

Section 2

Delivery Strategy

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Chapter 19

Strategic Sites Allocations

19.1 Introduction

19.1.1 The Council has identified eight Strategic Sites, which are sites where great change is envisaged. Their development or redevelopment is considered central to the achievement of the Strategic Objectives and the Local Plan overall vision. Seven of these are allocated in this Local Plan. One further site has been included where planning permission has already been granted, which is included for information. The eight Strategic Sites are listed below, with their location shown on the following page.

19.1.2 Each of the Strategic Sites is located within one of the 14 Places. Not all the Places contain

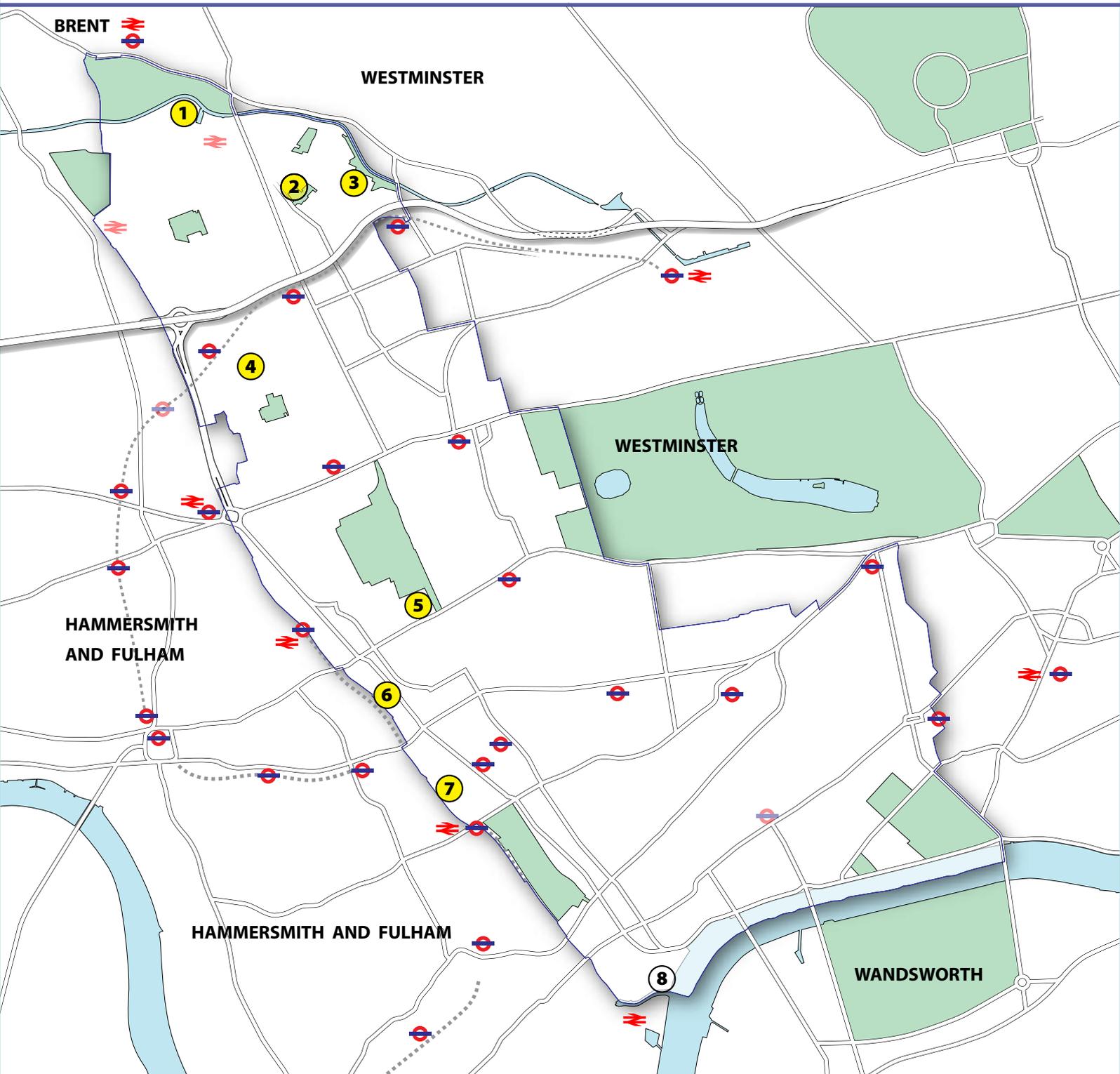
Strategic Sites and some Places contain more than one Strategic Site and are identified by a red line on the proposals map (see table below).

