

# **Core Strategy**

**Interim Issues and Options – February 2008**

**Local Development Framework  
Development Plan Document**



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## Consultation Information

This document seeks your views on the Issues and Options for the Royal Borough of Kensington and Chelsea's Core Strategy. Comments must be submitted to the Council by the 24<sup>th</sup> March 2008.

A copy of the document is available for download from:  
<http://www.rbkc.gov.uk/Planning/localdevelopmentframework/default.asp>

This document is the second stage of engaging with communities and organisations in the borough. The first stage was the formal Issues and Options Stage which took place in November 2005. Given the length of time that has elapsed from this formal Issues and Options Stage, we have decided that we should share how our thinking has developed as an "interim draft", prior to preparing the Preferred Options in June/July 2008.

The Council will take account of both the initial and this interim Issues and Options consultation to draw up the preferred policy direction for the Council's Core Strategy. It is, therefore very important that we hear from you at this stage. The Issues and Options stages of the process are the most important for establishing the key priorities for guiding the policy direction for the borough. More information on this included within Chapter 1.0

There is a response form that sits alongside this document that repeats the options, bringing them all together in one

place. You can access this electronically and input your comments via our website:

<http://ldf-consult.rbkc.gov.uk/portal>

The facility allows you to save your comments so you do not have to complete all the questions in one go. We encourage you to use the electronic form if you can, because, quite simply, it reduces the amount of time officers spend inputting your comments. The system is straightforward to use – if you would like help please phone the Policy Hotline on 020 7361 3879. However, the response form is also available as a paper copy, and we are happy to input your comments if you prefer to submit them in this way.

Alternatively, you can:  
telephone the Local Development Framework Hotline –  
**020 7361 3879** for a response form  
e-mail your comments to **planningpolicy@rbkc.gov.uk** or  
Send your comments in writing to:

Mr David Prout  
Executive Director of Planning and Borough Development  
f.a.o. The Planning Policy Team  
The Town Hall  
Hornton Street  
W8 7NX

Please note that this document only contains a few maps in colour. We have therefore chosen to print in black and white, and have not added any further illustrations. The plans can be viewed in colour on our website. If you do not have access to the website we would be happy to supply you with colour copies of the maps.

If there are any issues within the document on which you would like further clarification, or if indeed you wish to raise any particular concern in person with the Council, the Council will over the next six weeks be holding workshops to discuss the issues and options for the Core Strategy and the North Kensington Area Action Plan. Council officers will attend these workshops and will clarify any matters arising from the two documents.

Workshops to discuss the issues and options for the Core Strategy and the North Kensington Area Action Plan (NKAAP) will be held between 6pm - 9.30pm.

There are two linked sessions: 6.00 - 7.00 and 7.30 - 9.30 so that you can choose a time more suited to your own busy schedule.

You are welcome to attend either, or both sessions. Registration for the workshops will open at 5.45pm. Light refreshments will be provided in a break between 7.00 and 7.30. You are welcome to turn up on the night but, to help us plan for the workshops, it would help us if you would register in advance. To book your place at one of the workshops, please contact the Policy Team on 020 7361 3879 or email to [PlanningPolicy@rbkc.gov.uk](mailto:PlanningPolicy@rbkc.gov.uk)

**Tuesday 19 February 2008 Philbeach Hall**

51 Philbeach Gardens, London SW5 9EB

**Thursday 21 February 2008 David Game House**

69 Notting Hill Gate, London W11 3JS

**Tuesday 26 February 2008 Kensal Community Centre**

177 Kensal Road, London W10 5BJ

**Monday 3 March 2008 Kensington Town Hall The Great Hall**

Horton Street, London W8 7NX

**Tuesday 4 March 2008 Lighthouse West London**

111 – 117 Lancaster Road, London W11 1QT

**Thursday 6 March 2008 St Columba's Church of Scotland**

Pont Street, London SW1X 0DB

**Monday 17 March 2008 Chelsea Old Town Hall,**

The Small Hall,  
King's Road, Chelsea SW3 5EE



## Executive Summary

This document sets out issues and options around the future strategic direction of the borough in terms of land uses and associated activities.

It puts forward a potential vision for the borough, which, it suggests, can be delivered through strategic objectives: keeping life local, fostering vitality, caring for the public realm, renewing the legacy, achieving diversity of housing and securing our children's future.

More detailed issues and options are set out in relation to each of these strategic objectives. The responses we get to the questions posed will help to inform the Preferred Options Core Strategy later in the year.

The document also proposes to allocate sites of strategic importance to the borough; those needed for waste purposes and other sites over 2 hectares.

This paper is issued alongside the Issues and Options paper for the North Kensington Area Action Plan.



# Section 1.0

## Introduction

1.1 The Local Development Framework

1.2 What is a Core Strategy?

1.3 Sustainability Appraisal

# 1.0

## Introduction

### 1.1 The Local Development Framework

1.1.1 In September 2004, the Government introduced a new kind of development plan – the Local Development Framework (LDF). The LDF is a portfolio of documents which set out how the Council proposes to achieve its vision up to 2028. Two key documents that we are preparing are the Core Strategy, which has a time horizon to 2028 and the North Kensington Area Action Plan, which plans for the next decade, to 2020. Both these documents are Development Plan Documents – that is they will form part of the Statutory Development Plan, along with the London Plan, and policies still live from the existing Unitary Development Plan. The LDF will eventually replace the Royal Borough of Kensington and Chelsea Unitary Development Plan.

1.1.2 The LDF will include policies to guide future development, and will identify specific sites for different uses. Amongst its objectives, the LDF will aim to protect the borough's rich architectural heritage, to ensure high standards of design and sustainability, and to spread economic prosperity throughout the borough.

## 1.2 What is a Core Strategy?

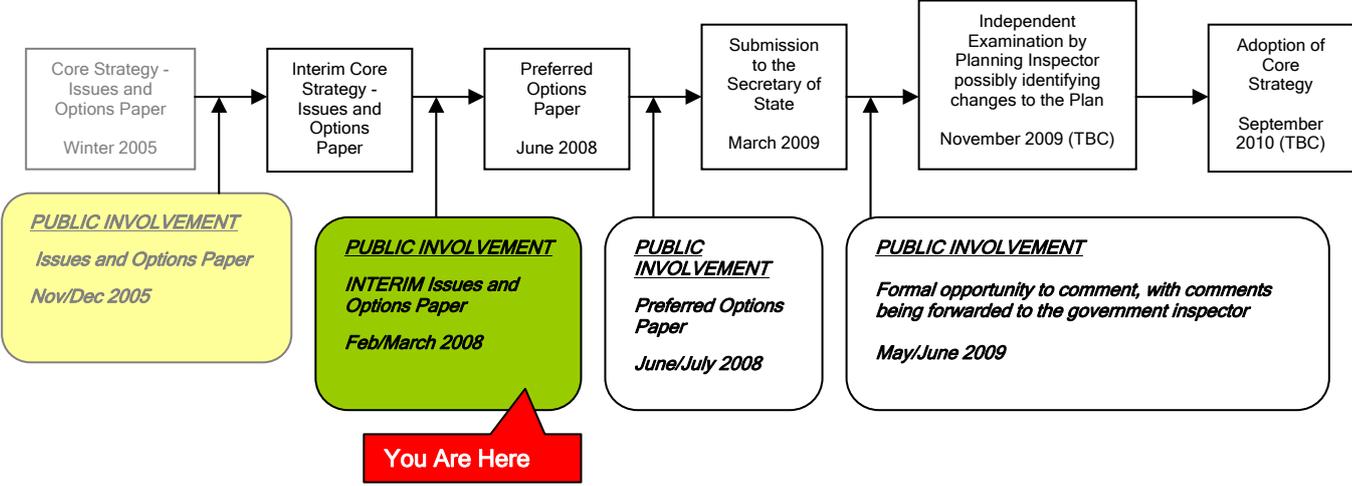
1.2.1 A Core Strategy should set out the key elements of the planning framework for the area. It should set out the long term spatial vision for the area, and the broad locations for delivering the housing and other strategic development needs such as employment, retail, leisure, community, essential public service and transport development. This Interim Issues and Options document asks many questions about what approach we should be taking in different parts of the borough.

1.2.2 In Central Government parlance, the core strategy should be 'spatial'. That is, it goes beyond matters of pure land use. It looks at the 'where' of things. It also brings together policy initiatives across a range of services of the Council and partner organisations in relation to a single place and sees if and how they relate. Are they mutually reinforcing or contradictory? Do they achieve the stated spatial ambitions for the place?

1.2.3 The Core Strategy will also allocate key sites for certain uses. Only those that are of strategic importance to the borough as a whole will be included in the Core Strategy. Other sites will await the preparation of a site allocations document to follow in a few years time. We are interpreting sites of a strategic importance to the borough as those concerned with the processing of waste, or those which, either individually, or as part of a wider development area of adjacent sites (including sites in adjacent boroughs) are more than two hectares. Accordingly, the Plan identifies individual development sites such as the former Gasworks and related sites at Kensal, the Lots Road Power Station Site, north Warwick Road and areas such as the Earls Court Exhibition Centre. It also proposes that particular attention should be paid to North Kensington through the North Kensington Area Action Plan. A list of the key sites is included in Chapter 10 of this document.

1.2.4 This report represents the second stage of engaging with communities and organisations in the borough in preparing our Core Strategy. The first stage was the formal Issues and Options stage in November 2005. This is shown

on the diagram. The report on this initial issues and options consultation is available on the Council's website.<sup>1</sup>



1.2.5 The regulations set out that the next formal stage is 'Preferred Options', when the draft policy approach is presented. Given the length of time that has elapsed from the formal Issues and Options Stage, we have taken the view that we should share how our thinking has developed as an 'interim' draft, prior to preparing the Preferred Options in the summer. At the Preferred Options stage we will be better able to show what changes are envisaged where, in the form of plans of the borough.

1.2.6 Alongside the consultation on the Core Strategy, we are also consulting on the formal Issues and Options draft of the North Kensington Area Action Plan. Full details of the documents we are preparing as part of the LDF, and their timescales, are set out in the Local Development Scheme, which is available on the website. The report is intended to stimulate discussion and debate about the issues that the Core Strategy will need to address at the 'preferred options' stage.

1.2.7 In addition to the responses to the formal Issues and Options Report, this report draws on the borough-wide MORI survey carried out in 2006 and the work underpinning the Kensington and Chelsea Partnership's *Community Strategy*

<sup>1</sup> RBKC, Issues and Options Consultation, Preparing a new plan for your borough, March 2006. [www.rbkc.gov.uk/planning](http://www.rbkc.gov.uk/planning)  
Core Strategy, Interim Issues and Options, February/March 2008

that was published in 2005. It also draws on strategies from other sections of the council and from partner organisations, as well as an extensive evidence base of various reports and the Annual Monitoring Report.

1.2.8 The report sets out, as the title would suggest, many of the issues in the borough, and a host of different options that might address those issues. These options are not Council policy, they are possible ways of resolving the issues. In some cases, we feel that the position we should take is clear, as a result of the first round of consultation. In these situations we say so, and do not present further options 'for the sake of them'. You are, of course, welcome to comment on those sections, and on any paragraph of the report, if you feel there are further factors we should be taking into account. You are not limited to commenting only where we present options and ask questions. You may also find that some of the issues raised are not the ones, in your opinion, that should find their way into the final core strategy. We would like to hear from you if that is the case.

1.2.9 The Council will continue to research and develop ideas on how best to resolve the issues, and will select its 'preferred option' to tackle the issues in the summer. The policy position will be confirmed in about a year's time. Many things will effect the selection of the preferred option. One is the sustainability appraisal (see below). Another is the viability and deliverability of the projects. A third is the existing policy framework in the London Plan, prepared by the Mayor. But an important component of choosing preferred options is the opinions of the people that live and work in the borough. It is essential we have the views of local people so that they can be taken into account in balancing the complex matters in deciding a way forward.

1.2.10 If you have comments on any of the issues raised, please see the front page of this document for information on ways to respond.

## **1.3 Sustainability Appraisal**

1.3.1 Local Development Documents must be prepared with a view to contributing to the achievement of sustainable development. Local planning authorities must also comply with a European Directive which requires a formal environmental assessment of all plans that are likely to have significant effects on the environment (EU Directive 2001/42/EC). Sustainability Appraisals incorporate the requirements of the EU Strategic Environmental Assessment Directive. Their purpose is to appraise the social, environmental and economic effects of the policies and proposals in a Local Development Document from the outset of their preparation. They should help guide decisions made at every stage of the plan making process. The potential direct, indirect and cumulative impacts of different policy options should be identified and appraised in order to inform decisions about which options should be promoted. At the formal Issues and Options stage a sustainability appraisal was carried out of the Core Strategy. This will also be repeated as we develop preferred options, for publication in the summer.

## **1.4 Conformity with other planning documents**

1.4.1 The Core Strategy must be in general conformity with the Mayor's London Plan (2004), and subsequent amendments. The London Plan, which provides the regional planning framework for London, forms part of the Development Plan for the Royal Borough of Kensington and Chelsea. It is with the Core Strategy that other documents within the LDF must conform.

1.4.2 The Core Strategy must also take account of the Kensington and Chelsea Partnership's Community Strategy, as it is the Local Development Framework which will be a key component in the delivery of the community strategy. The Community Strategy is currently under review, with an amended version likely in November 2008. Given the current review this interim issues and options document does not quote directly from the community strategy. The LDF team

are key stakeholders involved with the preparation of the new community strategy. The link between the two documents will be made explicit with the *submission version* of the Core Strategy, a document which be produced following the publication of the community strategy.

## Section 2.0

# The Spatial Vision for the Royal Borough

1.1 Why we are 'Building on Success'

1.2 The Vision

1.3 Local Distinctiveness within the Borough

## 2.0

# The Spatial Vision for the Royal Borough

### 2.1 Why we are 'Building on Success'

2.1.1 The borough is a very special place. For over three hundred years, Kensington and Chelsea has been one of the most desirable places to live in London, ever since a private country house was acquired by William and Mary and adapted for royal residence by Sir Christopher Wren. For many decades Kensington was the favoured home of some of Britain's most famous kings and queens and the palace was at the centre of the life and governance of the kingdom.

2.1.2 Kensington and Chelsea grew throughout the nineteenth century to provide homes for the newly wealthy middle and upper classes. More recently it has been the centre of fashionable London and at the forefront of the restoration of the Victorian terraces of Inner London.

2.1.3 This has left a rich architectural heritage and a vibrant and attractive urban life which has always – and still continues – to attract gifted and talented residents from all walks of life. Kensington and Chelsea residents include leaders, stars, opinion-formers and dynamic wealth creators from the arts, media, business, politics, the law and other professions. Their contribution is essential to the well-being of London as a whole.

2.1.4 Alongside this wealth there have always been the less well off – whether in the former hostels of Earl’s Court or the larger areas of social housing in the north of the borough. The process of providing decent affordable housing has been a long one, pursued by both the Council and social landlords over more than a hundred years.

2.1.5 The borough is a sustainable place, with some of the highest density building in Europe, with all of its new developments taking place on previously developed land, with low car ownership and usage and high public transport use.

2.1.6 Other indicators of success are plentiful – there are numerous shopping, leisure and community facilities within half an hour of everyone’s home; levels of investment in the built environment are high; crime levels are generally low and falling; life expectancy and educational attainment are high and rising; and our most deprived areas are improving. The overwhelming majority (86%) of residents say that they are satisfied with the area as a place to live; furthermore, most local people believe that the Council is working to make the area a better place to live (the third highest satisfaction level recorded across all the London boroughs).

2.1.7 The desirability and success of the Royal Borough of Kensington and Chelsea has produced an exemplar urban environment which is a model for the future. But past success is no guarantee of success in the future. The Local Development Framework is an essential part of ensuring that future generations can continue to benefit from the borough’s distinction.

## **2.2 The Vision for the Royal Borough to 2028**

2.2.1 Based on your previous representations, the Council has discussed and developed a draft Spatial Vision for the borough, which is set out in the box below. We think that it begins to express the planning aspirations for the future of the borough, but we would like to know what you think. We would be particularly interested in your suggestions as to where aspects of the draft Vision may need to be applied differently in parts of the borough; what areas and why? The

draft Spatial Vision will be reviewed in the light of comments received as part of this consultation.

2.2.2 The drawing up of a spatial vision to 2028 ensures that the core strategy will reflect the Council's own *2028 study*<sup>2</sup>. This is a study being carried out in order to develop a vision for the borough for 2028.

2.2.3 The special nature of the borough has been emphasised by planning policies since the first conservation areas were designated in the late 1960s. Successive development plans have sought to preserve what is excellent in the borough while seeking to address matters of concern. Because of the borough's location close to central London, plans have always had to strike a balance between the strategically important function of maintaining a high quality, historical residential environment and the pressing needs of development that come from being so close to the heart of the capital city. The Spatial Vision re-endorses this balanced approach and applies to the whole of the borough.

2.2.4 By and large, Kensington and Chelsea in 2028 will have the same broad pattern of development as today and most of it will still be recognisable. Many parts of the borough are well-established conservation areas and will be subject to limited change which will preserve or enhance each area's particular qualities. Other areas are more likely to see significant improvement and development over the plan period.

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<sup>2</sup> RBKC, 2028 Study, under preparation.

### **Box 2.2: The Spatial Vision**

The spatial vision for the borough is to achieve a better city life so that in the year 2028:

**Kensington and Chelsea will remain one of the most desirable places to live in London. It will be prosperous, full of vitality, accessible and a safe place where more people will live and work, enjoying a better city life.**

There will be a strong sense of community with more and better facilities for residents – particularly local shopping facilities, state and private schools, community, health, sport and leisure facilities.

There will be an appropriate provision of services which are highly valued by the community, such as independent shops, public houses, post offices, elderly peoples' homes and vehicle fuelling stations.

Office based employment will continue to be an important source of work for residents and commuters and there will be an increased provision of small and very small offices to stimulate self-employment and business start-ups.

The borough will continue to provide a diverse economy that contributes to the vitality of the borough, with jobs provided in a variety of retailing, catering, tourism, cultural, light industrial, professional and media and creative activities. Mixed development will deliver new homes within the Employment Zones.

The borough's international and national shopping centres of Knightsbridge, Kensington High Street, King's Road East and Portobello Road will be encouraged to flourish and remain successful.

The borough will remain a world class tourist destination and the visitor welcome will be enhanced, particularly round the South Kensington Museums complex.

Public transport facilities, particularly in the north of the borough, will be significantly enhanced and more people will walk and cycle to work, school and the shops.

The North Kensington will be regenerated through significant new development and greatly improved public transport and accessibility.

The street environment will continue to play an increasingly important role in the overall success of the area. Design lessons learnt during the award winning Kensington High Street project will have been developed in other parts of the borough.

The existing outstanding built heritage of the borough will have been preserved and enhanced.

The Borough will have a reputation for outstanding architectural quality, with new developments being well designed and built, complementing both the quality built and natural environment.

A significant number of inappropriate post-war developments will have been redeveloped and replaced with new developments of the highest architectural quality establishing the conservation areas of tomorrow.

There will be an increased number of homes, including more family accommodation and better quality affordable housing. There will be a greater mix of tenures in those areas currently dominated by either public or private housing, producing mixed and balanced communities throughout the borough, to benefit the area as a whole. All new-build housing will be designed to be accessible to all.

The borough will become the most sustainable borough in London, with the lowest carbon footprint per resident. All new housing will be zero emission and the waste we produce will be dealt with responsibly.

- Q. Does this Spatial Vision successfully address your aspirations for the area you live in?
- Q. Are there any key elements missing? What are they?
- Q. Does each element of the Spatial Vision seem relevant to the area where you live?
- Q. If not, which parts of the Spatial Vision need changing and why?

## 2.3 Local Distinctiveness within the Borough

2.3.1 This vision is set out for the borough as a whole. But for a core strategy to be successful it must serve two functions; it must not only set out the vision which will shape policy across the entire borough, and which reflect the plans of the council and of its partners; it must also recognise the borough's diversity and distinctiveness, and ensure this is fostered, rather than applying a 'one-size-fits-all' approach regardless of local characteristics.

2.3.2 Despite the borough's small size the statistics highlight a long recognised situation, that there is a polarisation between parts of the north of the borough and the rest – between the 'deprived' and the affluent. The northernmost parts of the borough have a combination of problems such as low incomes, high unemployment, higher crime and poorer health (one part of Golborne ward falls in the worst 5% of areas in England on a combination of such factors). It is relatively poorly served by public transport and has fewer shops than the rest of the borough. All factors which have resulted in North Kensington being designated within the London Plan as being an *Area of Regeneration*.

2.3.3 Tackling these multiple problems in isolation is less effective than addressing all of them together, and much work still needs to be done to pull together all of the various strategies and activities that are occurring in North Kensington. To this end the Council is preparing the North Kensington Area Action Plan. The first stage, or issues and options, of the Action Plan is being consulted upon alongside this interim issues and options core strategy.

