from the original front and rear building lines.



**Mews**

- 4.4.21 The many mews streets in the Borough form an integral part of the nineteenth century pattern of development of this area of London. Indeed, the mews as a feature of the townscape is one of the factors which distinguishes London from other cities. Whilst their origin as stable blocks for large houses means that they are generally of modest design, they do have a distinct character based on their consistency, simplicity and unity. (See Policy H4 of the Housing Chapter and Policy E14 of the Office and Industry Chapters)

**CD55 To ensure that the character of mews properties is preserved and enhanced and to resist inappropriate alterations and extensions.**

**Artists' Studios**

- 4.4.22 Artists' studios represent a distinctive building type which emerged in the middle of the nineteenth century. They are characterised by a number of features including large windows and expanses of studio space behind. They exist in many forms from grand studio houses commissioned by famous artists of the day, to more modest and utilitarian speculatively built groups. There are significant numbers in the Royal Borough which make an important contribution to its character and appearance. There is considerable pressure both for the introduction of new uses and the carrying out of alterations. This pressure is threatening the essence and character of these studios and consequently, undermining the artistic traditions of the Borough. (See Policy LR37 of the Leisure and Recreation Chapter).

**CD56 To resist the loss of, and inappropriate alterations and extensions to artists' studios.**



## **DEVELOPMENT IN CONSERVATION AREAS**

- 4.5.9 The Borough contains some of the best examples of Victorian and Edwardian townscape in London. Overall, the residential environment is of the highest quality. This environmental quality is evident not only in the public realm, but also at the rear and sides of properties, particularly, around areas of private gardens. Residents' appreciation and enjoyment of the special character and appearance of conservation areas derives from both public viewpoints and views from within their dwellings. In applying these policies, the Council will consider not only the street scene, but views from other buildings and gardens, as these are also important to residents' amenities. In particular, careful regard will be had to the content of Conservation Area Proposals Statements.

**CD63 To consider the effect of proposals on views identified in the Council's Conservation Area Proposals Statements, and generally within, into, and out of conservation areas, and the effect of development on sites adjacent to such areas.**

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## **SHOPFRONTS AND ADVERTISEMENTS**

### **Shopfronts**

- 4.6.4 In old buildings, the original fascia and pilasters or columns which form the frame of the shopfront should be retained or reinstated as appropriate.

**CD72 To require, where shop units are combined, new shopfronts and signage to be installed within the original surrounds and not to obscure them.**

- 4.6.5 Modern shopfronts are often temporary street features adapting constantly to changing retail demands. It is important that transient retail fashions do not disrupt the character of a building to achieve short-term requirements. House styles may have to be adapted to fit in with the age and character of the building in which the shopfront is situated.

- 4.6.6 All shopfronts should incorporate the property number in their design.

- 4.6.7 Open shopfronts can break up the continuity of a street frontage and leave an undesirable gap in a shopping parade. The creation of an open shopfront affects the form of the space between the buildings. The facades present an envelope which defines the space and its character; the sudden appearance of a large opening within the envelope leaves a gap in the shopping parade, so that the space itself is altered. The

facade above is also left visually unsupported, the vertical elements resting uncomfortably on a void.

**CD73 To resist open shopfronts.**

4.6.8 Exceptions may be made where this would allow the provision of an open air restaurant facility, and where nearby residents would not be disturbed or pedestrians obstructed.

4.6.9 The under-use of the upper floors of retail premises is of concern to the Council, particularly where the lawful use is for residential purposes. Often the lack of separate access prevents the use of upper floors. The policy below aims to prevent the removal of separate access and to seek its reinstatement where possible. Exceptions may be made only where adequate alternative means of separate access is provided or where justified for security reasons.

**CD74 To resist new shopfronts which would involve the removal of existing separate access to residential accommodation or preclude the restoration of such access if already removed, and to seek, where possible, the reinstatement of such access.**

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**Blinds, Awnings and Flags**

4.6.14 The Council considers that it is important to control blinds, awnings and flags because, if poorly designed or over-prominent, they can detract from the appearance of buildings and be obtrusive features in the street scene.

**CD77 To permit awnings or blinds which are in character with the age and style of the building in which they are situated.**

4.6.15 Permission will only be granted for blinds which have no adverse impact on the quality of the street scene. Curved rigid-framed blinds will generally be discouraged and will not usually be acceptable in conservation areas or on listed buildings.

4.6.16 Bright, fluorescent, glossy or metallic finish blinds, and those which obscure fascias will generally be discouraged.

4.6.17 Blinds will generally not be permitted above first floor sill level.

**16 EXTANT UDP POLICIES**



- 4.6.18 Flagpoles in limited numbers can be a lively feature in commercial streets. However, the street scene may be harmed by an uncontrolled proliferation of flags. This is particularly so in predominantly residential areas.

**CD78 To permit flagpoles unless their siting would harm the character of an area or would not preserve or enhance the character and appearance of a conservation area.**

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## **4.9 CHURCHES AND OTHER PLACES OF WORSHIP**

4.9.1 Churches not only have a religious purpose but also often play an important role in the community and contribute to the townscape of that area. Where a place of worship is declared redundant, its community, townscape or architectural value should be retained. (See also Social and Community Uses Chapter.)

4.9.2 Where a place of worship is threatened with redundancy the Council's objectives will be where possible:

- (a) to encourage use by an alternative religious community as a place of worship;
- (b) to retain buildings of architectural, townscape or landmark value;
- (c) to retain a meeting hall or other community facilities;
- (d) to ensure that conversion works respect the external design and interior space of the building;
- (e) to seek that if the building is not to be used for worship, the upkeep and maintenance will be provided for, and public access can be arranged to view architectural features;
- (f) In exceptional circumstances, where it is not possible to retain religious buildings, the Council will seek their replacement by buildings of equal landmark value.

**CD89 To retain where possible religious buildings of architectural or townscape merit.**

4.9.3 The Council will seek to protect churchyards for their social, historic, landscape and wildlife interest.

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# Housing

## 5.3 MAINTAINING AND ENHANCING THE RESIDENTIAL CHARACTER OF THE BOROUGH

### Commercial Development in Residential Areas

5.3.1 Maintaining both the historic and residential character depends greatly on the uses to which buildings are put. The character of a residential listed building or of a residential building in a conservation area can best be safeguarded if residential use is maintained.

**H4 To resist the encroachment into residential areas of commercial activities which would be inappropriate by virtue of size, scale, hours of operation, traffic generation or nature of use.**

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5.3.8 In order to retain a high standard of residential amenity, it is important that appropriate provision is made for the social and community needs of residents. Therefore the Council will require the provision of such facilities as are appropriate in association with major residential developments. As a general guide, a major development will be considered to be one which provides 150 or more residential units.

**H8 To require the provision of appropriate social and community facilities within major residential schemes.**

5.3.9 The form of social and community facilities to be provided will be dependent on the scale of the development, its location and its proximity to existing services (see also Social and Community Uses Chapter).

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## 5.5 PROVIDING AND MAINTAINING A WIDE RANGE OF HOUSING

### Housing Mix

5.5.1 The mix of accommodation in the Borough should be related to the range in household types existing or likely to exist and to deficiencies in the range of accommodation. Households are typically smaller than elsewhere in the capital. In response to market demand, the private sector already provides a substantial proportion of smaller units, mostly through conversion schemes and it is therefore important to retain existing provision. A large stock of small residential units is also important in order to: maintain the level of population by allowing a more intensive use of residential properties; maintain the number of adult households

who, through their spending power, help support the ancillary services which underpin the residential function; and meet the overall housing provision envisaged by RPG3.

**H17 To resist the loss of existing, small, self-contained flats of one or two habitable rooms.**

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## Offices and Industry

### (e) General Industrial Uses

6.3.20 Most of the Borough is an inappropriate location for larger, general industrial premises which are only suited to industrial sites separated from areas of housing.

6.3.21 The Council's desire to replace those industrial uses which cause a nuisance to residents will be balanced by the concern to retain valuable employment-generating uses. The loss of existing general industrial uses which have not created a nuisance and which are considered to be in suitable locations will therefore be resisted.

**E8 To resist the loss of those existing general industrial uses where they have no significant adverse effect on residential amenity.**

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## 6.4 SECURING A RANGE OF PREMISES

### (a) Policies for the Whole Borough

**E11 To encourage the provision of premises for the start-up and expansion of small businesses, particularly small light industrial businesses, in appropriate locations.**

**E12 To encourage the refurbishment of existing office and industrial buildings, particularly where this would involve conversion into small units.**

6.4.5 Refurbishment is taken to mean the upgrading or modernisation of premises which may involve external cosmetic alterations requiring planning permission. For sites and buildings that become the subject of more substantial change including redevelopment and change of use, provision of housing and public transport improvements may be expected (see Policy E1 and paragraph 6.3.10). Where proposals are received for the redevelopment of existing business premises which are

already divided into small business units, the Council will seek to retain the provision of small units.

**E13 To encourage the provision of premises, and improvement of existing premises, for small locally-based service industries and offices.**

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**(b) Industry in North Kensington**

6.4.7 North Kensington is defined as comprising the five wards of St. Charles, Golborne, Notting Barns, Norland and Colville which are distinct from the other wards of the Borough in terms of the number and variety of industrial uses and the importance of industry to those who live or work there. North Kensington makes a contribution to the diversity of job opportunities and services available in the Borough which is far beyond its geographical size. There are important concentrations of industrial uses within North Kensington, particularly in the two Employment Zones of Kensal and Freston Road/Latimer Road.

6.4.8 It is acknowledged that particular circumstances exist in North Kensington which require additional resources. The area generally experiences a high level of deprivation and is characterised by social housing and higher than average unemployment. The combination of social and economic deprivation and the opportunities for development of industry and community in North Kensington were instrumental in the successful City Challenge bid for the area. This initiative ran from 1993 to 1998. A Single Regeneration Budget Programme 'Fighting Unemployment in North Kensington' (FUNK) has been funded for six years from 1997 to pick up and develop City Challenge training and employment initiatives in the area.

6.4.9 So long as the Council considers there to be a demand for small light industrial premises in the Borough, developments will be encouraged to help meet this demand.

**E15 To seek the provision of light industrial premises as part of appropriate business development in North Kensington.**

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6.4.15 There are existing planning permissions which pre-date the 1987 Use Classes Order (which came into force on 1st June, 1987), and which limit the permitted use of premises to industry. There are still sound reasons for the imposition of such conditions in North Kensington as special circumstances prevail in this area.

**E19 Normally to refuse to release conditions which limit premises in North Kensington to industrial use.**

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6.4.25 The Employment Zones are located in wards that have experienced consistently high unemployment, but retain large numbers of residents employed, or seeking work in skilled manual, partly skilled or unskilled occupations. There is a propensity for these residents to work locally, or to be looking for jobs locally. There is evidence of a substantial local source of skilled labour for light industrial firms.

6.4.26 The Employment Zones contain concentrations of companies with requirements for skilled manual, partly skilled and unskilled labour. Surveys have identified that over a fifth of all light industrial workers employed in the Employment Zones live in the Royal Borough. Larger light industrial firms of over 100 square metres in size employ proportionately more local people than the smaller ones and when recruiting tend to take skilled and unskilled labour from a local source.

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6.4.28 The Council is concerned that the encroachment of general office activities would change the special character of the Employment Zones and result in a loss of specialist industries. In recognition of the importance of light industry to the local economy, the Council will seek to retain light industrial uses within the Employment Zones. The Council will take into account the length of vacancy of premises and the likelihood of finding a new light industrial occupier within a reasonable amount of time. The Council will assess the suitability of the premises for continued light industrial use according to the design standards for light industrial buildings as set out in the Planning Standards Chapter.

**E22 Normally to refuse to release conditions which limit premises in the Employment Zones to industrial use.**

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6.4.34 The Council recognises the importance of an attractive business environment to attract investment and of the need to build upon the skills and abilities of the local workforce by providing employment training and childcare facilities. It is important that the employment benefits of business development are directed towards local residents. However, many residents may not have the requisite skills to acquire the job opportunities on offer and may require relevant training. In line with Policy E5, the Council will negotiate Planning Obligations to secure the provision and retention of relevant facilities and benefits.

6.4.35 The decline of traditional manufacturing industry has resulted in some outdated industrial buildings. The provision of new small business units has been successful in stimulating some modernisation and growth. However, continued upgrading of premises and the provision of new, flexible accommodation is required to ensure that the Employment Zones retain their vitality and function.

**E26 To encourage the refurbishment and improvement of existing office and light industrial buildings in the Employment Zones, particularly where this would provide a range of unit sizes.**

## **6.5 DIPLOMATIC AND ALLIED USES**

6.5.1 There are a considerable number of properties in diplomatic use in the Borough. The Council appreciates that foreign governments usually wish to locate their diplomatic missions in the central parts of the City of Westminster and the Royal Borough. However, the Council wishes to minimise the impact of diplomatic missions on other activities in the Borough. It has therefore defined criteria which will be applied to all applications for diplomatic uses in the Borough with the exception of areas where diplomatic uses are considered inappropriate.

**E28 To resist the establishment of diplomatic uses in:**

**a) that part of the Borough North of Holland Park Avenue/Notting Hill Gate; and**

**b) that part of the Borough generally south of Sloane Avenue and Fulham Road (west of its junction with Sloane Avenue).**

6.5.2 These areas have been excluded because the properties are generally of a smaller scale and in residential use, the amount of parking space available is generally inadequate and the road network in these areas cannot accommodate the additional traffic generated by diplomatic uses.

