

without creating a gap, which would be visually detrimental to the character of the square. The developer has presented a design for the buildings fronting Kensington Square, including an historically appropriate design for the gatehouse, intended to meet the needs for their own residents' security, as well as respecting the Kensington Square environment, and creating a direct new pedestrian pathway for the public and residents via the College Building (B1A). Considering extra-care residents are particularly vulnerable people, pedestrian access to and from the site needs to be level and as direct as possible, while protecting night access. This will ensure a direct connection is created to the new Heythrop gardens. We are pleased the developer has expressed their intention to restrict this access to pedestrian only, preserving the character of the Square while allowing access to the whole site. Considering the convoluted access route, which a second opening might provide around existing listed buildings and the overwhelming opposition of the residents of Kensington Square for a second new opening, which would not only alter dramatically the character of the square and increase its appeal as a throughway, particularly for inconsiderate bicycle riders who already consider the Square a two-way street, KSRA and its residents believe this is a measured approach to allow the development of this very large site.

Additionally, It is our understanding that the Metropolitan Police have been consulted as well and that they support controlled access with gates that close at night and not 24/7 open access to the new development, given their own concerns about policing a new access point to a new communal garden. The Metropolitan Police communicated to the developers that Kensington is subject to a high level of opportunistic crime and as such gates that close at night would act as a mitigant to crime.

We strongly believe this approach would lead to a positive result for RBKC, the developer and the local residents. Importantly there is precedent in having a legal agreement control a new opening which did not exist before³. As RBKC did in 2015, when the proposal to open the cartway under 25 Kensington Square for pedestrian use was refused to protect resident amenity from additional traffic, RBKC has supported the residents in the past (going back as far as 1975) regarding adverse impact to resident amenity via ensuring the access via Kensington Square is not allowed in new openings for anything other than low intensity residential uses. We urge RBKC to continue maintaining this position and the protection of our residents' amenity in keeping the proposed access without creating an unprotected new opening to the South West corner.

KSRA hope that the proposed gatehouse building, should fit the historical nature of its surrounding buildings and as a solid building, become part of the fabric of the listed buildings surrounding the Square and the whole Conservation Area. The design submitted by the developer does use brick materials sympathetic to the neighbouring buildings.

KSRA fully supports the proposed main opening while the gatehouse remains an essentially private access, our support remains nonetheless conditional to a written legal agreement from the developer stating that:

- 1) The main pedestrian access to the site will be only via the College Building (B1A) main entrance, to be opened to the public during daylight hours, like most of London parks, but appropriately secured at any other time, to ensure the safety of the elderly residents who will live in the new development. The gatehouse will be used to access several selected units only and will remain closed to the public. Detailed manned and unmanned security measures must be put in place.

³ When RBKC allowed the change of use of 1 Derry Street to offices in 1977, following strenuous opposition from residents, one of the key conditions imposed by planning and secured by way of legal agreement was that the cartway under 25 Kensington Square would not be used to access the site at any time either by pedestrians or vehicles and that the cartway would be enclosed at the street by entrance doors/gates to be kept closed at all times, except in case of emergency. This legal agreement was secured after refused 3 planning application for the conversion which were specifically refused to protect resident amenity which would be compromised by new traffic and congestion to the Square. The detailed reasons that were outlined back then remain the same today (increasing traffic in residential area through servicing/ delivery vehicles, taxis and other vehicles dropping off people). RBKC should note that the new owners of 1 Derry Street and 25 Kensington Square attempted to reopen use of this cartway 2 years ago, in a planning application RBKC refused in 2014 (PP/14/08984) and further dismissed by the Planning Inspectorate in 2016.