2.3.4 However, the borough is not simply made up of two places – North Kensington and the rest – it is made up of a mosaic of different places with which people identify. It is hard to pin down what makes these 'places'. In part the built form gives an area a sense of place. This complexity is illustrated by the Council's draft *Urban Design Strategy*<sup>3</sup> which includes a character analysis of the borough, identifying some twenty four *character areas* and a further fifteen *character corridors* and eleven *central nodes*. Another influence on 'place' is the use to which an area is

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<sup>3</sup> Royal Borough of Kensington and Chelsea Urban Design Strategy, Background report 01, Audit and Analysis, Urban Initiatives, July 2004. Core Strategy, Interim Issues and Options, February/March 2008

put. For example, we have forty-six town and neighbourhood centres across the Borough. A third influence are the 'places of identity', the places we 'name' – like Earl's Court, or Frestonia, and the places we call 'home'. Putting these 'places' of 'form', 'use' and 'identity' together is like a kaleidoscope, and we need to craft our policies to ensure the unique characteristics are reinforced, and any problems they have are overcome.

2.3.5 Appendix A of this document includes profiles for each of the borough's eighteen wards. This profile develops a short 'spatial portrait' which paints a picture of the area and which highlights the principal issues and pressures facing it for the life of the plan.

2.3.6 Whilst the wards will not necessarily equate to the 'places' with which people identify, they do prove a useful starting point to present a more local picture of the borough, breaking down the borough wide statistics to a local level. They give you the opportunity to tell the Council how you would like your area to develop to 2028. The intention is not to develop a set of specific policies for each ward – or indeed each place – rather, it is for the Council to develop a set of strategic objectives from which policies can be derived to deliver the Spatial Vision in a way which, while meaningful across the whole of the borough, provides a sufficiently flexible framework to address local issues and preserve local distinctiveness.

**Box 2.3: Local distinctiveness**

- Q. How do you describe the area where you live?
- Q. Do you see it changing over the next 20 years? How?
- Q. Is this how you would like it to change?
- Q. If not, why not and what would you prefer to see happen?



## Section 3.0 Strategic Objectives

3.1 Common Themes

3.2 Strategic Objectives

### 3.0 Strategic Objectives

#### 3.1 Common Themes

3.1.1 In the first Issues and Options consultation there were a number of common themes underlying all the options and which were generally supported by you, which are reflected in the vision above. These were:

- The preservation or enhancement of the historic environment;
- Ensuring a high quality of life for residents, securing the type of facilities needed to provide a better city life, and keeping the balance between the borough's contribution to London and its role as a place which people call home;
- Improving the streetscape;
- Providing a range of housing to meet community needs, including affordable housing;
- Maintaining a diversity of job opportunities for local residents, encouraging economic growth and keeping shopping centres viable and full of vitality;
- Reducing the need to travel while encouraging walking, cycling and the use of public transport; and

- Seeking to minimise the impact that our community has on the environment and encouraging sustainable approaches

3.1.2 In order to derive a strategic direction for the borough up to the year 2028, to deliver the vision, the Council, based on the earlier consultation results, has distilled these into six strategic objectives on which the Core Strategy will be based, under the overall vision of the borough to achieve 'Better City Life'. Each of these objectives is cast in just a few words.

## 3.2 Strategic Objectives

3.2.1 The strategic objectives of the core strategy are to: keep life local, foster vitality, care for the public realm, renew the legacy, achieve diversity in housing, and secure our children's future. Inherent to each objective is a question which will be central to our core strategy.

- **Keeping life local**  
In various ways, Kensington and Chelsea plays an important role in contributing to London's success; but we also have a distinctive character at borough and more local level, with many amenities that make the borough a desirable place to live – how do we balance these tensions?
- **Fostering vitality**  
We are mainly a residential community but not at all a dormitory suburb: the variety of commercial, entertainment and creative activities in the area add hugely to our success and attractiveness: how do we accommodate this diversity?
- **Caring for the public realm**  
We live in a beautiful part of London; how do we continue to improve its external spaces and places and ensure they work well for those who use them?

- **Renewing the legacy**  
We have inherited a fantastic concentration of buildings, thousands of them Listed; how do we preserve them while adding a legacy of equal quality for our successors?
- **Diversity of housing**  
We are a borough that accommodates a diverse population; how do we ensure that the new housing we provide continues to make provision for this diversity and promotes mixed and balanced neighbourhoods?
- **Securing our children's future**  
We recognise the responsibility of environmental stewardship placed upon us; how do we fulfil that responsibility through our planning and community policies?

3.2.2 Each strategic objective is elaborated in its own chapter in this document. Within each theme we repeat relevant aspects from the vision in Section 2, and set out an overall 'strategic option' for the theme as a whole. We then highlight what we think are the more detailed issues facing the borough, with a number of options to deal with these issues. You are asked to tell us which options you favour, or indeed whether we have identified the right issues and offered the right options.

3.2.3 But, as with the development of a Vision, the spatial objectives may need to vary across the borough. It may not be appropriate to have the same approach to the same issue in Chelsea as in Kensal.

3.2.4 In order to help the core strategy to become truly 'spatial' we need to know how you think the approaches to the different options should be modified for different parts of the borough.

3.2.5 So, for example, the first theme, *Keeping Life Local*, is about ensuring that central London land values do not squeeze out the facilities and services that residents need regularly in order to ensure a good quality of life. Should we apply the same approach across the whole Borough? Or,

perhaps, in the international shopping area of Knightsbridge, we could take a more relaxed approach than we might in more residential areas such as Notting Hill or Chelsea. Should the approach be different again in a key tourist areas such as the museums complex of South Kensington? Similarly, in the *Diversity of Housing theme*, are there any particular areas where we should be encouraging key worker rather than social rented housing?

## Section 4.0 Keeping Life Local

### 4.1 Introduction

### 4.2 Social and community uses

### 4.3 Local uses within walking distance

### 4.4 Education

### 4.5 Health facilities

### 4.6 Facilities for the Police

## 4.0 Keeping Life Local

*In various ways, Kensington and Chelsea plays an important role in contributing to London's success; but we also have a distinctive character at borough and more local level, with many amenities that make the borough a desirable place to live; how do we balance these tensions?*

### 4.1 Introduction

4.1.1 London's role as a capital city depends upon the maintenance of an established and stable residential population. This in turn depends upon ensuring that there is an adequate community infrastructure to serve that population. Put simply, for this borough to be successful it must provide the range of services which provide for our everyday needs, for leisure and entertainment, for our education and our health.

4.1.2 High land values and competition for development mean that facilities for residents and other land uses that contribute to local cultural community and civic society can be squeezed out. It is important for the continued success of the borough as a whole that new facilities are provided and existing facilities are protected to meet the needs of residents.

#### **Extract from Spatial Vision in section 2**

*There will be a strong sense of community with more and better facilities for residents – particularly local shopping facilities, state and private schools, community, health, sport and leisure facilities.*

*There will be an appropriate provision of services which are highly valued by the community, such as independent shops, public houses, post offices, elderly peoples' homes and vehicle fuelling stations.*

#### **Box 4: Keeping life local**

##### **Strategic issue**

At the core of the strategic objective of Keeping Life Local is this tension between the local and city-wide functions of the borough

##### **Strategic options**

Do you think that maintaining local facilities is of central importance to the quality of the residential neighbourhoods of the borough?

Or do you think that people that live in the borough should recognise that living at the centre of a capital city gives you so many benefits, you cannot also expect to have all your 'local' needs met locally?

Have we identified the right issues?

4.1.3 In unpacking the issues within this overall strategic question, attention needs to be paid to what we mean by 'local' – how far do you have to walk, and what are the facilities that are needed, with particular attention to key public services. These issues are explored below.

## **4.2 Social and community uses**

4.2.1 Social and community facilities are defined as those within the following broad categories; education, health, social service provision; welfare, information and advice facilities, youth services, day care centres, nursing homes and care homes, elderly person's accommodation, services for people with disabilities, meeting places such as community halls; libraries and places of worship and recreational and sports facilities. Furthermore, it is essential that the types of facilities required by all sections of the community – both public and private - are provided. The core strategy will protect these uses and facilitate new ones where possible.

4.2.2 There has been increasing concern that a diverse range of uses, which fall outside the standard definition of social and community uses but which are equally important to the local community, are being lost (such as independent shops, food shops, public houses, post offices and vehicle fuelling stations). Given that the initial issues and options consultation has confirmed the value that our residents place

upon easy access to a range of local uses (or the ‘*walkable neighbourhood*’) the Core Strategy will seek to protect such uses and make provision for new ones where possible.

4.2.3 There are no planning powers to either protect or resist certain shopping uses - and consequently we can do little to protect specific shops such as post offices, chemists and newsagents from changing into other types of shops, such as clothes or shoe shops. This can be frustrating, but all that can be done at the moment is to signal how important these uses are, to encourage their retention and to maintain a range of suitable premises for such uses to locate in. The Council will continue to work with Government and with its partners to try to find mechanisms which could allow us to take a more proactive role in this matter.

#### **Box 4.2: Investing in our social and community uses**

##### **Issue**

The Council recognises that whilst the borough’s extremely high residential property values may threaten lower value uses, new development can provide an opportunity to enhance those facilities we already have. However, new housing schemes are expected to deliver half of the proposed units as ‘affordable housing’, which has major implications for the economic viability of schemes.

##### **Options**

Should the Council relax the need to provide ‘affordable’ housing on mixed use sites where the housing proposed will be used to support existing social and community uses which are of particular local value, through the replacement, refurbishment or extension of an existing facility that is no longer fit for purpose? Or should the provision of affordable housing remain a top priority?

##### **Other Options**

Are there other options you would like to propose for providing social and community services?

### **4.3 Local uses within walking distance**

4.3.3 The existing network of 37 local shopping centres and the local convenience shops spread across the borough play an essential role in the life of the community by serving the everyday needs of residents and workers. The *Retail Needs*

*study*<sup>4</sup> showed that there was only need for small scale growth in convenience shopping.

4.3.4 The town centres are the areas where residents, workers and visitors go to benefit from a much wider range of services. They are the main concentrations of restaurants, bars, social facilities, cinemas, offices and above all shops, with retailing remaining the principal function. The nine 'higher order' centres are well spread throughout the borough and generally equate to those areas best served by public transport. The location of the local and higher order centres are shown on Map 1 on page 49.

4.3.5 The spread of town and local centres help ensure that everywhere in the borough is less than a 30 minute trip by public transport from all the essential retail, social and community facilities traditionally found in a shopping street. Clearly, the Council recognises that those with special mobility needs may find it harder to reach these centres.

#### **Box 4.3: 'Walkable neighbourhoods'**

##### **Issue**

We think that there are two different types of uses which are required to provide for the needs of those living within the borough: those that need to be within easy reach (say no more than a 10 minute walk) and those which should be within 'reasonable' reach, say 30 minutes by public transport (for example hospitals).

##### **Options**

What uses do you feel should be within 'local' walking range? Is 10 minutes the right 'time band' for local access?

Should we recognise that parts of the borough may have to be treated differently because of their characteristics and function (such as Knightsbridge which is an international shopping centre, a prestigious hotel location and lies within central London's *Central Activities Zone*)? If so, can you identify which other areas should be approached differently?

##### **Other Options**

Are there other options you would like to propose for securing more easily walkable neighbourhoods?

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<sup>4</sup> Kensington and Chelsea Retail Study, Drivers Jonas, June 2005. An update to this study is underway by Nathaniel Litchfield, with a view to being completed by May 2008.

## 4.4 Education

4.4.1 The borough has some of the best maintained schools in the country; 37 schools maintained by the Council and 38 independent schools. The independent sector is popular with many parents and some 51 per cent of school-aged children are educated in private schools. The local authority is graded excellent for its education service but while there are places in primary schools for virtually everyone who wants one, there are only four secondary schools in the borough, three of which are Catholic. The majority of state educated secondary aged children have to find places in maintained schools outside the borough. The Council intends to meet this challenge by expanding the number of good local secondary school places, including building a new school in south-west Chelsea, redeveloping Holland Park School and looking into enhancing education provision in North Kensington.

### **Box 4.4: Education provision in the north of the borough**

#### **Issue**

The Council is planning to rebuild Holland Park School and to build a new academy in south-west Chelsea. Whether or not there should be additional secondary school provision in the north of the borough is being considered as part of the North Kensington Area Action Plan.

#### **Options**

Should the Council be building a new school in the north Kensington or should it be looking to provide other forms of educational provision?

#### **Other Options**

Are there other options you would like to propose for educational provision in the borough?

## 4.5 Health facilities

4.5.1 The nature of the health facilities provided in the borough is a matter for the Kensington and Chelsea Primary Care Trust. The 'Darzi Report', *Health Care: a framework for London*, advocates the provision of a small number of 'Poly-clinics'. A poly-clinic is a cross between a Doctor's Surgery

and a Cottage Hospital. They will host a number of GPs, but also offer services such as blood tests, X-rays and other related matters for which hospital visits are currently required. The Darzi report suggests these clinics would have a catchment of about 50,000 people. However, Kensington and Chelsea Primary Care Trust see poly-clinics serving a smaller catchment, say between 10 and 15,000 residents, and being complimentary to the existing network of GPs' Surgeries. They wish to see a GP's Surgery (which may be in a poly-clinic, or in a traditional surgery) being within 10 minutes walk of every house in the borough.

4.5.2 The first poly-clinic is being proposed at St Charles Hospital in North Kensington. This will allow some of the GPs that currently operate close to the site to relocate into the clinic, but others in that part of the borough, such as at Trellick, would not be relocated, to ensure the network of facilities within 10 minutes walk is maintained. The Kensington and Chelsea Primary Care Trust may seek to develop part of the site for residential uses to fund refurbishment of the site.

4.5.3 There are places in the borough at the moment that are poorly served with doctors surgeries, where existing surgeries are small and in sub-standard accommodation, or where they can see in the short term the need for provision to change because of constraints on present accommodation. These are areas where Kensington and Chelsea Primary Care Trust will be looking to improve provision, using their own funds, and those from development where that can be justified. This new provision may be in the form of Poly-clinics, or in larger GP Surgeries, where a number of GPs practice from the same location. Where developments take place in the vicinity of these areas that are of a scale to provide appropriately sized facilities, they will be expected to provide facilities on site. Other developments will be expected to contribute – the expected amount will be set out in the forthcoming Developer Contributions Supplementary Planning Guidance. These locations where facilities are currently substandard are Earl's Court, Notting Hill Gate and Sloane Square.

#### **Box 4.5: Provision of health facilities**

##### **Issue**

Very high land values mean that providing health facilities anywhere in the borough is a challenge.

##### **Options**

Do you agree that priority should be given to having a GP's Surgery within 10 minutes walk of every house or should priority be given to upgrading provision in areas where existing facilities are not up to standard?

Do you agree that in areas where health facilities are small or sub-standard, developments of an appropriate size should provide new healthcare facilities on site?

##### **Other Options**

Are there any other options you would like to propose in planning for the location of primary health facilities?

## **4.6 Facilities for the Police**

4.6.1 The Metropolitan Police are currently consulting on their *Asset Management Plan*<sup>5</sup>, a document which will set out how the Police will improve the management of their police stations, offices, Safer Neighbourhood bases and custody centres to 2011. This will have land use implications, with for example the police looking for new style *Patrol Bases* (a flexible warehouse-style building within the borough, accommodating patrol officers as well as garaging for police vehicles) and *police shops* (equivalent to the police station counter services, but located in easily accessible locations, such as shops).

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<sup>5</sup> Asset Management Plan, Kensington and Chelsea, Consultation Document, Metropolitan Police Estate, November 2007.

**Box 4.6: Providing facilities for community safety****Issue**

Tackling crime and the causes of crime is in everyone's interests. In order to accommodate the Metropolitan Police's service plans some policies – such as the protection of shops in particular areas – may have to be set aside.

**Options**

Should requests from the Metropolitan Police to establish particular types of facilities in specific locations override policy provisions if to do so improves services to the public and helps reduce crime?

**Other Options**

Are there any other options you would like to propose?

## Section 5.0 Fostering Vitality

- 5.1 Introduction
- 5.2 Mixed uses
- 5.3 Public transport
- 5.4 Town centres
- 5.5 Tourism
- 5.6 Earls Court
- 5.7 Businesses

### 5.0 Fostering Vitality

*We are mainly a residential community but not at all a dormitory suburb: the variety of commercial, entertainment and creative activities in the area add hugely to our success and attractiveness: how do we accommodate this diversity?*

#### 5.1 Introduction

5.1.1 While much of the borough is residential in use, it provides an outstanding quality of life because of the richness of other activities. Here the borough benefits from its central London location, with a wealth of shops, offices, museums and other activities across the borough, which offer day time, evening and weekend activities.

5.1.2 But mixing busy day time, evening and weekend uses with residential uses is not problem free. Residential amenity is very important. But how to ensure that achieving that amenity is not at the expense of the wider mixed use quality of life of the borough?

#### **Extract from Spatial Vision in section 2**

*Kensington and Chelsea will remain one of the most desirable places to live in London. It will be prosperous, full of vitality, accessible and a safe place where more people will live and work, enjoying a better city life.*

*Office based employment will continue to be an important source of work for residents and commuters and there will be an increased provision of small and very small offices to stimulate self-employment and business start-ups.*

## **Box 5: Fostering vitality**

### **Strategic issue**

At the core of the strategic objective of Fostering Vitality is this tension between residential amenity, and the mixed uses that give the borough much of its identity.

### **Strategic option**

Should residential amenity be protected at all cost?

Or should the Council encourage the mix of uses that add to the richness and quality of life of the borough?

What is your view on this tension?

### *Continuation from Spatial Vision*

*The borough will continue to provide a diverse economy that contributes to the vitality of the borough, with jobs provided in a variety of retailing, catering, tourism, cultural, light industrial, professional and media and creative activities. Mixed development will deliver new homes within the Employment Zones.*

*The borough's international and national shopping centres of Knightsbridge, Kensington High Street, King's Road East and Portobello Road will be encouraged to flourish and remain successful.*

*The borough will remain a world class tourist destination and the visitor welcome will be enhanced, particularly round the South Kensington Museums complex.*

*Public transport facilities, particularly in the north of the borough, will be significantly enhanced and more people will walk and cycle to work, school and the shops.*

5.1.4 This section considers those uses which contribute to the borough's vitality. The accessibility of an area – how well it is served by public transport – is closely related to the extent to which it supports a mix of uses. Issues are also addressed in relation to the borough's town centres, its hotels and its tourist attractions as well as the provision of employment. But we must not assume that the whole of the borough benefits from similar levels of vitality at present. While the issues in much of the borough are about balancing residential amenity and other mixed uses, in the north of the borough there is far less variety. Here the issues surround the extent to which a new development is needed to stimulate vitality and regeneration in this part of the borough. These issues are explained below.

## **5.2 Mixed uses**

5.2.1 The desirability of the borough as a place to live attracts the kinds of residents who are important to London's businesses, professions, entertainment, culture and the creative arts. In socio-economic terms, Kensington and Chelsea is very prosperous. It is home to some of the country's wealthiest people. It has almost double the national average of managers, senior officials, associates and professional and technical staff. The southern wards are amongst the wealthiest in the country. Its unemployment level of just 1.8 % is about half the national average.

5.2.2 The Borough makes a significant contribution to the wider economy through the provision of world class retail facilities, through the collection of world class museums, tourist attractions and educational facilities in South Kensington and by providing high quality residential accommodation.

#### **Box 5.2: Should your borough continue to contain a mix of uses?**

##### **Issue**

Despite the diverse mix of the uses within the borough, most of the demand for development in recent years has been for new housing. Given the values to be derived from this, the demand for land for new housing is likely to continue into the foreseeable future. The core strategy gives us the opportunity to withstand this pressure and to plan for a borough which is made up of a rich mix of uses.

##### **Options**

Should the Council:

- a) Promote the borough as a high quality 'residential dormitory' and favour residential uses at the expense of the loss of uses such as retail, employment and tourism? or
- b) Attempt to protect the diverse function of the borough, and only permit new residential development where it does not harm the borough's economy or its vitality? or
- c) Seek to build upon the borough's existing diversity and permit business uses in residential areas as long as there is no impact on residential amenity?

##### **Other Options**

Are there any other options you would like to propose?

### **5.3 Public transport accessibility**

5.3.1 The level of vitality in the Borough is closely linked to the level of accessibility. It is no coincidence that the north of the Borough has the lowest level of retail provision, and relatively poor accessibility. Parts of the north of the borough have relatively poor bus links to the rest of the borough, and the only Underground service north of Notting Hill Gate – the *Hammersmith and City Line* – is widely regarded as the "Cinderella service" of the network. However, there are a number of improvements to the line in the pipeline. The Council has been working with its partners to improve the

transport infrastructure, with Transport for London having recently approved a major bid for funds to improve the area outside Ladbroke Grove Station, and extending some of the area's bus routes. Of greater significance are Metronet's plans for an extensive upgrade delivering track and station improvements, new rolling stock and improved service frequencies between the next five to ten years.