**E29 To permit proposals for diplomatic use within that part of the Borough indicated in Map 9 (see page 156), except where they would result in:**

**a) the loss of permanent residential accommodation;**

**b) a detrimental effect upon the character of a conservation area, listed building or predominantly**

**residential area by virtue of the type and size of the proposal;**

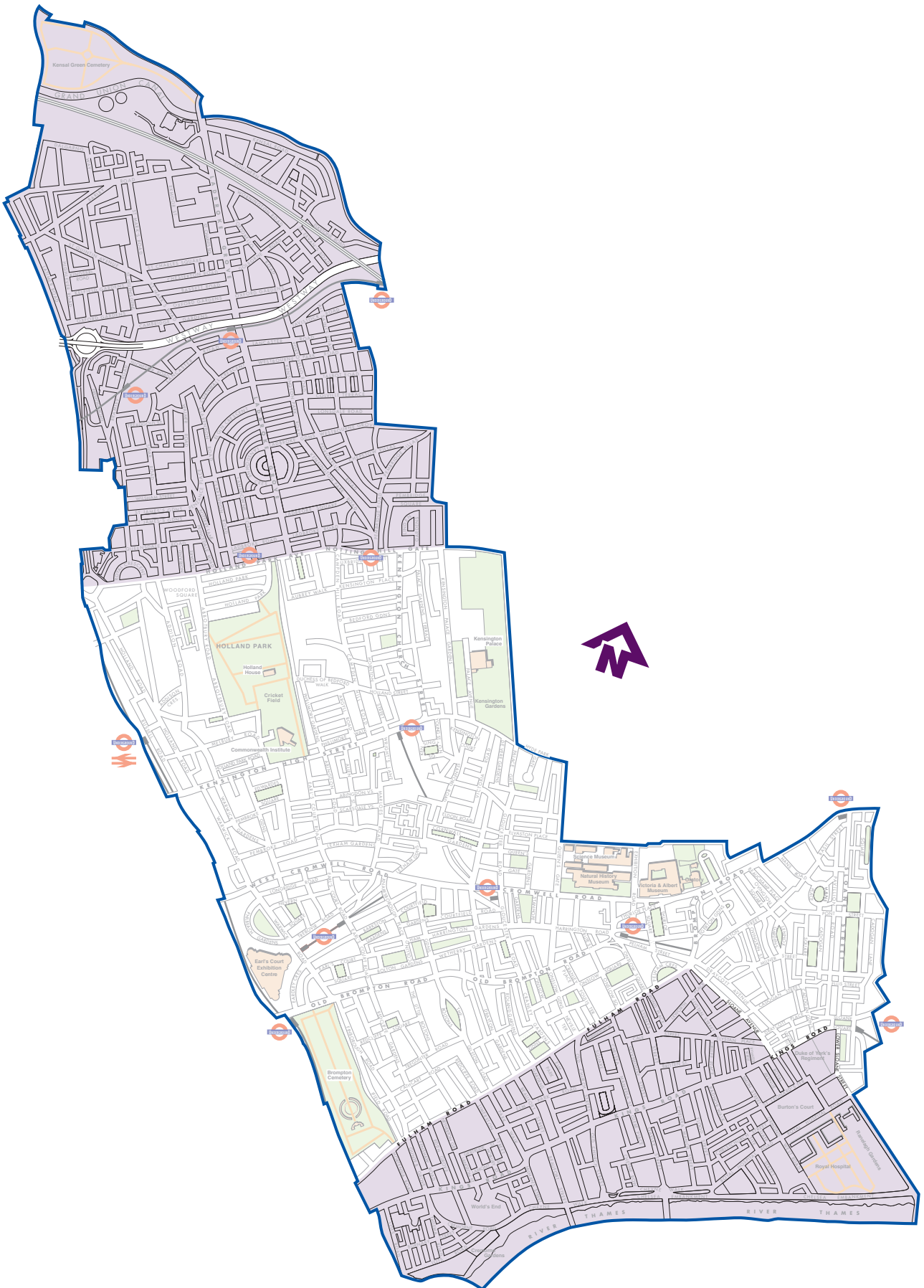
**c) a significant increase in pedestrian or vehicular traffic or parking problems;**

**d) the loss of valued local uses such as shops, small business accommodation, and social or community facilities.**

- 6.5.3 Where appropriate, the Council will expect residential accommodation to be provided as part of the building to be used for diplomatic or allied purposes. Additionally, if the proposed premises are in a residential area, the maintenance of a residential appearance will be expected. Where diplomatic use ceases in a building which was formerly in residential use the Council will require its return to full residential use unless re-occupied by another diplomatic user.

See map of **Areas Unsuitable for Diplomatic Use** overleaf

# MAP 7 AREAS UNSUITABLE FOR DIPLOMATIC USE





# Transportation

## Interchange

7.17.14 During public transport journeys, passengers often change between services or from one type of transport to another. There are some places in the Borough where these movements are substantial. To encourage the use of public transport it is important that good facilities are provided to minimise the inconvenience of interchange at such locations. This can be done, for example, by:

- good pedestrian access;
- clarity of layout and signing within stations and between modes;
- minimising walking distances between modes;
- modifying traffic management arrangements around stations to provide convenient bus stops and taxi ranks;
- the provision of cycle parking facilities;
- protection from weather.

7.17.15 Changes of these types can often be achieved during development at locations where interchange takes place. The Council may require that Planning Obligations are entered into in order to secure such improvements (see Monitoring and Implementation Chapter).

**TR16 To seek improvements in facilities at locations where public transport users interchange between types of transport.**

**TR17 To seek the provision of interchange facilities where none presently exist where they enhance the public transport network.**

7.17.16 The provision of new interchange facilities should have regard to the examples of good practice in paragraph 7.17.14.

## Coaches

7.17.17 The main traffic problems caused by coaches occur at tourist hotels and near museums and exhibition centres in the Borough. The problems stem from the lack of, or misuse of, off-street facilities for setting down and picking up passengers, and the use of unsuitable Local Roads. The Council will seek the provision and use of off-street facilities for coaches at major hotels and tourist destinations, and where possible regulate on-street coach stops for the dropping off and picking up of passengers only, so that the limited number of stops can provide an essential facility for

various coach operators. Off-street coach parks are provided at certain locations in the Borough and elsewhere in London, and these must be maintained.

**TR18 To require, where appropriate, coach facilities for the dropping-off and picking-up of passengers at new hotel developments and at extensions to existing hotels.**

**TR19 To encourage the provision of coach parking at off-street locations sufficiently convenient for major hotels and public attractions.**

**TR20 To resist the loss of off-street coach parking.**

7.17.18 Coaches are prohibited from parking on roads in the Borough at most times. During weekdays, this restriction is imposed by the controlled parking regulations. At night and at weekends specific parking bans apply to coaches and to heavy goods vehicles.

**TR21 To support restrictions on coach movements in local areas.**

---

### Traffic Management on Minor Roads

7.19.4 On Minor Roads the Council considers that traffic not connected with the local area should be restrained or discouraged and that traffic speeds should be appropriately limited, to minimise the adverse effects that traffic, particularly in residential areas and those Local Shopping Centres on Minor Roads where its speed should be kept below 20 miles per hour. The Council's proposed Traffic Action Plans deal with improvements to the residential and pedestrian environment. The gains to the environment, in terms of reductions in traffic noise and vehicle emissions and in road safety will enable and encourage the freer use of these roads by pedestrians and cyclists.

7.19.5 The introduction of environmental management measures will be considered for all Minor Roads in the Borough, starting from Local Roads upwards. The Council has prioritised Local Areas so that those with the greatest need for traffic management measures are the first to be investigated. Within these areas the objectives will be to improve the residential environment and to reduce personal injury accidents at specific locations with high concentrations of accidents or dispersed accidents at various sites within a Local Area. Care will be taken so that traffic management measures in a Local Area does not lead to an increase in traffic activity in a neighbouring Local Area. The shorter

distance journeys with the lowest need for speed and other journeys with local origins and destinations should predominate on the local roads.

7.19.6 The environmental management of Minor Roads will also include restrictions on coaches and heavy goods vehicles that do not need to access Local Areas. Routes available to buses may be limited due to physical restrictions on Minor Roads in the Borough. Most Local Distributor Roads are able to be used for bus routes. The Council will only introduce traffic management measures after full consultation with London Transport Buses or other relevant operators. District Roads often form part of the bus route network but many are only suitable for use by smaller buses. The Council will consider traffic management measures on Local Distributor Roads which reflect their particular character. This is often residential as well as having a traffic function. The range of measures used must constitute good urban design in terms of quality of finish and respect for the existing street layout (see also Conservation and Development Chapter). Measures will be introduced, where appropriate, designed to limit speeds to 20mph on Local Roads and to either 20mph or 30mph on Local Distributor Roads according to their character and street type e.g. many provide direct access to residences. They may include the following:

- (a) entry treatments, speed humps or tables and quieter road surfaces;
- (b) reduction in carriageway widths (and widening of footways);
- (c) rearrangement of on-street parking facilities;
- (d) improving pedestrian crossing facilities;
- (e) introducing facilities for cyclists;
- (f) other measures as required.

**TR26 To implement schemes to gain area-wide benefits from measures which restrict and slow down traffic on Minor Roads.**

---

### Parking for Visitors

7.20.4 A minimum basic demand for visitor parking where possible should be catered for after providing for residents and loading requirements. The Council recognises that in many areas the provision of off-street parking facilities is limited. In these areas the Council will maintain the supply of payment display spaces to ensure that a limited amount of parking is available for visitors for which demand will be restrained by price.

---

**TR32 Normally, to maintain the number of pay and display parking spaces in areas where off-street parking for visitors is limited.**

---

### **Access to non-Residential Development**

7.21.18 Development can have a significant impact on the traffic in and environment of Local Areas. These impacts, in the form of local congestion and noise created by the additional traffic generated on Local Roads are particularly noticeable for developments that generate coach and Heavy Goods Vehicle traffic. Only small developments will be permitted where access to the site is from a Local Road. Some small developments in Local Areas, such as restaurants, may be resisted because of the adverse impact of generated traffic upon residential amenity.

**TR39 To permit only small-scale development on sites in Local Areas or where access is from a Local Road.**

7.21.19 Where appropriate, when a development is proposed adjacent to a Local Area, the Council will require that Planning Obligations are entered into in order to secure a contribution towards the provision of measures to limit the impact of traffic associated with the development, on the adjacent Local Area.

7.21.20 Where it is considered that a large development is acceptable in traffic terms, access should normally be directly from Major Roads via an appropriately designed junction. These junctions should be controlled by appropriate methods, such as traffic signals. The cost of these measures may be sought from the developer through Planning Obligations. The effects of large commercial developments generally are also discussed in the Offices and Industry Shopping, Leisure and Recreation and Hotels Chapters.

7.21.21 The movement of vehicles and pedestrians gaining access to the large number of commercial and residential sites adjacent to Major Roads can create problems for the safe and smooth flow of traffic on these roads. For this reason the Government, the Traffic Director for London, and the Council will strictly limit new vehicular access points to Major Roads. The Council is required to notify or consult the appropriate agency above concerning any significant development which affects a Trunk Road or a Priority (Red) Route or a Designated Road. When a new access is permitted a high standard of design will be required by the appropriate agency. The Council will refuse permanent (footway) crossovers for frontage parking and other minor vehicle accesses on

- Major Roads within the Council's control for safety reasons.
- 7.21.22 Consent for permanent crossovers and new vehicle accesses is needed under highway legislation. In cases where an application for planning permission is required the Council may wish to defer consideration of the application under highway powers until the planning position is resolved. The Council will determine such planning applications by references to Policy CD54 and to the paramount need for road safety on the public highway. In considering requests for crossovers under highway powers, the Council will likewise give particular attention to safety requirements. Any new crossover to a forecourt or garden will need to satisfy sight-line requirements between the emerging vehicles and all other road users, including pedestrians. The Council will refuse, under the highway legislation, footway crossovers if the proposal results in any diminution of safety for any road users, including pedestrians.

**TR40 To resist the formation of new accesses on the Major Roads.**

---

- 7.21.29 The Council considers it vital to maintain the supply of on-street residents' parking, to ensure that residents have access to parking. The Council will therefore normally resist the loss of on-street residents' parking spaces.

**TR44 Normally to resist development which would result in the net loss of on-street residents' parking.**

- 7.21.30 Proposals for additional residential off-street parking which result in a net increase in the number of spaces, may be permitted. Off-street parking must be able to accommodate all sizes of car and meet planning requirements, in particular those in the Conservation and Development Chapter.

**7.22 HELICOPTER FACILITIES**

- 7.22.1 There is increasing pressure for the provision of further helicopter facilities in central London. The Council is concerned that helicopters flying over the Borough lead to an increased nuisance from noise. While recognising the demand for helicopter services, the Council believes that these should be restricted and routed to the approved airway along the River Thames to keep noise at an acceptable level. The Council will therefore consider any proposal for additional helicopter facilities in central London in line with its policies on development, but with particular emphasis given to noise and environmental pollution, traffic generation

and all other appropriate policies. The adverse effect of helicopter facilities on the Borough's character and appearance is considered in the Conservation and Development Chapter.

- TR45**      **To resist the development of helicopter facilities which would result in increased noise over the Borough and increased pressure on the transport networks within the Borough.**

---

## Social and Community Uses

### Education Facilities and Residential Amenity

9.6.3      The development of education facilities can raise different issues to those arising from other forms of social and community use, particularly in relation to residential amenity. All proposals for education and training facilities will be subject to the other policies of the Plan, and where such facilities are located in primarily residential areas any evening, weekend or holiday use may be controlled by conditions. The Council will take into account the statutory duty of the local education authority to provide community uses out of school hours in County Schools.

