

## APPENDIX Bi

### The Council's Schedule of Changes – Not required for Soundness

Paragraph No.	Original Wording	New Wording	Reason
Key Diagram		Change Wood Lane Station icon from a new Station to open station	RBKC. This change is request to ensure the Key Diagram is correct at time of adoption.
Executive Summary	<p><b>What will we do to Stimulate Regeneration in North Kensington?</b> (...) <b>Latimer</b> will be transformed into an accessible-and legible built environment, with a new neighbourhood shopping centre, and borough wide facilities including a new academy and renewed sports centre. We have allocated the site for the new academy. The employment zone will continue to offer accommodation that will foster the cultural and creative industries.</p>	<p><b>What will we do to Stimulate Regeneration in North Kensington?</b> (...) <b>Latimer</b> will be transformed into <del>an accessible-and</del> legible built environment, <u>inclusive for all</u>, with a new neighbourhood shopping centre, and borough wide facilities including a new academy and renewed sports centre. We have allocated the site for the new academy. The employment zone will continue to offer accommodation that will foster the cultural and creative industries.</p>	RBKC. Hearing discussions.
1.2.8 and new paragraph	1.2.8 The Consultation draft replacement Plan, published in October 2009, proposes some changes that are particularly relevant to the Borough (...).	<p>1.2.8 The Consultation draft replacement <u>London</u> Plan, <u>was</u> published in October 2009. <u>The Examination in Public of the London Plan is taking place in the summer and autumn of 2010. It is likely that the adoption of the Core Strategy for the Royal Borough will precede the adoption of the revised London Plan. In the event that the revised London Plan when adopted differs to any large extent from the draft, such that the Royal Borough's Core Strategy would no longer be in 'general conformity', and early review of the relevant parts of the Royal Borough's Core Strategy would be undertaken.</u></p> <p><u>The revised London Plan</u> proposes some changes that are particularly relevant to the Borough (...)</p>	RBKC. Hearing discussions.

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1.3.6 (third bullet)	Infrastructure (Section 2C), presented as a schedule. This schedule will be regularly reviewed as part of the Infrastructure Delivery Plan, and is included here as an indicator of current known infrastructure requirements.	Infrastructure (Section 2C), presented as a schedule. This schedule will be regularly reviewed as part of the Infrastructure Delivery Plan <u>and changes recorded in the Annual Monitoring Report;</u> <del>and</del> It is included here as an indicator of current known infrastructure requirements. <u>The up-to-date table will be available on the Council's website.</u>	RBKC. Hearing discussions.
2.3.19	It can be seen that the key issues and broad spatial patterns present four components that must drive the direction of the Core Strategy	It can be seen that the <del>key issues and broad spatial patterns</del> <u>key characteristics and broad spatial patterns</u> present four components that must drive the direction of the Core Strategy	RBKC. Clarification purposes.
3.3.9-3.3.15		<u>Our Local Case</u>	RBKC. Wording in bold to be included at the beginning of each of those paragraphs for clarification purposes.
5.1.6	The western part of the Kensal 'Place', has significant development potential through the redevelopment of the Kensal Gasworks sites, amounting to some 17 hectares (40 acres). Together, these sites are not dissimilar in size to that of Paddington Basin development in the neighbouring City of Westminster.	The western part of the Kensal 'Place', has significant development potential through the redevelopment of the Kensal Gasworks sites, amounting to some 17 hectares (40 acres). Together, these sites are not dissimilar in size to that of Paddington Basin development in the neighbouring City of Westminster. <u>This site is allocated in this Core Strategy as a Strategic Site – see Chapter 20.</u>	RBKC. Clarification purposes. Reference to strategic sites.
Places			Changes throughout the Places chapters. Same as in paragraph 5.1.6 for clarification purposes.
6.1.5	At Wornington Green, the Kensington Housing Trust are exploring ways to renew the Estate. The need for renewal is driven by a number of factors. (...)	<u>There are two strategic site allocations in Golborne/Trellick. One is at</u> <del>At</del> Wornington Green <u>(Chapter 21), where</u> the Kensington Housing Trust <del>are</del> <u>have been</u> exploring ways to renew the estate, <u>and planning permission, in outline for the whole estate, and in detail for phase one, nearest the Golborne road, was granted in March 2010.</u> The need for renewal is driven by a number of factors. (...)	RBKC. Clarification purposes and in the light of the recent planning permission.

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6.1.6	The Edenham Site, located next to Trellick, also provides opportunities for regeneration including new housing and extra care facilities.	<u>The other strategic site allocation is</u> the Edenham Site <del>– located next to the land adjacent to Trellick Tower (Chapter 22)</del> – also provides opportunities for regeneration including new housing and extra care facilities.	RBKC. Clarification purposes.
6.3.5.	This area benefits from a diverse range of community facilities, such as the Venture Centre, Muslim Cultural Heritage Centre, Kensal Library and a doctors' surgery. The Council will support improvements to social and community uses as a result of any new major development, particularly in making facilities accessible to all.	This area benefits from a diverse range of community facilities, such as the Venture Centre, Muslim Cultural Heritage Centre, Kensal Library and a doctors' surgery. The Council will support improvements to social and community uses as a result of any new major development, particularly in making facilities <del>accessible</del> <u>to inclusive for</u> all.	RBKC. Hearing discussions.
6.3.23	Pedestrian access will be improved to the rear of Westbourne Park underground station. This will greatly improve access to public transport services in the area.	<u>A new pedestrian access will be improved provided</u> to the rear of Westbourne Park underground station. This will greatly improve access to public transport services in the area.	RBKC. Hearing discussions.
Chapter 7		Changes in chapter 7 (Portobello / Notting Hill) are detailed in document RBKC/36 (Matter 4 – Keeping life local Modifications to Chapter 7: Portobello/Notting Hill place). (Appendix v)	RBKC. Hearing discussions.
9.1.5		Insert the following paragraphs after 9.1.5 <u>There is a specific opportunity in relation to the existing site of the leisure centre. This Core Strategy allocates the Leisure Centre site as the site of the much needed new school in the north of the Borough (see Chapter 23). Preliminary work undertaken in the summer of 2009 indicated that the school could be accommodated without compromising the existing leisure centre.</u>  <u>Other specific opportunities to realise the Vision (see below) have not been identified in this Core Strategy. They will be identified through a subsequent planning</u>	RBKC. Clarification purposes.