19.1.3 Each Strategic Site sets out the allocation in terms of land use and development principles the land use allocation is the strategic part of the policy. The development principles guide how it will be achieved and the infrastructure and planning obligations form part of the delivery mechanism. The delivery agencies involved and the possible timescales for development are also identified.

Chapter	Place	Strategic Site
5	Kensal	Kensal Gasworks (also referred to as Kensal Canalside in the London Plan Annex 1- list of opportunity areas)
6	Golborne/Trellick	Wornington Green Land adjacent to Trellick Tower
7	Portobello	No strategic sites
8	Westway	No strategic sites
9	Latimer	Kensington Sports Centre
10	Kensington High Street	Commonwealth Institute
11	Earl's Court	Warwick Road Earl's Court Exhibition Centre
12	Knightsbridge	No strategic sites
13	Brompton Cross	No strategic sites
14	South Kensington	No strategic sites
15	King's Road / Sloane Square	No strategic sites
16	Notting Hill Gate	No strategic sites
17	Fulham Road	No strategic sites
18	Lots Road/World's End	No strategic sites

STRATEGIC SITES

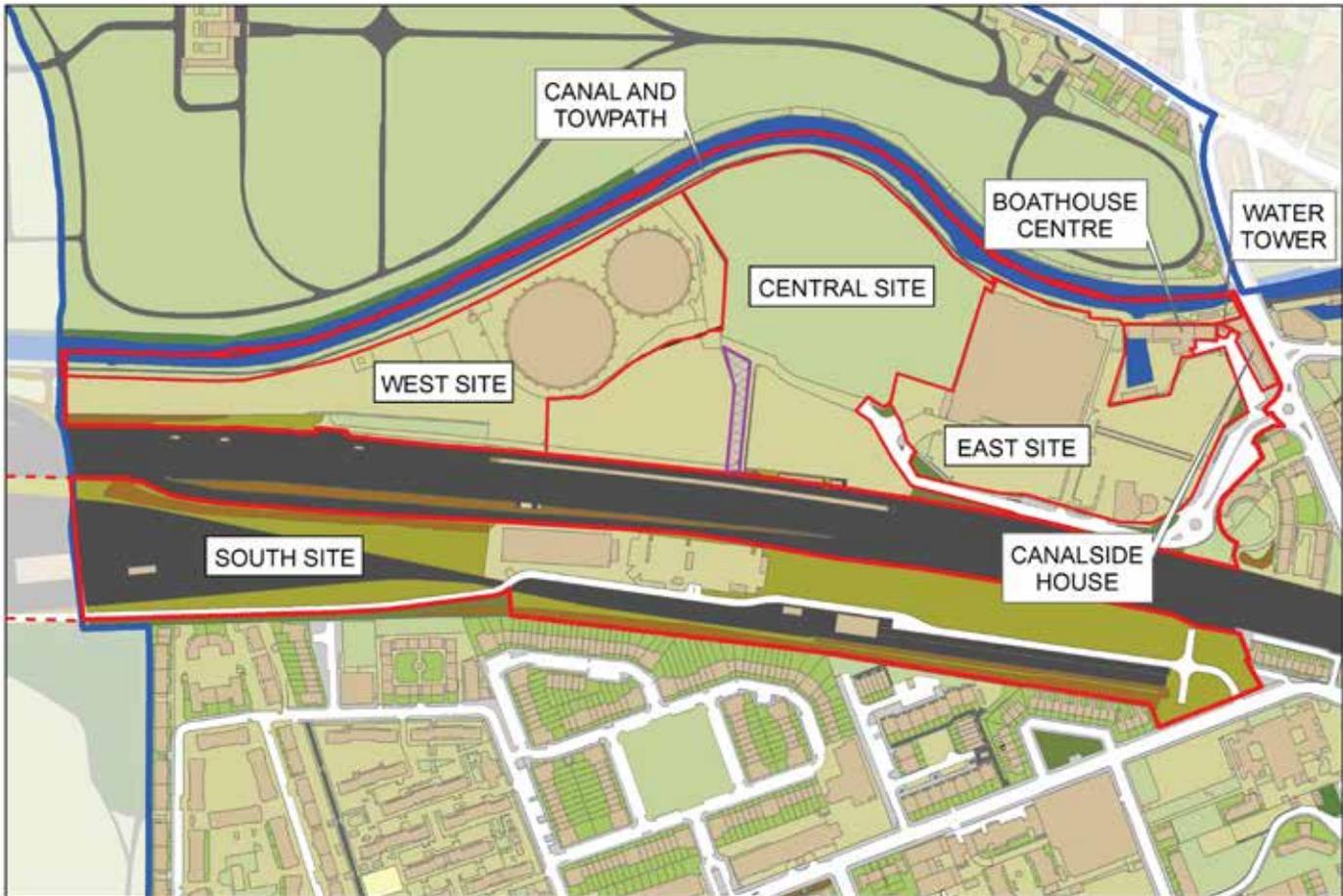
- ① Kensal
- ② Wornington Green
- ③ Land adjacent to Trelick Tower
- ④ North Kensington Sports Centre
- ⑤ Commonwealth Institute
- ⑥ Warwick Road (5 sites)
- ⑦ Earl's Court
- ⑧ Lots Road Power Station (permission granted)