9.6.4      The Council will welcome proposals for new education facilities where they meet an established need or shortfall in provision. This may include additional secondary provision, particularly to serve the south of the Borough.

- SC7**      **To safeguard sites identified for future Local Education Authority proposals where there is an identified need.**

9.6.5      The Borough's educational facilities, both buildings and grounds, are an important resource which need to be protected from inappropriate development and loss. In order to maximise their use and to benefit the local community, the Council is keen to encourage the multi-purpose and shared use of all educational facilities, where appropriate and where there will be no loss of local residential amenity.

- SC8**      **To encourage the multi-purpose and/or shared use, by the local community, of purpose-built education facilities.**

9.6.7 Strong encouragement will be given to the provision of workplace nurseries (See also Offices and Industry Chapter, Policy E5 and paragraphs 6.3.14 and 6.3.16).

**SC9 To negotiate the provision of workplace nurseries.**

9.6.8 The size of any new workplace nursery should be proportional to the employment generated at that workplace but should normally cater for at least 25 places. Where appropriate, when new employment-generating developments with more than fifty employees are permitted, the Council will negotiate Planning Obligations to secure the provision of nursery facilities in the Borough (see Monitoring and Implementation Chapter). The Council will also encourage existing large firms to make provision for, or contribute towards the provision of, such facilities.

---

## Hotels

### 10.4 OTHER FORMS OF TEMPORARY SLEEPING ACCOMMODATION

#### Background and Policy Considerations

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

10.4.2 In order to prevent the further loss of permanent residential accommodation, policies designed to protect the Borough's housing stock from losses due to changes of use will apply equally to the change of use to and from temporary sleeping accommodation such as holiday lets and time-share schemes (see also Housing Chapter).

**T5 To resist the provision of new temporary sleeping accommodation unless:**

**a) there would be no loss of permanent residential accommodation;**

- b) there would be no material adverse effect on the residential character or amenity enjoyed by local residents by reason of activity and noise;**
- c) there would be no material adverse effect on the environment and safety of neighbouring areas and roads resulting from vehicular or pedestrian movement or parking generated by the development;**
- d) the site is well served by public transport or would be as a result of the development providing or contributing to the improvement of public transport facilities; and**
- e) the development would not result in an over-concentration of temporary sleeping accommodation.**

- T6 To allow extensions to existing temporary sleeping accommodation unless there would be:**
- a) any loss of permanent residential accommodation, including staff accommodation; or**
  - b) any material adverse effect on the quiet and amenity enjoyed by local residents by reason of activity and noise; or**
  - c) any material adverse effect on the environment and safety of neighbouring areas and roads resulting from vehicular or pedestrian movement or parking generated by the development.**

---

## **Leisure and Recreation**

- 11.2.9 The Council is committed to increasing participation in sport and recreation across the community, and to encouraging the use of facilities by people of all ages and both sexes. Indoor facilities provide for an efficient use of space, can be intensively used and can compensate for the lack of local facilities for outdoor sports. Multiple-use sports complexes provide for a much wider range of activities within one building or on a single playing pitch, therefore meeting the needs of a wider range of the local population.



**LR4 To require that, where appropriate, new sports and recreation provision be designed to enable multiple and/or shared use.**

---

11.3.15 Family-sized dwellings should have access to their own amenity space, which may be shared or private, to allow informal leisure and recreation activities by all the members of a household, particularly children. The proximity and adequacy of existing public parks and playground space will be a factor in determining the amount and form of amenity space provided for new family housing.

**LR15 To require that amenity space is provided for new family housing.**

---

11.3.21 Several points of access to the foreshore exist along the River frontage. The potential of the Thames as a recreational and educational resource requires that these points of access are protected and new ones provided where possible. Existing means of access cannot be permanently opened up, or new means of access created, without reference to the Chief Harbourmaster so that safety issues can be considered. The Council recognises the Thames and its foreshore as a Site of Nature Conservation Importance.

**LR20 To require that existing means of access to the foreshore are safeguarded and supplemented where appropriate.**

---

## Schedule of Sites of Nature Conservation Importance

The Sites are graded into the following hierarchy:

### Metropolitan Sites

Grand Union Canal (M6)	Kensal Green Cemetery (M125)
The River Thames (M31)	Holland Park (M131)
Kensington Gardens (M103)	

### Sites of Borough Importance: Grade I

Kensal Green Gas Works (BI 1)	West London and District Lines (BI 2)
Brompton Cemetery (BI 3)	Chelsea Physic Garden (BI 4)

### Sites of Borough Importance Grade II

British Rail Western Region Land (BII 1)	Metropolitan Line (BII 2)
Carmelite Monastery (BII 3)	Ladbroke Grove Garden Complex (BII 4)
Moravian Burial Ground (BII 5)	Royal Hospital Old Burial Grounds (BII 6)
Ranelagh Gardens (BII 7)	King's College (BII 8)

### Sites of Local Importance

Emslie Horniman Pleasance (L1)	Westway Wildlife Garden (L2)
Avondale Park Wildlife Garden (L3)	Natural History Museum Gardens (L4)
Meanwhile Gardens (L6)	

The reference numbers in brackets accord with the standard referencing system used by the London Ecology Unit and help to identify the sites shown on the Map.

*Source: RBK&C Ecological Habitat Surveys 1993 & 1994*

## Definitions of Sites

### Metropolitan Sites

Sites which contain the best examples of London's habitats. These sites are of strategic significance and are of the highest priority against loss or damage. Metropolitan sites are considered by the London Ecology Committee before notification to the land owners.

### Sites of Borough Importance Grade I & II

These sites are important in the context of the Borough. The nature conservation quality of these sites varies considerably. These sites are therefore graded as I & II in relation to their quality.

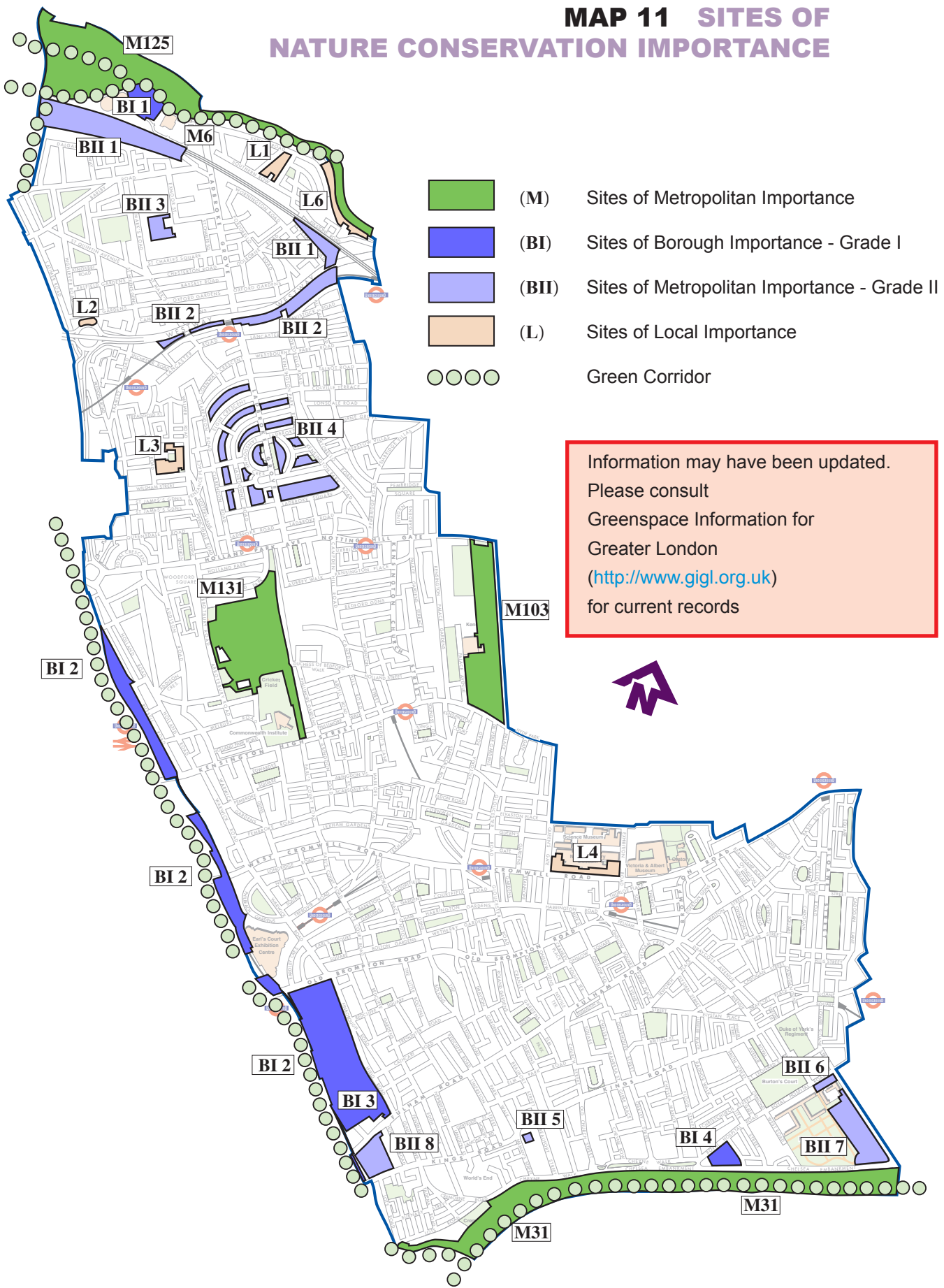
### Sites of Local Importance

Local sites are those which do not qualify on their intrinsic nature conservation quality for either of the above categories, but may however be of particular value to the local community and to schools.

### Green Corridors

Green Corridors are defined as near continuous areas of open space serving as conduits for wildlife and linking more isolated habitats.

# MAP 11 SITES OF NATURE CONSERVATION IMPORTANCE



Information may have been updated.  
 Please consult  
 Greenspace Information for  
 Greater London  
 (<http://www.gigl.org.uk>)  
 for current records



11.5.5 The availability of hall premises is an important element in the recreational and social patterns of a community. Many organisations are dependent on them for their activities. To be generally useful, they should be flexible in both operation and facilities so as to cater for the diverse needs of meetings, dances and other recreational and cultural pursuits (See also Social and Community Uses Chapter, policies SC2, SC3 and SC4). New premises should be designed with good sound-proofing and storage space.

**LR31 To require that new hall premises be designed to enable multiple and/or shared use to take place.**

---

11.6.3 In the Borough, the opportunities for play, other than in areas of formal playspace, have decreased with the growth of traffic, the high rate of conversion of houses into flats and the consequent limited access into private gardens. It is particularly important to preserve existing levels of formal provision and, wherever possible, increase its supply. The Council will seek planning obligations to secure new play provision in appropriate development proposals.

**LR42 To encourage the increased use of the Council's playground school premises facilities out of school hours and to extend the period of use where appropriate and as resources permit.**

---

## Environment

### Development of Contaminated Land

12.4.2 Contamination is subject to controls under pollution control legislation but it is a material consideration in dealing with the development of contaminated land. When dealing with proposals for development which could be affected by contaminated land, consultation with the Environmental Health Department and the Environment Agency at the earliest possible stage will be necessary. Where a development site might be contaminated, the Council will expect developers to provide information on the severity of contamination and the steps they intend to take to make the land safe for the type of development proposed. The extent of decontamination measures appropriate will depend on the level of contamination, the proposed use of the site and the use of adjoining land. Developers should also specify any mechanisms programmed for dealing with problems that may arise after a development has been completed. The agreed measures to deal with contamination must be

carried out in association with the development and the Council will impose conditions and, where appropriate, will seek Planning Obligations to secure this.

- PU3 To require developers to submit information in association with development proposals on land that is or might be contaminated:**
- a) to set out a full assessment of the condition of the land**
  - b) to specify adequate measures to negate or minimise the effects of the contamination on the proposed development and adjacent land.**

- PU4 To require that developments of contaminated land include appropriate measures to protect future users or occupiers of the land, the public, new structures and services, wildlife, vegetation, ground water and surface water.**

---

12.7.14 When buildings or parts of buildings are demolished to make way for new development, instead of the old materials being wasted, the Council will as far as possible encourage that materials are re-used in the new development or salvaged for re-use elsewhere. (See paragraph 4.3.5 and CD29 of the Conservation and Development Chapter.)

- PU14 To encourage the re-use of construction materials in development schemes.**

### **Public Conveniences**

12.7.15 The adequate distribution of public conveniences throughout the Borough is important because of the contribution that this Borough makes towards London's provision for shopping and tourism. Public conveniences that can accommodate people with special mobility needs will be encouraged.

- PU15 To seek an appropriate distribution of public conveniences throughout the Borough, with improved provision for people with special mobility needs.**

- 12.7.16 The location of new public conveniences is often a sensitive issue. The following criteria will therefore be applied in assessing the suitability of potential sites for public conveniences within the Borough:
- (a) each site should be related to a land use or activity likely to generate a viable demand, e.g. shops, street markets, underground railway stations;
  - (b) each site should be on, or easily accessible from, a major pedestrian route;
  - (c) each site should include provision for people with special mobility needs;
  - (d) each site should be away from predominantly residential areas, schools and children's play areas.
- 12.7.17 When new or replacement public conveniences are proposed in appropriate locations, provision should be made for people with special mobility needs. In both the male and female sections, at least one cubicle should be provided that can accommodate both a wheelchair and a helper. Baby changing facilities should also be provided in both sections of the public convenience.
- 12.7.18 Directional signposting to public conveniences will be reviewed and improved throughout the Borough.
- 

The following pages  
show the

## **Planning Standards Chapter**

in its entirety

# 13 Planning Standards

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## **13.1 INTRODUCTION**

13.1.1 This Chapter sets out the Council's planning standards which will be used to assess whether particular development proposals (including conversions, alterations and extensions to existing buildings) meet the Plan's policies, and to monitor the achievement of the policies of the Plan over the Plan period. The standards show how particular policies will be applied and implemented, and help to provide additional clarity and certainty for users of the Plan. They help to interpret the policies in specific circumstances, and to measure the extent to which a proposal meets the objectives of a policy. They will therefore, in appropriate cases, provide the basis for deciding planning applications and for determining conditions to be attached to planning permissions. As standards, they will always be applied flexibly, in the light of all the circumstances of a particular development.