5.3.2 There is also the potential for the creation of a new station on the West London Line in the *North Pole Road* area of the neighbouring borough of Hammersmith and Fulham. The Council supports the principle of this initiative and will work closely with Hammersmith and Fulham Council to ensure that the full potential of the site is realised. It is however recognised that further feasibility work is required to assess the potential demand for a station, and sources of funding for the construction work are uncertain.

**Box 5.3a: North Pole Road Station**

**Issue**

It is not clear at the moment how a station in the area of North Pole Road might be funded, but it would improve public transport accessibility in the north west of the borough.

**Options**

Do you support the idea of a new station in principle?

5.3.3 The Government has safeguarded a new underground line running between Wimbledon and Leytonstone, which would be a bored tunnel for the whole of its route through Chelsea. The *Chelsea Hackney* line will relieve traffic congestion generally and help reduce overcrowding on the District Line, particular through Earls Court. The safeguarding is needed primarily to control the construction of deep foundations and basements to new development which might prevent the tunnelling of the line at its planned depth. Some additional safeguarding is needed for stations, ventilation shafts, other ancillary works, and working spaces during construction. The Council fully endorses the Chelsea Hackney Line and will seek to maximise the benefits for the Borough by supporting a proposed station near Chelsea Old Town Hall. It is likely that the provision of a new station

would have significant impacts on the Kings Road area, which would require a comprehensive study.

**Box 5.3b: Chelsea Hackney Line**

**Issue**

It is not clear when this may be brought forward, but it would have significant benefits to the south of the borough

**Options**

Do you support the Chelsea Hackney Line in principle?

5.3.4 It seems increasingly likely that '*Crossrail*', a new public transport service traversing the capital from Heathrow in the west, through central London and out to Canary Wharf and beyond is likely to be built within this plan period. The line will run along the existing route of the National Rail line into Paddington. There is the possibility of a new Crossrail station off Ladbroke Grove. Clearly the creation of a Crossrail station has huge potential to regenerate the area although will have implications on the nature of this part of the borough which are set out in more detail in the North Kensington Area Action Plan. (See the new centre issue below).

**Box 5.3c: A Crossrail station in North Kensington**

**Issue**

For a station to be viable early research suggests it would require a throughput of some 12,000 passengers per day. This would have implications of the nature of the development which would have to be built in North Kensington to feed the station, and shape the vision for North Kensington. There is the potential that the station could be funded as part of a significant redevelopment on sites near Ladbroke Grove. This is set out in greater detail within the North Kensington Area Action Plan.

**Options**

Should the Council pursue a new Crossrail station in North Kensington?

Do you think that there are other public transport issues which should be given greater priority?

**Other Options**

Are there any other options you would like to propose?

## 5.4 Town centres

5.4.1 Some of London's finest shopping areas are to be found in the Royal Borough of Kensington and Chelsea. Knightsbridge is a major retail destination for residents from the borough and the rest of London, in addition to an international catchment of shoppers who are attracted to the major stores and the various high fashion houses. The Portobello Road 'Special District Centre' is unique, with its specialist antiques sector, its world famous street market and some 300 retail units still largely in the hands of independent operators or small local chains.

5.4.2 However, the importance of the borough's centres is not simply as a destination for shoppers from outside the borough. Different centres play differing roles, be these as centres for comparison shopping, hubs for entertainment or as service centres for local people.

5.4.3 With your support at the initial issue and options consultation, the Council has endorsed the Mayor for London's hierarchy of centres, albeit with some modifications to reflect the special character of both the Portobello Road and Westbourne Grove. Each level of centre performs a differing function according to the community and the areas it serves. The Core Strategy will ensure that it is these centres which will remain the focus for town centre uses.

- **International Centre - *Knightsbridge***  
A major concentration of a wide range of globally attractive, specialist or comparison shopping.
- **Major Centres - *Kings Road (East) and Kensington High Street***  
Characteristic of inner London, important shopping and service centres, their attractiveness is derived from a mix of both comparison and convenience shopping. They also have leisure and entertainment functions.
- **District Centres - , *South Kensington, King's Road (West), Notting Hill Gate, Earls Court Road, Fulham Road (East) and Fulham Road (West)*.**  
Traditionally provide convenience goods and services for more local communities.

- Special District Centres - *Portobello Road and Westbourne Grove*
- Neighbourhood and local centres – *the remaining designated centres*  
Provide services for local communities.

5.4.3 The location of these centres is shown on Map 1.

5.4.4 The *Retail Needs Study*<sup>6</sup> showed that, by and large, all of the borough's main shopping centres were healthy. However, there is growing concern across the country about the phenomenon of 'cloned high streets', where national multiple chain stores move in to a high street, forcing out local independent traders and specialist shops and destroying any sense of individual identity.

5.4.5 Public consultation has shown particular concern expressed about the future of Portobello Road, whose attractiveness is seen to be under threat from the steady influx of outlets which can be found on any high street. The Council set up a Retail Commission to investigate ways of protecting the independent trader and maintaining an appropriate balance of multiple and independent traders, thereby maintaining local character in the face of market pressures. The Commission<sup>7</sup> reported in May 2007 and as a result the Council has adopted a range of measures which attempt to maintain the diversity of the borough's centres. The Council has endorsed the majority of these measures<sup>8</sup> and, therefore, the Core Strategy will include strategic policies which will attempt to maintain the diversity of the borough's centres. These measures will include the designation of Portobello Road and Westbourne Grove as Special District Centres and an explicit recognition of the value of diversity within town centres.

5.4.6 The Core Strategy has to address the external threats of a possible decline in shoppers due to the inclusion of the borough within the extended congestion charging zone, coupled with the future competition from the Westfield

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<sup>6</sup> Kensington and Chelsea Retail Study, Drivers Jonas, June 2005. An update to this study is underway by Nathaniel Litchfield, with a view to being completed by May 2008.

<sup>7</sup> The Balance of Trade: Everyone can help, May 2007

<sup>8</sup> Response to Report from Retail Commission: A Balance of Trade, Cabinet 27 September 2007

shopping centre in White City. The Core Strategy will seek to ensure that the borough's town centres continue to flourish with a lively mix of shops and services.

5.4.7 Whilst the Core Strategy will include strategic policies which will attempt to maintain the diversity of the borough's town centres, the Council does recognise that it lacks many of the powers needed to shape our centres. Planning permission is simply not required to change from one type of shop to another, or to turn small retail units (often the premises most suited to the independent retailer) to a single large unit. However, the Council can make strategic decisions which have the potential to influence the nature of our centres – not least by its approach to the expansion, or otherwise, of our existing centres. A balance must be reached between protecting our existing centres (which may push up rents, and therefore discourage smaller independent retailers), and extending our existing centres in order to allow for premises with lower rentals where independent stores may be more likely to do well.

## Local and Town Centres



**Map 1: The location of the borough's town centres**

**Box 5.4a: How to maintain diversity within town centres****Issue**

A new retail study is being undertaken that will consider how to improve the potential for independent shops, among other things. Our policies will be strongly guided by the outcomes of this study which are expected later in 2008.

**Options**

Subject to the results of the retail study, should the Council:

- a) Limit new retail uses to the borough's existing town centres where need for additional shops is demonstrated, unless the centres do not have the capacity to accommodate additional uses?
- b) Allow retail uses to establish beyond the existing town centres, thus potentially increasing the supply of shops, possibly reducing rents and thus allowing more space for independents?
- c) be more relaxed about 'shop' uses in our town centres, and permit a mix of retail, restaurant and cultural uses to give our town centres an unique and attractive mix to attract a wide range of shoppers?
- d) require 'affordable shops' to be provided as part of major development schemes in the way that residential development has to provide affordable homes?

**Other Options**

Are there any other options you would like to propose?

**Box 5.4b: Provision of local uses****Issue**

National policy states that new shopping, and other local uses, should be located in town and local centres in order to encourage multiple purpose trips and reduce reliance on the car. Against this, many people, and in particular the elderly and those with mobility difficulties, would like everyday services to be close at hand, that is within easy walking distance.

To provide these services within easy reach across the borough, we would have to consider locating town centre uses outside of town centres.

**Options**

Q. Do you feel that in a borough as small as Kensington and Chelsea, having local facilities within walking distances outweighs the benefits of having them in your nearest town centre?

**Other Options**

Are there any other options you would like to propose?

5.4.8 As has been referred to above, the north of the Borough has poorer access to town centre uses than other parts of the Borough. With the on going regenerations needs in the north of the borough, the potential for housing estate renewal (see later), and the possibility of Crossrail, (see above) there is potential to restructure the north of the Borough to provide a new focus for homes and jobs. The combined site areas of the four sites known as 'Kensal Gas Works', (the Sainsbury's supermarket site, the Rail Depot on the south side of the mainline, the gas holders themselves and the vacant land adjoining) are similar in area to that of Paddington Basin. This provides a potential opportunity for a new 'town centre', possibly 'Kensal Eco Town'. The designation of the area within the London Plan as an *opportunity area*<sup>9</sup> would give this proposal considerable impetus, with a new mixed use Kensal Eco Town Opportunity Area providing a clear focus for the regeneration of North Kensington. This is explored in more detail within the draft North Kensington Area Action Plan

**Box 5.4c: Location of a new town centre**

**Issue**

With the on going regenerations needs in the north of the borough, the potential for housing estate renewal and the possibility of Crossrail, there is potential to restructure the north of the Borough to provide a new focus for homes and jobs.

**Options**

Q. Do you think this is a good idea? Should the Council invite the Mayor for London to designate the area as an *opportunity area* within the next London Plan?

**Other Options**

Are there any other options you would like to propose?

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<sup>9</sup> Opportunity Areas are a designation within the London Plan. They have been identified on the basis that they are capable of accommodating substantial new jobs or homes and their potential should be maximised.

## 5.5 Tourism

5.5.1 Tourism is one of the country's major industries and it is an important source of employment in London and the borough. It is a key driver of the borough's economy with it being estimated that in 2003 there were seventeen million tourists who spent an estimated two billion pounds here.

5.5.2 The borough both makes a substantial contribution to London's stock of visitor accommodation and contains a number of major visitor attractions in its own right - attractions such as the South Kensington Museums complex, and the Saatchi Gallery opening in the Duke of Yorks, Chelsea. It hosts the Notting Hill Carnival and the Chelsea Flower Show, with Earls Court being one of London's top exhibition spaces and music venues.

5.5.3 The Royal Borough's vibrant and diverse cultural life does not rely on these high profile attractions – jewel's in the capital's crown though they clearly are – being home to more than 600 arts organisations and artists. However, there are challenges if this rich cultural life is to continue to thrive with a lack of affordable land and buildings in the borough limiting the kind of activities that can take place and making it difficult for local cultural and arts organisations to grow without locating elsewhere.

5.5.6 The borough affords easy access to the Central Activities Zone (CAZ), which offers a greater scale and concentration of visitor attractions than anywhere else in the Capital and the South East – the Mayor of London defines the Central Activities Zone as “an agglomeration of vitally important activities that define London's role as a world city”. Knightsbridge and the South Kensington Museums have such significance that they are defined as being the western boundary of the CAZ. The Council supports this Mayoral designation and will seek to ensure that arts and cultural uses within this area will be protected and enhanced.

**Box 5.5a: What sort of tourism?****Issue**

While tourism brings large revenues to the borough, the amount of visitor accommodation has been recognised as tending to have a negative impact on residential communities. But the borough will always be a magnet for visitors – and its many prestigious attractions and renowned shopping streets are not going to go away.

**Options**

Should the Council simply seek to minimise and contain the impacts of tourism or should it develop a strategy to make the most of the benefits that tourism can bring?

**Other Options**

Are there any other options you would like to propose?

5.5.7 In the initial Issues and Options consultation, most of you felt that the current policy of restraint on new visitor accommodation should continue and that more emphasis should be placed on the character and function of the borough as a residential area than on encouraging more tourism.

5.5.8 The Council recognises that this has been an acute problem in Earl's Court where there has been an historic over-concentration of low standard hotels. These hotels catered for the budget traveller who valued the easy links into the west end afforded by the area's excellent public transport links. Previous planning policy has not sought to protect visitor accommodation and in recent years many hotels, including those in Earls Court, have reverted to housing use. However, with the Olympics on 2012, this position needs to be reconsidered.

**Box 5.5b: Protection of hotels****Issue**

If the Borough is to contribute to the success of the 2012 Olympics and Paralympics, hotels should be protected and new ones allowed selectively in suitable locations. This position could be reviewed after the Olympics are over.

**Options**

Do you think that the Council should continue to let hotels be lost to other uses, especially residential, or should it start protecting the borough's existing hotels, at least until after the 2012 Olympics and Paralympics.

Should the Core Strategy be sympathetic to applications for new hotels in town centres (hotels being defined as an appropriate town centre use)?

Are there any areas which you feel are particularly suitable or unsuitable for new hotels?

**Other Options**

Are there any other options you would like to propose?

5.5.9 We recognise that tourism (in its widest form, including day visitors on shopping trips) brings vitality to the borough and helps keep viable facilities and services that benefit residents. Tourist spend will be increased if our visitors can be persuaded to linger in our centres, perhaps lingering in our shops, restaurants and cafes, rather than just visiting the attractions.

**Box 5.5c: Support of the borough's tourist attractions****Issue**

If we are to retain and support the existing tourist attractions should we improve the visitor experience? One key way this can be done is by improving the quality of the public realm, the street spaces we all share. Another is by ensuring that there are related facilities such as cafes and small shops near the main tourist draws, especially in centres such as South Kensington.

**Options**

Would you support continued significant investment in the public realm of our most important areas to ensure we maintain our national lead in terms of visitor attractions?

Should the Council be encouraging greater diversity of uses in the South Kensington Museums area to support the tourist visitors?

**Other Options** Are there any other options you would like to propose?

5.5.10 The Council recognises that there is a concentration of cultural uses at the western end of Kensington High Street, including the Commonwealth Institute, the Odeon Cinema, Leighton House and Linley Sambourne House. Another exists around Notting Hill Gate and the Portobello Road including the Tabernacle, the Coronet, the Electric and the Gateway Cinemas.

#### **Box 5.5d: Establishing local cultural quarters**

##### **Issue**

How should the Council seek to develop the cultural activities from which this borough benefits as a whole?

##### **Options**

Should the Council designate such areas as a local cultural area where arts and cultural uses will be promoted? If so how would you like to see these areas change and develop? or

Should we be seeking to promote and allow cultural uses in any of our town centres, to widen the attraction to visitors, and provide a unique character to our shopping centres?

##### **Other Options**

Are there any other options you would like to propose?

## **5.6 Earls Court**

5.6.1 Earl's Court Exhibition Centre is an existing important facility for the borough and for London as a whole. It provides for large exhibitions and conferences, and is one of the top London venues for music. The site is split across the borough boundary, with part of the site lying in neighbouring Hammersmith and Fulham. Also within Hammersmith and Fulham is Olympia, which is linked to Earl's Court in terms of the exhibition and event functions. The Earl's Court site is part of a larger potential development site, most of which lies in Hammersmith and Fulham, including the Lillie Bridge Depot, owned by TfL. The site area of the Earl's Court development site and potential adjoining sites is 27 hectares, 9 hectares of which lie in this borough.

5.6.2 There are ambitions to establish the London Convention Centre on the site.<sup>10</sup> If it is to be progressed, this

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<sup>10</sup> ICC Commission, Report, London ICC Mayoral Commission, 2005  
Core Strategy, Interim Issues and Options, February/March 2008

would need to be part of a wider mixed use development including residential, office and a small amount of retail. The site has excellent public transport links, and redevelopment could bring benefits. Chief among these would have to be the 'unravelling' of the current one-way system which has a very negative impact on the vitality of Earl's Court itself.

5.6.4 The Earl's Court exhibition centre has been identified by the Council as one of the key sites which has the potential to help deliver the ambitions of the core strategy.

#### **Box 5.6: The Earl's Court Exhibition Centre**

##### **Issue**

The Mayor for London is seeking a location within the capital for a new major convention centre.

##### **Options**

Do you think it would benefit the borough to become the host for 'London's Convention Centre'? If so, do you think that Earl's Court would be a good location for a new convention centre, be this as a stand alone development, or as part of a wider mixed use proposal? or

Do you think that a better use of the site would be as a mixed use proposal without the convention centre but including offices, housing and a small element of retail?

##### **Other Options**

Are there any other options you would like to propose?

## **5.7 Businesses**

5.7.1 The borough is home to 10,000 diverse businesses employing over 127,000 people. About 40,000 of these jobs are within the retail or hotel and restaurants sector and therefore are largely based in the borough's town centres. These are both sectors where the borough has a greater proportion of employees than the rest of the country. A significant proportion of the borough's 29,500 office jobs are also located within the town centres - a focus most pronounced in the wards around Kensington High Street and South Kensington. The high demand for offices in some of

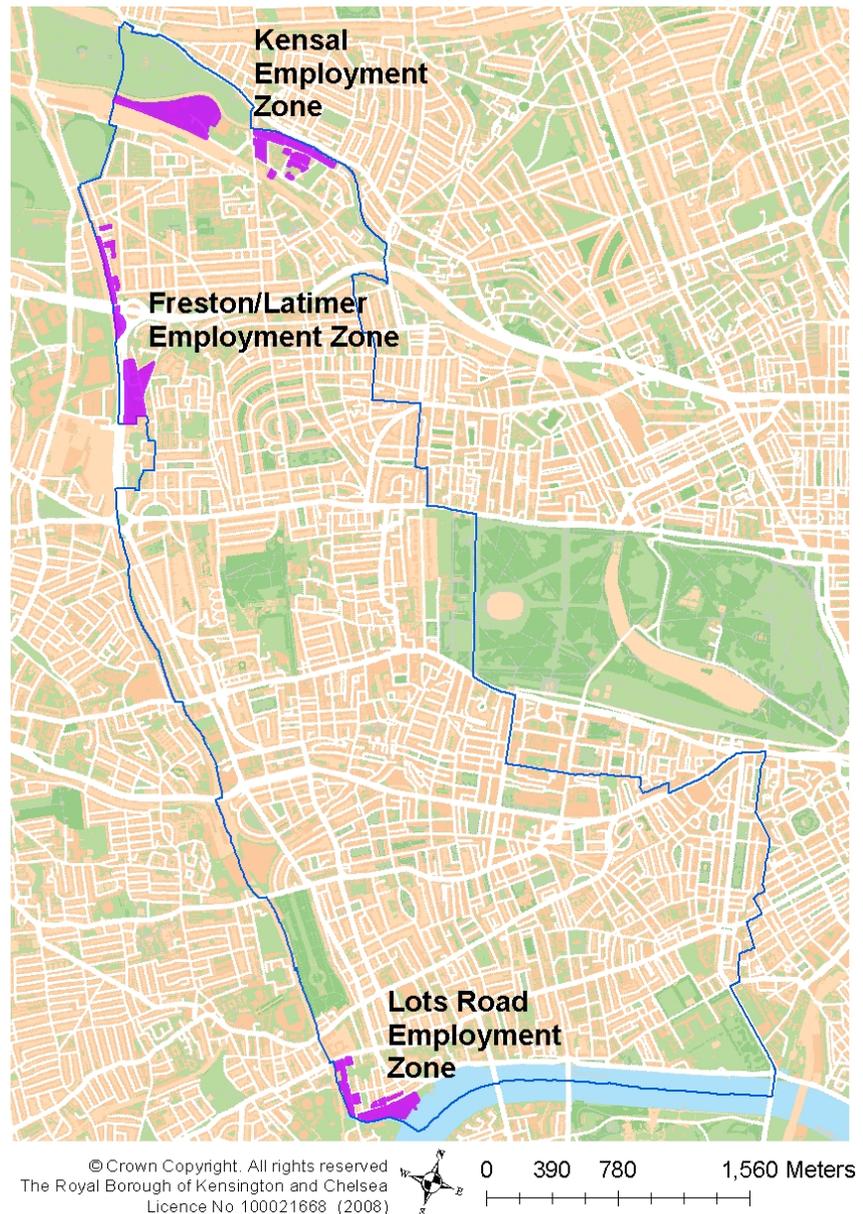
the Borough's town centres is reflected by low vacancy rates and by extremely high rental values. Other concentrations of offices uses occur in the north of the Borough and within the three areas designated as Employment Zones: Kensal Road, Latimer Road and Lots Road. Few of the offices within the borough are large in scale, with there being a particular demand for 'micro' units of less than 75 sq. m. These will be further supplemented by the a number of our residents who work from their homes – an arrangement which clearly reduces the traffic on our roads and which often happily coexists with the enjoyment of neighbouring houses.