Chapter 20

Kensal Gasworks

(sites north and south of the railway)



20.1 Introduction

20.1.1 There are eight sites (including the canal towpath) which make up the Kensal gas works site. Seven of these sites lie to the north of the railway: the west site (the current gas holders site itself), the central site (currently vacant), the east site (Sainsbury's supermarket), Canalside House, the Water Tower, the Boathouse Centre and the canal towpath. To the south of the railway lies the south site (the North Pole railway depot). These sites have been combined into a single strategic site due to their regeneration potential.

20.1.2 The sites are located in the far north of the borough and are situated to the west of Ladbroke Grove. The site as a whole is bisected by the Great Western Railway and the tracks will also form part of the Crossrail network in the future.

20.1.3 The site shares the western boundary with the London Borough of Hammersmith and Fulham and is very close to the London Borough of Brent and the City of Westminster. This makes the site extremely important in the strategic development of

the wider area.

20.1.4 Kensal gas works is located in the Kensal Place, Chapter 5. Particular attention is drawn to the vision for Kensal (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 heading of the Strategic Objectives of the Plan as a whole, but in the order of priority regarded as appropriate for Kensal: Respecting Environmental Limits, Better Travel Choices, Diversity of Housing, Keeping Life Local, An Engaging Public Realm, Renewing the Legacy and Fostering Vitality. Why this site is of strategic significance to the borough.

20.1.5 Kensal represents a significant opportunity to act as a catalyst, not only for the regeneration of the north of the borough but also for north/west-central London as a whole.

20.1.6 A new Crossrail station, which will provide a high speed link to the West End, The City and Canary Wharf will dramatically enhance accessibility and create the opportunity to develop homes and jobs.

20.2 Allocation

20.2.1 This site has considerable potential. This is reflected by the GLA who have designated Kensal as an Opportunity Area in the revised London Plan¹.

20.2.2 The Council considers the site to have the capacity for upwards of 2,500 new dwellings and also has potential for at least 10,000sq.m of offices or other B1 uses. It is also important to cater for the needs of the community and therefore a quantum of in excess of 2,000sq.m of non-residential floorspace, including social and community facilities is likely to be necessary to provide for local needs. The site would also reprovide the existing Sainsbury's supermarket, which may be able to be expanded. This should provide a better relationship with Ladbroke Grove and would form the hub of a new town centre which would be needed to meet the local needs of new residents as well as providing a better facility for the existing community. The sites have the potential to deliver a high-density development which meets a high standard of environmental sustainability².

20.2.3 While a Crossrail station in Kensal is not provided for by the Crossrail Act, the railway tracks have been 'plain lined' to allow for a station to be built in this location. Further work is currently being undertaken but there would seem to be no technical reasons why this cannot be achieved. It is most likely to provide the 'turnback' facility which is currently planned for Paddington New Yard. This could be provided at Kensal, allowing simultaneous use as a station. Any additional costs incurred in this would fall to the developers of the site.

20.2.4 As the majority of this site only has a moderate public transport accessibility level³, additional improvements to bus services will also be required so as to provide better links with the rest of the borough and indeed with neighbouring Hammersmith and Fulham and increase this rating to PTAL4. By doing this, greater densities can be achieved on site as well as allowing more employment opportunities on site.