13.1.2 In most of the Royal Borough land is already intensively developed and, on some measurements, the levels of amenity, for example of light or privacy, are less than those found in other parts of London. Against this must be set the other attractions of the Borough, particularly its special historic character and appearance, which partly derives from the density of development. The application of standards found in less intensively developed areas would, therefore, not only be unreasonable in most cases, but would also be likely to detract from that special character. On the other hand, because some standards of amenity, like light and privacy, are lower, any significant worsening of existing standards, below the level prevailing in the area, even by a relatively small amount, will be more noticeable, and will as a result rarely be acceptable. In some cases, it will be appropriate to take the opportunity offered by development to raise the amenity standards of adjoining properties, standards which were often set for historic reasons, in times of different amenity expectations.

13.1.3 Applicants for planning permission are encouraged to follow the standards set out in this Chapter in preparing their applications, as their proposal will, as a result, be more likely to accord with the policies of the Plan. Early discussions with Council officers will also help in the interpretation of policies and standards and help to save time and resources.

13.1.4 The Council has included the following policy in the Conservation and Development Chapter, which is applicable to all proposals for development:

**CD43 To have regard to the standards set out in the Planning Standards Chapter in determining applications for development.**

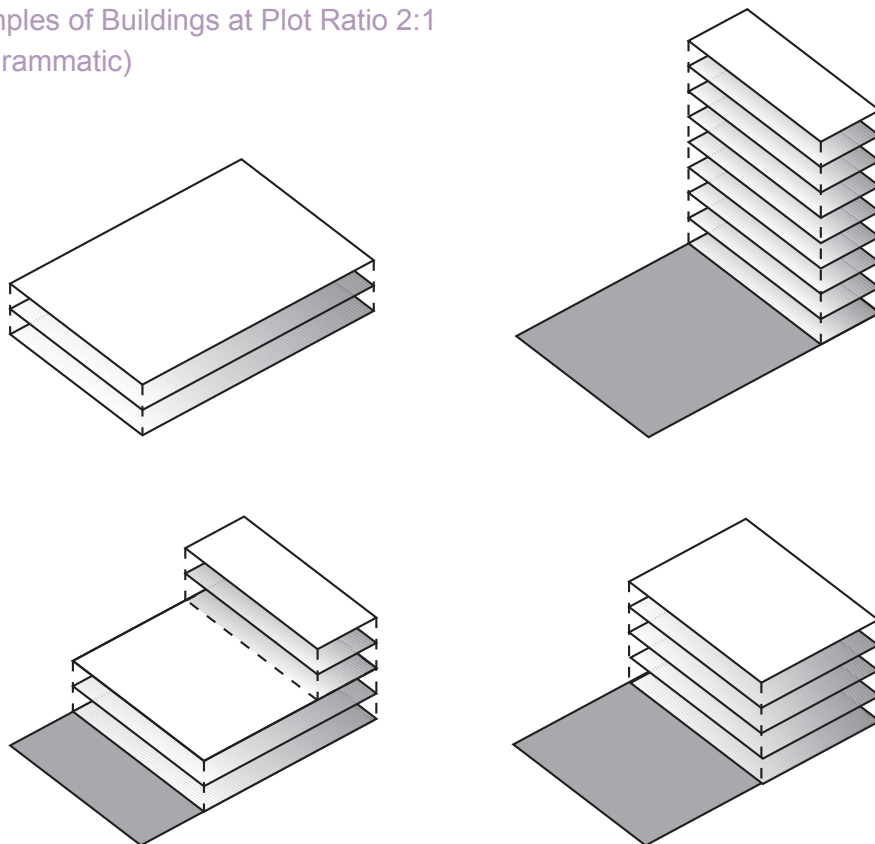
## 13.2 CONSERVATION AND DEVELOPMENT STANDARDS

### Plot Ratio for Non-Residential Development

- 13.2.1 Paragraph 4.3.9 of the Conservation and Development Chapter refers to plot ratios which are likely to be acceptable within the Borough. In assessing non-residential proposals, plot ratio will be calculated as follows.
- 13.2.2 Plot ratio is calculated by measuring the total floor area of a building (including wall thickness) and relating it to the area of land within the curtilage of the building site (excluding surrounding roads, pavements, etc.). Thus a two storey building covering the whole site on each level has a plot ratio of 2:1. So has a four storey building covering half the site (see Fig. 2.1).
- 13.2.3 Plot ratio will be calculated on the gross floorspace of the proposal with the exclusion of vehicular parking and servicing areas.

### Fig. 2.1 Plot Ratio

Examples of Buildings at Plot Ratio 2:1  
(Diagrammatic)



## LIGHT

### Introduction

- 13.2.4 Kensington and Chelsea is characterised by a unique concentration of high quality historic buildings which cover the major part of the Borough (see paragraph 2.1.2 of the Context Chapter). This predominantly nineteenth century character manifests itself in taller than average (for London) buildings constructed in terraces with relatively narrow road widths. The overall effect is to reduce the amount of daylight and sunlight some properties receive and to emphasise the importance of including policies and standards in the Plan to protect the amenity of residents. Daylight and sunlight are matters which arise in the majority of applications for development in the Borough. This section of the Standards Chapter therefore provides guidance on the application of daylight and sunlight standards in the special circumstances of the Royal Borough of Kensington and Chelsea. CD33 and CD34 in the Conservation and Development Chapter set out the Council's policies for the protection of light in the environment. In assessing proposals for development, the Council will normally have regard to 'Site Layout Planning for Daylight and Sunlight: a Guide to Good Practice', published by the Building Research Establishment (BRE) in 1991.
- 13.2.5 In considering development proposals the Council will not be looking to see that they meet any particular minimum or maximum objective standard. The likely impact of proposed development, including extensions to existing buildings, on existing buildings and spaces will normally be assessed by a planning officer on site, taking into account all the circumstances of the case. In those cases where it appears that the loss may be significant, (in appropriate cases) the guidance set out in the BRE will be used to measure the impact. Within new developments, the light conditions to be achieved by the layout of buildings will be assessed, in the context of conditions in the surrounding area, using the relevant BRE guidelines.
- 13.2.6 The following paragraphs summarise the most relevant parts of the guidance contained in the BRE document, but applicants are referred for further assistance to the full text of that publication. Where necessary, additional explanations of how the guidelines will be applied in the Borough are given in *italic*.

## Application of the Building Research Establishment (BRE) Guidelines

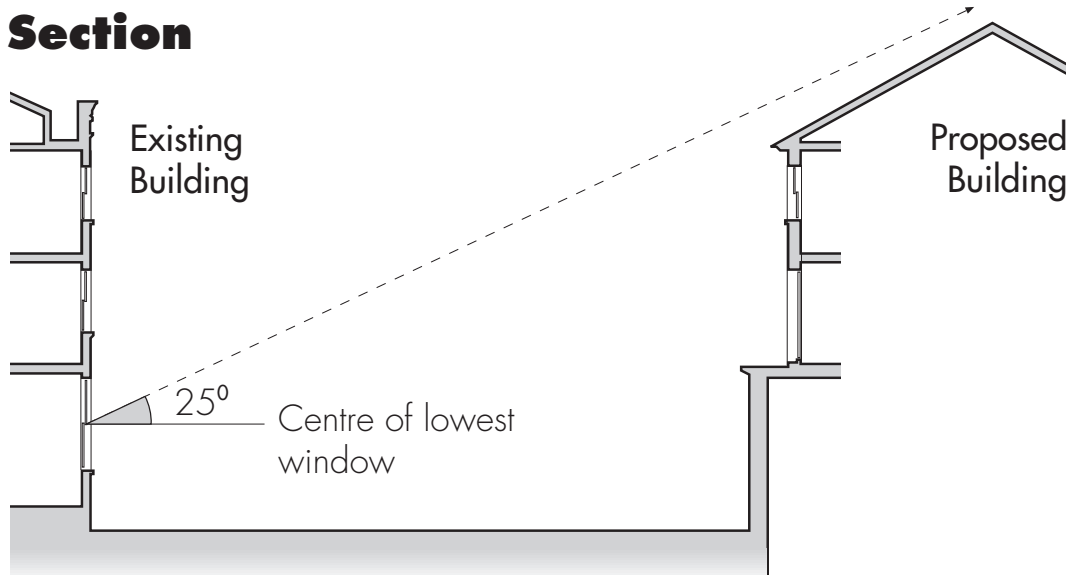
### Protection of Existing Buildings

13.2.7 **Daylight:** Access to daylight for existing dwellings and for non-domestic buildings where appropriate will be assessed as follow (Section 2.2 BRE Report).

13.2.8 As a first check, draw a section in a plane perpendicular to each affected main window wall of the existing building (Figure 2.2). If none of the new building or extension, subtends an angle to the horizontal (measured from the centre of the lowest window) greater than  $25^\circ$  to the horizontal, it is unlikely to have a substantial effect on the diffuse daylighting of the existing building.

**Fig. 2.2**

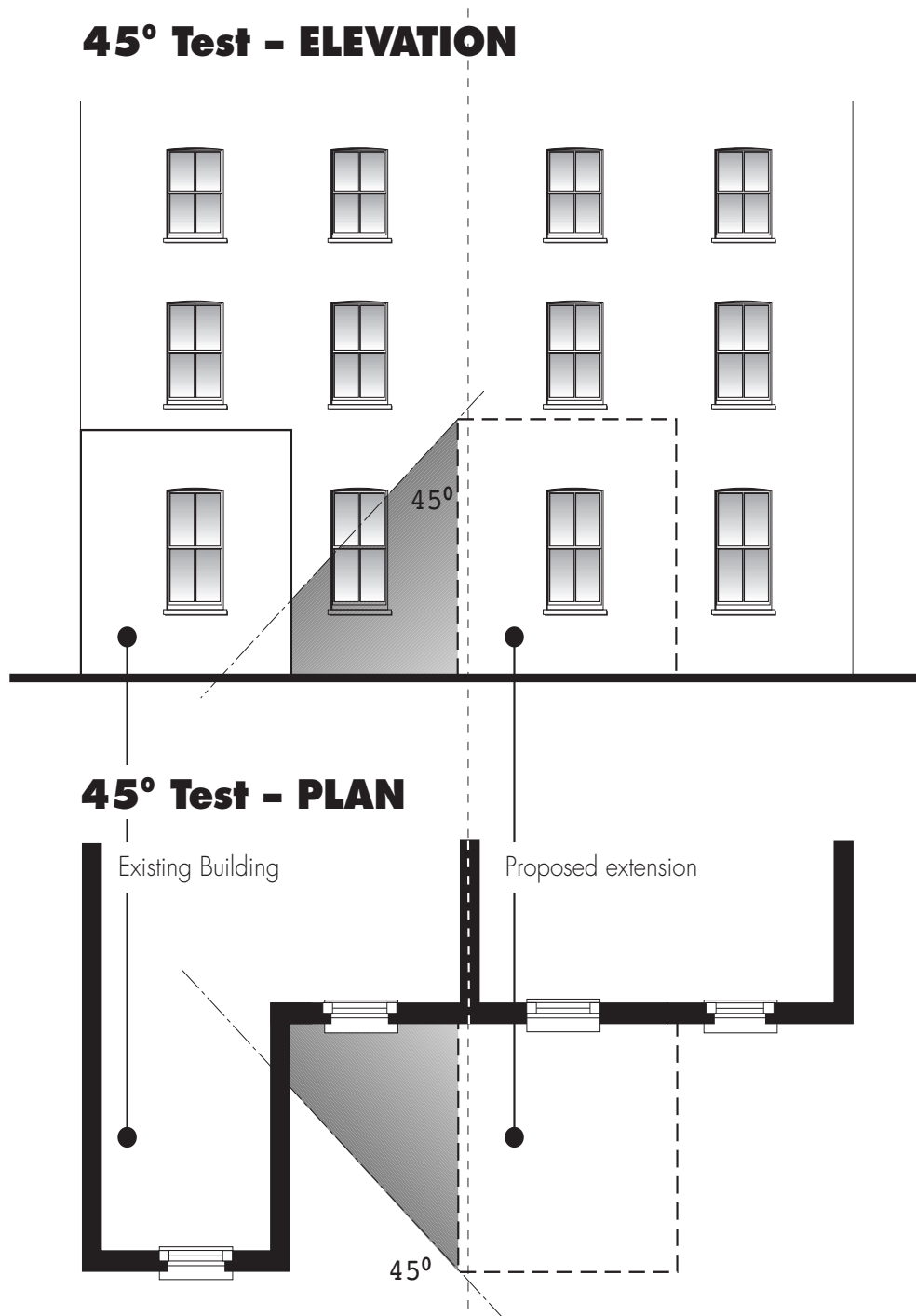
Protection of existing buildings



13.2.9 Any reduction on the total amount of skylight can be calculated by finding the vertical sky component at the centre of each main window. If this is greater than 27%, then enough daylight should still be reaching the window. Any reduction below this level should be kept to a minimum. If the vertical sky component, with the new development in place, is both less than 27% and less than 0.8 times its former value, then the loss of light is likely to be noticeable.