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		<u>document focusing only on the Latimer area.</u>	
CV9	Latimer will have been rebuilt, in a phased way, to a new street pattern. It will be a place that focuses on the provision of high-quality services through excellent urban design. It will provide accessible and adaptable spaces that are valued and used by the local community. New development, including a new neighbourhood shopping centre, will be located around the Latimer Road Station. There will be clear links to Ladbroke Grove and White City. A community sports centre with a swimming pool will be retained in the area and a new academy will be established.	Latimer will have been rebuilt, in a phased way, to a new street pattern, <u>guaranteeing all existing tenants the opportunity of a new home as well as creating capacity for new residents to move to the area.</u> It will be a place that focuses on the provision of high-quality services through excellent urban design. It will provide accessible, <u>safe</u> and adaptable spaces that are valued and used by the local community. New development, including a new neighbourhood shopping centre, will be located around the Latimer Road Station. <u>The area will be better served by public transport, and</u> there will be clear links to Ladbroke Grove and White City. A community sports centre with a swimming pool will be retained in the area and a new academy will be established.	RBKC. In response to comments made by KCSC and hearing discussions, make the Latimer Place more explicit in its protection of homes of existing tenants.
9.3.9	(...) One way of raising funds to provide good-quality homes for existing tenants is through the provision of additional private housing on existing Council-owned housing estates.	(...) One way of raising funds to provide good-quality homes for existing tenants is through the provision of additional private housing on existing Council-owned housing estates. <u>The new housing for the existing tenants will be of a type which would meet their housing needs.</u>	RBKC. Hearing discussions.
9.4.6	Has a new neighbourhood shopping centre been delivered in the Latimer area?	Has a new <u>local neighbourhood shopping</u> centre been delivered in the Latimer area?	RBKC. Hearing discussions.
9.3.11	There are few local shops in the area. A new local centre is needed to allow residents to have the shops and services they need within a short walk. (...)	There are few local shops in the area. A new <u>local neighbourhood</u> centre is needed to allow residents to have the shops and services they need within a short walk. (...)	RBKC. Hearing discussions.
Proposed paragraph after 10.1.2	There are 5 sites along the west of Warwick Road and north of Cromwell Road where significant change is planned. This is likely to be in the form of a mixed use development, with increased provision of open space and education facilities. The sites are	There are 5 sites along the west of Warwick Road and north of Cromwell Road where significant change is planned. This is likely to be in the form of a mixed use development, with increased provision of open space and <u>a new school education facilities that will also be</u>	RBKC. Clarification purposes.

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	allocated as a Strategic Site considered in Chapter 25.	<u>used as a community facility</u> . The sites are allocated as <u>a Strategic Site the Warwick Road</u> considered in Chapter 25.	
10.1.6	(...) After 2012, however, the landowners plan to redevelop the site. The Earl's Court Exhibition Centre Site extends (...)	(...) After 2012, however, the landowners plan to redevelop the site. <u>It is allocated as a strategic site in this Core Strategy, see Chapter 26</u> . The Earl's Court Exhibition <u>Centre</u> Site extends (...)	RBKC. Clarification purposes.
CV10	By returning the one-way system to two-way working, reducing the traffic flow, and improving the pedestrian environment, the western edge of the Borough will be reintegrated and Earl's Court Neighbourhood Centre will be able to blossom, offering an attractive 'urban-village' environment which local residents can enjoy. (...)	<del>By returning the one-way system to two-way working, reducing the traffic flow, and improving the pedestrian environment,</del> The western edge of the Borough will be <del>reintegrated</del> <u>with the</u> and Earl's Court Neighbourhood Centre <u>so that the centre is</u> will be able to blossom, offering an attractive 'urban-village' environment which local residents can enjoy. <u>Crucial to this is reducing the impact of the one-way system on residential amenity, the pedestrian environment and public transport users, preferably by returning the one-way system to two-way working or other significant environmental improvements.</u>	RBKC. Hearing discussions.
10.3.5	The Council will also consider the potential for improved accessibility form the West London Line to the underground network.	The Council will also consider the potential for improved <u>accessibility interchange</u> form the West London Line to the underground network <u>and work with TfL to improve north-south bus and cycle connections.</u>	RBKC. Hearing discussions.
CP10	The Council will ensure an attractive 'urban-village' environment in Earl's Court by supporting improvements to the public realm, pedestrian environment and open space and resist proposals which prejudice the realisation of the full potential of opportunities in the area.	The Council will ensure an attractive 'urban-village' environment in Earl's Court by supporting improvements to the public realm, pedestrian environment and open space. <del>The Council will</del> <u>and resist</u> <u>ing development</u> proposals which prejudice the <u>opportunities for wider regeneration of the area and compromise delivery of the vision</u> <del>realisation of the full potential of opportunities in the area.</del>	RBKC. Hearing discussions.

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10.4.3	(...) Community facilities provided as part of 100 West Cromwell Road development; (...)	(...) <del>Social and c</del> Community facilities provided as part of <del>100 West Cromwell Road</del> development; (...)	RBKC. Hearing discussions.
10.4.6		Add new bullet <u>6. Has development delivered the social and community facilities identified through the SPD?</u>	RBKC. Hearing discussions.
Map in chapter 11		Add ' <u>Holland Walk</u> '	RBKC. Hearing discussions.
11.1.9	The Commonwealth Institute building is at the western end of the centre. A high-quality public institutional use could help to enhance the attractiveness of the High Street and attract more visitors.	The <u>Grade II* Listed</u> Commonwealth Institute building is at the western end of the centre. A high-quality public institutional use could help to enhance the attractiveness of the High Street and attract more visitors. <u>To that end it is included as a strategic site allocation within this Core Strategy – see Chapter 24. A planning application was received in 2009 which included modifications to the building for the Design Museum, with enabling residential development also on the site. The Council is minded to grant permission subject to a s.106 agreement.</u>	RBKC. Clarification purposes and in the light of the recent planning permission.
11.3.11	Access to High Street Kensington underground station is poor-as it does not allow step free access. The station is not listed, and thus represents a potential redevelopment opportunity, although the arcade will be retained.	<del>Access to</del> High Street Kensington underground station is <del>not inclusive for all</del> <del>poor</del> -as it does not allow step-free access. The station is not listed, and thus represents a potential redevelopment opportunity, although the arcade will be retained.	RBKC. Hearing discussions.
11.3.16	The design of High Street Kensington Station is such that there is no disabled access and the capacity of stairways to the platforms is often not sufficient to meet demand, which can cause delay and safety problems. The Council supports refurbishment of the station to improve safety and provide step free access. The High Street is very well served by a range of bus routes but there is a need to improve visitor information on bus routes, particularly to Notting Hill Gate for Portobello Road.	The design of High Street Kensington Station is such that there is no <del>disabled step-free</del> access and the capacity of stairways to the platforms is often not sufficient to meet demand, which can cause delay and safety problems. The Council supports refurbishment of the station to improve safety and provide step-free access. The High Street is very well served by a range of bus routes but there is a need to improve visitor information on bus routes, particularly to Notting Hill Gate for Portobello Road.	RBKC. Hearing discussions.

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CP11	The Council will ensure the continued success of the High Street as a high quality shopping street serving residents, workers and visitors by paying close regard to the need to enhance the character of the area, support existing retail niches, attract new trip generating uses and improve access to the centre.	The Council will ensure the continued success of the High Street as a high quality shopping street serving residents, workers and visitors by paying close regard to the need to enhance the character of the area, support existing retail niches, attract new trip generating uses and <u>ensure it is inclusive for all. improve access to the centre.</u>	RBKC. Hearing discussions.
Map in chapter 12	Improve Imperial College Road as a pedestrian and cycling route.	Improve Imperial College Road as a pedestrian and cycling route- <u>that links with the cycle route in Hyde Park</u> after "Improve Imperial College Road as a pedestrian and cycling route.	RBKC. Hearing discussions.
12.3.12	The area surrounding the Exhibition Road institutions is residential in character, but residential development (excluding student accommodation) between Queen's Gate and Exhibition Road north of Cromwell Road is not considered appropriate. (...)	The area surrounding the Exhibition Road institutions is residential in character. <u>There is also residential use over the shops in the area around the London Underground Station. Balancing residential amenity and the issues associated with the large volume of visitors is not straight forward [footnote to cross reference Policy CL5 Residential Amenity].</u> <del>But</del> Residential development (excluding student accommodation) between Queen's Gate and Exhibition Road north of Cromwell Road is not considered appropriate. (...)	RBKC. Hearing discussions.
CP12	The Council will ensure the continued success of South Kensington as a premier public cultural destination, and as a local shopping centre, by securing good quality public open spaces and significantly improving accessibility to cater for the very large number of visitors the area receives, and supporting proposals to uplift the quality of the retail offer, especially proposals likely to favour local and niche markets.	The Council will ensure the continued success of South Kensington as a premier public cultural destination, and as a local shopping centre, by securing good quality public open spaces and <u>step-free access at South Kensington station significantly improving accessibility</u> to cater for the very large number of visitors the area receives, and supporting proposals to uplift the quality of the retail offer, especially proposals likely to favour local and niche markets.	RBKC. Hearing discussions.
13.4.3	The following infrastructure is specifically required to deliver the vision for Brompton Cross:	The following infrastructure is specifically required to deliver the vision for Brompton Cross:	RBKC. Hearing discussions.