20.2.5 Access to the site is limited to a single entrance on Ladbroke Grove, therefore the development is also likely to require substantially improved infrastructure including new roads, new public transport nodes and links over the railway

lines. The London Borough of Hammersmith and Fulham would be a partner in improving access to the west. The development should also look to reduce residential car parking on site to the minimum number of spaces necessary, thereby easing access on, off and through the site.

20.2.6 Improved connections over both the railway lines and the canal which currently isolate the site will be necessary to knit the site into its surrounding context, aid permeability, create a legible street network and make best use of the site's assets and open spaces. A responsive public realm around the canal-side will be necessary as high quality spaces can help stimulate healthy and more engaged communities⁴. This should also utilise the invaluable and unique resource provided by the currently underused canal to attract leisure, education and business uses to provide an vibrant and responsive canalside environment.

20.2.7 The facilities currently provided by Canal-side House, the Boathouse Centre and the water tower are extremely valuable to north Kensington and these uses must form part of the development. However, their accommodation (especially in the case of Canalside House) is in need of upgrading and therefore, could be reprovided elsewhere on the site in improved accommodation in order to facilitate a comprehensive redevelopment and efficient use of land.

20.2.8 On-site waste treatment facilities will be required as part of the development to handle waste arising from the new uses of the site (this could include recycling facilities and anaerobic digestion). This facilities will help towards the borough's waste apportionment figure set out in the London Plan. Development must also achieve a high environmental standard in terms of construction, building materials, waste management and energy usage/retention and low levels of car use.

20.2.9 Further to this, the Sustainability Appraisal notes that there is a potential flood risk on site and was sequentially tested to examine the risk. The site subsequently passed the sequential test as required by former Planning Policy Statement 25 *Development and Flood Risk*. Land contamination issues also exist on site, however work is ongoing to mitigate this on the Central site.

20.2.10 The memorial site of the victims of the Paddington rail disaster has been included in the strategic site. This is to ensure that the redevelopment will not disadvantage visitors to the memorial in the future.

20.2.11 The development has the potential to become an exemplar of sustainable urban development and is encouraged in the Pre-feasibility Study⁵ which states that development should balance social benefit and economic value without environmental harm to bring benefit to all. Central to this will be a Combined Cooling, Heating and Power (CCHP) plant or similar to serve the new development with the potential to form part of a wider network in future. To ensure a truly environmentally responsive redevelopment, use of sustainable building materials and techniques are also required. Borough Grade I and II Sites of Nature Conservation Importance and identified green corridors exist on site, notably along the railway and by the canal. Development should therefore be carefully managed. Ways to create biodiversity should also be considered.

20.2.12 National Grid, who own the gas holders, have informed the Council that they are looking to remove them by 2017 at the earliest. The gas holders site will therefore be in the second phase of the development. The Health and Safety Executive require that, while in situ, the gas holder have a 'consultation zone' around them in which residential development is not permitted. Further to this, National Grid will require the land to the west of the gas holders for essential electricity infrastructure network.

20.2.13 British Rail Residuary Board (BRB) may use the current depot site for the railway uses until 2018 for the building and testing of new inter-city express trains and, like the gas holders, may only become available for development in the phase two. However, the use of the land by BRB will be subject to consultation.

Policy CA 1

Kensal Gasworks

Allocation for Kensal Gasworks

The Council allocates development on the site to deliver, in terms of:

Land use allocation:

- a. upwards of:
 - i. 2,500 new dwellings;
 - ii. 10,000sq.m of new offices;
 - iii. 2,000sq.m of new non-residential floor-space, including social and community and local shopping facilities;

- b. a Crossrail station, subject to approval by Crossrail Limited;
- c. the relocation and reprovision of the existing Sainsbury's supermarket in a location which provides a better relationship with Ladbroke Grove;
- d. a Combined Cooling, Heating and Power (CCHP) plant or similar, of a suitable size to serve the site with the potential to contribute to the heat and energy demand of the wider community as part of a district heat and energy network;
- e. the provision of on-site waste management facilities to deal with the development's waste arisings from the new uses of the site (including recycling facilities and/or anaerobic digestion);

Principles:

- f. a high-density development with a high environmental standard in terms of construction, building materials, waste management and energy usage/retention and low levels of car dependency and ownership;
- g. improved infrastructure including new pedestrian and cycling links, new roads which connect the site into its surrounding context and other public transport links, including improved connections over both the railway lines and the canal;
- h. a usable, vibrant and responsive public realm around a mixed-use canalside which as well as residential, attracts leisure, education and business uses;
- i. the improvement and relocation of the facilities currently provided by Canalside House and the Boathouse Centre on-site if relocation of these facilities is required to achieve a comprehensive redevelopment along the canalside and Ladbroke Grove;
- j. the retention of the area west of the gas holders for the provision of electricity infrastructure. Part of this site may also be required for a gas pressure reduction station, replacing the gas holders. Any buildings must be of a high architectural standard and in keeping with the overall redevelopment of the site;
- k. the ongoing access to the memorial site of the victims of the Paddington rail disaster through a redevelopment which will maintain its dignity;

Infrastructure and planning obligations:

- l.** a Crossrail station (subject to agreement in principle and detail with Crossrail Limited);
- m.** social and community uses (including health, education and police);
- n.** affordable housing;
- o.** construction and maintenance of bridges over the canal and railway;
- p.** improvements to Little Wormwood Scrubs and Kensal Green Cemetery (subject to access through the cemetery and linking bridge over the canal);
- q.** improved transport infrastructure including better bus links and new roads;
- r.** landscaping and amenity improvements to the Grand Union Canal;
- s.** other contributions as set out in the Planning Obligations SPD and the site specific SPD.

20.3 Delivery milestones**Risks**

20.3.1 The following risks will need to be taken into consideration⁶:

- Crossrail unable to deliver a station at Kensal, either as a turn back or as a full station
- Gas works is retained as part of the gas infrastructure beyond 2017 and does not come forward for development, reducing development capacity and also impacting on the potential of adjacent site because of the safety cordon requirements
- North Pole Depot (eastern end) is not released for redevelopment

Related site specific supplementary planning documents or Area Action Plans planned or prepared

20.3.2 A supplementary planning document for the site will be produced⁷.

Delivery agencies

20.3.3 The Royal Borough of Kensington and Chelsea, Greater London Authority (GLA), Ballymore, Sainsbury's, National Grid, British Rail Board (Residuary), Crossrail Limited, Network Rail, Transport for London, NHS Kensington and Chelsea, British Waterways and other site owners.

Projected delivery milestones

20.3.4 Kensal gas works will be a phased development so as to align with various milestones on site.

2009: Scope planning framework and enter into planning performance agreement with landowners

2009-2011: Prepare and adopt planning framework

20.3.5 Phase 1 (central and eastern Sites, the Boathouse Centre, Canalside House and the water tower):

2010-2011: Assess and grant planning permission (eastern and central sites)

2011/2012: Commence work on site

2017: Crossrail open and phase complete

20.3.6 Phase 2 (southern and western sites):

2017-18: Grant planning permission for southern and western sites

2018: Decommissioning of gas holders and commencing decontamination as necessary

2019: Start work on site

2023: Phase complete

Funding arrangements

20.3.7 Primarily private development

20.4 Site information**Site address**

20.4.1 The addresses for each of the sites are:

- Kensal Gas works, Canal Way (west site);
- The Former Kensal Green Gasworks site, Canal Way (central site)
- 2 Canal Way (east site)
- Former North Pole Railway Depot, Barlby Road with the site extending into the London Borough of Hammersmith and Fulham (south site)
- 383 Ladbrooke Grove (Canalside House)
- 1-16 Canal Close (The Boathouse Centre)
- The Water Tower, Canal Close

Wards

20.4.2 Golborne and St Charles

Site area

20.4.3 The combined site area is 16.65 hectares (41.14 acres).

Site owners

20.4.4 The current site owners are:

- Western site - National Grid
- Central site - Ballymore
- Purple hatched area within the Central site (illustrated on the Site Plan) - Network Rail
- Eastern site - Sainsbury's
- Southern site - British Rail Board (Residuary)
- Canalside House - Royal Borough of Kensington and Chelsea
- The Boathouse Centre - Royal Borough of Kensington and Chelsea
- Water tower - private ownership
- Canal and towpath - British Waterways

Current uses

20.4.5 The current uses of the site are:

- Western site - gas storage holders
- Central site - vacant brownfield land
- Eastern site - Sainsbury's retail
- North Pole Depot - vacant, former North Pole Depot rail maintenance depot

- Canalside House - office and community space
- The Boathouse Centre - residential and community and sports facilities
- The Water tower - redundant

Existing permissions

20.4.6 Planning permission has only been granted for the water tower site. However an application was submitted in 2006 for the central site for 790 residential units (negotiated to 730 units) and 14,895sq.m (160,330sq.ft) of non-residential uses. This application was subsequently withdrawn in December 2008 (following a change of ownership of the site).