13.2.10 The impact on daylight distribution in the existing building can also be found by plotting the no-sky line in each of the main rooms. This is described in section 2.2 page 5 and Appendix D of the BRE report.

**Fig. 2.3 The 45° test**

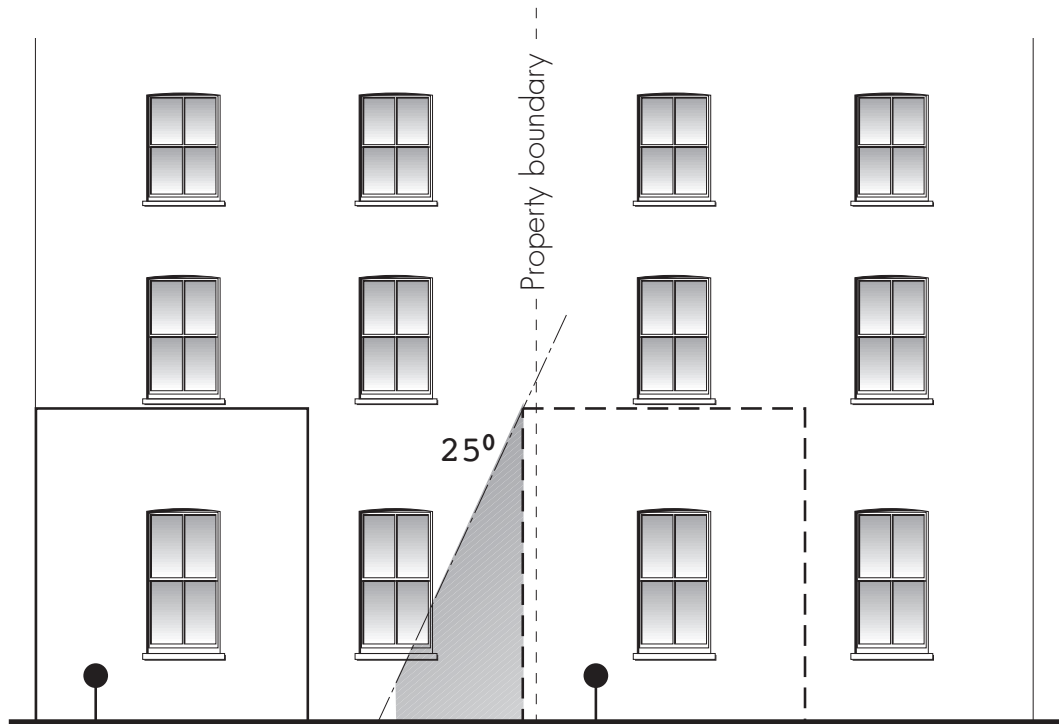


A significant amount of light is likely to be blocked if the centre of the window on the existing building lies within the 45° lines on both elevation and plan

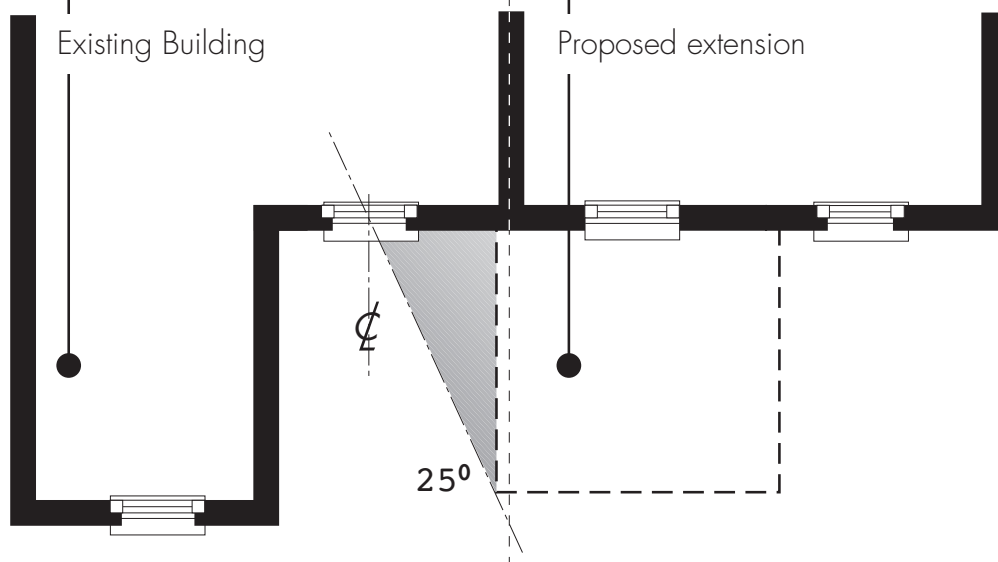
*In Kensington and Chelsea where terraces of narrow fronted buildings are common, many typical extensions would not meet the 45° guideline, but would be historically acceptable ways of extending dwellings. In these circumstances angles between 45° and 25° are likely to be acceptable. Extensions involving an angle of less than 25° will not normally be acceptable (see Fig. 2.4).*

Fig. 2.4 The 25° test

## 25° Test - ELEVATION



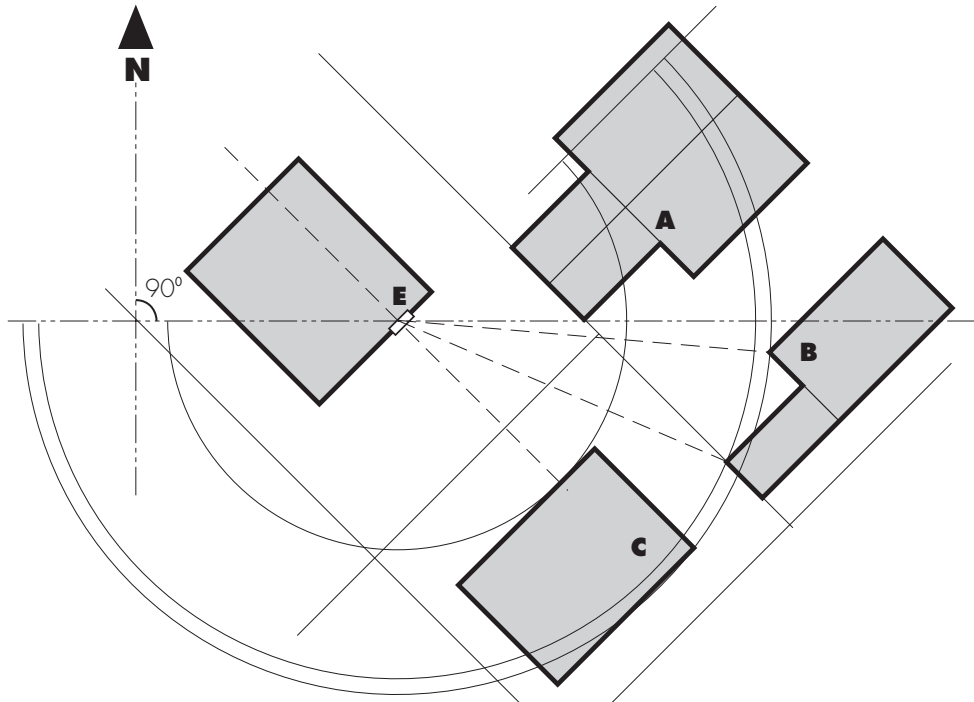
## 25° Test - PLAN



Historically acceptable extensions to narrow fronted buildings may not meet the 45° test but the centre of the window lies outside the 25° angle.

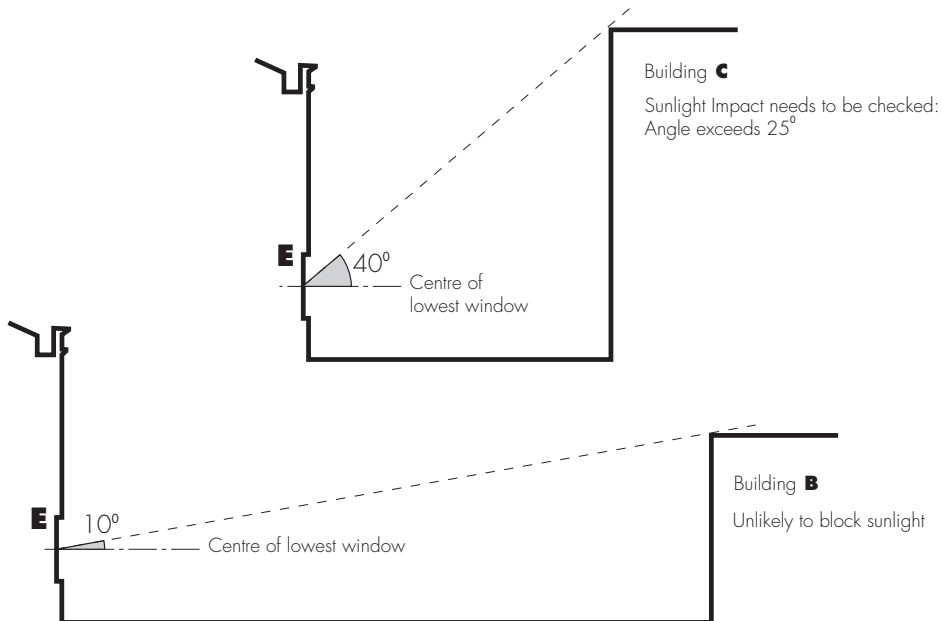
**Fig. 2.5 Sunlight impact**

## Sunlight Impact - PLAN



**A** is wholly north of window **E** in the existing building  
**B** & **C** are both south.  
Their impact should be checked if they subtend an angle of more than  $25^\circ$  to the horizontal

## Sunlight Impact - SECTIONS



- 13.2.11 These guidelines need to be applied sensibly and flexibly. One important issue will be the position of the existing building: whether it is itself a 'good neighbour', standing a reasonable distance from the boundary and taking no more than its fair share of light.
- 13.2.12 For domestic extensions which adjoin the front or rear of a house, the '45° approach' can be used as a quick method of assessment, but normally to indicate whether further tests should be applied (see Fig. 2.3).
- 13.2.13 **Sunlight:** *Access to sunlight for existing dwellings, and for non-domestic buildings where there is a particular requirement for sunlight, will be assessed as follows (Section 3.2 BRE Report)*
- 13.2.14 Obstruction to the sunlight received by existing buildings may become an issue if some part of a new development lies within 90° of due south of a main window wall of an existing building, and, in the section drawn perpendicular to this existing window wall, the new development subtends an angle greater than 25° to the horizontal measured from a point 2m above the ground. To find out whether an existing building still receives enough sunlight, the British Standard can be used. This is described in section 3.2 page 11 and Appendix G of the BRE report (see Fig. 2.5).
- 13.2.15 This British Standard recommendation is met provided either the window wall faces within 90° of due south and no obstruction, measured in the section perpendicular to the window wall, subtends an angle of more than 25° to the horizontal, or the window wall faces within 20° of due south and the reference point has a vertical sky component of 27% or more. If the available sunlight hours are both below the BS criterion level and less than 0.8 times their former value then the loss will be noticeable.

### **Light Conditions within New Development**

- 13.2.16 *Light conditions within new developments, both residential and non-residential will be assessed as follows. The requirement for sunlight in non-domestic buildings will vary according to the type of building, the aims of the designer and the extent to which the occupants can control their environment. Applicants for non-residential development will be asked to supply information on these points so that the appropriate assessment can be made.*
- 13.2.17 *The relevant guidelines for daylight and sunlight within new developments are set out in Sections 2.1, 3.1 and 3.3 BRE report.*



## Protection of Adjoining Development La

- 13.2.18 *The effect of new development on adjoining undeveloped land including both future non-residential development as well as residential development will be assessed using the guidelines in Section 2.3 BRE Report.*
- 13.2.19 **Daylight:** A well designed building will stand a reasonable distance back from the boundaries so as to enable future nearby developments to enjoy similar access to daylight. By doing so it will also keep its own natural light when the adjoining land is developed. The guidelines do not however apply when no main window wall, either of the current new development or any probable future development on the adjoining site, will face over the boundary. The guidance does not therefore apply to a boundary next to a windowless flank wall of a new house where any future housing next door should also present a flank wall without windows; nor need it apply to an industrial estate where new development or any future development is either windowless or solely roof lit.
- 13.2.20 If the angle to the horizontal subtended at a point 2m above the boundary by the proposed new buildings is less than 43° then there will normally still be the potential for good daylighting on the adjoining development site. If this is not the case the BRE guidelines give an alternative vertical sky component test. These guidelines should not be applied too rigidly or be used as a form generator to produce a building which slopes or steps down towards the boundary.

## Light Conditions in Gardens and Open Spaces

- 13.2.21 *Proposed developments, including extensions to existing buildings, will be assessed for their effect on adjoining existing gardens and open spaces, and, within new developments, for the quality of the light which will be achieved. Sunlight is particularly important in gardens to encourage plant growth, to dry out the ground and dry clothes, and to make outdoor activities more pleasant. The assessment of the effects of a particular proposal on adjoining residential gardens will be affected by consideration of existing conditions, the presence of high walls, large trees and different garden levels. The assessment will normally be made as follows (Section 3.3 of the BRE Report).*
- 13.2.22 The worst situation in gardens is to have significant areas on which the sun does not shine for a large part of the year. These areas will in general be damp, chilly and uninviting. The equinox (21 March) is a good date for assessment. It is suggested that no more than two-fifths and preferably no more than a quarter of amenity areas should be prevented by buildings from receiving any sunlight at all on 21 March.