5.7.2 Despite these local concentrations of office uses, the borough is not seen by the London Plan as a major office centre.

5.7.3 The borough's remaining light industrial uses have a more narrow distribution, principally concentrated within the Employment Zones, as well as lesser concentrations across the north of the borough in general. (See Map 2). Whilst industrial activity and employment has been declining for many years what remains makes a valuable contribution to the vitality of the local economy and to the diversity of job opportunities available in the borough. The Council's Employment Land and Premises Study<sup>11</sup>, confirms this position, concluding that there is demand for the existing business premises across the borough. It also confirms that the nature of many of the borough's light industrial uses have evolved – from the traditional to the 'innovative', with many of the 'light industrial' units now occupied by media studios, designers, and architects.

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<sup>11</sup> Royal Borough of Kensington and Chelsea, Employment Study, Roger Tym and Partners, January 2007



**Map 2: The location of the borough's Employment Zones**

**5.7.4** The jobs located in the borough are on average relatively low paid; it seems that high-skilled, high earning residents typically commute to work out of the borough, largely to office jobs, while lower-skilled workers commute into the borough, largely to job in consumer services such as retail and catering. Their value should not however be underestimated as it is important that the local economy continues to generate and retain employment opportunities for local residents. The services provided are useful in supporting the local community. The close proximity of jobs

and homes both minimises the need to travel and makes use of the skills and abilities of the local workforce.

**5.7.5** Small office and industrial uses are currently protected in the Employment Zones. Office uses are welcomed above the ground floor in town centres, but without any particular protection – other town centre uses (e.g. residential, leisure or private medical) could displace them. Light industrial uses are protected in North Kensington as they match the skill profiles of existing residents in this area. Their protection will, therefore, ensure that the employment opportunities are enhanced in an area which is characterised by pockets of high unemployment.

**Box 5.7a: What sort of business uses do we want?**

**Issue**

Which sorts of business should we seek to retain and / or promote (if any)? (business uses are those which are primarily offices, but also include light industrial uses, and to a lesser extent 'general industrial' uses)

**Options**

Should the council retain and / or protect:

- a) Light industrial uses? Anywhere in the borough, or in specific areas such as the existing employment areas?
- b) Small offices? Anywhere in the borough, or in specific areas, such as in town centres?
- c) Larger offices? Anywhere in the borough or in specific areas, such as those locations with good public transport accessibility?
- d) Are there any particular business sectors that we should be targeting?

**Other Options**

Are there any other options you would like to propose?

**Box 5.7b: How much business use should we have?****Issue**

If we were to have enough land for everyone that lives in the borough to work here too, we would need much more land for business. Clearly, that is not necessary with central London so close, but have we currently got the balance right? (business uses are those which are primarily offices, but also include light industrial uses, and to a lesser extent 'general industrial' uses)

**Options**

Should the council:

- a) Look to increase the amount of land for business purposes?
- b) Ensure no net loss of business land?
- c) Allow some land to be re-used for another purpose? If so, how do we assess what land should change use? What new uses would you find acceptable? Social and community uses? Or for residential?

**Other Options**

Are there any other options you would like to propose?

**Box 5.7c: How do we retain and establish business uses?****Issue**

If we are to retain or attract business uses, it has to compete for land against more valuable uses, principally residential. We therefore need to have either land values that make the uses viable, or other mechanisms to 'subsidise' the business use.

**Options**

Should we do that through:

- a) protecting existing business uses to suppress the land value, allowing only new business uses to relocate on that site?
- b) identifying land currently not in business use and allocate it for that purpose? If so, where?
- c) allow for mixed uses on the site so long as the number of jobs that the employment element can accommodate is equal to or more than the existing?
- d) requiring the development provide for 'affordable business units', similar in concept to affordable housing, that may be on or off site?

**Other Options**

Are there any other options you would like to propose?

## Section 6.0 Caring for the Public Realm

### 6.1 Introduction

### 6.2 Quality of the public realm

### 6.3 Thames and the waterside environment

### 6.4 Use of the public realm

### 6.5 Open space

## 6.0 Caring for the Public Realm

*We live in a beautiful part of London; how do we continue to improve its external spaces and place and ensure they work well for those who use them?*

### 6.1 Introduction

6.1.1 The public realm is made up of the streets and parks within the borough to which we all have public access. It has a vital role to play in good transportation and mobility, in biodiversity and health. It is also the place where community life is played out. The activities that take place within it represent the sum of everyday patterns of life, comings and goings, living and working; the interactions that occur determine what sort of society we live in terms of our friendliness, civility and good manners. It must be accessible to all; for example, to the vulnerable, the elderly or to the visually impaired. High quality open space is integral to the Council's ambition of *renewing the legacy*, another central theme of the Core Strategy.

6.1.2 All too often, our streets are not seen as 'public space' and are simply the forgotten space left over between buildings. At the extremes, the poor quality of public spaces can contribute to anti-social behaviour and crime and can strongly reinforce negative perceptions of a locality.

**Extract from *Spatial Vision in section 2:***

*The street environment will continue to play an increasingly important role in the overall success of the area. Design lessons learnt during the award winning Kensington High Street project will have been developed in other parts of the borough.*

However, even most 'normal' streets are fairly hostile spaces to pedestrians & cyclists, let alone to children, elderly people or those with disabilities. They tend to be dominated by motorised traffic, marginalising other people and activities. This is particularly interesting in the borough where only half the households in the borough have access to a car.

6.1.3 In relation to green space, the borough does not have much publicly accessible open space, and much of the borough is within an area of open space deficiency. But the borough has a heritage of garden squares, 'semi-private' spaces, open to surrounding residents, but providing a visual amenity for everyone in the surrounding streets.

6.1.4 In identifying the core issues within the strategic objective of caring for our public realm, it can be seen that the issues are different in relation to the street spaces and the green spaces of the borough.

**Box 6a: Caring for our Public Realm: streets**

**Strategic Issue**

For street spaces the key issue is the tension between the dominant use of the space for motorised traffic, over the other potential users and uses of the space

**Strategic Option**

Should we continue to give priority to vehicular traffic in the majority of our streets?  
Or should we be re-focusing the role of our street spaces so that they better meet the needs of more vulnerable groups of society?

**Box 6b: Caring for our Public Realm: green spaces**

**Strategic Issue**

Much of our borough lies within areas of open space deficiency, although this is compensated by some high quality private open space, garden squares and by Holland Park and Hyde Park.

**Strategic Option**

Should we be striving to achieve new public open space in the borough?  
Or should we leave well enough alone and accept that the shortage of public open space is a consequence of living in central London?

6.1.5 This section sets out issues to do with how we use the public realm, who uses it, and how it should be designed.

## 6.2 Quality of the public realm

6.2.1 The borough has achieved national recognition for the high quality of its public realm. This involves not only the design of buildings but also the scale and proportion of the spaces between buildings as well as the provision of high quality public art and the way traffic is managed to give space to other road users and other activities than travel. There are many examples of buildings of architectural note in the borough and the quality of these buildings need to be complemented by streets and spaces designed and maintained to the same high standards. In many cases, the character of a conservation area depends not only on the fabric of the buildings, but also on the ambience created by trees and gardens, walls and railings, external features and materials. The mix of land uses contributes to the character of an area, as does the design of shopfronts and signs in shopping streets. Given its importance, the protection and the creation of the highest quality public realm will be central to the future core strategy.

## 6.3 Thames and waterside environments

6.3.1 The Thames and its foreshore constitute one of the greatest of London's areas of metropolitan importance. The Council has designated the whole of the Thames within its boundaries as a conservation area. It is also a site of metropolitan importance for nature conservation. The character of the Thames riverside owes much to the buildings and open spaces which adjoin it. The Royal Hospital and its grounds, the Chelsea Physic gardens and the buildings on Cheyne Walk are of particular importance. Development will be expected to enhance the riverside's special character.

6.3.2 But the borough has a future as well as a past and the core strategy will ensure that any new development bounding either the river or the Grand Union Canal will be of the highest quality. It will protect and enhance the architectural heritage and it will support those uses which rely on a water or waterside location. In the London Plan's parlance these *Blue Ribbon* uses include wharfs, waste disposal, freight

and river transport, tourist and leisure uses and the *Thames Path*<sup>12</sup>. These waterways need careful management to ensure that a balance is achieved between competing economic, social and environmental interests. The protection of the Thames and its environs is of such importance that it will form part of the Council's future core strategy.

## 6.4 Use of the public realm

6.4.1 Achieving a high quality public realm across the borough is vital if we are to be successful in providing places where people want to be and where they can feel comfortable about their surroundings. The Council wishes to encourage inclusive communities where diversity is valued and where people of all ages, backgrounds and household types can live together. Our streets and spaces must encourage activity and provide safe and welcoming environments. The needs of all its users must be taken into consideration, be they pedestrians, cyclists or motorists. The public realm must be able to support public life in the evening as well as during the day.

6.4.2 The quality of the public realm is a key determinant of the quality of life for residents and for those who visit and work in the borough. Kensington and Chelsea is a beacon for high standards of street design, construction and maintenance and is a design exemplar to towns and cities across the UK. Innovative schemes such as the improvements to Exhibition Road; the continued expansion of the streetscape improvement programme to areas such as Golborne Road and possibly Notting Hill; and the ambition to simplify the Earl's Court one way system all demonstrate the Council's commitment to improving the public realm for residents and those who work in or visit the borough.

6.4.3 The well-maintained and clutter-free design of the borough's streets creates an attractive environment for walkers and cyclists alike, and helps promote walking and cycling as a means of transport. *Active travel*<sup>13</sup> has

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<sup>12</sup> The Thames Path is a National Trail running along much of the northern bank of the River Thames within this borough.

<sup>13</sup> Physical activity and the environment, National Institute for Health and Clinical Excellence public health guidance 8, January 2008.

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considerable direct health benefits as well as decreasing car-use, congestion, and local air pollution.

6.4.4 Cyclists represent a significant proportion of traffic on many of the borough's roads. In Kensington High Street the already high proportion has increased following the improvements to bicycle parking and the simplification of the road layout. The extension of the Congestion Charging Zone into most of the borough has further increased cycling flows. New developments should meet this increased demand and help to stimulate further demand by incorporating adequate cycle parking as well as showering and changing facilities.

6.4.5 The Council supports the borough's existing markets as they are seen as an important contributor to the vitality, viability and diversity of our centres – an ambition central to the *fostering vitality* theme of this core strategy. However, the Council recognises that new markets have a direct impact on the public realm, taking up valuable highway space and having implications on the amenity of surrounding areas. There will be a presumption against new markets on public highways unless the benefits associated with the market is considered to be overwhelming and where they fit in with the Council's broader retail strategy and its strategic objectives for town centres.

**Box 6.4a: Who should have priority in the public realm?**

**Issue**

Much of the public realm, except for parks, has a primary function for transportation. This gives the majority of the external space to the car, with many of the streets in the Borough being 'linear car parks', with limited opportunities for other users – often more vulnerable, such as children and older people, pedestrians, cyclists and those with mobility difficulties.

**Options**

Should the Core Strategy 'redress the balance' and make the public realm more accessible to these users?

**Other Options**

Are there any other options you would like to propose?

**Box 6.4b: Uses of the public realm****Issue**

The public realm is part and parcel of civic life and can work to bring communities together.

**Options**

Should the Council:

- a) encourage activities and facilities, such as children's play or public seating areas?
- b) encourage managed seating outside cafes and restaurants?
- c) promote managed spaces as venues for special events, such as street fairs, concerts, parades or occasional markets (for example Christmas fairs)?

If you agree to (c) should these only be encouraged in specific locations and, if so, where?

**Other Options**

Are there any other options you would like to propose?

**Box 6.4c: Managing the public realm****Issue**

The dominance of car travel in the public realm results in an abundance of signs and other traffic management paraphernalia to control movement. The public realm is also seen as the place to 'advertise' public services and encourage different behaviours.

**Options**

Should the Council:

- a) maintain the present approach to managing public realm use and seek to reduce signs and other traffic management paraphernalia, not allowing the public realm to be used as free advertising space? Or,
- b) adopt a more radical approach to managing the public realm, which gives more space and control to pedestrians in particular, by 'sharing space' such as the proposals for Exhibition Road.

**Other Options**

Are there any other options you would like to propose?

## 6.5 Open space

6.5.1 The Council's planning policies have always sought to ameliorate public open space deficiency in the borough by seeking public open space provision from appropriate developments. In reality, because of the value of land in the borough, this policy is only successful when dealing with very large developments of which there are few. Consultation told us that there is support for continuing with this policy or for amending it so that new public spaces would only be sought in areas of public open space deficiency. The greatest support was given to seeking contributions from development in order to improve the public open space or parks across the borough, in order to make them more attractive, giving priority to those which are most frequently used.

6.5.2 Although, strictly speaking, not part of the public realm, as accessed only by adjacent properties, garden squares add immeasurable amenity to the borough, and increase the perception that the borough is well provided by open space. They also play a significant role in contributing to the borough's biodiversity, as well as playing their part in the creation of a sustainable drainage system and in reducing the urban heat island effect. The core strategy will continue to protect these its open spaces.

### **Box 6.5: The provision of public or private open space**

#### **Issue**

Given the nature of the borough, the opportunities to provide new open space are likely to be limited.

#### **Options**

Should the Council:

- a) seek to ensure that new open space is accessible to the public? or
- b) allow new public space to be private, with access only to those who live in the associated development?

#### **Other options**

Are there any other options you would like to propose in terms of public open space provision?



## Section 7.0 Renewing the Legacy

### 6.1 Introduction

### 6.2 High quality design

### 6.3 Density of development

### 6.4 Tall buildings

### 6.5 The demolition of eyesores

### 6.6 Access

## 7.0 Renewing the legacy

*We have inherited a fantastic concentration of buildings, thousands of them Listed; how do we preserve them while adding a legacy of equal quality for our successors?*

### 7.1 Introduction

7.1.1 The borough contributes significantly to the architectural and historic interest of London as a whole. This is valuable in its own right but it also contributes to the attractiveness and economic competitiveness of London on the global stage.

7.1.2 As part of the Council's commitment to achieving its corporate vision of a Better City Life, it introduced Renewing the Legacy as one its three key aims. In order to renew the legacy, we will need to:

- deliver high quality buildings and public spaces (from schools and libraries, to housing and parks);
- remove clutter from our streets, use high quality materials to improve our environment, and to take the opportunity to rebalance the relationship between vehicles and other road users;
- work with partners to make the borough more attractive; and

#### **Extract from Spatial Vision in section 2**

*The existing outstanding built heritage of the borough will have been preserved and enhanced.*

*The Borough will have a reputation for outstanding architectural quality, with new developments being well designed and built, complementing both the quality built and natural environment.*

*A significant number of inappropriate post-war developments will have been redeveloped and replaced with new developments of the highest architectural quality establishing the conservation areas of tomorrow.*

- use our planning powers to protect the borough's character and improve its appearance.

7.1.3 There are clear links between these ambitions and the *Life in the Public Realm* theme of the Core Strategy. The Core Strategy has to establish the principles that will make today's developments the listed buildings and conservation areas of tomorrow.

7.1.4 The Borough has an extraordinary quality of buildings and spaces, much of this derived from its rich heritage of eighteenth, nineteenth and early twentieth century architecture (the borough contains some of the best examples of Edwardian and Victorian townscape in London). Because of the special qualities of the borough, there has always been a strong emphasis on controlling and mitigating the impacts of development; there are 36 conservation areas, covering 72% of its area, which the Council has a legal duty to preserve or enhance. The 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.

7.1.5 But that means that 1/3 of the borough is not in a conservation area. It is important that these areas are not regarded as somehow 'second class' in terms of the future quality that we should be achieving – we should aspire for them to be our future conservation areas.

7.1.6 Unlike most of the other strategic objectives, the core of the strategic objective of Renewing the Legacy is not an 'either or' tension between two opposites.

## **Box 7: Renewing the legacy**

### **Strategic Issue**

The central issue is one of delivering 'both and' – both closely protecting our existing heritage, and ensuring all developments across the borough achieve high quality design.

### **Strategic Options**

Do you agree that we should be putting equal weight on both:

Maintaining excellence in the care for our built heritage; and

Ensuring excellence in new development across the borough?

Have we identified the right issue?

7.1.7 This section considers these issues in more detail, including what is meant by 'quality design' in a borough context of such high existing quality, and how to establish a culture of high quality architecture that does not get equated to every building having to be an individual statement, which is particularly relevant in relation to tall buildings. There is also an issue about how do we correct 'errors' that have been made in the past, and remove 'eyesores'.

## **7.2 High quality design**

7.2.1 Extreme care will need to be taken in designing proposals that either affect or will be located near to the 4000 listed buildings which are to be found in the borough (which include some of the jewels in Britain's architectural crown such as the Royal Hospital Chelsea, Kensington Palace, the Victoria and Albert and Natural History Museums and the former Commonwealth Institute building). In dealing with works to listed buildings there is a presumption firmly in favour of preservation. The best use for a listed building is the use for which it was designed; where the original use is no longer required, alternative uses will be considered in accordance with the priorities of the plan, but any new use must not diminish the architectural or historical value of the building.

7.2.2 But the borough has a future as well as a past. Change can help the borough move forward to meet both local needs and the wider strategic needs of London. The outstanding quality of much of the borough sets a high benchmark for the quality of future development. High architectural standards does not mean a series of 'statement' or 'land mark' buildings. As the vast majority of historic buildings in the borough show, for design to be successful it must both be interesting in their own right and respect and complement the local context.

7.2.3 Although the quality of the environment in the borough is generally extremely high, there are sites and locations where improvements could be achieved, and would be beneficial, through redevelopment initiatives. For example, there are a number of post-war buildings whose redevelopment would provide the opportunity for further world class architecture to be located in the borough.

7.2.4 The majority of respondents in the first consultation felt that the Council should carry forward the objectives for conservation and good design, allowing for change in a sensitive manner. This was closely followed by those who thought that a more restrictive approach should be adopted, where conservation and good design principles would always be the principal concern. This outcome, taken together with the Council's duty to give "special regard to the desirability of preserving or enhancing the character or appearance" of the conservation areas, means that the Council offers no alternative strategy for those parts of the borough in conservation areas. The core strategy will continue to ensure the provision of an environment in conservation areas which maintain its quality and heritage value and can satisfy the needs of modern life. Change will be allowed to occur, but in a sensitive way.

7.2.5 In order to keep the borough special and to encourage the best in architectural quality, the future focus of managing change will be constructive and proactive, requiring high quality rather than on concentrating solely on the adverse aspects of development. The intention is to create certainty as far as possible through the Local Development Framework, but to be creative and considered in the approaches adopted. When starting from such a high base

that the borough's success represents today, normal expectations will have to be stretched to produce exemplar developments which both care for and enhance the environmental assets of the area for the benefits of existing and future residents. Schemes will optimise the potential of land that is to be developed and will be accessible to all sections of the community.

### **Box 7.2: High Quality Design**

#### **Issue**

One third of the borough is not designated as conservation area. However, the Council would like to see new developments outside of the conservation areas delivering a high quality of design so that these areas may become the conservation areas of the future.

#### **Options**

Do you agree that the highest standards of design should be applied across the borough or should most attention be given to conservation areas?

#### **Other Options**

Are there any other options you would like to propose?

## **7.3 Density of development**

7.3.1 The borough contains some of the highest densities in London but this is not consistent across the area; in order to meet the need for growth, higher densities will have to be considered in areas where regeneration is needed. Our own experience shows that high density development is not in itself an anathema to high quality design, with, for example, the mansion blocks and terraces of Hans Town and Knightsbridge making a significant contribution to the quality of this borough's architectural heritage.

7.3.2 A significant proportion of development within the Borough takes the form of high density proposals on small sites. This is not without its problems and great care is required to ensure that only the highest quality development is permitted. The Core Strategy will support developments which provide inclusive design, which sit well within their setting, which deliver sustainability which optimise the development potential of the site whilst providing outstanding architecture. The same amount of care is required for conversions and for small scale alterations; sensitive

7.3.3 additions and minor alterations to existing buildings can greatly add to the life of a property without harming the historical character of the borough or adversely affecting the lives of neighbours.

### **Box 7.3: Density of development**

#### **Issue**

The London Plan sets out indicative levels for what it considers to be the appropriate density of new development across the capital, although it also recognises that these levels are merely a guide as townscape will be a key determinant of the appropriate scale and density of a development.

#### **Options**

The Council could adapt the London Plan's 'density matrix' and apply to new developments; or would this prove too inflexible?

Should we give priority to making sure that new development fits into its surrounding context rather than on placing emphasis on a density matrix?

#### **Other Options**

Are there any other options you would like to propose?