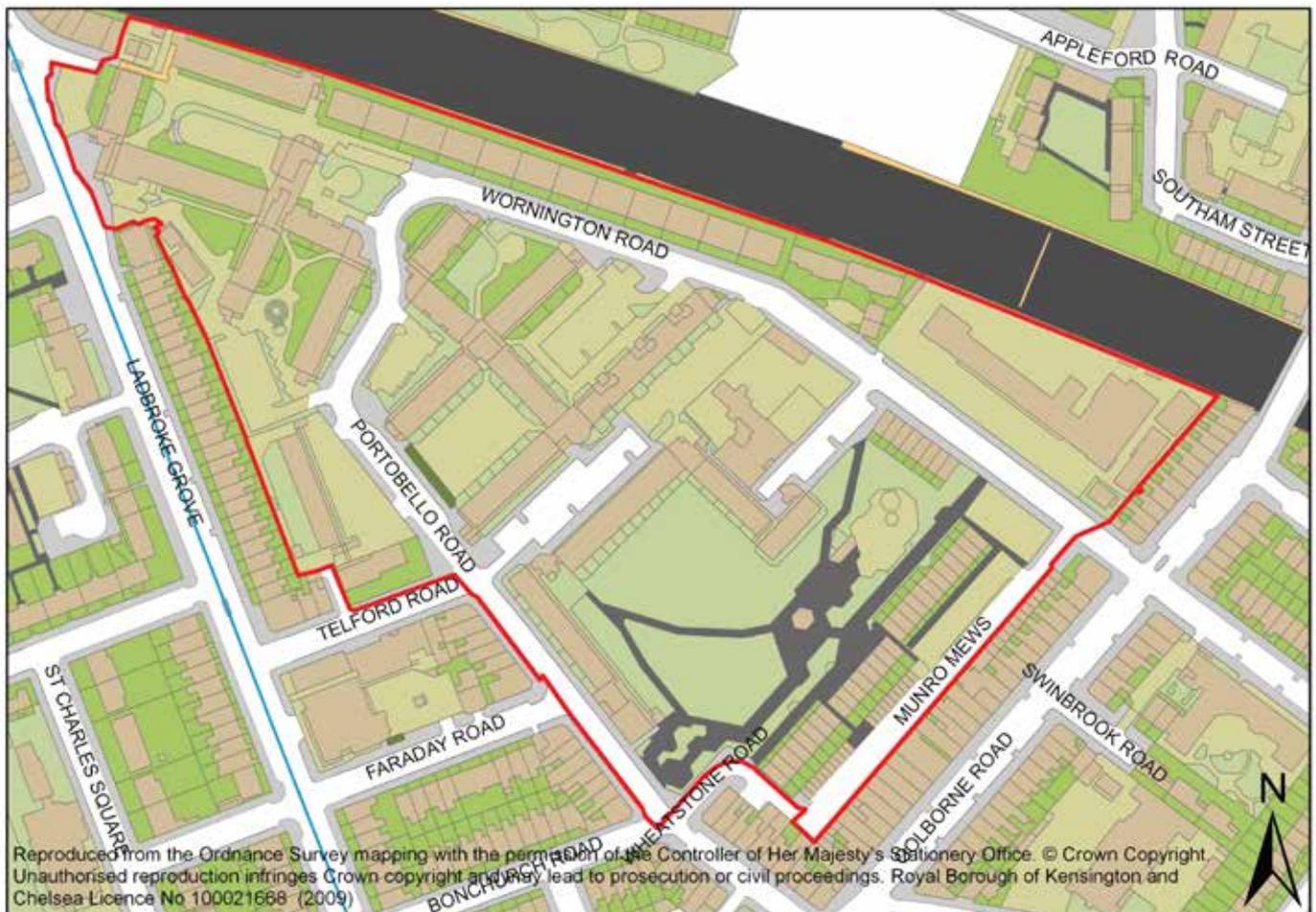
20.4.7 The permission for the water tower was for its conversion into a residential dwelling. This was granted in 2007 but is yet to be implemented.