- 13.2.23 Generally only the main back garden will be analysed, and driveways and hardstandings for cars not assessed. Normally trees and shrubs will be ignored as their shapes are impossible to predict and some tree shade can be desirable. Fences and walls cast deeper shade and, where more than 1.5 metres high, can usually be assessed. If any existing garden or space is already heavily obstructed, then any further loss of sunlight should be kept to a minimum. If as a result of new development, the area which can receive direct sunlight on 21 March is reduced to less than 0.8 times its former size, then this further loss will be significant.
- 13.2.24 The guideline should be used sensibly. There is little point in leaving a tiny gap between buildings so that a thin shaft of sunlight penetrates through to a gloomy amenity area on 21 March.

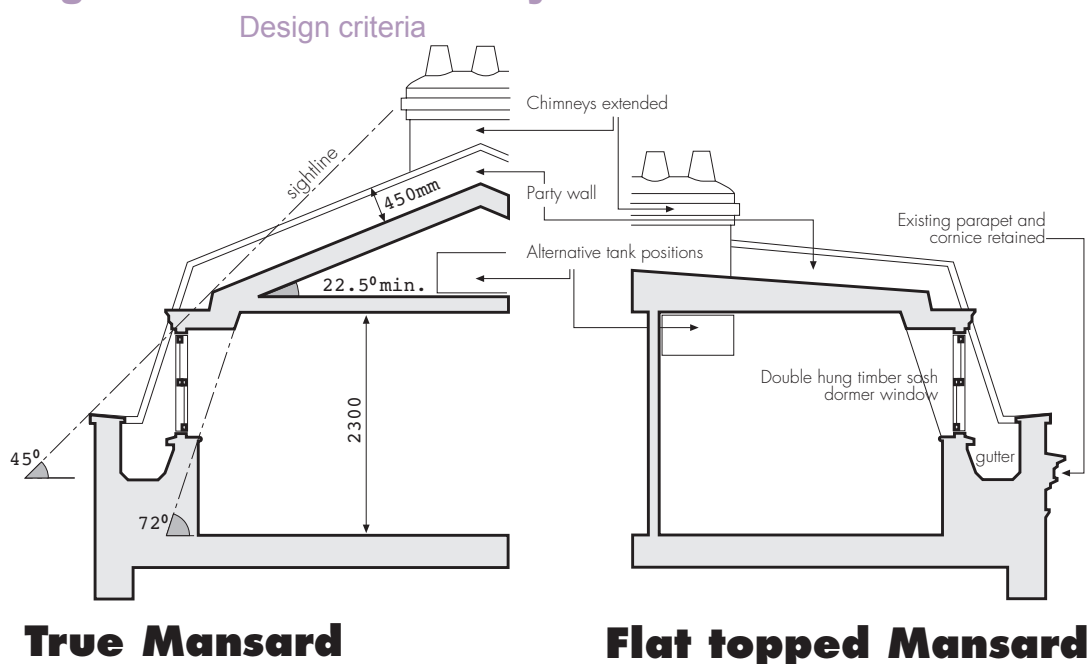
### Rights of Light

- 13.2.25 An existing building may have statutory Rights of Light over adjoining land. It would be prudent for anyone considering carrying out a development, including a domestic extension, to examine the implication of any such Rights of Light for their proposals. Statutory rights of light are separate from the assessment for compliance with CD33 and CD34.

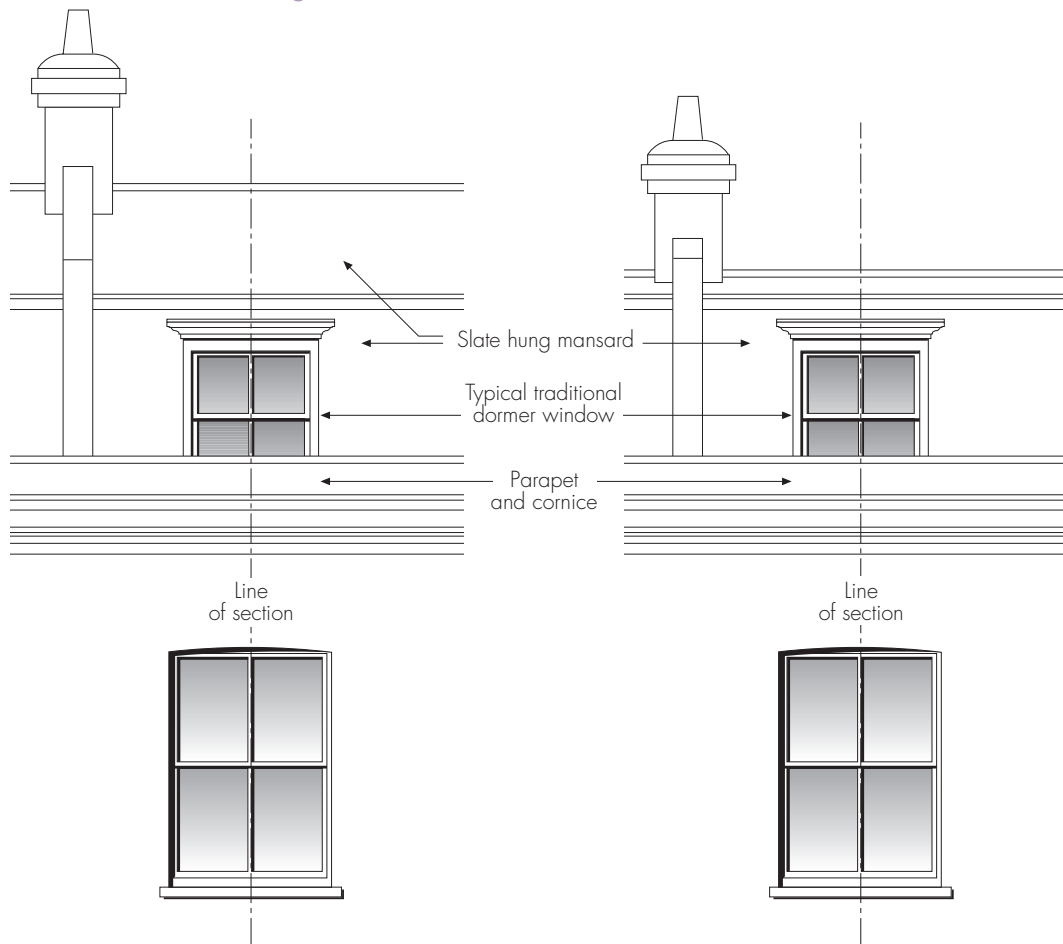
### Design of Additional Storeys

- 13.2.26 Policies CD44 and CD45 in the Conservation and Development Chapter set out the Council's policies on additional storeys and roof alterations. The Council will use the principles set out in Figures 2.6 and 2.7 in the consideration of such proposals.

**Fig. 2.6 Additional Storey:**



**Fig. 2.6 Additional Storey:**  
Design criteria for windows



**True Mansard**

**Flat topped Mansard**

**Trees**

13.2.27 Policy CD84 in the Conservation and Development Chapter sets out the Council’s policy to ensure the protection of trees during development. Developments on sites where there are existing trees to be retained should be carried out so as to ensure against any damage to the trees during construction. In considering proposals and the attachment of appropriate conditions to planning permission for development, the Council will have regard to the standards set out in British Standards 5837: 1991 ‘Trees In Relation to Construction’, in particular, to the standards set out in Table 2.1.

13.2.28 Where an assessment of the age and vigour of the tree is not possible, the fencing may be erected below the outermost limit of the branch spread or at a distance equal to half the height of the tree, whichever is the further from the tree (see Figure 2.8 below). This distance will usually be significantly greater than the distances advocated in Table 2.1.

**Table 2.1**

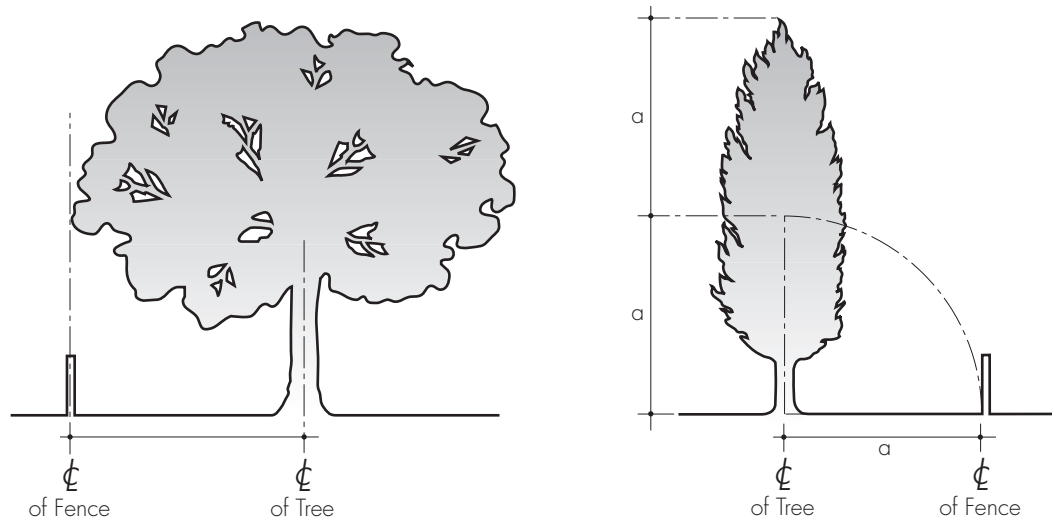
Distance of Protective Fencing Around Trees

<b>Tree condition</b>	<b>Trunk Diameter (mm)</b>	<b>Minimum Distance (m)</b>
<b>Young trees</b>		
(age less than 1/3 life expectancy), normal vigour	<200	2.0
	200-400	3.0
Young trees, low vigour	>400	4.0
	<200	3.0
	200-400	4.5
	>400	6.0
<b>Middle age trees</b>		
(1/3 to 2/3 life expectancy), normal vigour	<250	3.0
	250-500	4.5
	>500	6.0
<b>Middle age trees</b>		
low vigour	<250	5.0
	250-500	7.5
	>500	10.0
<b>Mature trees</b>		
normal vigour	<350	4.0
	350-750	6.0
	>750	8.0
<b>Mature trees of low vigour and over-mature trees</b>		
	<350	6.0
	350-750	9.0
	>750	12.0

Note: This table relates to distances from tree trunk to protective fencing. Other considerations, particularly the need to provide adequate space around the tree including allowances for future growth (and also working space), will usually indicate that structures should be further away.

**Fig. 2.8**

Alternative locations for Protective Fencing



### Access and Mobility

13.2.29 Policies CD42 and H28 set out the Council's policies on access for people with disabilities. Comprehensive design guidance on providing buildings that are accessible to the widest range of users, including people with mobility and sensory impairments, is available in the form of Supplementary Planning Guidance from the Council. Mobility and wheelchair standards for housing have also been developed in the form of Supplementary Planning Guidance. Legislation currently provides for access for people with disabilities to be available to places of employment, shops, educational establishments, hotels, places of entertainment and buildings to which the public have access (see the Chronically Sick and Disabled Persons Act 1970 as amended in 1976, the Disabled Persons Act 1981 and the 1991 Building Regulations, Part M). The Council's Access Officer and the Director of Building Control have an important role in ensuring that appropriate provisions are made for disabled people and other people with special mobility needs.

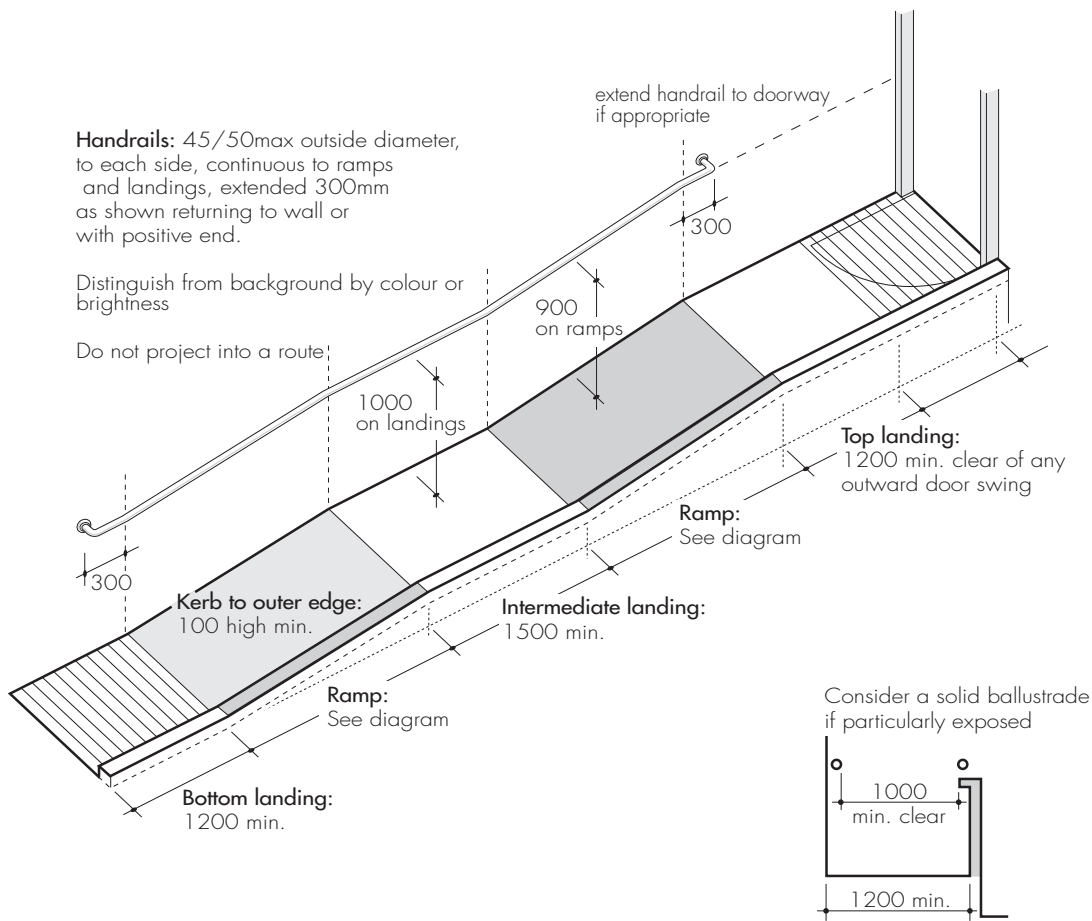
13.2.30 The following standards will be used in the consideration of proposals in accordance with the relevant policies. Reference should also be made to standards for car parking, kerbs and crossings, and pavements (see Section 13.5 of this Chapter). Further guidance on access for people with disabilities will be published in the Council's design guidance notes.