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	<ul style="list-style-type: none"> <li>improved access to South Kensington underground station, to be delivered through redevelopment at and near the station;</li> <li>public realm improvements including a central sculptural feature.</li> </ul>	<ul style="list-style-type: none"> <li><del>improved step-free</del> access to South Kensington underground station, to be delivered through redevelopment at and near the station;</li> <li>public realm improvements including a central sculptural feature.</li> </ul>	
Rest of places: Portobello/Notting Hill, Westway, South Kensington, Brompton Cross, Knightsbridge, King's Road/Sloane Square, Notting Hill Gate, Fulham Road and Lots Road/World's End		<u>There are no strategic site allocations within [name of place to be inserted] place contained in the Core Strategy.</u>	Insert a new paragraph at the end of the introduction, before the Vision. RBKC. Clarification purposes.
14.3.12 and map	The Council will continue to work in partnership with the City of Westminster to achieve a shared vision for the area. The possibility of implementing public realm improvements in Montpellier Street to provide space for alfresco dining, market stalls and events will be investigated	The Council will continue to work in partnership with the City of Westminster to achieve a shared vision for the area. The possibility of implementing public realm improvements in Montpellier Street to provide space for <del>alfresco dining</del> , market stalls and events will be investigated.  Reference to alfresco dining will also be removed from the Knightsbridge map.	In response to comments made by the Knightsbridge Association, and their concern that alfresco dining in Montpellier Street will directly conflict with the amenity of nearby residential properties.
Map in chapter 17		Move 'north-south cycle link' on to Beaufort Street / Drayton Gardens (this is LCN and links north).	RBKC. Hearing discussions.
Map in chapter 18		Add (...) <u>and cycles</u> in key and add reference to <u>pedestrian only</u> through site between the King's Road and Fulham Road.	RBKC. Hearing discussions.
18.1.4	(...) A planning application was approved on appeal	(...) A planning application was approved on appeal by	RBKC. Hearing discussions.

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	by the Secretary of State in 2006. This mixed-used development will include retail, business and over 400 new dwellings. Implementation of this permission has yet to commence. (...)	the Secretary of State in 2006. This <u>cross-boundary</u> mixed-used development will include retail, business and over 400 new dwellings <u>in the Borough and over 380 new dwellings, car and cycle parking, children's playspace, and works to Chelsea Creek and Chelsea Basin in the London Borough of Hammersmith and Fulham</u> . Implementation of this permission has yet to commence. (...)																														
18.2	(...) The Lots Road Power Station site development will play a vital role in improving the vitality of the area by providing a mixture of uses including housing, new neighbourhood shops, offices and social and community facilities including mooring facilities.	(...) The Lots Road Power Station site development will play a vital role in improving the vitality of the area by providing a mixture of uses including housing, new neighbourhood <u>shops-centre</u> , offices and social and community facilities including mooring facilities.	RBKC. Hearing discussions.																													
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20.1.4	Kensal Gasworks is located in the Kensal Place, Chapter 5, where the Strategic Objectives of the plan as a whole, have been listed in the following order of priority: Respecting Environmental Limits, Better Travel Choices, Diversity of Housing, Keeping Life Local, An Engaging Public Realm, renewing the Legacy and Fostering Vitality.	Kensal Gasworks is located in the Kensal Place, Chapter 5. <a href="#">Particular attention is drawn to the Vision for Kensal (see section 5.2), and the Priorities for Action (section 5.3), which consider the wider Kensal area beyond this specific strategic site allocation. In the Priorities for Action section, the actions are set out under the headings of the</a> <del>where the</del> Strategic Objectives of the plan as a whole, <del>but have been listed in the following order of priority</del> <a href="#">regarded as appropriate for Kensal:</a> Respecting Environmental Limits, Better Travel Choices, Diversity of Housing, Keeping Life Local, An Engaging Public Realm, renewing the Legacy and Fostering Vitality.	RBKC. For clarification purposes.																								
Rest of Strategic Site Allocations			Same changes as paragraph 20.1.4 for each strategic site. RBKC. For clarification purposes. Standard Text Changes																								

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Policy CK1(c)iii	Significantly improve Social and community uses elsewhere in the Borough...	Significantly improve <u>or provide new</u> Social and community uses elsewhere in the Borough...	RBKC. This provides a greater reflection of the aims of the policy
Policy CK2 and subheading	Local Shopping Facilities	<u>Walkable Neighbourhoods and</u> Local Shopping Facilities	RBKC. This change will provide clarity and highlight the relationship between local shopping and walkable neighbourhoods
20.2.2	The Council considers the site to have the capacity of upwards of 2,500 new dwellings and the Council considers that the site also has potential for at least 10,000sqm of offices	The Council considers the site to have the capacity of upwards of 2,500 new dwellings and <del>the Council considers that the site</del> also has potential for at least 10,000sqm of offices <u>or other B1 uses</u>	RBKC. The Council wish to acknowledge that other compatible employment uses will also be encouraged.
20.3.6	National Grid, who own the gas holders, have informed the Council that they are looking to remove them by 2017. The gas holders site will therefore be in the second phase of the development....	National Grid, who own the gas holders, have informed the Council that they are looking to remove them by 2017 <u>at the earliest</u> . The gas holders site will therefore be in the second phase of the development.	National Grid. This change was requested in the Statement of Common Ground to provide consistency with other parts of the chapter
21.1.4		Add at the end of the paragraph: <u>Outline Planning permission was granted 30<sup>th</sup> March 2010 with all details submitted for Phase One and all details reserved for Phases 2-5.</u>	RBKC. Hearing discussions.
23.2.1	(...) The Council is resolving this deficiency through the provision of a new academy, agreed by the Minister for Education, to be funded through 'Building Schools for the Future' grants.	(...) The Council is resolving this deficiency through the provision of a new academy, agreed by the Minister for Education, to be <u>potentially</u> funded through 'Building Schools for the Future' grants <u>or other sources of funding</u> .	RBKC. Hearing discussions.
23.2.3	The Council will therefore support the designation of a neighbourhood centre within the Earl's Court Opportunity Area.	The Council will therefore support the designation of a <u>small-scale neighbourhood</u> centre within the Earl's Court Opportunity Area, <u>provided that this meets the needs of the existing development without harming existing centres</u> .	RBKC change to be consistent with amendment to Core Strategy Policy Cf1(e).
23.2.4	The 'Building Schools for the Future' funding may need to be supplemented with funding from enabling development. (...)	<del>The 'Building Schools for the Future'</del> <u>Any public sector</u> funding may need to be supplemented with funding from enabling development. (...)	RBKC. Hearing discussions.
23.3.5	RBKC, 'Building Schools for the Future' funding	RBKC, 'Building Schools for the Future' funding	RBKC. Hearing discussions.