## **7.4 Tall Buildings**

7.4.1 The Mayor for London has a positive approach to tall buildings and sees them playing a role in both the promotion of London as a high density world class city and in achieving other planning benefits, such as investments in transport infrastructure. The London Plan suggests that boroughs may wish to identify areas of specific character where tall buildings are likely to be unacceptable. To this end the Council has produced a *High Building Strategy*<sup>14</sup>. This strategy identifies appropriate, sensitive or inappropriate areas for tall buildings based on a detailed urban design and character study. This has been done through two converging approaches; a sieve analysis designed to protect sensitive areas and views; and a proactive assessment of where tall buildings can benefit the locality, improve sustainability and enhance the city image.

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<sup>14</sup> Royal Borough of Kensington and Chelsea Urban Design Strategy, Background report 03, High Building Strategy, Urban Initiatives, July 2004.

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7.4.2 In summary, the study concludes that tall buildings (buildings which are significantly higher than their surroundings) will be unacceptable in conservation areas and their buffer zones; where residential amenity will be harmed; where they will have an impact upon strategic and local views. They are likely to be appropriate around major transport nodes and where they can act as land marks, making a positive contribution to the borough's townscape.

7.4.3 The study concludes that there are likely to be only two areas within the borough where tall buildings may be acceptable: the areas around the Latimer Road and Westbourne Park London Underground stations. These stations are, however, on the Hammersmith and City Line, which does not offer the same level of accessibility at present to other underground lines in the Borough. Its upgrade is programmed to be complete in the next five to ten years.

#### **Box 7.4: Tall buildings**

##### **Issue**

The Mayor of London favours tall buildings but with over 70% of the borough being designated conservation area, finding suitable locations is a challenge.

##### **Options**

Do you think that:

- a) The Council should endorse the approach of the High Buildings Strategy and recognise that tall buildings may be appropriate in areas which are both well served by public transport and not located in any sensitive areas, and fulfil a wider 'townscape' landmark function?
- b) In relation to the specific circumstances mentioned where tall buildings may be appropriate, should the upgrade of the Hammersmith and City Line be in place before any redevelopment takes place?

##### **Other Options**

Are there any other options you would like to propose?

## 7.5 The demolition of eyesores

7.5.1 Whilst much of the borough's townscape is of the highest quality, there are a number of post war developments which contribute nothing to it. Put simply, mistakes have been made, and buildings have been built which alienate those who live or work in and along side them.

7.5.2 The Council recognises that the demolition of 'eyesores' will be costly. It may need to provide some form of incentive for a developer to bring forward proposals to demolish a building and replace it with a higher quality building which also delivers the many 'community benefits' expected by the Council.

7.5.3 Clearly the definition of an 'eyesore' building is fraught with difficulties, with one man's 'carbuncle' another's architectural delight. Discussions with the Council's newly formed Architecture Appraisal Panel will assist.

### **Box 7.5: The demolition of eyesore buildings**

#### **Issue**

Despite a built environment of the highest quality, the borough does contain a small number of buildings which are considered to be many as eyesores. We should not assume that these past mistakes cannot be put right .

#### **Options**

Should the Council recognise that the costs which may be associated with the demolition of an eyesore building, and its replacement with a high quality building, may require some policy provisions to be relaxed in order to bring forward proposals for their removal?

Are there any buildings in your area that that you consider to be eyesores? What are they?

#### **Other Options**

Are there any other options you would like to propose?

## 7.6 Access

7.6.1 Much of the borough's historic building stock presents formidable access problems for those with specific mobility needs, and it is often difficult to make the structural adaptations to these buildings necessary to overcome these problems. Any adaptation of existing buildings must therefore address the requirements of this user group, whilst ensuring that alterations are sympathetic to the building's character and appearance and fit seamlessly with the public realm, in line with broader objectives. In new development, providing design which is accessible will be regarded as integral to the scheme rather than an add-on or afterthought, and will be achieved by the adoption of innovative architectural solutions. The Council does not offer any strategic options as inclusive design is key to achieving a high quality sustainable environment



## Section 8.0 Diversity of Housing

- 8.1 Introduction
- 8.2 Volume of housing provision
- 8.3 Affordable housing
- 8.4 Estate renewal
- 8.5 Supported housing
- 8.6 Size of houses
- 8.7 Extensions
- 8.8 Amenity space
- 8.9 Car parking for residential uses
- 8.10 Gypsies and travellers

## 8.0 Diversity of Housing

*We are a borough that accommodates a diverse population; how do we ensure that the new housing we provide continues to make provision for this diversity and promotes mixed and balanced neighbourhoods?*

### 8.1 Introduction

8.1.1 The intrinsic character of the borough is of an intensely developed, inner-city area that is primarily residential - it is estimated that in 2006 the borough was home to 178,000 people and had the highest population density of all local authorities in England and Wales.

8.1.2 The borough's outstanding built environment, the quality of the architecture and spaces in most parts of the borough and its position close to the Capital's centre make it one of the most desirable places to live in London (and quite possibly the world). This popularity comes at a price, in the literal sense, bringing with it the highest property prices in the United Kingdom. In November 2007, the average price of a home in the borough was £858,476<sup>15</sup>, or more than twice the London average.

#### **Extract from Spatial Vision in section 2**

*There will be an increased number of homes, including more family accommodation and more better quality affordable housing. There will be a greater mix of tenures in those areas currently dominated by either public or private housing, producing mixed and balanced communities throughout the borough, to benefit the area as a whole. All new-build housing will be designed to be accessible to all.*

<sup>15</sup> Land Registry

8.1.3 The housing market provides opportunities in terms of investment in our historic buildings and regeneration of our poorer areas. But it also provides challenges. First, the pressure for residential uses threatens to force out other uses, such as social and community facilities or small offices, which are a vital part of our community. Second, the pressure for development sometimes threatens our architectural heritage and historical townscapes.

8.1.4 Third, due to the high demand for residential property in the borough which has generated very high prices, some families who wish to stay in the borough cannot afford to. Similarly those on low incomes, such as the elderly, who wish to stay near to their families; or 'key workers' such as teachers, nurses, policemen and other public servants cannot afford full market prices and therefore may have to live outside of the borough. Many of these households will not qualify for social rented housing or be able to afford intermediate housing in the borough. This poses a threat to social cohesion and healthy local communities because of the increasing polarisation between the well-off and the poor.

8.1.5 The core issue in the strategic objective of Diversity of Housing is therefore the issue of affordability. But crucially, numbers for their own sake are not the key strategic issue for the borough. We believe that evidence shows that everyone does better in mixed neighbourhoods.

**Box 8: Diversity of housing**

**Strategic Issue**

It is diversity of housing at a neighbourhood scale, rather than 'straight' affordability, which is the key issue.

**Strategic Option**

Is the most important housing issue facing the borough the affordability of houses?  
Or, while affordability is of vital importance, would you agree that the key objective is to deliver neighbourhoods that are mixed in tenure, size, and suitability to people at different stages of life.

Have we identified the correct issues?

8.1.6 This section sets out a range of issues in relation to housing, including the ratio of rented to 'intermediate' housing; enabling housing estate renewal and the delivery of supported housing, as well as issues surrounding gypsies and travellers, and details such as amenity space.

## **8.2 Volume of Housing Provision**

8.2.1 The London Plan sets the Council a target of 3,500 new homes to be delivered between 2007/08 and 2016/17, which is to be exceeded if possible. The need for new housing throughout London and the Borough is so great that the Council accepts this target and offers no strategic alternative to its provision. The strategy will be to ensure that there is an appropriate mix of housing types, sizes and tenures to suit the needs of all the community. In spatial terms, the Plan foresees substantial new housing developments around Lots Road, Warwick Road and in the north of the borough.

8.2.2 The Council is required to prepare a housing trajectory and to monitor progress towards the London Plan's housing target. It will include the sufficient specific 'deliverable' sites to deliver housing in the next 5 years, rolling forward with each Annual Monitoring Report. The borough's housing trajectory to 2017 is included as Annex B. The key sites expected to deliver the required housing for the first year of the plan are included within the implementation section of this document. The supply of sites will be assessed each year and published in the Annual Monitoring Report.

## **8.3 Affordable housing**

8.3.1 Affordable social rented housing has historically been provided in the form of large estates in the less expensive areas within the north and south-west of the Borough; there is a particular concentration of affordable housing within the five northern wards of Golborne, St Charles, Notting Barns, Colville and Norland. Fifty three per cent of the housing stock within these wards is rented directly from the Council or from registered social landlords. There is a need for more affordable housing to be sought on smaller sites throughout

the borough in order to help to address the chronic shortage of such housing; but in the northern wards, the introduction of more intermediate<sup>16</sup> housing (such as shared ownership or sub-market rented for key workers) and market housing could help to build more mixed and balanced communities. The London Plan has a London-wide target of 50% affordable housing across the Borough, with the social rented / intermediate split of 70%/30%.

8.3.2 For affordable housing to contribute to the creation of mixed and balanced communities, it cannot simply be directed to the less affluent areas of the borough where land values are lower. The provision of 'off site housing' was rejected by you at the initial issues and options consultation as it was seen to be a mechanism by which the historic concentrations of 'lower cost' housing would be perpetuated. The provision of affordable housing on site is of such strategic importance, no alternatives to this approach are being offered. The exceptional circumstances in which off site provision will be accepted will be set out in a Supplementary Planning Document. These solutions must be financially neutral for the developer, and in the vicinity of the original development or in an areas which has a very low percentage of social housing at present. Financial payments will not be accepted as an alternative to the provision of affordable housing.

8.3.3 The strategic housing options revolve around the provision of affordable housing. The London Plan has set a strategic target of 50% affordable housing, to be obtained from appropriately sized schemes. In the earlier consultation, more than half of respondents felt that the LDF should retain the UDP target that a third of new housing should be affordable. However, the outcomes from the examinations in public of other Councils have shown that the likely outcome of this approach would be to have the Planning Inspectorate declare the Core Strategy to be 'unsound'<sup>17</sup>; the approach being taken is that the target of 50% should be adopted by all London authorities. The Council therefore intends to adopt

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<sup>16</sup> Intermediate housing is defined within the Further Alterations to the London Plan as being sub-market housing which is above target rents, but is substantially below open market levels This category can include shared ownership and other sub-market rent provision and key worker housing which meets this criterion.

<sup>17</sup> Development Plan Documents have to be assessed by a Government Inspector at an Examination in Public. The Inspector assesses whether the plan is sound, against a set of criteria set out in PPS12.

this target for the borough. The Council has taken this proportion to relate to units, habitable room and of floorspace, unless applicants can illustrate that such a level will render their proposals unviable or in those situations when proposals are also expected to provide contributions to other significant community or transportation improvements. Details will be set out in a Supplementary Planning Document related to Developer Contributions.

8.3.4 Whilst the Council will welcome the provision of affordable housing on all sites, proposals will only be required to include an element of affordable housing where at least ten units, in the region of 900 sq. m. of residential floorspace, is proposed. The trigger reflects the ten unit threshold recommended by the Inspector to the Examination in Public of the Further Alterations to the London Plan. (The floorspace trigger equates to ten units based on an average size in a mix from 1 bedroom homes to 5 bedroom homes). The Council has chosen to include a floorspace threshold in order to offer clarity in a borough where there is a large demand for very large residential units and to ensure that proposals which include a number of very large units do not fall below a simple unit threshold. The exact floor area threshold will be set out in a Supplementary Planning Document.

### **Box 8.3: Balance of social rented and intermediate housing**

#### **Issue**

When affordable housing is provided by development, Policy 3A.7 of the London Plan seeks its provision as 70% social rented and 30% 'intermediate' housing. In our initial consultation, you told us that you would prefer that the proportion of social rented / intermediate housing should be determined according to local needs in the borough.

Where local needs show that there is a demand for intermediate housing, there is an additional problem – land values in the Borough are so high that very often the intermediate housing is not 'affordable' to those at whom it is aimed.

#### **Options**

Should the Council:

- a) provide the affordable housing in the proportions of social rented / intermediate advocated by the Mayor of London across the borough;
- b) vary the proportions according to the disposition of housing tenure already to be found in a particular location in order to achieve mixed and balanced communities? For example, in areas of high concentration of social rented housing, should the affordable housing provision be in the form of intermediate housing? Conversely, in areas of high concentration of market housing, should the affordable housing be provided as social rented accommodation?
- c) exclude the potential of intermediate housing, because of the 'un-affordability issue' and seek all of the affordable housing as social rented?

#### **Other Options**

Are there any other options you would like to propose?

## **8.4 Estate Renewal**

8.4.1 A number of the borough's housing estates are in significant need of improvement because the stock is ageing and maintenance costs are high. The estates are managed by either Registered Social Landlords (RSLs, known as Housing Associations) or Tenant Management Organisations (TMOs). Many of the estates also do not function well, for instance often there are badly designed pedestrian routes which are indirect or not well sign posted, underused open spaces and a low level of natural surveillance together with fear of crime.

8.4.2 With limited Government funding available to tackle these issues, estate renewal may be the only option to guarantee improvements to the estates. The funding to replace existing new affordable housing would come from new private housing provided along side the former social housing, with the estate being rebuilt to a higher density. Without investment through cross subsidy, it is likely that some estates will continue to further deteriorate. Limited intervention is not considered a viable long term option because the condition of the stock would deteriorate further.

8.4.3 The core strategy will reflect the guidance within the London Plan, in requiring that at least 50 percent of all housing provided within a estate must be 'affordable' and that there will not be a net reduction in the amount or quality of the affordable housing provided. In line with Policy 3A.8 of the Further Alterations to the London Plan, the 50 percent rule will not apply to any additional housing over and above the total which currently exists on a site so long as the estate as a whole achieves the 50 percent target and there is no reduction of the original number of social housing units. This reflects the costs that the new housing is already carrying in the re-provision of the existing social housing stock. It also enables a better social mix. This has clear benefits in terms of reducing financial pressures that would otherwise burden, and potentially undermine, the renewal programme.

**Box 8.4: Incorporating market housing as part of estate renewal**

**Issue**

There a risk we may compromise the long term quality of our housing estate renewal if we seek "too much" from the private housing.

**Options**

Do you agree with our approach that private housing provided as part of a programme of estate renewal should not in itself attract an affordable housing contribution? Or should the Council insist on additional affordable housing units over and above those being replaced?

**Other Options**

What other options should be worth considering?

## 8.5 Supported Housing

8.5.1 You have told us that there is a high level of support for both the retention, and promotion of, accommodation of elderly residents in the borough through the protection of supported housing. As set out in Chapter 3, we see these uses as community uses which need further provision as well as protection.

8.5.2 In line with the London Plan, the Council will be proposing that all new-build homes will be constructed to Lifetime Homes standard, so that they support the changing needs occurring throughout a family's life cycle. Lifetime Homes are ordinary homes incorporating a number of design features that can be universally applied to housing design at minimal cost. Each feature adds to the comfort and convenience of the home and supports the changing needs occurring throughout a family's life-cycle. This supports the fundamental aim of this Council, of enabling people to keep their independence and to stay in their own homes.

8.5.3 In line with this growing policy emphasis on promoting independence for vulnerable people, is the realisation that choices must also be available. In addition to care homes, other forms of provision are emerging which appear to serve these policy objectives. For example, 'Extra Care Housing' is an alternative to residential care, helping older people to live as independently as possible and offering self contained accommodation in a choice of tenures with access to 24 hour care on site. Schemes may also provide communal areas, hairdressing and laundry services, hobby rooms and a shop. Continuing care retirement communities also offer housing with independence, a range of facilities and activities that are not care related, opportunities for informal and formal social activity and engagement, alongside a range of care and support services that can respond quickly and flexibly to a range of care needs. In addition to achieving these modern forms of housing for older people, there is a particular issue of the use class in which they fall. Does sheltered housing fall into Class C2 of the Use Classes Order <sup>18</sup>(a residential institution) or into Class C3 (a dwelling house)? This may be significant as the Council would have no power to resist the loss of 'C3' sheltered housing into conventional housing. Planning permission would not normally be required.

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<sup>18</sup> Use Classes Order, as revised 2005.

### **Box 8.5: Supported housing**

#### **Issue**

We want to create a future for residents of all ages in a way that is responsive to changing needs and preferences.

#### **Options**

Should the Core Strategy:

- a) encourage special accommodation for the elderly and other vulnerable residents in addition to protecting and improving that which already exists?
- b) embrace the new types of provision for the elderly and other vulnerable residents in order to enable them to live independently yet stay within the borough, near to family and friends?
- c) direct such provision towards particular parts of the borough - or is the need borough-wide?

#### **Other Options**

Are there any other options you would like to propose?

## **8.6 Size of Houses**

8.6.1 The borough is composed mostly of small households and past development trends have reinforced this; development proposals have tended until recently to favour smaller housing units. In fact, over three quarters of households live in a flat or maisonette. Both the Mayor for London's London Housing Requirements Study and the Council's own Housing Needs Study confirm that the current trend to provide small units needs some re-balancing as there is significant demand for family housing with three or more bedrooms. Because the precise mix of unit sizes need must to respond to current monitoring data, this position will be reviewed on an annual basis. Any reviews will be based upon the findings of the Annual Monitoring Report.

### **Box 8.6: De-conversions of flats to create single family dwellings**

#### **Issue**

One way of increasing the supply of family housing is through 'de-conversions' where a number of flats in the same building are turned back into single family dwelling. This does not always need planning permission.

#### **Options**

In those circumstances where the Council does have control, should the Core Strategy resist the loss of a number of small flats or welcome the creation of a large family home?

Should the Council only encourage de-conversions in certain circumstances, for example where a significant improvement to the quality of the house is achieved?

#### **Other Options**

Are there any other options you would like to propose?

## **8.7 House extensions**

8.7.1 Given the borough's high property prices and the lack of space to build the flats and houses necessary to meet demand, residents are seeking to create more space in their own homes. Typically properties are being extended to the rear, although other more radical solutions are becoming increasingly feasible. For example, there is an increasing desire to seek new underground rooms, for home leisure and accommodation purposes. This may enable some families to remain in their family home – but the schemes may cause great concern to neighbours who fear that excavation work may damage their houses. The building of basements in areas at which are at "a high probability of flooding risk" also raises issues. This is explored in more detail in the *Securing our Children's Future* theme of this consultation document.

8.7.2 A further SPD addressing subterranean development should be published for public consultation at the end of April 2008. Whilst housing must be designed to fulfil its function effectively and meet the needs of the occupiers, the Council has long recognised that new housing or alterations to existing buildings should not, however, prejudice the amenity of existing adjacent occupiers. The Council supports the protection and improvement of the borough's residential environment and wishes its residents to feel secure and comfortable in their homes and daily lives and therefore, no strategic option is offered.

## **8.8 Amenity space**

8.8.1 The Council acknowledges that due to the densely developed nature of the borough, the provision of amenity space in association with new housing developments can be challenging. The Council therefore encourages the provision of all types of high quality amenity space including private gardens and squares, communal open space, roof gardens, terraces and balconies. The provision of conventional outdoor amenity space is of particular importance for those larger units which are suitable for families. The Council recognises that it is families with young children who are awaiting social housing provision that often have the most limited choice about where they can live. The needs of children should be taken into account in these circumstances and outdoor amenity space should be provided.

8.8.2 In all housing developments, a high quality of external public and private space is an essential part of maintaining the attraction and sustainability of the borough. This is particularly important in Kensington and Chelsea where high values drive the most efficient possible use of land, and therefore no strategic choice is offered.

## **8.9 Car parking for residential uses**

8.9.1 The borough's existing housing stock has very low levels of off-street car parking provision. This low level of off-street car parking and generally good public transport accessibility has meant that the borough's residents have a much lower car ownership than the national average, despite the high levels of affluence in much of the borough. Nevertheless, demand for parking on-street outstrips supply significantly. Therefore the Council will ensure that new residential development does not increase this parking demand by ensuring that residents in new developments are not eligible for parking permits. In order to reduce the impact of new development on the local road network, air quality and residential amenity the Council will seek to reduce the levels of parking provided in new developments and will welcome developments with zero parking, but at present does not require this. This is being set out in an SPD to be published for public consultation at the end of April 2008. However, as the environmental impact of car use is

becoming clear, the question is being asked again if we should be firmer and requiring zero parking which calls into question if this is the right approach. Parking for the disabled would be exempt from this approach.

#### **Box 8.9: Car-free development**

##### **Issue**

In order to reduce the impact of new development on the local road network, air quality and residential amenity the Council will seek to reduce the levels of parking provided in new developments.

##### **Options**

Do you support the current approach of allowing new development to have on-site parking but removing the occupiers' rights to have a parking permit?

In the light of environmental concerns, and where there is good accessibility, should we require development to have no off-street parking as well as being permit free?

Should permit free / parking free be applied across the Borough or only in certain areas; and if so, where?

##### **Other Options**

What other options should be worth considering?