## Ramps

- 13.2.31
- (a) Ramped approaches should aim to achieve a gradient of 1:20 to 1:15. Where this is not achievable, a gradient of up to 1:12 is acceptable.
  - (b) All ramps should achieve a minimum surface width of 1200mm.
  - (c) Level landings are required at the bottom and top of all ramps, minimum length 1200mm, clear of any door swing.
  - (d) Intermediate landings or rest platforms, minimum length 1500mm clear of any door swing, are required subject to the following criteria:
    - every 10 metres for ramps between 1:15 and 1:20 slope
    - every 5 metres for ramps between 1:12 and 1:15.
  - (e) The surface of the ramp should be non-slip, but should not impede the smooth progress of a wheelchair.
  - (f) Handrails must be provided on both sides, 900mm above the ramp surface or the pitch line of stairs and 1000mm above landing and platform levels.
  - (g) A kerb, not less than 100mm high, must be placed on the exposed edge of the ramp.

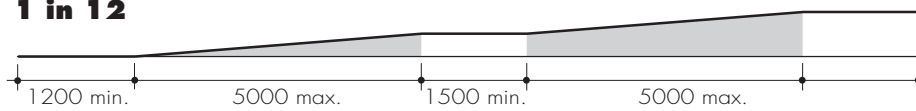
See **RAMP** diagram on following page

**Fig. 2.9**  
Access Ramp

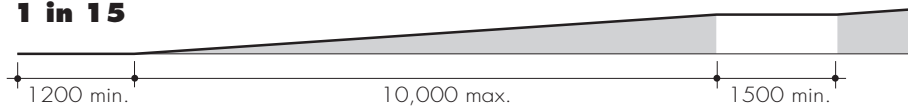


Suggested ramp length in relation to gradient (1 in 20 or shallower: "LEVEL")

**1 in 12**



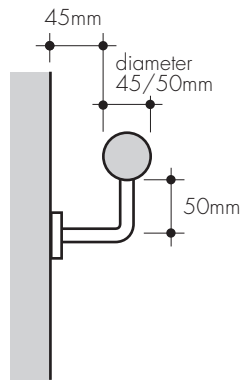
**1 in 15**



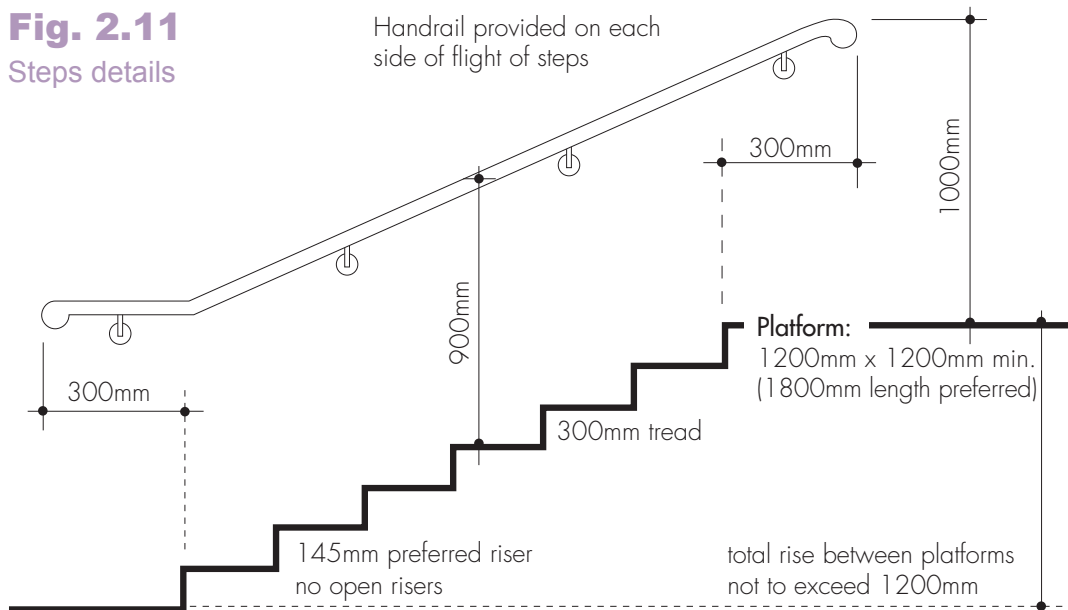
## Steps

- 13.2.32 (a) Steps should be suitable for those who can walk but with difficulty. See design guidance notes for details.
- (b) The edges of steps must be clearly marked, and landings must have a tactile, corduroy surface.
- (c) Continuous handrails must be placed on both sides of flights and to landings.

**Fig. 2.10**  
Handrail details



**Fig. 2.11**  
Steps details





### 13.3 HOUSING STANDARDS

The Council has adopted Supplementary Planning Guidance that provides further guidance on housing standards.

#### Residential Density

13.3.1 Policies in the Housing Chapter and the Conservation and Development Chapter set out the Council's policies for the maintenance and enhancement of the residential character and function of the Borough. This section sets out standards relevant to the consideration of proposals for the provision of housing in new buildings or in conversions, and for the protection of existing housing with shared facilities.

13.3.2 In applying the Council's policies on residential density, density will be calculated as follows. Residential density is measured in habitable rooms per net residential hectare/acre. Habitable rooms exclude bathrooms, passages and kitchens of less than 13 square metres. Net residential area includes gardens, incidental open space and half the width of surrounding roads up to a maximum of 6 metres. Method of calculation is as follows:

$$\text{No. of habitable rooms} \times \frac{10,000 \text{ m}^2}{\text{net residential area (m}^2\text{)}} = \text{habitable rooms per hectare}$$

13.3.3 In mixed use proposals, where non-residential and residential uses are combined on one site, the method of calculation will depend on the size and configuration of the site, and the scheme layout.

#### New Housing

13.3.4 In assessing proposed residential developments, including conversions, the space to be provided for individual dwellings will be important factors in the quality of the accommodation to be provided, and in the impact of the proposed development on the character and amenity of the surrounding area. The Council will have regard to the standards set out in Table 3.1, which are considered relevant to the Borough and likely to achieve the relevant policy objectives.

#### Conversions

13.3.5 Each unit should be completely self-contained except in the case of housing that, by its nature, contains communal rooms (e.g. sheltered housing). Where family-sized units are being provided by the conversion of large houses into flats and where amenity space exists within the curtilage of the property, family-sized dwellings should be located on the lower floors to enable direct access to that space.

**Table 3.1**

Type of House	Number of habitable rooms					
	6	5	4	3	2	1
3 storey house	98	94	-	-	-	-
2 storey central terrace	92.5	85	74.5	-	-	-
2 storey semi or end	92.5	82	72	-	-	-
Maisonette	92.5	82	72	-	-	-
Flat	86.5	80.5	70	57	44.5	30
Single storeyhouse	84	75.5	66	57	44.5	30

*Figures refer to Gross external (net floor) area in square metres (minimum)*

13.3.6 The Council will expect conversions to be adequate and suitable in size for occupation. Clear guidance on room sizes and arrangements can be found in Supplementary Planning Guidance.

13.3.7 In all conversion schemes, particular attention should be given to the necessity for stacking potentially noisy rooms in vertically adjoining dwellings, one above the other, in order to reduce nuisance from sound transmission, especially where separating floors are of timber construction. Bathrooms and w.c.'s for each dwelling should be designed one above the other so as to reduce the noise nuisance.

### **Multiple Occupancy**

13.3.8 Houses in multiple occupation (HMOs) perform an important function in the housing market, especially in meeting a need for lower-cost housing. The Council is concerned that existing unfit HMOs should be brought up to standard in line with the Housing Acts, but not at the expense of losing valuable habitable rooms, i.e. bedsitting rooms. In order to minimise this potential loss through upgrading, the following standards have been agreed with the Environmental Health Department and will be applied to proposals which involve an internal reorganisation or a loss of bedsitting rooms accommodation and to proposals for new HMO accommodation.

13.3.9 Personal Washing Facilities: a readily accessible bathroom or shower room should be provided not more than one floor distance from any user and at a ratio of no more than one bath or shower per 5 occupiers. This standard will be regarded as a maximum if, by further provision, any habitable room would be lost.

- 13.3.10 Drainage and Sanitary Conveniences: a readily accessible w.c. should be provided not more than one floor distance from any user and at a ratio of no more than one w.c. per 5 occupiers. At least half of the w.c.'s must be situated other than in shared bathrooms or shower rooms (external w.c.'s must be discounted from this calculation). This standard will be regarded as a maximum if, by further provision, any habitable room would be lost.
- 13.3.11 Landlords and developers are advised to contact the Council's Environmental Health Department and the Planning Department prior to altering the internal layout of HMOs. Environmental Health standards require the provision of personal washing facilities and drainage and sanitary conveniences at a minimum rate of not less than one each per 5 persons irrespective of age.

## **13.4 OFFICES AND INDUSTRY STANDARDS**

### **Design of Light Industrial Buildings**

- 13.4.1 The Offices and Industry Chapter sets out the Council's policies for the retention and provision of light industrial premises as part of appropriate business developments in North Kensington and in the Employment Zones. The aspects of design set out in this section are those which would enable use of such developments by the range of light industrial uses operating in the Borough or seeking accommodation here. Without these standards, buildings might only be suitable for specific types of light industrial use or as offices.
- 13.4.2 The Council is concerned that light industrial premises should be as accessible to people with disabilities as they are to able-bodied people, as far as is reasonable. Attention is drawn to the 'Access and Mobility' section of this chapter.

### **Access to Buildings**

- 13.4.3 Light industrial buildings generally need larger doors and wider passageways than premises used as offices, to enable the transfer of goods and materials. Similarly, every floor of the building to be used for light industrial purposes should be served by a suitable goods lift. Typical goods lifts required by modern industry carry up to 1000 kilograms and have a clear internal width of 1.4m (4ft 7ins), depth of 1.65m (5ft 5ins), and height of 2.0m (6ft 7ins).
- 13.4.4 Every part of a new light industrial building (excluding ancillary areas such as toilets and management offices), should have at least one route to it from the outside where all passageways and doors are no

less than 1.5m (5ft) wide and 2.1m (7ft) high. Upper floors to be used by light industry should be provided with a suitable lift.

### **Location within Building**

- 13.4.5 Light industrial premises in the central and inner areas of cities may often be located on upper floors; this is the case in Kensington and Chelsea. However, in practice it is preferable to locate new light industrial premises on the ground floor for easier access.
- 13.4.6 Proposals for new B1 buildings should allow for the flexibility of uses envisaged by the Business Use Class of the 1987 Town and Country Planning (Use Classes) Order and encouraged by paragraph 7 of PPG4: 'Industrial and Commercial Development and Small Firms', and be designed so as to be capable of being occupied by a range of business uses, including light industrial. New B1 buildings should be flexible enough to allow for the expansion and contraction of firms. Partitions between units should be easy to remove or reinstate if necessary. Mezzanine floors may be useful for expanding the available floorspace within units.

### **Floor-to-Ceiling Height**

- 13.4.7 There has been a lessening of the difference between the floor-to-ceiling heights required by some types of offices and industry. However, offices generally require a minimum internal clear height of 2.4m to 3.0m (7ft 10ins. to 9ft 10ins), from top of office floor to underside of ceiling finish.
- 13.4.8 Existing industrial uses in Kensington and Chelsea and those firms seeking light industrial premises in the Borough include those which require room for hoists and raising vehicles (such as some vehicle workshops), and those uses which could operate adequately without such a large headroom. New light industrial developments should have an internal clear height of at least 3.35m (11ft) to cater for the range of local industrial uses.

### **Floor Loading**

- 13.4.9 The Council is concerned that light industrial buildings should be able to withstand the range of floor loadings that are likely to be imposed by the Borough's light industrial uses. It would be particularly expensive to alter this aspect of a building after its construction. Generally, offices require a minimum of 2.5kN/sq.m. (50lb/sq.ft.), whilst factory and workshop premises need to withstand a distributed load of at least 2.5 - 5.0kN/sq.m. (50-100 lb/sq. ft.). Storage and machinery, in areas such as motor rooms, may exert more intensive loads.

- 13.4.10 Given both the nature of existing industrial uses in Kensington and Chelsea and the work of those firms seeking premises in the Borough, new light industrial developments should be able to withstand a floor loading of at least 5.0kN/sq.m. (100 lb/sq. ft.), on all floors to be used by light industry.