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	2011/12, possibly some enabling residential development and private investment.	2011/12 <u>or other public sector investment</u> , possibly some enabling residential development and private investment.	
CA6	i. community sports hall;  p. a contribution to facilitate the unravelling the Earl's Court One-Way system;	i. community sports hall; <del>and swimming pool</del> ;  p. a contribution to <u>investigate and implement measures to facilitate the return the Earl's Court one-way system to two-way working-unravelling the Earl's Court One-Way system</u> ;	RBKC. Hearing discussions. RBKC amendment to reflect amendments to the Earl's Court Strategic Site and Better Travel Choices.
29.2.4	<p>Planning Obligations are intended to make acceptable development which would not otherwise be unacceptable in planning terms. They might be used to prescribe the nature of a development; to secure a contribution from a developer to compensate for loss or damage created by a development; or to mitigate a development's impact. They must comply with the provisions of Circular 05/2005 "Planning Obligations", and such measures may include:</p> <p>1.Environmental improvements – to buildings, the street (including townscape enhancements), utility provision, nature conservation measures and mitigating the effects of a development proposal;</p> <p>(...)</p> <p>5. provision of transportation facilities – including facilities for walking and cycling, public transport and highways improvements to cater for the impact of the development and towards Crossrail where development within the CAZ or in other circumstances, would require this as a result of London Plan Supplementary Planning Guidance (SPG) and permit-free development;</p>	<p>Planning Obligations are intended to make acceptable development which would not otherwise be unacceptable in planning terms. They might be used to prescribe the nature of a development; to secure a contribution from a developer to compensate for loss or damage created by a development; or to mitigate a development's impact. They must comply with the provisions of Circular 05/2005 "Planning Obligations", <u>and the Community Infrastructure Levy Regulations 2010</u> and such measures may include:</p> <p>1.Environmental improvements – to buildings, the street (including townscape enhancements), <u>improvements for inclusive design</u>, utility provision, nature conservation measures and mitigating the effects of a development proposal;</p> <p>(...)</p> <p>5. provision of transportation facilities – including facilities for walking and cycling, <u>inclusive</u> public transport and highways improvements to cater for the impact of the development <u>and impact of the construction of development in relation to traffic, air quality and noise on the amenity of residents</u>, and towards Crossrail where development within the CAZ or in other circumstances, would require this as a result of London Plan Supplementary Planning Guidance (SPG) and permit-free development;</p>	RBKC. Hearing discussions.

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CO1	Our strategic objective to <b>keep life local</b> is for strong effective neighbourhood centres and for social and community facilities to be widely available and for neighbourhood functions, including local shopping facilities, to be easily accessible so that residential communities can flourish.	Our strategic objective to <b>keep life local</b> is for strong effective neighbourhood centres and for social and community facilities to be widely available and for neighbourhood functions, including local shopping facilities, to be <del>easily accessible inclusive for all</del> so that residential communities can flourish.	RBKC. Hearing discussions.
30.2.4	Thirdly, strengthening local centres as the focus of a local community, (...)	Thirdly, strengthening <del>local</del> <u>neighbourhood</u> centres as the focus of a local community, (...)	RBKC. Hearing discussions.
30.3.4 and 30.3.6	<p>30.3.4 The Council also acknowledges that there are also social and community uses which are community assets, such as post offices and pharmacies, where change to another use in the same use class, such as a shop, does not require planning consent. The Council cannot therefore control these uses through its planning powers respond to supply and demand, which has have tended to result in them being be available within 'walkable neighbourhoods'. However, especially regarding post offices, this is no longer guaranteed. The Council will, therefore, in partnership with others, strive to achieve this through other means.</p> <p>30.3.6 Public Houses are also considered a social and community use in the Borough, and recent concern over their loss to residential use has been noted. However, the Borough has only lost 6 public houses to residential units in the last decade. This is not to say that their loss is anything but regrettable. However, the Royal Borough is fortunate to have 173 bars (113 of which are traditional public houses) and the entire Borough (excluding open spaces) is served by one or more of these facilities being within a 10 minute walk. Therefore, the Council considers that there is too little evidence to resist their loss at the present time. This will be</p>	<p>The Council also acknowledges that there are also social and community uses which are <u>considered valuable community assets</u>, such as post offices and pharmacies, where change to another use in the same use class, such as a shop, does not require planning consent. The Council cannot therefore control these uses through its planning powers <u>and therefore cannot be controlled under Policy CK1 at present. These facilities respond to supply and demand, which has have tended to result in them being</u> be available within 'walkable neighbourhoods'. <del>However, especially regarding post offices, this is no longer guaranteed.</del> The Council will, therefore, in partnership with others, strive to achieve this through other means.</p> <p><u>Should any of these uses change to a different use class (for example, to Sui Generis), they would be considered under Policy CK1.</u></p> <p><i>**relocated from 30.3.6**</i> Public Houses are also considered a social and community use in the Borough, and recent concern over their loss to residential use has been noted. However, the Borough has only lost 6 public houses to residential units in the last decade. This is not to say that their loss is anything but regrettable. However, the Royal Borough is fortunate to have 173 bars (113 of which are traditional public houses) and the entire Borough (excluding open</p>	RBKC. Hearing discussions.

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	kept under review.	spaces) is served by one or more of these facilities being within a 10 minute walk. Therefore, the Council considers that there is too little evidence to resist their loss at the present time. This will be kept under review. <u>The Borough has also experienced a number of traditional public houses changing into other drinking establishments which do not provide the same community function to residents. However, these changes do not represent a change under the Town and Country Planning (Use Classes) Order 1987 and cannot presently be controlled by the Council.</u>	
CK1c	ii. permit the change of use of land and/or buildings where the current or last use was a social or community use from one social and community use to another social and community use which predominantly serves, or which provides significant benefits to Borough residents and where it is successfully demonstrated that there is a greater benefit to the Borough resulting from this change of use;	ii. permit the change of use of land and/or buildings where the current or last use was a social or community use from one social and community use to another social and community use which predominantly serves, or which provides significant benefits to Borough residents and where it is <del>successfully</del> demonstrated that there is a greater benefit to the Borough resulting from this change of use;	RBKC. Hearing discussions.
P. 170 Corporate and Partner Actions: point 1	The Town Centre Initiatives Manager will work in partnership with to support and strengthen the viability of local shopping centres.	The Town Centre Initiatives Manager will work in partnership with <u>retailers, landlords, residents and other stakeholders</u> to support and strengthen the viability of local shopping centres.	RBKC. Hearing discussions.
P. 170 Corporate and Partner Actions: point 10	The Council's Transportation section within Transport, Environment and Leisure Services will work in partnership with Transport for London to encourage streetscape and traffic management improvements which remove barriers and improve access to social and community uses and local shopping centres, and improve cycling and walking environments in the Borough.	The <del>Council's</del> Transportation <u>and Highways Department section</u> <del>within Transport, Environment and Leisure Services</del> will work in partnership with Transport for London to encourage streetscape and traffic management improvements which remove <u>physical barriers and improve access</u> to social and community uses and local shopping centres, <u>making them inclusive for all</u> , and improve cycling and walking environments	RBKC. Hearing discussions.