## **8.10 Gypsies and travellers**

8.10.1 The Council is required to take account of the housing requirements of gypsies and travellers. The Council jointly funds, with the London Borough of Hammersmith and Fulham, a site for travellers in north Kensington. The Greater London Authority has undertaken a London-wide gypsy and traveller needs assessment with the London boroughs which states that there is a need for an additional 11 pitches within the borough. The expansion of provision will be extremely difficult to provide because of the densely built-up area of the borough and other competing housing demands. The Council will continue to protect the Westway site, as required by the London Plan and will explore methods to provide the additional pitches. We are therefore not presenting any strategic options.

## Section 9.0 Securing our Children's Future

### 9.1 Introduction

### 9.2 Climate change

### 9.3 Waste

### 9.4 Flooding

### 9.5 Walking and Cycling

### 9.6 Parking

### 9.7 Air quality

### 9.8 Nature conservation

## 9.0

## Securing our Children's Future

*We recognise the responsibility of environmental stewardship placed upon us; how do we fulfil that responsibility through our planning and community policies?*

### 9.1 Introduction

9.1.1 There is a lot of debate about 'sustainability' and many definitions of what it means. The most commonly used definition equates sustainable development to development that meets the needs of our own generation without compromising the ability of future generations to meet their own needs. This is clearly captured by the expression that future generations hold the freehold to the earth – we simply have a full repairing lease.

***Extract from Spatial Vision in section 2***

*The borough will become the most sustainable borough in London, with the lowest carbon footprint per resident. All new housing will be zero emission and the waste we produce will be dealt with responsibly.*

9.1.2 The global issues of climate change, increasingly scarce natural resources, escalating pollution and the destruction of the natural environment and species may seem too large and complex for us to tackle. There is a tendency, at worst, to ignore the problems and, at best, to leave them to someone else to solve.

9.1.3 But if we are to preserve our own quality of life, and those of our children, we must all recognise the very significant responsibility of environmental stewardship that is

being placed upon us. While the issues are global, they are clearly affected by the innumerable local decisions that are taken everyday. The planning system is an important way of ensuring that physical development is compatible with the aims of sustainable development (indeed it has a legal duty in this regard) - that land uses are appropriately located to reduce the need to travel and that social progress recognises the needs of everyone.

### **Box 9: Securing Our Children's Future**

#### **Strategic Issue**

The issue at the core of the strategic objective of Securing our Children's Future is not so much a choice as a question of how far should we go? The vision sets out a highly ambitious goal – is this the right one?

#### **Strategic Option**

Should we only seek to meet the legal obligations that are placed upon us?

Or should we take the lead in demonstrating that we can, indeed, become the most sustainable borough in London?

9.1.4 This section sets out issues in relation to climate change, flooding, waste, as well as issues surrounding travel and parking.

## **9.2 Climate change**

9.2.1 Climate change is one of the most serious threats we face today. International agreements, European Union Directives and Government and London Plan targets on environmental quality and sustainable development all depend upon local action to deliver change. The Kensington and Chelsea Partnership believes that local residents and employers should be encouraged and expected to 'do their bit', to reduce and recycle waste, use energy efficiently and reduce pollution.

9.2.2 The borough makes an important contribution to the environmental sustainability of London as a whole. The density of residential development in some parts of the borough is amongst the highest in Europe; public transport facilities, particularly in the centre of the borough, are generally very good. The Council's ambitions in terms of environmental sustainability are set out in the five-year Environment Strategy 2006, one proposal of which is to produce a 'green development guide'. The Council has signed the Nottingham Declaration, thereby pledging to actively tackle climate change within its area and to work with others to reduce emissions country-wide.

9.2.3 The Government has established a target that all new homes in England will have to be carbon neutral by 2016. The UK's 21 million homes are responsible for 27% of CO<sup>2</sup> emissions and with a rising population and more people living in smaller households, the demands on housing are only set to increase. A zero carbon house is defined as a property with 'zero net emissions of carbon dioxide from all energy use in the home'. This includes energy consumed by appliances such as TVs and cookers, not just other uses that are currently part of building regulations, including heating, hot water and ventilation. It does not, however, address the energy needed for construction, nor for transportation in living in the dwelling. The government hopes that the measures will help it meet the target of cutting CO<sup>2</sup> emissions by at least 60% by 2050. Climate change is a real and imminent threat so it is vital that homes and other buildings are as sustainable and eco-friendly as possible. The challenge that faces the borough is to introduce such developments without detriment to cherished townscapes.

9.2.4 Energy efficient development need not impinge upon the aesthetics of the built environment if carefully planned; indeed, the supplement to PPS1 released in December 2007 now states that any local approach to townscape should not preclude the supply of any type of renewable other than in the most exceptional circumstances. The borough's special townscape and unique character should therefore not be seen as an obstacle to the delivery of energy efficient buildings.

**Some examples of options to lead on Climate Change**

*Require any application for the extension to a dwelling to require not just that the extension include energy efficiency measures, but that the rest of the residential dwelling should be retrofitted to a level at which the residential dwelling attains the requirements of Level 4 in the Code for Sustainable Homes (a 44% reduction in dwelling emission rate over target emission rate and a maximum average potable water consumption per person of 105 litres per day)?*

*Reduce the parking spaces available to residents, encouraging both residents and visitors to adopt more sustainable methods of travel? This extra space could be used to plant more trees and help to reduce the urban heat island effect. (The urban 'heat island' effect is caused when factors such as the lack of evaporation from vegetation which is scarcer in urban areas causes temperatures to be higher than the surrounding countryside.)*

*Require Green Roofs as part of all new suitable developments? This would also help to reduce the urban heat island effect, as well as slowing surface runoff and reducing the risk of storm surge flooding. (Green roofs are vegetated roofs which may provide a number of key sustainable and environmental benefits.)*

*Expect all large developments to provide a combined heat and power plant, where feasible, and on suitably sized developments seek district heating systems?*

*Continued over*

*Climate change examples continued*

*Establish a borough wide Combined Heat and Power (CHP) network using Council assets and funds? All new large developments could be required to connect into the CHP system and make contributions towards its power generation and upkeep.*

*Resist all new mechanical cooling in individual homes? This could include resisting basement developments that rely on mechanical ventilation, where the electricity required to power the ventilation is not from a renewable resource.*

*Resist demolition (where control is available) because of the loss of embedded energy, and instead to require the conversion of existing buildings?'*

*Require all new buildings to be designed for a 3 degree level of warming.*

9.2.5 In the two years since the original consultation, the evidence base for climate change has grown significantly and Government policy is now closely tied into achieving energy efficiency within existing and through new housing stock.

9.2.6 The Government's soon to be published Climate Change Bill will spearhead its drive towards a low carbon economy and reinforce the move to low and zero carbon development. It will require ministers to look at how the UK will adapt to the impact of climate change whilst creating binding targets for the reduction of emissions of greenhouse gases of 26-32% on 1990 levels by 2028 and 60% by 2050.

9.2.7 The Issues and Options Consultation showed unanimous support for energy efficient design at strategic level; however, support was more equivocal when the more detailed issues were discussed. Half of you felt that simpler methods of energy efficient design (such as building orientation) should be encouraged in preference to more a demanding policy requiring developments to incorporate on-site renewable energy. The consultation also showed there to be a general resistance to sustainable design at the expense of building conservation. Likewise, there was only slight support for car free / permit free development.

9.2.8 In light of the recent evidence both on the existence of global warming and its possible future impacts, its increasing priority within all levels of government and the wider awareness of the key issues within the country, we think that it is worthwhile to seek further information from you to see whether opinions have changed and also to establish what direction the Council should take on this important issue.

9.2.9 The Supplement to PPS1 states that townscape should be subsidiary to the implementation of energy efficiency technology; however, renewable technologies need not impact upon townscape and can be sensitively designed so as to fit in with or even enhance the aesthetics of an area by using geothermal heat, for example, rather than wind turbines. In contrast, given their special historic and architectural interest, listed buildings will rarely be suitable for energy efficient design and renewable energy provision, although clearly their age will mean that

considerable benefits have already been achieved from the energy 'embedded' within their built fabric.

### **Box 9.2**

#### **Issue: Protecting the local and global environment**

There are many ways to significantly improve energy efficiency and install renewables without having an aesthetic impact. However different people have different assessments of what is visually acceptable or not.

#### **Options**

Do you find small solar photovoltaic or wind turbines visually unattractive in conservation areas?

There are many other ways can tackle climate change, some of which are set out in the margin note. Do you have any views on any of the suggestions.

If you support the principle of the creation of a new town centre in the north of the borough (see the option in box 5.4c) do you think the Council should promote this as an exemplar for sustainable design – an area where the Council should require the highest environmental standards

#### **Other options**

Do you have any other suggestions?

## **9.3 Waste**

9.3.1 The London boroughs are the waste planning authorities for London. The key objectives for the spatial distribution of waste facilities within London as set out in national planning policy are that communities should take more responsibility for the management of their own waste (self-sufficiency) and that waste should be disposed of in one of the nearest appropriate installations (proximity). To deliver these objectives, the Mayor of London forecasts that about 215 hectares of additional waste management capacity, not currently in waste use, will need to be identified in London from 2005-2020. At the strategic level, he has indicated that boroughs should identify in their development plans a range of waste management facilities to manage their apportionment of the annual amount of London's municipal and commercial/industrial waste. The Mayor has estimated that Kensington and Chelsea's share of such

waste will amount to 309,000 tonnes per annum by 2020. This is a substantial challenge given the intensity of development in the borough and the high value of land.

9.3.2 While the Council is the waste collection authority for the borough it is not the waste disposal authority. Waste disposal is carried out by the Western Riverside Waste Authority, a partnership between the Royal Borough, Wandsworth Borough Council, and the London Boroughs of Hammersmith and Fulham, and Lambeth. From 2010/11 on, the Western Riverside Waste Authority will ship our borough's non-recyclable municipal waste down the River Thames to the Belvedere energy-from-waste plant in Bexley, where it will be burnt to produce electricity.

9.3.3 As the Council is not a waste disposal authority it cannot itself build or provide waste management facilities to meet the apportionment figure. The London Plan 'apportions' waste across the London boroughs. Under this model the Council is required to designate 3.9 hectares of land to manage its expected share of London's municipal, commercial, and industrial waste by 2020.

9.3.4 The 3.9 hectares required can include existing waste management sites. These are:

- the Council's Central Depot,
- the Denyer Street Depot,
- Tavistock Depot,
- Walmer Road Depot, and
- Cremorne Wharf.

9.3.5 Any redevelopment proposals for these sites would have to protect the waste functions on site or, as part of the development, provide equal or better provision on an alternative site.

9.3.6 These add up to almost 2 hectares. This leaves a requirement just short of 2 hectares. Potential additional sites will be sought from the redevelopment of key sites such as Earl's Court and the sites at Kensal Gas Works.

9.3.7 The borough is the most densely populated borough in the country with some of the highest land values and very little available land for new development. The Council will

ensure that the capacity of existing waste management sites is not reduced unless appropriate compensatory provision is made. It will also, wherever feasible, require the re-use of surplus waste transfer sites for other waste uses. But it recognises that it will be extremely difficult to provide new waste management facilities on the scale envisaged by the Mayor of London

### **Box 9.3: How should the borough deal with its waste?**

#### **Issue**

How do we find space for waste facilities within such a densely populated borough, with some of the highest land values in the capital?

#### **Options**

It seems impractical to allocate scarce land for waste treatment facilities alone. In order to meet other pressing land use priorities, notably for housing and employment, the Council could explore mixed-use developments, with waste management facilities at ground floor and basement level and with other uses above (this has worked in the past at the Council's Warwick Road Depot, which could be a model for future development).

Do you agree that sites in the borough are too scarce to be used for waste management facilities alone? Should new provision always be in the form of mixed use development including waste management facilities at ground and basement levels?

#### **Other Options**

Are there any other options you would like to propose?

## **9.4 Flooding**

9.4.1 There are two types of flooding we need to consider. Flooding from the River Thames, or 'riparian' flooding, and flooding that comes from insufficient infrastructure – sewer, groundwater and surface water flooding.

9.4.2 Taking *Riparian or River* Flooding first. Although the River Thames makes up the southern boundary of the borough, the Council's strategic flood risk assessment<sup>19</sup> (SFRA) recognises that the risk of breaches of the Thames's

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<sup>19</sup> Kensington and Chelsea and Hammersmith and Fulham, Draft Strategic Flood Risk Assessment, JBA Consulting and Entec, November 2007

flood defences is low. We are well protected by the Embankment and by the Thames Barrier, and the borough has not suffered from riparian flooding in living memory.

9.4.3 In order to recognise the catastrophic nature of any flooding associated with the Thames breaking its banks and inundating parts of the south of the borough, the Core Strategy will reflect the advice of PPS25 (Development and Flood Risk) for those areas which the Environment Agency consider to have a “high probability of flooding” (having a 1 in 200 or greater annual probability of flooding in any year). These are identified in the Strategic Flood Risk Assessment as those immediately adjacent to the River Thames, in Flood Zone 3. The flood zones are mapped and constantly updated by the Environment Agency. Referral to the Environment Agency’s website<sup>20</sup> will ensure that the most up to date data is used.

9.4.4 Based on advice in the SFRA, the core strategy is likely to prohibit the provision of “highly vulnerable” uses within these areas, in line with PPS25. Highly vulnerable uses include, for example, self contained basement dwellings and police and fire stations. (It should be noted that the Environment Agency’s model of flood risk assumes that there are no flood defences in place. This is clearly not the case in reality, and therefore the actual probability of the Thames breaking its banks is less than the 1 in 200 annual figure quoted).

9.4.5 Turning, then, to *sewer, ground water and surface water flooding*. Whilst, river flooding may be seen as a rare event, the increasing frequency of extreme weather events will increase the likelihood of sewer, ground water and surface water flooding, such as that suffered within the Holland and Norland wards in July 2007. This type of flooding is unlikely to be of the scale of the Thames flooding, but there is a greater likelihood of it occurring across the borough. Modelling carried out with the Strategic Flood Risk Assessment indicates that parts of the north and east of the borough (in particular Holland and Norland wards) are most at risk from this lower grade flooding. The SFRA identifies some areas as being at greater risk of sewer, ground water and surface water flooding. The advice the SFRA gives is

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<sup>20</sup> <http://www.environment-agency.gov.uk/subjects/flood/>

that the core strategy will require applicants to provide local flood risk assessments for developments in these areas. A future supplementary planning document will define those areas which are at this greater risk of flooding and will determine the requirements of a local flood risk assessment.

9.4.6 However, in addition to considering how to mitigate for the effects of flood events by taking care over development proposals, the flooding is indicative of an infrastructure that is insufficient to cope with the changing weather patterns. The council will work with Thames Water in the preparation of the core strategy and other LDF documents to ensure that they are fully aware of potential significant developments in the borough so that they can put the necessary infrastructure in place to ensure new developments do not make an existing poor situation worse.

9.4.7 Another issue is the extent to which rain water discharges immediately into the drains and sewers because of the highly developed nature of the borough. This reinforces the need to consider how to achieve sustainable urban drainage to minimise and slow the run off, not only in new developments, but in terms of 'retrofitting' the existing urban fabric as discussed in Section 9.1 of this report.

## 9.5 Walking and Cycling

9.5.1 The pedestrian environment is a key aspect of the quality of life for those who live, work or visit the borough. For many people, walking is a most convenient way of getting about. It is the most environmentally sustainable and healthy mode of travel and it is important to establish a culture which increasingly favours walking. There are still some routes which are unpleasant to walk along, or feel unsafe. The Council's rolling programme of streetscape and lighting improvements will improve ensure the pedestrian environment continues to improve across the borough. (See the *Life in the Public Realm* theme of this consultation document). Cycling is a convenient, low cost and environmentally friendly form of transport. As a way to travel, it improves health and fitness and is often quicker than alternative forms of transport in congested urban areas. The Thames Path provides excellent opportunities. However, it is

still just too inconvenient to cycle to work for many people – they don't have space at home for a bike or they don't, for example, have parking or showers where they work. The Council will continue to require cycle parking and other facilities for new developments.

#### **Box 9.5: Walking and cycling**

##### **Issue**

Walking and cycling are good for you but traffic can deter many from active involvement – routes can be unpleasant to walk along and it can be frightening to cycle along busy roads.

##### **Options**

Q. Should the Council be proactive in promoting cycling and walking, or should it be restrictive in relation to the dominance of vehicular traffic? Or should it do both?

##### **Other Options**

Are there any other options you would like to propose?

## **9.6 Parking**

9.6.1 Most of the borough has excellent public transport links. However, both the links running north and south, and within the south and north-west corners of the borough still require improvement. The high population density, together with a housing stock with minimal off-street parking, means that much of the borough has reached car parking saturation with intense demand for any available on-street parking. In an attempt to deal with extreme parking pressure, a Controlled Parking Zone is maintained for the whole of the borough. The Council has ensured that car clubs are available across the Borough, and permit-free planning conditions are increasingly being applied to planning permissions (see earlier section 8.9).

### **Box 9.6: Car ownership or car clubs**

#### **Issue**

There is intense demand for on-street car parking. As car clubs become more popular and well used, the Council could begin to reduce on-street parking capacity.

#### **Options**

Do you agree that car clubs should be further encouraged to reduce the demand for on-street car parking?

Should the space regained from the reduction in car parking spaces be used for other things such as to green travel and other social uses? Should the space be allowed for more tree planting to help mitigate the 'urban heat island' effect?

#### **Other Options**

Are there any other options you would like to propose?

## **9.7 Air Quality**

9.7.1 Air quality is intrinsically linked to traffic emissions, and correspondingly higher levels of air pollution are found in proximity to the main roads. Levels of nitrogen dioxide and fine particles are so high in the borough that the Council has declared the entire borough an Air Quality Management Area. We have yet to see what the impact of the recent inclusion of the borough within the Central London Congestion Charge Zone will have upon congestion and upon air quality.

9.7.2 The Council offers no strategic alternative to a policy which seeks the integration of land use and transport policy and which reduces the need to travel by car – and therefore which will have a positive impact on air quality. The locating of major trip generating uses in areas which are accessible by foot, by bicycle or by public transport is central to many of this Core Strategy's themes, not least *keeping life local* and *fostering vitality* as well as being integral to the Community Strategy. It is also a central tenet of both the London Plan and the Government's overarching policy document, PPS1 *Delivering Sustainable Development*.

## 9.8 Nature Conservation

9.8.1 Despite the densely built character of the borough there is a surprising variety of habitats with 22 Sites of Nature Conservation Importance designated within its boundaries. However, the opportunity to create further habitats is limited so emphasis will be placed on protecting and enhancing the borough's existing biodiversity resources. This will involve increasing biodiversity in the borough, counteracting habitat fragmentation and recreating and enhancing natural landscapes and features. The challenge will be to integrate these within the dense urban fabric of the borough. No strategic options are therefore being presented.

## Section 10.0 Delivery and Implementation

- 10.1 Introduction
- 10.2 Key sites
- 10.3 Planning Obligations
- 10.4 Enforcement
- 10.5 Monitoring and Review

# 10.0 Delivery and Implementation

## 10.1 Introduction

10.1.1 This section sets out the key interventions that the Council will employ to ensure that the Council's aims and objectives set out in the spatial vision are met within the plan period. These interventions include the borough's key sites, planning obligations, enforcement action and the regular monitoring of policies to evaluate their effectiveness.

10.1.2 No strategic options have been raised that have not been dealt with elsewhere in the document.

## 10.2 Key sites

10.2.1 The Local Development's Plans ability to deliver its ambitions will be dependent on land coming forward for development over the life of the plan. The Council is already aware of a number of sites which are likely to be developed in the near future or are likely to come forward in the life of the plan.

10.2.2 The Council has identified seven key sites which are likely to play a significant role in contributing to the needs of the Borough; The Kensal Sites, Kensington Sports Centre,

Wornington Estate, the Warwick Road Sites, the Lots Road Power Station Site and the Earls Court Exhibition Centre.

10.2.3 Those sites which lie within the North Kensington Area Action Plan Area (the four sites at Kensal Gas Works, the Kensington Sports Centre and Wornington Green) will be considered in more detail in the North Kensington Area Action Plan. Their inclusion in this Interim Issues and Options core strategy will ensure that all the major sites which are likely to assist in delivering the Council's objectives are highlighted at this early stage.

10.2.4 At preferred options stage an estimation of potential housing yields from all these sites, demonstrating that we can meet our London Plan targets, will be provided.

**The Kensal Sites - Kensal Gas Works, the adjacent vacant site, the Sainsbury's site and the North Pole Depot**

10.2.5 The four sites cover a total area of 19 hectares, bounded by the Grand Union Canal to the north, the borough's western boundary to the west, the Dalgarno Estate to the south and Canal Way to the east. The Sainsbury's supermarket presently occupies the east of the site, with vacant brownfield land in the centre, the gasworks site to the west and the national rail line and North Pole rail depot to the south, which extends across the border to Scrubs Lane in neighbouring Hammersmith and Fulham. The site between the gasworks and Sainsbury's supermarket currently has planning permission granted for a mixed use development.