Kensal Gasworks site from the Grand Union Canal



Chapter 21

Wornington Green



21.1 Introduction

21.1.1 Wornington Green estate is a postwar estate that is located in the north-east of the borough. It is located in Golborne Ward, which is the most deprived ward in the borough.

21.1.2 The estate currently contains 538 flats and houses, which are all socially rented, accommodating approximately 1,700 residents. These were constructed between 1964 and 1985 in predominantly large deck blocks, typical of public housing of the period. There is also a well used community centre (Venture Centre) and public park (Althone Gardens).

21.1.3 Wornington Green is located in the Golborne/Trellick Place, Chapter 6. Particular attention is drawn to the Vision for Golborne/Trellick (see section 6.2), and the priorities for action (section 6.3), which consider the wider Golborne/Trellick area beyond this specific site allocation. In the Priorities for Action section, the actions are set out under the heading of Strategic Objectives of the plan as a

whole, but in the order of priority regarded as appropriate for Golborne/Trellick: Renewing the Legacy, Keeping Life Local, Fostering Vitality, Diversity of Housing, An Engaging Public Realm, Better Travel Choices and Respecting Environmental Limits.

Why the site is of strategic importance to the borough

21.1.4 The site is of strategic importance to the borough because of its size and the disruption that will be caused to local residents of the estate and to the surrounding area. In addition it will reconnect Portobello Road to Ladbroke Grove at the Barlby Road junction. This will make a significant improvement to pedestrian movement along Portobello Road, stimulating the northern end of Portobello Road and its market, and also helping Golborne Road and its market. Outline planning permission was granted on 30 March 2010 with all details submitted for phase 1 and all details reserved for phase 2-5.

21.1.5 It is also the first estate renewal scheme

in the borough, and because of its potential to achieve significant shift in the diversity of housing is of strategic importance.

21.2 Allocation

21.2.1 The current housing in the estate fails to meet Decent Homes standards. Kensington Housing Trust, who own the site, have expressed a strong preference to redevelop the estate, using receipts from additional private housing and a potential grant from the Homes and Communities Agency to fund the re-provision of the social rented homes. A planning application for the redevelopment of the estate was granted in March 2010, subject to there being no Direction by the Mayor of London, planning conditions and signing of the necessary s106 agreements.

21.2.2 The estate currently contains 538 social housing units. The number of market housing required to help fund the redevelopment of the estate is dependent on the grant from the Homes and Communities Agency and therefore currently unknown. Therefore a minimum allocation of 150 market housing units has been proposed. This will result in a density of approximately 130 dwellings per hectare. However, initial urban design studies suggest that the site is able to accommodate higher densities through efficient design and housing provision that meets current need, without the loss of existing community facilities or a negative impact on residential amenity or design quality.

21.2.3 The Council, through its Overview and Scrutiny Committee, assessed the case for total redevelopment of the estate and concluded this is the only financially viable option. On this basis, the Council as land owner, has also agreed to facilitate the redevelopment of the estate by making available some of its assets to help phase construction.

21.2.4 Given the number of residents living on the estate and the limited amount of space to phase development, the redevelopment is likely to cause some disruption during the construction. To minimise this disruption, and to ensure that residents are kept together and only have to move once, the Council has agreed to allow part of Athlone Gardens to be used to phase development.

21.2.5 The site contains community and leisure facilities, which are all Council owned, including Athlone Gardens, a ball court and the Venture Centre with its adventure playground, IT training

facilities and several meeting rooms and halls. Many of these facilities are not only used by the residents of the estate, but the wider community.

21.2.6 It is the Council's intention that the retail uses along Portobello Road are extended north to provide convenience shopping and local services to the area and animate this frontage. The Council also intends to reinstate the Victorian street pattern, including the reconnection of Portobello Road to Wornington Road and Ladbroke Grove.

21.2.7 There are approximately 20 market storage lockups in Munro Mews.

21.2.8 Several other buildings, such as the Kensington and Chelsea College, are also located within the site allocation but are not programmed for redevelopment unless this is beneficial to the wider community and sufficient funding is identified.

21.2.9 The scale of development and the mix of uses is also a good opportunity for the provision of a Combined Cooling, Heating and Power plant, which would form the starting point of a district heat and energy network in the area.

21.2.10 The site passed the sequential test required in accordance with former *Planning Policy Statement 25: Development and Flood Risk*.