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		in the Borough.	
P. 170 Corporate and Partner Actions: point 12	The Family and Children's Services Directorate will work with the Department for Education and others in securing funding for upgrading of all schools through the Primary Capital Programme and 'Building Schools for the Future' programme.	The Family and Children's Services Directorate will work with the Department for Education and others <del>to</del> <del>in securing</del> funding for upgrading of all schools <del>through the Primary Capital Programme and 'Building Schools for the Future' programme.</del>	RBKC. Hearing discussions.
P. 170 Corporate and Partner Actions. Add a new point.		Add a new point. <u>The Directorate of Planning and Borough Development will work with Kensington and Chelsea Social Council to ensure there is effective consultation with hard to reach groups on the ongoing production of the Infrastructure Delivery Plan.</u>	RBKC. Hearing discussions.
P. 170 Corporate and Partner Actions. Add a new point.		Add a new point. <u>The Directorate of Planning and Borough Development will work with LBHF and the GLA to prepare a Supplementary Planning Document/Opportunity Area Framework to bring forward the redevelopment of the Earls Court, including social and community uses as required to sustain a balanced community.</u>	RBKC. Hearing discussions.
P. 170 Corporate and Partner Actions. Add a new point.		Add a new point. <u>The Directorate of Planning and Borough Development will work with the Kensington and Chelsea Social Council to establish a register of social and community uses to assess where potential new facilities could be located.</u>	RBKC. Hearing discussions.
31.3.9	(...) Earl's Court Road has been classed as a Neighbourhood rather than a District centre to recognise the ongoing review of the London Town Centre Network being carried out by the GLA in preparation of the forthcoming London Plan.	Earl's Court Road has been classed as a Neighbourhood rather than a District centre, <u>as designated within the London Plan</u> , to recognise <del>the its scale and its primary function in serving the day-to-day needs of local people and those visiting the</del> <u>Earl's Court Exhibition Centre. As such, part (d) of Policy CF3 is relevant in the determination of planning applications for this centre.</u> <del>ongoing review of the London Town Centre Network being carried out by the GLA in preparation of the forthcoming London Plan.</del>	RBKC. Hearing discussions.

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31.3.13	The <b>Neighbourhood Centres</b> are: Barlby Road, Ladbroke Grove (North), Golborne Road (North), North Pole Road, St Helen's Gardens, Ladbroke Grove Station, All Saints Road, Westbourne Park Road, Clarendon Cross, Holland Park Avenue, Holland Road, Napier Road, Kensington High Street (West), Thackeray Street, Pembroke Road, Earl's Court Road, Stratford Road, Gloucester Road, Cromwell Road Air Terminal, Gloucester Road (South), Old Brompton Road (West), Old Brompton Road (East), Ifield Road, The Billings, Fulham Road (Old Church Street), Walton Street, Lowndes Street, Pont Street, Sloane Avenue, Elystan Street, Chelsea Manor Street, Lower Sloane Street, World's End, and Fulham Road/ Brompton Cemetery.	The <b>Neighbourhood Centres</b> are: Barlby Road, Ladbroke Grove (North), Golborne Road (North), North Pole Road, St Helen's Gardens, Ladbroke Grove Station, All Saints Road, Westbourne Park Road, Clarendon Cross, Holland Park Avenue, Holland Road, Napier Road, Kensington High Street (West), Thackeray Street, Pembroke Road, Earl's Court Road, <u>Earl's Court Road North</u> , Stratford Road, Gloucester Road, Cromwell Road Air Terminal, Gloucester Road (South), Old Brompton Road (West), Old Brompton Road (East), Ifield Road, The Billings, Fulham Road (Old Church Street), Walton Street, Lowndes Street, Pont Street, Sloane Avenue, Elystan Street, Chelsea Manor Street, Lower Sloane Street, World's End, and Fulham Road/ Brompton Cemetery.	RBKC. For consistency with Proposals Map.
Proposed new paragraph after 31.3.42		<u>Arts and cultural uses at local level can help underpin and secure communities which are central to the residential character of the Borough. They can be a means of retaining and enhancing familiar landmarks and can increase stability by reinforcing neighbourhood identity. In short, they add variety and richness to the life of the Borough.</u>	RBKC. Hearing discussions.
CF7	Arts and Culture Uses  The Council supports the Borough's role in world class culture and will welcome new cultural institutions across the Borough and protect, nurture and encourage those which already exist. In particular the Council will support proposals which enhance the cultural draw of South Kensington, King's Road/Sloane Square, the Notting Hill Gate area and Kensington High Street.	Arts and <del>Culture</del> Cultural Uses  The Council supports the Borough's role in <u>both local and</u> world class <u>arts and</u> culture <del>and</del> . <u>The Council</u> will welcome new cultural institutions <u>and facilities</u> across the Borough and protect, nurture and encourage those which already exist. In particular the Council will support proposals which enhance the cultural draw of South Kensington, King's Road/Sloane Square, the Notting Hill Gate area and Kensington High Street.	RBKC. Hearing discussions.
CO3	Our strategic objective for <b>better travel choices</b> is	Our strategic objective for <b>better travel choices</b> is for	RBKC. Hearing discussions.

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	for walking, cycling and public transport to be safe, easy, attractive and preferred by our residents to private car ownership and use.	walking, cycling and public transport to be safe, easy, <del>and</del> attractive, <u>and inclusive for all</u> and preferred by <del>our</del> residents <u>and visitors</u> to private car ownership and use.	
32.2.1	The provision of new public transport services, and improvements to existing services, will make it easier for all Borough residents to choose to use public transport over the private car. In some areas, such as Kensal, new rail infrastructure would transform access to the public transport network and facilitate significant regeneration.	The provision of new public transport services, and improvements to existing services, <u>both inclusive to all</u> , will make it easier for <del>all</del> Borough residents to choose to use public transport over the private car. In some areas, such as Kensal, new rail infrastructure would transform access to the public transport network and facilitate significant regeneration.	RBKC. Hearing discussions.
32.3.4	The whole Borough is subject to one Controlled Parking Zone and therefore demand for parking from new development will not necessarily be focused in the area surrounding it. Permit-free agreements will be required for all new additional residential development.	The whole Borough is subject to one Controlled Parking Zone and therefore demand for parking from new development will not necessarily be focused in the area surrounding it. Permit-free agreements will be required for all new additional residential development. <u>The Royal Borough operates a Purple Badge scheme for people with disabilities living or working in the borough. Purple Badge holders are exempt from the permit-free requirements.</u>	RBKC. Hearing discussions.
32.3.9	North-south links across the Borough are weak, and improvements to these would improve access for residents and encourage more use of public transport. Most of the Underground and rail stations in the Borough do not have step-free access and remain inaccessible to passengers with reduced mobility, and to people with children especially those with prams and pushchairs.	North-south links across the Borough are weak, and improvements to these would improve access for residents and encourage more use of public transport. <u>The public transport network needs to be inclusive for all. In particular</u> most of the Underground and rail stations in the Borough do not have step-free access and remain inaccessible to passengers with reduced mobility, and to people with children especially those with prams and pushchairs.	RBKC. Hearing discussions.
CT2	e. require new improvements to the accessibility of West Brompton Station, measures to increase the capacity of the West London Line and improvements to its interchange with the underground network, particularly at Earl's Court	e. require new <u>development to contribute to improvements to the accessibility of step-free access at</u> West Brompton Station, measures to increase the capacity of the West London Line and improvements to its interchange with the	RBKC. Hearing discussions.