10.2.6 Together, these sites are not dissimilar in size to that of Paddington Basin. There is potential to intensify the land use on the Sainsbury's site, which is currently occupied by a single storey supermarket and surface parking. The gasworks site is still operational. Following the Buncefield Incident, the Health and Safety Executive have issued guidelines for development in the proximity of gasholders such as this. This would seem to significantly reduce the scope of development while the gasholders are operational. They can, however, be replaced by alternative technology that would allow the site once decontaminated to be released for development. North Pole depot was last used by Eurostar but is currently vacant. Putting the sites together gives potentially more regenerative capacity than the four

sites would offer if developed individually. One of the critical issues for the sites north of the railway line is that they only have one road in to the site, and are thus a large 'cul-de-sac'. This has implications in terms of the numbers of vehicles that can access the site, but more than this, the sites are isolated from the rest of the urban area. A key issue, therefore, is the extent to which the tracks can be bridged to overcome this isolation. The North Pole Depot site has the potential of access from the west – this needs further investigation.

10.2.7 Analysis of the responses to a consultation exercise on the Site Allocations in 2006 indicated the preferred use of this site to be residential, with provision for leisure and recreation as well as an improved ecological environment adjacent to the canal. There was a general aversion to the use of the site for light industrial, offices and retail.

10.2.8 The Mayor of London has included the Kensal Gas Works site as a potential rail freight site in his draft Industrial Capacity SPG; although, the Kensal site is described as having 'limited potential'. Rail freight on the site would frustrate the potential redevelopment of the sites, and is opposed by the Royal Borough.

10.2.9 There is potential for this site and its surrounds to be designated an Opportunity Area in the Mayor's London Plan. The size of the site also offers the opportunity for a major reconfiguration and masterplanning of the site. With the rising concerns of climate change and its issues rising to the top of the Government agenda, there is the possibility to make the area an exemplar for sustainable design.

### **Kensington sports centre**

10.2.10 Kensington Sports Centre covers an area of approximately 2.1 hectares and is bounded by Silchester Road to the north, the Hammersmith and City Line to the west, Bomore Road and the Lancaster West Estate to the south and Dulford Street to the east.

10.2.11 The site is Council owned and currently occupied by Kensington Sports Centre. This is an essential facility that provides affordable sports provision to the residents of North Kensington and it is fundamental to any option that the sports provision must be maintained. However, the site is poorly accessible for the majority of residents and the lack of overlooking at night time makes the site unwelcoming to many residents after dark. The centre received substantial investment at the turn of the millennium; however, there have since been structural problems to the building and it is felt that rather than investing in minor improvements to the centre, redevelopment should be the primary consideration as part of any future investment. This would need to be undertaken in a way that was cost neutral for the Council

### **Wornington**

10.2.12 The Wornington Estate covers an area of approximately 5.3 hectares and is bounded by the national rail line to the north, Ladbroke Grove to the west, Portobello Road to the south and Golborne Road to the east.

10.2.14 The site is currently occupied by a housing estate owned and managed by the Kensington Housing Trust. Kensington Housing Trust have been working up a scheme to redevelop the site for a new estate, re-providing for the existing residents as well as additional market housing. Key to the successful regeneration of this estate is the re-linking of Portobello Road to Ladbroke Grove at Barlby Roundabout. Consultation has been carried out between Kensington Housing Trust, key stakeholders and the estate's residents concerning issues such as density and housing mix. The North Kensington Area Action Plan explores this issue in more detail.

### **Warwick Road**

10.2.15 The land to the north-west side of Warwick Road consists of four distinct sites which are located adjacent to each other. Running north to south they consist of Charles House, a vacant site formerly used by the Territorial Army and known as the TA site, the Empress Telephone Exchange site and Homebase with its accompanying car park. The site area of all the sites is approximately 4.5 hectares.

10.2.16 The Council expects a coordinated approach to the design of the four sites to achieve a housing led development

which caters for the needs of new residents and respects the needs of the wider area in a well designed exemplar sustainable development that includes a new school, health facility, open space and other local amenities.

10.2.17 The residential element of the development will be essentially in the form of flats with a density above 650 habitable rooms per hectare. Affordable housing will have to be provided on site to ensure a mixed and balanced community, with a target of a 50% proportion which can be calculated on the number of habitable rooms.

### **Lots Road Power Station**

10.2.18 As its name suggests, the site was previously a power station, now obsolete and no longer required to supply the national grid. Given the size of the site and the nature of the development granted planning permission in 2006, this site is included as one of the key sites important for the implementation of the Core Strategy.

10.2.19 The permission allows for the retention of the power station building and the construction of twenty five story tower in the vicinity. Permitted uses include 420 residential units, 4900 sq m of business uses (including offices and light industrial workshops); 980 sq m of social and community uses; 1,200 sq m of shops and 530 sq m of restaurants and cafes.

### **Earl's Court**

10.2.20 Earl's Court Exhibition Centre is an existing important facility for the borough and for London as a whole. It provides for large exhibitions and conferences, and is one of the top London venues for music. The site is split across the borough boundary, with part of the site lying in neighbouring Hammersmith and Fulham. Also within Hammersmith and Fulham is Olympia, which is linked to Earl's Court in terms of the exhibition and event functions. The site area of the potential Earl's Court development site is 27 hectares, 9 hectares of which lie in this borough.

10.2.21 The Earl's Court site is part of a larger potential development site, most of which lies in Hammersmith and Fulham, including the Lillie Bridge Depot, owned by TfL.

10.2.22 There are ambitions to establish the London Convention Centre on the site. If it is to be progressed, this would need to be part of a wider mixed use development including residential, office and a small amount of retail. The site has excellent public transport links, and redevelopment could bring benefits. Chief among these would be the ‘unravelling’ of the current one-way system which has a very negative impact on the vitality of Earl’s Court itself.

10.2.23 The Council has also included a number of smaller sites uses for the management of waste as key sites. These are:

- the Council’s Central Depot,
- the Denyer Street Depot,
- Tavistock Depot,
- Walmer Road Depot, and
- Cremorne Wharf.

### **10.3 Planning Obligations**

10.3.1 The Council recognise that there will need to be a holistic and positive approach to implementation if the spatial vision and the strategic objectives of the Core Strategy are to be met. On this basis planning obligations will be used to secure appropriate infrastructure and to control aspects of a development to ensure that it is acceptable in planning terms.

10.3.2 Development within the borough can incur external costs arising from the need to secure additional physical or social infrastructure and it is appropriate for developers to contribute towards those costs in terms of benefits to the community. However, planning obligations are not a means for securing for the local community a share in the profits of a development, but a means to address impacts of a development. To this end, planning obligations originating from core policies within this Plan will be applied in accordance with the five tests set out in Circular 5/05 published by the Government in July 2005.

10.3.3 The Council recognises that the combined impact of a number of developments can create the need for new

infrastructure and it is reasonable for developers' contributions to be pooled so that they can be secured in an equitable, fair and consistent manner. The Council will set out in a Planning Obligations Supplementary Planning Document when it expects pooled contributions to be provided and (through the Site Allocations DPD and planning briefs) will identify the sites on which such contributions will be required and what form they may take. It will also seek to prioritise contributions depending on the infrastructure needs of the site and the surrounding area.

10.3.4 In certain circumstances maintenance payments will also be sought. As a rule where the asset is intended for a wider public use the cost borne by the developer will be limited until such time as other funding sources take over.

10.3.5 Those matters which may give rise to the need for contributions may include, but are not limited to:

- provision of affordable housing including the appropriate mix of residential units;
- provision of community, social and health facilities including welfare, childcare and community halls; social service uses and facilities, education facilities including nurseries; health facilities including primary health care facilities and specialist functions linked to the health service and dentists; libraries and associated facilities; police and fire services infrastructure;
- sports, leisure, recreational and visitor facilities;
- cultural facilities - securing the provision of arts and cultural facilities, new works of public art or performing arts space in association with development proposals;
- play facilities - providing play provision in the Council's housing estates and catering for provision in new major residential development;
- environmental or infrastructure improvements - to buildings; the street (including improvements to safety and security); utility provision; open spaces including

the creation of new public open space, improvements to existing open space, securing public access to private open space; nature conservation measures and generally mitigating the effects of a development proposal such as contaminated land or air pollution;

- conservation of buildings of architectural or historic interest and other conservation projects such as archaeological investigation;
- economic initiatives – securing jobs for local residents, community based initiatives, employment training schemes, the provision of small business units, workspace nurseries and flexibly sized accommodation, partnership with regeneration initiatives;
- provision of transportation infrastructure including public transport and highway improvements to cater for the impact of the development, and permit free development;
- energy efficiency and renewable energy;
- waste management and recycling to mitigate the impact of the development; and
- Land charges, legal, project management, monitoring and implementation costs.

## **10.4 Enforcement**

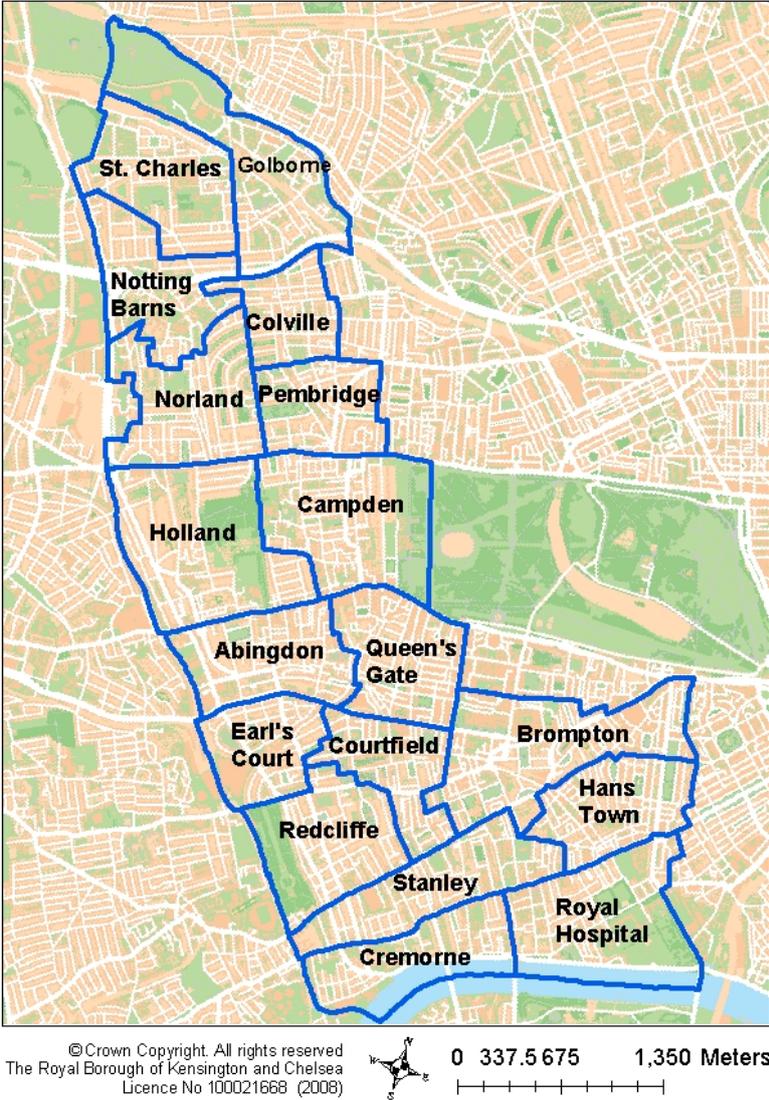
10.4.1 The Planning Acts give power to the Council to take action when development is started without planning permission, if conditions attached to a permission are not complied with, or when other breaches of control have been committed. It is important to ensure that contraventions of planning law do not take place as they undermine the successful implementation of Council vision and are unfair to those that have abided by the controls. The Council will take enforcement action whenever it is expedient to do so, having regard to the policies in the Core Strategy, other Development Plan Documents and other material considerations.

## **10.5 Monitoring and Review**

10.5.1 The Council produces an Annual Monitoring Report that charts the Council's progress on Core and other policy Indicators and reports on the progress of the Local Development Framework with regard to the Local Development Scheme. It is the responsibility of the Annual Monitoring Report to monitor the success of the Core Strategy's policies in achieving their aims. Where a policy is proven to not be having the desired affect, the Report should flag up the policy in order for adjustments to be made.



# Appendix A: Ward Profiles



Map 3: Ward Boundaries

## Cremorne

<b>Total Population</b>		9290
	Male (%)	48.2
	Female (%)	51.8
<b>No. of Households</b>		4595
<b>Car Ownership (%)</b>		46.4
<b>Black Minority Ethnic (% of ward population)</b>		23.0
<b>Public Sector Housing (% of total ward dwelling)</b>		42.0

Cremorne Ward lies in the south west corner of the borough, bounded by the River Thames to the south and by Chelsea Creek and the railway to the west.

The presence of these physical barriers and the distance from any Underground stations means that much of the ward is relatively poorly served by public transport, being classed as of “low to medium” accessibility within the Council's public transport accessibility map.

The Royal Borough is characterised by pockets of deprivation, most of which lie in the north of the borough. However, Cremorne is unusual in being a southern ward which also contains pockets of significant deprivation – with the area containing the Worlds End Estate being amongst the 20 percent most deprived wards in the country.

Although largely residential in character, the ward contains the Lots Road Employment Zone, a local concentration of office and other business uses, dominated by antiques and art-related firms and by designers and business services. This Zone also contains the former Lots Road Power Station site, for which planning permission has been granted for a major mixed use development including some 420 residential units, as well as 1700 sq m of retail and café floorspace and nearly 1000 sq m of business uses, nursery, community centre and doctors' surgery. Once implemented, this retail element will assist in addressing the historical lack of convenience shopping in the western part of the ward.

The Council's Strategic Flood Risk Assessment notes that parts of the ward lie within the Environment Agency's flood risk zone 3, or an area having a 1 in 200 or greater annual probability of flooding in any year. (It should be noted that the Environment Agency's model of flood risk assumes that there are no flood defences in place. This is clearly not the case in reality, and therefore the actual probability of the Thames breaking its banks is less than the 1 in 200 annual figure quoted).

## Royal Hospital

<b>Total Population</b>	7662
Male (%)	48.8
Female (%)	51.2
<b>No. of Households</b>	4081
<b>Car Ownership (%)</b>	56.7
<b>Black Minority Ethnic (% of ward population)</b>	10.0
<b>Public Sector Housing (% of total ward dwellings)</b>	17.0

Royal Hospital is the borough's other riparian ward, its southern boundary being the River Thames. It is a multi-faceted area, characterised by the “Major Town Centre” of the King's Road; by the Grade 1 listed Royal Hospital and grounds; and by an extremely high quality residential environment.

The King's Road, runs along the boundaries with the four southern wards of Cremorne, Royal Hospital, Stanley and Hans Town, although its core is largely centred around its eastern end and on

Sloane Square. The centre contains some 50,000sqm of 'Class A' shops, restaurants and bank floorspace, including the recently completed retail development at the Duke of Yorks.

Much of the south of the ward 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 the character of this part of the borough.

## Hans Town

<b>Total Population</b>	9335
Male (%)	46.3
Female (%)	53.7
<b>No. of Households</b>	5262
<b>Car Ownership (%)</b>	48.8
<b>Black Minority Ethnic (% of ward population)</b>	15.0
<b>Public Sector Housing (% of total ward dwellings)</b>	20.0

Hans Town is an affluent part of the borough, sharing many of the characteristics of the high quality residential environment of Belgravia in the neighbouring City of Westminster. It contains a number of squares, some of which, for example Cadogan Square, are of the highest quality. This quality is reflected in the high number of Listed Buildings within the ward.

The ward contains the highest number of households of all wards in the borough. Although largely residential in nature, the ward contains areas of the 'high end retail' running south down Sloane Avenue, east along Walton Street and north up Sloane Street. Many of the shops in these streets support the international nature of the shopping in the adjacent Knightsbridge International Centre. The proximity to the international centre and its easy links into the West End is also reflected by the relatively high number of hotels located within the ward.

## Brompton

<b>Total Population</b>	9313
Male (%)	46.2
Female (%)	53.8
<b>No. of Households</b>	4834
<b>Car Ownership (%)</b>	51.4
<b>Black Minority Ethnic (% of ward population)</b>	15.0
<b>Public Sector Housing (% of total ward dwellings)</b>	16.0

The 'international' nature of parts of the Brompton ward has been reflected by their inclusion within the Mayor for London's Central Activities Zone, signifying the important role this area plays in making London a 'World Class City'. This international offer is two fold; the International Town Centre of Knightsbridge (straddling the boundary with the City of Westminster) and the Strategic Cultural Area of the Museums complex of South Kensington.

Knightsbridge is a major international shopping destination containing some of the UK's best known retailers including Harrods and Harvey Nichols, as well as many leading high fashion retailers. It is centred on the Underground Station with its excellent links to the West End. This international function is supported by a concentration of hotels in the Knightsbridge area. Knightsbridge is unusual amongst the borough's centres insofar as it has only a very limited 'service' function for local residents.

The South Kensington area shares many of the same pressures of Knightsbridge although in this case the 'international attraction' is largely based on the museums complex of the Victoria and Albert, the Science and the Natural History museums. Each of these museums lie within the top ten of the most visited visitor attractions in the capital. The number of visitors gives the South Kensington District Centre two conflicting roles – as a centre which meets both the local residents' day to day shopping needs and the needs of tourists. The latter may take the form of hotels – of which there is already a concentration in the South Kensington area - or a need for more restaurants and cafes.

Brompton contains the Brompton Cross concentration of high end retailing centred on the junctions of Fulham Road and Sloane Avenue. This is an area which is fast developing as a fashion retailing destination in its own right.

## Stanley

<b>Total Population</b>	7529
Male (%)	45.9
Female (%)	54.1
<b>No. of Households</b>	3797
<b>Car Ownership (%)</b>	59.4
<b>Black Minority Ethnic (% of ward population)</b>	10.0
<b>Public Sector Housing (% of total ward dwellings)</b>	14.0

Stanley ward lies between the two major roads - the Fulham Road and the King's Road. Both the Fulham and King's Roads are the focus of 'District Centres', the King's Road (west) centre containing the iconic Worlds End public house and the fashionable Blue Bird Restaurant. The Chelsea and Westminster Hospital is in the Fulham Road (west) centre.

Away from these commercial roads, Stanley ward is largely residential in character. In common with much of the rest of the southern part of the Borough much of the area lies within conservation areas. It also contains the spectacular Grade 1 listed St Luke's Church.

## Redcliffe

<b>Total Population</b>	8625
Male (%)	47.4
Female (%)	52.6
<b>No. of Households</b>	4505
<b>Car Ownership (%)</b>	54.7
<b>Black Minority Ethnic (% of ward population)</b>	13.0
<b>Public Sector Housing (% of total ward dwellings)</b>	12.0

Redcliffe ward borders Stanley to the south and shares much of its residential character. It contains both the Boltons and the Little Boltons, two of the borough's most expensive and desirable residential roads.

The ward contains few commercial activities, the main concentration being within the Fulham Road (West) District Centre which forms the southern boundary of the ward

The western side of the ward is dominated by the Brompton Cemetery, a site of Metropolitan Open Land and a site of Nature Conservation Importance. Regarded as one of the finest Victorian Metropolitan cemeteries in the country, it has a formal layout with a central avenue leading to a chapel based on St Peter's Basilica in Rome. Amongst its shady walks are over 35,000 monuments - many of historical importance.

## Earl's Court

<b>Total Population</b>	9659
Male (%)	50.3
Female (%)	49.7
<b>No. of Households</b>	5202
<b>Car Ownership (%)</b>	37.0
<b>Black Minority Ethnic (% of ward population)</b>	25
<b>Public Sector Housing (% of total ward dwellings)</b>	30

Containing the Earl's Court Underground Station, Earls Court is a highly accessible ward containing a vibrant district centre. This accessibility is central to the success of the Earl's Court Exhibition Centre – a building which dominates much of the west of the area. It provides for large exhibitions and conferences, and is one of the top London venues for music.

Although small in area Earl's Court plays an important role in providing for the needs of visitors – containing over a quarter of the Borough's hotel stock. This 'transient' feel is compounded by a high number of both houses in multiple occupation and by residential hostels. These commercial and quasi-commercial uses may conflict with the well established residential nature of much of the ward.

## Courtfield

<b>Total Population</b>	9578
Male (%)	50.1
Female (%)	49.9
<b>No. of Households</b>	4895
<b>Car Ownership (%)</b>	51.2
<b>Black Minority Ethnic (% of ward population)</b>	17.0
<b>Public Sector Housing (% of total ward dwellings)</b>	11.0

Sharing many of the same characteristics as Earl's Court, its western neighbour, Courtfield contains a significant number of hotels and of houses in multiple occupation. It therefore shares many of the same challenges as Earl's Court, with these commercial and quasi commercial uses conflicting with its predominantly residential nature.