### **Natural Light**

- 13.4.11 Many of the Borough's light industrial activities involve the comparison of colour so that the quality of available light is important. Local uses such as some types of printing uses, clothing manufacture, art and furniture restoration, require or benefit greatly from natural light. Any new, adjacent development will need to be controlled to take into account industry's need for natural light.
- 13.4.12 The availability of natural light will be an important factor in the Council's consideration of both the design of new light industrial developments themselves (so that appropriate fenestration will be required) and in the consideration of new development adjacent to industrial uses.

### **Supply of Utilities**

- 13.4.13 Generally, workshops require 415 volt, 3-phase power in the production area of each unit. Many light industrial uses, for example those which involve printing, cooking, milling or lathe operation are likely to require such a facility.
- 13.4.14 New light industrial developments should provide 415 volt, 3-phase power to all production areas, as well as a 240 volt, single phase supply.

## **13.5 TRANSPORTATION STANDARDS**

### **Off-Street Parking and Servicing Provision**

#### **Introduction**

- 13.5.1 Development proposals should not provide more off street parking for vehicles and servicing for non-residential uses than the maximum specified in the standards adopted by the Council. Guidance on the design of parking spaces, vehicular access and the public footway are provided in Supplementary Planning Guidance.
- 13.5.2 The policies and background to the standards are in section 7.21 'Control of Development' of the Transportation Chapter. The standards for provision of parking and servicing are based on the requirement to restrain the growth in traffic by providing spaces for only those vehicles considered to require essential access to a site.

- 13.5.3 The Council has extended parking controls to all Borough roads. This creates an opportunity to treat parking and servicing provision for all non-residential developments throughout the Borough in the same way.

#### **Parking for Residential Development**

- 13.5.4 Paragraphs 7.21.25, 7.21.26 and 7.21.27 of the Transportation Chapter outline the background for the standards for residential development. With residential development the Council will require off-street parking to supplement the restricted on-street provision except in those circumstances set out in Policy TR42. Parking provision should be made available to, and permanently retained for use by, residents of the development. Parking at the levels shown in Table 5.1 are considered maximum provision. The Council recognises that in some cases proposals for residential development, such as conversions of houses into multiple units, will not include off-street parking, or adequate off-street parking to accommodate the demand for parking from residents. In such cases, the additional demand for on-street parking spaces may preclude the granting of planning permission. When a residential development is proposed with no on-site car parking provision, adequate means must be agreed with the Council. This is to avoid any increase in on-street parking demand resulting from the development (See paragraph 7.21.26 of the Transportation Chapter).

#### **Parking for Non-Residential Development**

- 13.5.5 Standards for parking and servicing spaces for non-residential development are based on the need to restrain traffic. Paragraph 7.21.6 of the Transportation Chapter outlines the basis of provision which takes into account the general availability of public transport and on and off-street visitor parking. The number of spaces in non-residential developments will normally only allow for essential servicing and parking needs. Developers will be required to demonstrate evidence of additional need for spaces by specific occupiers before consideration will be given to further provision.
- 13.5.6 The rate of provision of spaces in office and studio developments which fall into use classes A2, B1(a) and B1(b) is set out in Table 5.1 and sets a maximum of 1 space per 1500 square metres. For developments of more than 5000 square metres it may be necessary to allocate service spaces for delivery by large goods vehicles from the off-street parking provision.
- 13.5.7 The provision of more car parking for non-residential development than stipulated by the standard would be contrary to the restraint policies of the Plan. However, for some commercial developments the provision of less car parking than stipulated could result in increased local demand

for short term and long term on-street parking [at meters] which would deny the facilities to neighbouring developments. This could, in particular locations, result in some illegal parking occurring at locations needed for movement with a consequent impact on the efficient operation of the road system.

13.5.8 For some land uses (as indicated), standard rates of provision of spaces are not appropriate. In such cases each application will be treated individually, based on the predicted need for essential parking and servicing for the development. This assessment will take into account the Council's policies on traffic restraint as set out in the Transportation Chapter, as well as the following:

- (a) the existing and predicted levels of on-street day-time parking demand and night-time parking stress within the vicinity of the development;
- (b) the number of sites with unimplemented planning permission in the area;
- (c) the availability of convenient public and private off-street car parking spaces;
- (d) the opportunities for dual use of parking provision;
- (e) the predicted demand for parking from diverted car-borne shopping and leisure trips;
- (f) the proximity to high capacity public transport;
- (g) provision for cyclists; and
- (h) the preparation of a company travel plan.

13.5.9 On-street parking pressure in an area is considered to be unacceptable when the legal parking (see glossary for definition) occupied exceeds 90% of the legal space available. The Council will inspect the parking conditions within the vicinity of a development and assess the occupancy ratio of on-street parking spaces.

**Table 13.5.1: Parking and Servicing Provision**

<b>Land Use</b>	<b>Car Parking Provision (Maximum)</b>	<b>Disabled Provision</b>	<b>Special Considerations</b>	<b>Secure Cycle Parking for staff and visitors</b> (minimum standard unless stated otherwise)
<b>A2, B1(a), B1(b)</b> (Financial and professional services, Business - Offices or Research and Development)	1 space per 1500m <sup>2</sup>	Minimum 1 or 10% of spaces	Development > 5000m <sup>2</sup> at least 1 space reserved for Goods Vehicles (G.V.) delivery as part of the parking provision. Less than 5000m <sup>2</sup> : servicing at the Council's discretion	Minimum 1 stand per 200m <sup>2</sup>
<b>A1, A3, B1(c), B2 - B8</b> (Shops, Food and Drink, Business - Light Industrial, Other Industrial)	Provision based on criteria in 13.5.8	Minimum 1 or 10% of spaces	Large development at least 1 space reserved for G.V.	Minimum 1 stand per 200m <sup>2</sup>
<b>C1</b> (Hotels)	1 space per 40 bedspaces	Minimum 1 or 10% of spaces	Large development at least 1 space reserved for G.V. 1 coach space per 200 bedrooms. Taxi demand see 13.5.16	1 space per 20 rooms 1 space per 3 employees
<p><b>Note:</b> Adequate servicing (ie. space reserved for delivery vehicles) should be provided as required by the Council. All commercial developments will need to allow for access by light Goods Vehicles and large developments should provide space for LGVs as well.</p>				



**Table 13.5.1: Parking and Servicing Provision** *continued*

<b>Land Use</b>	<b>Car Parking Provision (Maximum)</b>	<b>Disabled Provision</b>	<b>Special Considerations</b>	<b>Secure Cycle Parking for staff and visitors</b> (minimum standard unless stated otherwise)
<b>Hostels</b>	Provision based on criteria in 13.5.8.	Minimum 1 or 10% of spaces	Large development at least 1 space reserved for G.V.	
<b>C2, D1, D2</b> (Residential Institutions, Non-Residential Institutions, Leisure)	Provision based on criteria in 13.5.8.	Minimum 1 or 10% of spaces	Large development at least 1 space reserved for G.V.	Minimum 1 stand per 200m <sup>2</sup>
<b>Mixed Development Sites</b>	Provision based on criteria in 13.5.8. Dual use of non-residential spaces considered	Minimum 1 or 10% of spaces	Large development at least 1 space reserved for G.V.	Provision based on use of site.
<p><b>Note:</b> Adequate servicing (ie. space reserved for delivery vehicles) should be provided as required by the Council. All commercial developments will need to allow for access by light Goods Vehicles and large developments should provide space for LGVs as well.</p>				

**Table 13.5.1: Parking and Servicing Provision** *continued*

<b>Land Use</b>	<b>Car Parking Provision (Maximum)</b>	<b>Provision for Disabled Persons</b>	<b>Servicing Considerations</b>	<b>Secure Cycle Parking</b>
<b>C3 Dwelling Houses</b> i) <b>Single family dwellings</b> Up to 5 habitable rooms 5 or more habitable rooms	Minimum of 1 space per dwelling Prefer 2 spaces per dwelling	See note below	See 13.5.10	See 13.5.13
ii) <b>Purpose built flats</b> Up to 5 habitable rooms 5 or more habitable rooms	1 space per dwelling unit 1.5 spaces per dwelling unit	See note below	See 13.5.10	See 13.5.13
iii) <b>Converted flats</b>	1 space per dwelling unit (See Policy H6)	See note below	See 13.5.10	See 13.5.13
<b>Note:</b> Parking spaces for people with disabilities should be provided for all developments including flats at a rate of 10% of spaces, with a minimum of 1 space per development where parking spaces are provided.				

**Table 13.5.1: Parking and Servicing Provision** *continued*

Land Use	Car Parking Provision (Maximum)	Provision for Disabled Persons	Servicing Considerations	Secure Cycle Parking
iv) <b>Affordable Housing</b> Flats Houses	0.66 space per dwelling unit 1 space per dwelling unit	See note below	See 13.5.10	See 13.5.13
v) <b>Sheltered Housing</b> Flats Houses	0.3 space per dwelling unit 0.5 space per dwelling unit	See note below	See 13.5.10	Residents: See 13.5.13 Staff: 1 space per 3 employees
<p><b>Note:</b> Parking spaces for people with disabilities should be provided for all developments including flats at a rate of 10% of spaces, with a minimum of 1 space per development where parking spaces are provided.</p>				

### **Servicing Provision**

- 13.5.10 All developments require adequate facilities to accommodate servicing, particularly by refuse lorries. According to the use of the site, appropriate servicing will be required to allow safe access by vans, goods vehicles, refuse lorries, taxis, and coaches. Applicants should seek advice at an early stage.

### **Shared Use of Parking Provision**

- 13.5.11 Where a new or proposed development has a number of complementary uses, especially at different times of the day, then shared use may be appropriate. For example offices and leisure uses (such as a cinema) might share car parking because the peak levels of use do not coincide. Shared use will work best when it is allowed for in the design stage and will help to reduce the amount of land given to parking. Shared use is not appropriate for residential spaces.

### **Special Mobility Needs**

- 13.5.12 The Borough has a commitment to people with special mobility needs, which includes adequate parking provision in non-residential developments. Where parking provision is provided, 10% of spaces, with a minimum of 1 space in each development, must be designed and marked out for use by people with special mobility needs. The space(s) must be located so that they are capable of use by wheelchair users and must be in close proximity to main access routes and, where appropriate, internal lifts.

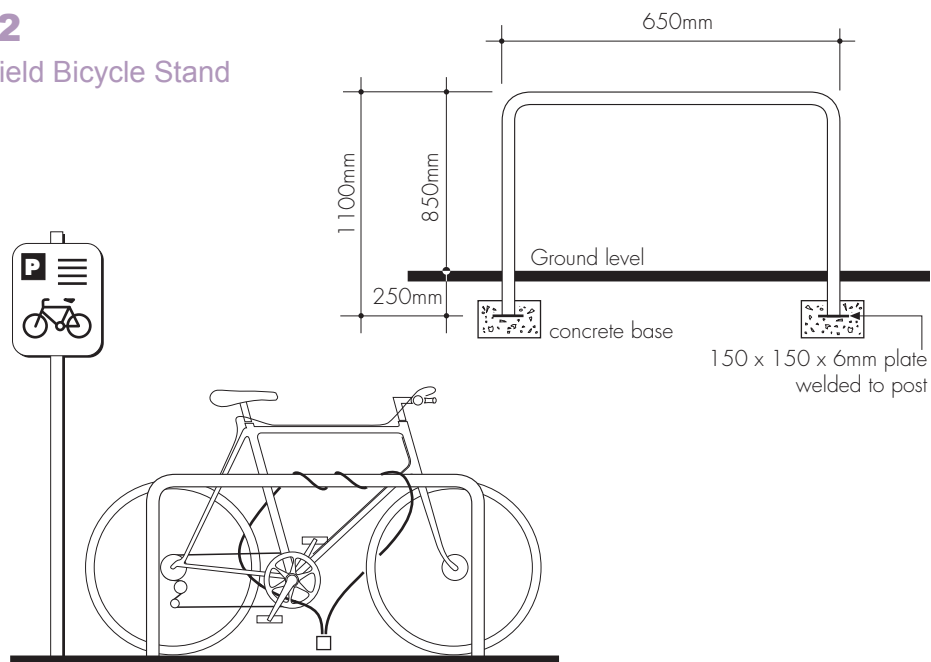
### **Cycle Parking**

- 13.5.13 Space suitable for the convenient, safe and secure storage of at least 1 bicycle per dwelling unit should be provided. In addition for large developments of 10 or more dwellings visitor cycle parking should be also be provided.
- 13.5.14 In applications for non-residential development the Council will seek to secure adequate cycle parking facilities for staff and visitors. The standards for the provision of cycle parking facilities for employees is to be a minimum 1 stand per 200m<sup>2</sup> of floorspace. Additional cycle parking for visitors may be required for certain uses (see Table 5.1). Facilities should ideally include changing and shower areas as well as stands.
- 13.5.15 Cycle stands should be provided in visible and accessible locations where they will be well used, either inside or outside of developments. The basic requirement of cycle parking is that it:
- (a) provides security against theft;
  - (b) does not endanger pedestrians (especially those who are blind

- or partially sighted);
- (c) is visually acceptable; and
- (d) supports cycles without damaging them.

Although there are several types of parking stands, the Sheffield Stand is normally accepted as appropriate for use by the public (see Figure 5.2).

**Fig. 5.2**  
The Sheffield Bicycle Stand



## Taxis

13.5.16 Taxis are classified as public transport and therefore provision for their use is required in commercial and hotel developments. In large commercial development provision should be made for the use of taxis in line with their peak period of use. In hotel developments, applications will normally be refused unless adequate provision is made for taxis, off the public highway. Generally this will be in the form of a taxi rank or bay, within the curtilage of the hotel development. Provision of a taxi rank or bay will depend on the type of hotel use but normally any such rank should be able to accommodate 50% of peak taxi demand.

**NOTES**