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

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	taking place in 2009 and the new document will be adopted in 2010.	<del>2009 and the new document will be adopted in 2010.</del>	
33.3.3	The public realm, particularly the street network, plays a vital role in providing good transport and mobility. These networks and spaces provide excellent levels of 'permeability', reflected in spatial analysis of pedestrian movements for large parts of the Borough, but not all. There are also parts of the Borough that are isolated by the Canal, railway lines, the Westway and other major roads, which create access barriers. Parks and cemeteries can also form access barriers in some cases, not only physical barriers but also safety barriers, particularly at night. Some housing estates, especially those post-war, also create barriers, and street networks that are confusing. (...)	The public realm, particularly the street network, plays a vital role in providing good transport and mobility. These networks and spaces provide excellent levels of 'permeability', reflected in spatial analysis of pedestrian movements for large parts of the Borough, but not all. There are also parts of the Borough that are isolated by the Canal, railway lines, the Westway and other major roads, which create <del>access</del> barriers <u>to movement</u> . Parks and cemeteries can also form <del>access</del> barriers in some cases, not only physical barriers but also safety barriers, particularly at night. Some housing estates, especially those post-war, also create barriers, and street networks that are confusing. (...)	RBKC. Hearing discussions.
33.3.15	(...) Event Management Plans and Management Strategies for temporary and occasional uses can ensure that matters such as public health, pedestrian and traffic safety and waste management are maintained.	(...) Event Management Plans and Management Strategies for temporary and occasional uses can ensure that matters such as public health, pedestrian and traffic safety and waste management <del>are maintained</del> <u>are all taken into account</u> .	RBKC. Hearing discussions.
CR3	<p><b>Street and Outdoor Life</b></p> <p>The Council will require opportunities to be taken within the street environment to create 'places' that support outdoor life, inclusive to all, adding to their attractiveness and vitality.</p> <p>To deliver this the Council will:</p> <p>a.b.c.d. (...)</p>	<p><b>Street and Outdoor Life</b></p> <p>The Council will require opportunities to be taken within the street environment to create 'places' that support outdoor life, inclusive to all, adding to their attractiveness and vitality.</p> <p>To deliver this the Council will:</p> <p><u>Markets</u></p> <p>a.b.....</p>	RBKC. Hearing discussions.

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		<p><u>Pavements</u> c.d.....</p> <p><u>Temporary Use of Open Spaces</u></p>	
34.2.2	There is inevitable pressure for change, as the existing, often historic, building stock is updated, renewed or replaced to meet today's needs and changing lifestyles. Maintaining and improving the character, quality, inclusivity and setting of the Royal Borough's exceptional built environment is vital. The local context is of primary importance in achieving this.	There is inevitable pressure for change, as the existing, often historic, building stock is updated, renewed or replaced to meet today's needs and changing lifestyles. Maintaining and improving the character, quality, inclusivity and setting of the Royal Borough's exceptional built environment is vital. <u>Past approaches, where no worsening was good enough, are no longer acceptable. The prevailing philosophy will be to drive up the quality of design to improve the quality of the Borough's built environment.</u> The local context is of primary importance in achieving this.	RBKC. Hearing discussions.
CL1	<p>The Council will require all development to respect the existing context, character, and appearance, taking opportunities available to improve the quality and character of buildings and the area and the way it functions, including being inclusive and accessible for all.</p> <p>c) require the density of development to be optimized relative to context, whilst taking into account the appropriate density range</p>	<p>The Council will require all development to respect the existing context, character, and appearance, taking opportunities available to improve the quality and character of buildings and the area and the way it functions, including being inclusive <del>and accessible</del> for all.</p> <p>c) require the density of development to be optimized relative to context, <del>whilst taking into account the appropriate density range</del></p>	RBKC. Hearing discussions. This amendment provides the correct emphasis in that 'context' is the key determinant for the appropriate density of a proposed development
34.3.12	The Royal Borough has a distinctive townscape of high quality, often characterised by a wide variety of architectural styles within relatively small areas. To renew the legacy, a sensitive approach to the architectural design of new buildings, and to extensions and modifications to existing buildings, will be required.	The Royal Borough has a distinctive townscape of high quality, often characterised by a wide variety of architectural styles within relatively small areas. To renew the legacy, a sensitive approach to the architectural design of new buildings, and to extensions and modifications to existing buildings, will be required. <u>This should be to a high quality, with very high quality expected within conservation areas.</u>	RBKC. This amendment makes its explicit that new development should be of the very highest quality within the Borough's conservation areas.
34.3.17	...in the Council's view there are currently only	...in the Council's view there are currently only <del>three</del>	RBKC. The Holiday Inn in

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	three buildings which are considered to be eyesores, the Holiday Inn in Kensington, Forum Hotel in Gloucester Road and Newcombe House in Notting Hill Gate.	<del>the</del> <u>two</u> buildings which are considered to be eyesores, <del>the Holiday Inn in Kensington,</del> the Forum Hotel in Gloucester Road and Newcombe House in Notting Hill Gate.	Kensington, Forum Hotel in Gloucester Road are two names for the same building.
34.3.20	(...) Subterranean development may have minimal structural impact on the existing or adjoining buildings as long as they are designed and constructed with great care. (...) In addition, to ensure subterranean developments do not add to the impermeable surfacing of the Borough, sufficient soil depth to absorb water and slow its entry into the drainage system is needed. (...)	(...) Subterranean development may have minimal structural impact on the existing or adjoining buildings as long as they are designed and constructed with great care. <u>The Council requires Construction Method Statements, signed by a Chartered Engineer or Chartered Structure Engineer, to be submitted with all planning applications for subterranean development. These statements must set out clearly the potential impact, including cumulative impact, of the development on the existing, neighbouring or surrounding buildings, and the measures taken to mitigate these impacts having specific regard to ground conditions.</u> (...) In addition, to ensure subterranean developments do not add to the impermeable surfacing of the Borough, <u>Sustainable Urban Drainage Systems (SUDs) or other measures will be required, sufficient soil depth to absorb water and slow its entry into the drainage system is needed.</u> (...)	RBKC. Hearing discussions.
34.3.30	Shopfronts within the Borough play a key part in establishing and defining the visual character of our high streets and shopping parades. The Borough has many fine examples of shopfront design ranging from the mid-19th Century through to today. While the careful restoration of some of these early examples is important for maintaining our highly valued built heritage, particular emphasis is placed on ensuring high standards of design for all shopfronts, be they of traditional, modern or contemporary style and to ensure they are accessible to all.	Shopfronts within the Borough play a key part in establishing and defining the visual character of our high streets and shopping parades. The Borough has many fine examples of shopfront design ranging from the mid-19th Century through to today. While the careful restoration of some of these early examples is important for maintaining our highly valued built heritage, particular emphasis is placed on ensuring high standards of design for all shopfronts, be they of traditional, modern or contemporary style and to ensure they are <u>accessible to inclusive for</u> all.	RBKC. Hearing discussions.

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34.3.38	(...) The Council also considers that local historic features such as memorials (particularly war memorials, including those on private land or within buildings), plaques, coal plates, horse and cattle troughs and bollards are historic assets worthy of protection, whether listed or not.	(...) The Council also considers that local historic features such as memorials (particularly war memorials, including those on private land or within buildings), plaques, coal plates, horse and cattle troughs and <u>historic</u> bollards are historic assets worthy of protection, whether listed or not.	RBKC. Hearing discussions.
34.3.39	Listed buildings and scheduled ancient monuments can be negatively affected not only by inappropriate additions, internal and external alterations, and demolition, but also by inappropriate use and unsympathetic neighbouring development. Such changes can diminish the architectural and historic value and detract from their setting.	Listed buildings and scheduled ancient monuments can be negatively affected not only by inappropriate additions, internal and external alterations, <u>subterranean development</u> , and demolition, but also by inappropriate use and unsympathetic neighbouring development. Such changes can diminish the architectural and historic value and detract from their setting.	RBKC. Hearing discussions.
CL6	a) iv) do not improve the accessibility and-security of the building in a sensitive manner in relation to the character and appearance of the building and surrounding area;	a) iv) do not <u>remove physical barriers to access or</u> improve the <del>accessibility and</del> -security of the building in a sensitive manner in relation to the character and appearance of the building and surrounding area;  Delete note at end of Policy: <u>NOTE: Refer to Policy CE6 in relation to noise and vibration.</u>	RBKC. Hearing discussions.
P. 215 Corporate and Partner Actions. Add a new point.		Add a new point. <u>11. The Planning and Borough Development Directorate will continue to run and up-date its Environment Awards Scheme.</u>	RBKC. Hearing discussions.
CH1 (b)	make provision for the maximum amount of affordable housing with a target of 200 units per annum from 2011/2012 until (...)	make provision for the maximum amount of affordable housing with a target of <u>a minimum of</u> 200 units per annum from 2011/2012 until (...)	RBKC. Hearing discussions.
35.3.10	There is an overall shortage of all sizes of affordable homes in the Royal Borough. The greatest shortage	There is an overall shortage of all sizes of affordable homes in the Royal Borough. The greatest shortage	RBKC. Hearing discussions.