Courtfield contains the vibrant Gloucester Road local centre, centred on the Underground Station of that name.

In common with much of the rest of the southern part of the Borough much of the area lies within conservation areas. The high quality built environment is complemented by a particular concentration of garden squares within the ward.

## Abingdon

<b>Total Population</b>	9053
Male (%)	47.5
Female (%)	52.5
<b>No. of Households</b>	4459
<b>Car Ownership (%)</b>	50.6
<b>Black Minority Ethnic (% of ward population)</b>	22.0
<b>Public Sector Housing (% of total ward dwellings)</b>	16.0

Much of Abingdon ward can be characterised by high quality housing, with the majority of the ward lying within conservation areas.

It does, however, contain part of the Kensington High Street Major Centre, a town centre which runs along the boundaries of Holland, Campden, Abingdon and Queen's Gate wards.

Kensington High Street has been identified within the Borough's Employment Land and Premises Study as an area which provides a significant amount of the borough's office accommodation.

The western part of the ward contains the Warwick Road major development sites: the TA Centre, St Charles House, the Homebase site, the telephone exchange and 100 Cromwell Road (phase two Fenelon Place).

## Queen's Gate

<b>Total Population</b>	9668
Male (%)	47.5
Female (%)	52.5
<b>No. of Households</b>	4741
<b>Car Ownership (%)</b>	54.4
<b>Black Minority Ethnic (% of ward population)</b>	19.0
<b>Public Sector Housing (% of total ward dwellings)</b>	6.0

Queen's Gate shares many of the same characteristics of the adjoining wards of Brompton, Abingdon and Campden. Queen's Gate contains the south eastern part of the Kensington High Street Major Centre, the section which contains the former Barkers department store, the part of the centre which can demand the highest rental levels. It is also contains a major concentration of the offices within the borough.

The ward's good transport links and its location to the west of the museum's complex of South Kensington has contributed to Queen's Gate containing a significant concentration of hotels. Indeed, it is the ward which contains the greatest number of hotel bed spaces.

In common with most other wards these centres of activity are surrounded by a high quality residential environment, with once again much of the ward lying with conservations areas.

## Campden

<b>Total Population</b>	8173
Male (%)	48.3
Female (%)	51.7
<b>No. of Households</b>	4155
<b>Car Ownership (%)</b>	56.3
<b>Black Minority Ethnic (% of ward population)</b>	15.0
<b>Public Sector Housing (% of total ward dwellings)</b>	8.0

Campden ward enjoys two areas of significant commercial activity. Much of its southern boundary is made up of the Kensington High Street Major Centre, with Kensington Church Street running up the spine of the ward, linking with the Notting Hill Gate District Centre along its northern boundary. Whilst much of the centre is dominated by national (and international) multiples, parts of Kensington Church Street still retain a more diverse character retaining a concentration of small antiques shops.

The eastern part of the ward contains Kensington Palace and parts of Kensington Gardens; a Royal Park, an area of Metropolitan Open Land and a Site of Nature Conservation Importance.

Much of the area which surrounds the commercial uses is of the highest architectural quality (reflected by its designation as conservation areas), and includes high quality residential accommodation.

## Holland

<b>Total Population</b>	9372
Male (%)	47.1
Female (%)	52.9
<b>No. of Households</b>	4392
<b>Car Ownership (%)</b>	61.7
<b>Black Minority Ethnic (% of ward population)</b>	21.0
<b>Public Sector Housing (% of total ward dwellings)</b>	13.0

Holland wards is one of the borough's affluent wards, containing some of the borough's most expensive residential properties. The high quality of the built environment is reflected by all but the extreme north-west corner of the ward being designated as conservation areas.

The major concentrations of commercial activity within the ward are along parts of its southern and northern boundaries, namely the Kensington High Street Major Centre and Notting Hill Gate District Centre. High Street Kensington contains the former Commonwealth Institute building, a grade II\* listed building. The building was one of London's most important post-war public building after the Royal Festival Hall. The signature feature of the building is the 'hyperbolic paraboloid' roof, the first major British use of the form.

Central to the character of the ward is Holland Park itself. The Park, awarded Green Flag status, takes up almost 19 hectares of the ward, providing play areas, walks, café, art gallery, beautiful gardens and wildlife and is a much cherished green space in this inner London borough. The Grade I Listed Holland House within the park plays host to the Opera Holland Park each summer.

## Pembridge

<b>Total Population</b>	8116
Male (%)	47.5
Female (%)	52.5
<b>No. of Households</b>	4545
<b>Car Ownership (%)</b>	48.0
<b>Black Minority Ethnic (% of ward population)</b>	18.0
<b>Public Sector Housing (% of total ward dwellings)</b>	15.0

The southern border of Pembridge is made up of the Notting Hill Gate District Centre, a centre whose principle function is to serve the day to day needs of surrounding residents. The rest of the ward is primarily residential in character, although the southern portion of the Portobello Road Special District centre does enter the north of the ward. Consideration of the Portobello Road is included within the profile of Colville ward (below). There is a concentration of both hotels and of residential hostels in the south-eastern corner of the ward.

The ward is made up of buildings of a very high architectural quality and contains some fine garden squares, a situation reflected by the fact that nearly the entire ward lies within conservation areas.

## Norland

<b>Total Population</b>	8778
Male (%)	47.7
Female (%)	52.3
<b>No. of Households</b>	4123
<b>Car Ownership (%)</b>	54.7
<b>Black Minority Ethnic (% of ward population)</b>	18.0
<b>Public Sector Housing (% of total ward dwellings)</b>	37.0

Norland is typical of parts of the north of the Borough in that it is characterised by a generally very high residential environment, co-existing alongside some large social housing residential estates. For example Norland contains the Grade II Listed Royal Crescent as well as the Henry Dickens Court Estate; over a third of the ward's housing stock is within the public sector (the sixth highest in the borough).

The ward is largely residential in nature, containing few major concentrations of businesses or shops. It does contain the Holland Park local centre, which although small in nature still contains an excellent range of high quality independent shops.

The ward contains Avondale Park as well as a large number of fine garden squares.

The northern part of Norland falls within the North Kensington Area Action Plan area. This reflects the relative deprivation of the very north of the ward.

## Colville

<b>Total Population</b>	7909
Male (%)	47.3
Female (%)	52.7
<b>No. of Households</b>	4007
<b>Car Ownership (%)</b>	41.7
<b>Black Minority Ethnic (% of ward population)</b>	30.0
<b>Public Sector Housing (% of total ward dwellings)</b>	47.0

All but the south eastern corner of the ward lies within the North Kensington Area Action Plan Area. Although parts of the ward are affluent, much of the ward is within the 20 percent most deprived areas in England. The index of Multiple Deprivation takes into account the living environment, crime and disorder, barriers to housing, education, health, employment and income.

The Portobello Road Special District Centre runs north to south through the middle of the ward. Much of Portobello Road's character is derived from its dual role of a local centre with a

significant international draw. This has seen Portobello Road develop an eclectic mix of shops, the majority of which are still occupied by independent retailers. Much of the unique character is derived from the Portobello Road Market which, like the rest of the centre, has a dual local / international function.

Colville contains a second centre of “special character”, the Westbourne Grove Special District Centre. Another centre with a dual function, it specialises in high class and boutique fashion.

Just under a third of the ward’s population are minority ethnic and nearly half of the housing stock is in the public sector.

## Notting Barns

<b>Total Population</b>	9000
Male (%)	47.6
Female (%)	52.4
<b>No. of Households</b>	3892
<b>Car Ownership (%)</b>	42.8
<b>Black Minority Ethnic (% of ward population)</b>	35.0
<b>Public Sector Housing (% of total ward dwellings)</b>	52.0

Notting Barns lies within the heart of the North Kensington Area Action Plan Area. This reflects the high levels of deprivation of parts of the ward (amongst the 20 percent most deprived in England.) The ward suffers pockets of high unemployment, with the Department of Work and Pensions having identified Notting Barns as having acute problems requiring specific action to improve employment rates.

Notting Barns is bisected by the Westway which hinders north / south movement through the ward. Movement westward from the ward is further hindered by the railway running down its western boundary.

Despite some pockets of acute deprivation much of Notting Barns contains high quality residential accommodation, with much of the area to the north of the Westway designated as conservation areas. The area to the south of the Westway is dominated by the two major estates, Silchester and the Lancaster West. Notting Barns has the second highest minority ethnic population in the borough (35%) and the third highest proportion of public sector housing stock (52%).

This ward is very well served by sport provision, with both the Westway and the Kensington Sports Centres lying within it. It also contains the Freston Road Employment Zone. This Zone contains a mix of economic activities, retaining a traditional industrial character with a number of motor trade and storage uses existing alongside a range of office business uses, many which are media related.

## Golborne Ward

<b>Total Population</b>	8849
Male (%)	48.6
Female (%)	51.4
<b>No. of Households</b>	3749
<b>Car Ownership (%)</b>	35.3
<b>Black Minority Ethnic (% of ward population)</b>	44.0
<b>Public Sector Housing (% of total ward dwellings)</b>	68.0

Golborne Ward is located in the most northern area of the borough, bounded by the main line railway into Paddington and the Westway to the south, and by Harrow Road to the north. Trellick Tower – a Grade II listed Building is located in Golbourne.

Golborne has a diverse, multicultural population with just under a half of its residents being of minority ethnic origin (44%, the highest percentage in the borough). Public sector housing comprises 68% of the stock (again the highest borough proportion).

The Kensal Green Cemetery lies in the north of the ward, one of London's oldest and most distinguished public burial grounds. Defined as both Metropolitan Open Land and as a Site of Nature Conservation Importance, the cemetery is home to 33 species of bird and other wildlife. The West London Crematorium is located there.

Economically, Golborne is an area of significant deprivation being identified as being within the worst 10% of England in terms of income deprivation. This deprivation is contributed by up to half of the area's population (36-50%) being employed in low skill employment and also a significant proportion (42-56%) of the working age population being economically inactive.

Kensal Employment Zone stretches along the southern side of the Grand Union Canal and comprises mostly small offices and light industrial. A particular characteristic of this employment zone is the location of those engaged in media, design, printing, publishing, communications and other creative industries. The largest development site in the borough – Kensal Gasworks Site - is located in the Employment Zone.

Golborne Road embodies a typical local centre, providing a wide range of convenience stores, many allocated through the Council's Neighbourhood Shopping policy. A bric-a-brac and food market occupies the street during weekdays. The northern part of Portobello Road is located within the ward. The only sizeable supermarket located in the north of the borough is located adjacent to the Kensal Gasworks site.

## St Charles Ward

<b>Total Population</b>		9010
	Male (%)	47.5
	Female (%)	52.5
<b>No. of Households</b>		3912
<b>Car Ownership (%)</b>		43.1
<b>Black Minority Ethnic (% of ward population)</b>		30.0
<b>Public Sector Housing (% of total ward dwellings)</b>		60.0

St Charles Ward is located in north-western corner of the borough. It is geographically bounded by the Paddington railway line to the north and Ladbroke Grove to the east.

A large portion of the Oxford Gardens Conservation Area, which is characterised by a traditional street pattern and Victorian architecture, is located in St Charles. However, to the north of this conservation area, in contrast to this prevailing character, major post war redevelopment has led to a fragmented character. Some 60% of the housing stock is in the public sector (the second highest proportion in the borough). Saint Charles hospital is located in St Charles ward.

Economically, St Charles is predominately characterised as being significantly deprived (within the worst 10% in England). However, located in the south-west corner of this ward is a pocket where the deprivation is not so acute, identified as being within the worst 50% of England in terms of income deprivation. The employment characteristics of the St Charles wards are varied. In the northern areas of St Charles, bordering Golborne Ward, up to 50% of the population are engaged in low skilled employment and there is pocket where between 42-56% of the working age population is economically inactive.

The Freston Road Employment Zone abuts the western boundary of the borough, forming a part of a larger Industrial Business Park with Wood Lane (in Hammersmith and Fulham). This Employment Zone retains a more traditional industrial character than the borough's other employment zones with a number of light industrial and storage uses along with a range of business uses, many which are media related.

Kensington Memorial Park has been a public park since 1926. The land was bought in 1923 with funds provided by the Kensington War Memorial Committee. They wanted to create a suitable tribute to those who had given their lives in the First World War and felt that a new recreation ground was the perfect memorial. Kensington Memorial park is the first park to undergo major improvements as part of the Borough's Ten-year Parks Strategy and has Green Flag status.

## Appendix B: Housing Trajectory

This section has been reproduced from the Council's Annual Monitoring Report 2006/7. The full report can be viewed on the Council's website.<sup>21</sup>

### **3.2.1 Housing Trajectory (Government Indicator 2 (a))**

**Each borough is required to provide a Housing Trajectory, demonstrating the following indicators:**

- i) Net additional dwellings over the previous five year period or since the start of the relevant development plan document period, whichever is the longer;**
- ii) Net additional dwellings for the current year;**
- iii) Projected net additional dwellings up to the end of the relevant development plan document period or over a ten year period from its adoption, whichever is the longer;**
- iv) The annual net additional dwellings required; and**
- v) Annual average number of net additional dwellings needed to meet overall housing requirements, having regard to previous year's performance.**

The data for indicators i) and ii) was collected using the borough's annual starts and completions survey, which monitors the progress of residential planning permissions. Indicator iii) was collected from a variety of sources. The remaining capacity from extant permissions was assessed and completion dates estimated using knowledge within the department.

- i) Net additional dwellings over the previous five year period or since the start of the relevant development plan document period, whichever is the longer.**

The figures below show the completions and the number of new (net) residential units granted by the Council for the previous five years. There tends to be more units granted than completed each year.

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<sup>21</sup>

[www.rbkc.gov.uk/Planning/localdevelopmentframework/ldf\\_monitoring\\_report\\_2007\\_intro.asp](http://www.rbkc.gov.uk/Planning/localdevelopmentframework/ldf_monitoring_report_2007_intro.asp)

Fig. 9: Residential Units completed in Kensington and Chelsea

Year	2001-02	2002-03	2003-04	2004-05	2005-06
Net Units	179	452	650	291	216

Source: London Development Database

Fig 10: Residential Units granted in Kensington and Chelsea

Year	2001-02	2002-03	2003-04	2004-05	2005-06
Net Units	259	829	340	415	719

Source: London Development Database

## ii) Net additional dwellings for the review year

Fig. 11: Housing Completions during 2006-07

	2006/07	GLA Target
Net number of units completed (conventional supply)	165	237
Net number of non-conventional units completed	65	12
Number of vacant units brought back into use	128	103
<b>Total units</b>	<b>358</b>	<b>352</b>

Source: London Development Database, Royal Borough of Kensington and Chelsea Housing Department and Environmental Health

Fig. 12 Number of units granted 2006-2007

	No. of units
Net number of units granted	392

Source: London Development Database

Fig 13: Number of units in the pipeline 2006-2007

	No. of units
Number of units under construction	450
Net number of units not started (with planning consent)	905
<b>Total residential units in the pipeline 2006/2007</b>	<b>1355</b>

Source: London Development Database

One hundred and twenty eight vacant homes were bought back into use during the financial year. A net gain of 65 non-self contained units was achieved through conversions, refurbishments and extensions. This year's total figures exceed the London Plan annualised target by five units.

iii) Projected net additional dwellings up to the end of the relevant development plan document or over a ten year period from its adoption, whichever is the longer.

The housing capacity on 'potential' development sites has been estimated, using the sites allocated in the UDP and the Site Specific Allocations consultation. Any additional sites that have been in discussion since have also been included.

Trajectory graph (Fig. 13) and Appendix 2 contain a breakdown residential capacity in the borough and when they will be delivered. This information is speculative and the table will be updated each year for the Annual Monitoring Report.

An average minor residential 'windfall' was calculated from completed net dwelling figures through minor planning permissions each year, for the past five years. This figure was 65 last year and is now 72, following a minor windfall completion figure of 56 this year.

The 2004 Housing Capacity Study (GLA, 2005) calculated the Royal Borough of Kensington and Chelsea to have a small sites capacity of 1677 from 2007 to 2017, averaging 168 a year. The calculated five year average has shown this figure to be too high.

The minor 'windfall' figure was amalgamated with the extant major planning permissions and the speculative sites to forecast the projected net additional dwellings up to the end of the London Plan period.

PPS3: Housing which was published in November 2006 requires boroughs to maintain a rolling five year supply of deliverable land for housing. The boroughs have a plan period target, which is 'annualised'. The AMR should be used to report on progress and supply will be updated each year.

The five-year housing land supply is in Appendix 4. This is a new feature to the AMR, therefore this year the five year supply will be identified and progress reported on in the 2007 to 2008 Annual Monitoring Report. The sites allocated in the five year supply are major sites which have planning permission.

#### **iv) The annual net additional dwelling requirement**

The housing target set by RPG3 was a net gain of 517 units a year from 1992-2017. In 2004 the London Plan adjusted this target to 540 and the London Plan 'early alterations' has reduced this to an overall annual target of 352 units per annum, which has been rounded down to 350. The Early Alterations were published in December 2006 and are now

part of the London Plan; therefore the targets are taken to apply to the 2006/07 financial year.

The 352 is broken down into three components which need to be reported on:

conventional supply (237),  
non self-contained units (12) and  
vacant dwellings (103).

The conventional and non-conventional (for example hostel rooms) supply targets are to be met through the planning system, and Environmental Health report on vacant dwellings brought back into use. The overall target has been lowered in recognition of limited opportunities for development in the borough, as highlighted by the GLA's 2004 Housing Capacity Study.

For this year's results against components of the target, see the results in indicator ii).

The net additional conventional dwelling units required each year is now 237.

**v) the annual average number of net additional dwellings needed to meet overall housing requirements, having regard to previous year's performance.**

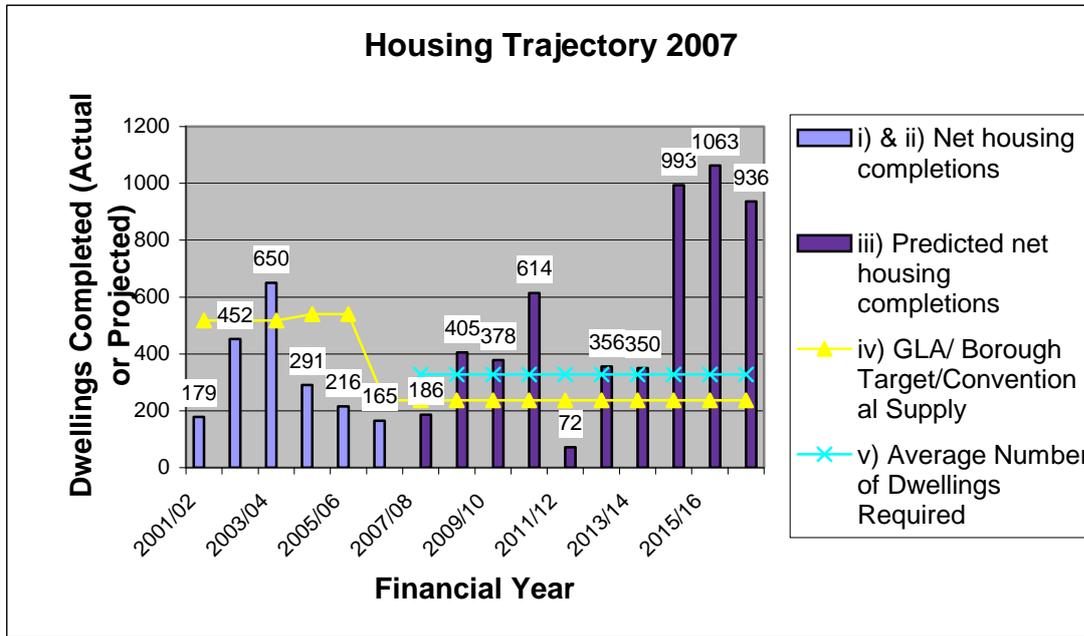
Looking at the past targets, the borough's shortfall or surplus against them and the current target, assesses the annual net additional dwelling requirement.

This year, we are looking at the figures in compliance with indicator i), which states you should look at the previous five year period or the start of the relevant plan period, whichever is longer. The UDP was adopted in May 2002 which is the 2002 to 2003 financial year; therefore we will look back five years to 2001 to 2002.

Following a completion figure of 165, the average total required a year to meet the target over the period is 328, which is a residual average of an extra 91 units per year on the conventional supply target.

# Housing Trajectory Graph

Fig. 14 Housing Trajectory



The five-year supply and the trajectory will be re-evaluated in next year's Annual Monitoring Report and progress reported.

Fig 15: Cumulative Completions and Targets