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	relative to supply of social rented housing is for properties with four or more bedrooms: 45% of homes are recommended to include one and two bedrooms and 55% three or four bedrooms. The main identified shortfalls in terms of market housing are for three and four bedroom homes. Over the next 20 years, the size of new market housing likely to be required in the Borough is 20% one and two bedroom units and 80% three and four bedroom units. (...)	relative to supply of social rented housing is for properties with four or more bedrooms: 45% of homes are recommended to include one and two bedrooms and 55% three <del>or</del> <u>and</u> four <u>or more</u> bedrooms. The main identified shortfalls in terms of market housing are for three and four <u>or more</u> bedroom homes. Over the next 20 years, the size of new market housing likely to be required in the Borough is 20% one and two bedroom units and 80% three and four <u>or more</u> bedroom units. (...)	
CH3 (b)	resist the loss of affordable housing floorspace and units throughout the Borough;	resist the loss of <u>both social rented and intermediate</u> affordable housing floorspace and units throughout the Borough;	RBKC. Hearing discussions.
CH4 (b)	guarantee all existing tenants an opportunity of a home, with those wishing to stay in the area being able to do so;	guarantee all existing tenants an opportunity of a home <u>that meets their needs</u> , with those wishing to stay in the area <u>neighbourhood</u> being able to do so;	RBKC. Hearing discussions.
35.4.4	The institute of Public Care was commissioned by the Council in October 2007, to assist in the development of an older people's housing strategy. The report is based on an analysis of local information and statistics about older people and housing, and indicates the strategic direction that the Council could follow over the next decade in relation to this topic. (...)	The institute of Public Care was commissioned by the Council in October 2007, to assist in the development of an older people's housing strategy: " <u>RBKC Older People's Housing Needs – Research Paper May 2008</u> ". The report is based on an analysis of local information and statistics about older people and housing, and indicates the strategic direction that the Council could follow over the next decade in relation to this topic. (...)	RBKC. Hearing discussions.
New Paragraph after 36.3.18		<u>As the evidence for surface and sewer water flooding is evolving rapidly, the Council will undertake an early review to policy CE2, if necessary, once areas with critical drainage problems, as defined in PPS 25, have been identified accurately, as agreed with the Environment Agency.</u>	RBKC. Hearing discussions.
CE2	b) (...) as defined in the Strategic Flood Risk Assessment, and for all sites greater than 1 hectare.  c) where required undertake the 'Sequential Test' for planning applications within Flood Risk Zones 2	b) (...) as defined in the Strategic Flood Risk Assessment, <u>for sites in areas with critical drainage problems</u> and for all sites greater than 1 hectare. c) where required undertake the 'Sequential Test' for planning applications within Flood Risk Zones 2 and 3;	RBKC. Hearing discussions.

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	<p>and 3;</p> <p>d) require development at risk from flooding in Flood Risk Zones 2 and 3 or sites greater than 1 ha to incorporate suitable flood defence or flood mitigation measures (...)</p> <p>e) require sustainable urban drainage, or other measures (...)</p>	<p><u>and for sites in areas with critical drainage problems</u></p> <p>d) require development at risk from flooding in Flood Risk Zones 2 and 3, <u>in areas with critical drainage problems</u>, or sites greater than 1 ha to incorporate suitable flood defence or flood mitigation measures (...)</p> <p>e) require sustainable urban drainage, <u>(SUDs)</u> or other measures (...)</p>										
37.2.5	The IDP and the associated Infrastructure Schedule will be monitored, and regularly reviewed and updated as necessary. It is included here as a snapshot of time, but will be updated as future editions of this document are published.	The IDP and the associated Infrastructure Schedule will be monitored, <del>and regularly reviewed and updated as necessary. It is included here as a snapshot of time and will be updated through the Council's Annual Monitoring Report, annually. To access the latest IDP, and the schedule, visit the Council's website at <a href="http://www.rbkc.gov.uk">www.rbkc.gov.uk</a></del>	RBKC. Hearing discussions.									
Chapter 37 Infrastructure	Infrastructure table	<table border="1"> <thead> <tr> <th><u>Place</u></th> <th><u>Not in the infrastructure table in Chapter 37 (but listed in the 'Place' infrastructure section)</u></th> <th><u>Not in the 'Place' infrastructure section (but listed in the infrastructure table in Chapter 37)</u></th> </tr> </thead> <tbody> <tr> <td><u>Kensal</u></td> <td> <ul style="list-style-type: none"> <li>• <u>Street trees</u></li> <li>• <u>Public art</u></li> <li>• <u>Enhanced pedestrian links towards Notting Hill Gate via Portobello Road</u></li> </ul> </td> <td> <ul style="list-style-type: none"> <li>• <u>CCHP and on-site waste management facility</u></li> <li>• <u>Replacement of gas holders</u></li> <li>• <u>Additional GP premises</u></li> <li>• <u>Education Places</u></li> </ul> </td> </tr> <tr> <td><u>Golborne/Trellic</u></td> <td> <ul style="list-style-type: none"> <li>• <u>No differences</u></li> </ul> </td> <td> <ul style="list-style-type: none"> <li>• <u>No differences</u></li> </ul> </td> </tr> </tbody> </table>	<u>Place</u>	<u>Not in the infrastructure table in Chapter 37 (but listed in the 'Place' infrastructure section)</u>	<u>Not in the 'Place' infrastructure section (but listed in the infrastructure table in Chapter 37)</u>	<u>Kensal</u>	<ul style="list-style-type: none"> <li>• <u>Street trees</u></li> <li>• <u>Public art</u></li> <li>• <u>Enhanced pedestrian links towards Notting Hill Gate via Portobello Road</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>CCHP and on-site waste management facility</u></li> <li>• <u>Replacement of gas holders</u></li> <li>• <u>Additional GP premises</u></li> <li>• <u>Education Places</u></li> </ul>	<u>Golborne/Trellic</u>	<ul style="list-style-type: none"> <li>• <u>No differences</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>No differences</u></li> </ul>	RBKC. For clarification purposes.
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		<u>k</u>		
		<u>Portobello / Notting Hill</u>	<ul style="list-style-type: none"> <li>Improvements to help close the gap between Portobello Road Centre and Golborne (in the table they are only 'improvements to the area')</li> </ul>	<ul style="list-style-type: none"> <li>Enhanced pedestrian links to Notting Hill Gate and Westbourne Grove. (In the infrastructure table the enhanced pedestrian links mentioned are only to Ladbroke Grove.)</li> </ul>
		<u>Westway</u>	<ul style="list-style-type: none"> <li>No differences</li> </ul>	<ul style="list-style-type: none"> <li>No differences</li> </ul>
		<u>Latimer</u>	<ul style="list-style-type: none"> <li>No differences</li> </ul>	<ul style="list-style-type: none"> <li>Provision of a CCHP network</li> <li>Co-location of health premises</li> </ul>
		<u>Earl's Court</u>	<ul style="list-style-type: none"> <li>Additional new public open space, including considering opportunities to create biodiversity</li> </ul>	<ul style="list-style-type: none"> <li>CCHP network or similar</li> </ul>
		<u>Kensington High Street</u>	<ul style="list-style-type: none"> <li>Improvements to the southern end</li> </ul>	<ul style="list-style-type: none"> <li>No differences</li> </ul>

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

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		<p><u>Lots Road / World's End</u></p>	<p>• <u>No differences</u></p>	<p>• <u>Chelsea-Hackney Line Improvements</u></p>	
Infrastructure Table		Remove references to step-free in the infrastructure table on pages 246 and 253 and the reference to a bus tunnel on page 246.			RBKC. Hearing discussions.
Chapter 37 several pages		<p>Pg248 (where): <del>Community facilities in Earl's Court area, provided as part of 100 West Cromwell Road Earl's Court 'Place'.</del></p> <p>Pg248 (where): Earl's Court <u>Exhibition Centre Strategic Site</u></p> <p>Pg249 (where): Earl's Court <u>'Place'</u></p> <p>Pg249 (where): Earl's Court <del>One-Way System 'Place'</del></p> <p>Pg249 (where): Earl's Court <u>'Place' - Warwick Road area: NHS K&amp;C requirements.</u></p> <p>Pg249 (where): Earl's Court <u>'Place' and West Brompton Stations – interchange</u></p> <p>Pg249 (what): Potential for improved public transport interchange <u>at Earl's Court and West Brompton Stations</u></p> <p>Propose change to risk 7(b) Risk (ii) in Chapter 39 to become Risk 7(c) to the following:            Column 3: Dependency – <u>n/a</u>            Column 4: Central to the delivery – <u>yes</u>            Column 5: Risk – Risk (ii) The different sites are not developed comprehensively but come forward in a piecemeal manner</p>			RBKC. Hearing discussions.

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		<p>Column 6: Likelihood – <del>low</del>-med  Column 7: Impact on strategy – med  Column 8: Plan B – yes  Column 9: Alternatives – <u>Strategic Site comes forward on its own. The policy and supporting text in chapter 26 takes this in to account.</u></p> <p><i>pp261, row relating to Counters Creek Amend 'When' column to: 2020</i></p> <p><u>Insert:</u></p> <ol style="list-style-type: none"> <li>1) <u>Short-term flood alleviation (FLIPS) using mini-package pumping stations these are £323M 2005-2010. £340m allocated within flood alleviation business plan for 2010-2015.</u></li> <li>2) <u>Counters Creek alleviation scheme. Ofwat decision to progress £25m in short term (included within the above costings). Longer term costings to be advised.</u></li> </ol> <p>Amend 'Cost' column to:  <u>£323M - (£340M and £25M). Updates to be provided and included in IDP once known.</u></p> <p>Row numbers to be included in IDP which will form part of an appendix to the Core Strategy.</p>	
38.3 Monitoring CP1(2)	Target 69,200 sq m of office floorspace	Target <del>69,200</del> <u>60,000</u> sq m of office floorspace	This takes account of the net addition of the 9,000 sq m of office floorspace which has occurred between 2004 and 2008.
38.4.1	For places we have taken the view that we should monitor the implementation of each Place Vision rather than the relevant Place Shaping Policy (policies CP4 – 17)	For places we have taken the view that we should monitor the implementation of each Place Vision rather than the relevant Place Shaping Policy ( <u>policyies CP4<del>5</del> – <del>17</del> <u>18</u></u> )	RBKC. For clarification purposes.

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Glossary		<p>Define business development.</p> <p><u><i>Small office/business development</i></u>  <u>A B1(a)/ B Class development with a total floor area between 100 sq m and 300 sq m (GEA). This may be a development which will contain a single occupier or one which will contain a number of very small units.</u></p> <p><u><i>Medium-sized office/business development</i></u>  <u>A B1(a)/ B Class development with a total floor area between 300 sq m and 1,000 sq m (GEA). This may be a development which will contain a single occupier or one which will contain a number of smaller units.</u></p> <p><u><i>Large office/business development</i></u>  <u>A B1(a)/ B Class development with a total floor area of more than 1,000 sq m. (GEA). This may be a development which will contain a single occupier or one which will contain a number of smaller units.</u></p>	<p>Following discussions with the Kensington Society the Council has made minor alterations to clarify that the Council seeks to require office developments or certain sizes to be located in particular areas, not merely the offices units themselves. A definition of business developments is therefore considered helpful.</p>
Glossary	<p>Social and Community uses. Include care homes/care facilities; community/meeting halls and rooms; doctors, dentists, hospitals and other health facilities; elderly peoples' homes; hostels; laundrettes; libraries; petrol filling stations; places of worship; schools and other educational establishments sport facilities; and youth facilities.</p>	<p>Social and Community uses. <u>For the purposes of the Core Strategy, Social and Community uses are defined as including: <del>include</del> care homes/care facilities and elderly people's homes;</u> community/meeting halls and rooms; doctors, dentists, hospitals and other health facilities; <del>elderly peoples' homes</del>; hostels; laundrettes; libraries; <u>Metropolitan Police and other emergency service facilities;</u> petrol filling stations; places of worship; <u>bespoke premises for the voluntary sector;</u> schools and other educational establishments; sport facilities; and youth facilities</p>	<p>RBKC. Hearing discussions.</p>
Glossary		<p>Add new term.</p> <p><u>Accessible / accessibility. This refers to the extent to which employment, goods and services are made available to people, either through close proximity, or</u></p>	<p>RBKC. Hearing discussions.</p>

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		<u>through providing the required physical links to enable people to be transported to locations where they are available. The latter can refer to the ease of access to the public transport network, often measured by a location's Public Transport Accessibility Level (see below).</u>	
Glossary	<b>Inclusive:</b> An environment in which everyone can use equally, regardless of disability or age, where there are no barriers that may create unnecessary separation or special treatment.	<b>Inclusive:</b> An environment in which everyone can use equally, regardless of disability or age, where there are no barriers that may create unnecessary separation or special treatment. <u>It is the environment, rather than the condition of the individual, that is seen as the 'disabling' element, following the social rather than the medical model of disability.</u>	RBKC. Hearing discussions.
Glossary		Add new term. <u>A microclimate is a local atmospheric zone where the climate differs from the surrounding area. The term can refer to small areas which may be immediately adjacent to buildings, but the effects may be felt over a wider area depending on the scale of development. In the Royal Borough the term is related to the local effects on climate of the surrounding townscape, particularly the effect of high or large buildings.</u>	RBKC. Hearing discussions.
Glossary	Sustainable Urban Drainage Systems (...).	Sustainable Urban Drainage Systems ( <u>SUDs</u> ). (...). <u>According to the Mayor's drainage hierarchy, SUDs could include the storage of rainwater for later use, the use of infiltration techniques, such as porous surfaces in non-clay areas, the attenuation of rainwater in ponds or open water features for gradual release and the attenuation of rainwater by storing in tanks or sealed water features for gradual release.</u>	RBKC. Hearing discussions.