Policy CA 2

Worlington Green

Allocation for Worlington Green

The Council will require development on the site to deliver, in terms of:

Land use allocation:

- a. a minimum of 538 affordable dwelling units;
- b. a minimum of 150 private dwellings;
- c. the replacement of an improved Athlone Gardens, measuring 9,186sq.m (GEA), including the area of the existing ball court;
- d. the refurbishment or replacement of an improved Venture Centre and scope for its enlargement, including the provision of the existing community and leisure facilities currently provided;
- e. A1 to A5 uses in the order of approximately 2,000sq.m, providing these animate the street frontage, extend the retail offer along Portobello Road and help reconnect the link from Portobello Road and/or Worlington Road to Ladbrooke Grove with no one unit being over 400sq.m (GEA);
- f. a Combined Cooling, Heating and Power (CCHP) plant or similar, of a suitable size to serve the site with the potential to contribute to the heat and energy demand of the wider community as part of a district heat and energy network;
- g. replacement of the storage used by market traders in Munro Mews;

Principles:

- h. an integrated community, where current tenants who want to remain at Worlington Green will be guaranteed a new home on the new development and the vast majority of residents should only have to move once;
- i. a phasing scheme to minimise disruption to residents and adjoining neighbours during the construction period;
- j. a good quality open space at least half the size of Athlone Gardens (4,593sq.m) must be available for public use throughout the construction period;
- k. the reconnection of Portobello Road and Worlington Road to Ladbrooke Grove and the re-establishment of the traditional street

pattern in the area;

Infrastructure and Planning Obligations:

- l. affordable housing;
- m. a site management plan;
- n. the reinstatement of an improved Athlone Gardens, Venture Centre and adventure playground;
- o. play space and play equipment;
- p. healthcare facilities;
- q. education facilities;
- r. construction training contribution;
- s. neighbourhood policing facilities, should they be required;
- t. mitigation for any negative transport impacts;
- u. improvements to public transport arising from the development, including improvements to the bus infrastructure;
- v. walking, cycling and public realm improvements;
- w. arrangements for on-street residents' permit-free parking;
- x. sustainable development measures as set out in the Worlington Green Supplementary Planning Document;
- y. public art; and
- z. other contributions as identified in the Planning Obligations Supplementary Planning Document and site specific supplementary planning document.

21.3 Delivery

Risks

21.3.1 The following risk will need to be taken into consideration¹:

- Funding - Phase 1 is dependent on achieving Homes and Communities Agency (HCA) funding. Discussions are currently taking place and this is not regarded as a high risk.

Related site specific Supplementary Planning Documents or Area Action Plans planned or prepared

21.3.2 The Worlington Green Supplementary Planning Document was adopted in November 2009.

Delivery agencies

21.3.3 The Royal Borough of Kensington and Chelsea, Kensington Housing Trust, Catalyst Housing Group, NHS Kensington and Chelsea, Homes and Communities Agency, and possibly private housing developers in later phases of development.

Delivery milestones

21.3.4 The delivery milestones are:

- 2009:** Supplementary planning document consultation and adoption
- 2009:** Planning performance agreement signed with KHT
- 2009:** KHT planning application submitted
- 2010:** Planning application determined
- 2010:** HCA funding secured
- 2010:** Site works begin
- 2015:** Completion of phase 1
- 2021:** Phases 2 and 3 completed

Funding arrangements

21.3.5 Kensington Housing Trust/Catalyst Housing Group, Homes and Communities Agency and possibly a private housing developer.

21.4 Site Information

Site address

21.4.1 Wornington Green Estate, Wornington Road

Wornington Green estate



Ward

21.4.2 Golborne

Site area

21.4.3 The site area is 5.3 hectares (13.1 acres).

Site owners

21.4.4 Kensington Housing Trust (KHT) own the vast majority of the site. The Royal Borough of Kensington and Chelsea own Athlone Gardens, the freehold to the Venture Centre and the storage units in Munro Mews. Several other landowners include Kensington and Chelsea College and the Opendoor Friendship Centre.

Current uses

21.4.5 Residential use with associated open space, education and community uses.

Existing permissions

21.4.6 In March 2010, the Council resolved subject to there being no Direction to the contrary by the Mayor of London to grant outline planning permission for Phase 1 (all details submitted) and Phases 2-5 (all matters reserved) subject to conditions and the prior completion of a s106 Planning Obligation (PP/09/02786).

Chapter 22

Land adjacent to Trellick Tower



22.1 Introduction

22.1.1 The site encompasses the former Edenham Care Home and land adjoining Trellick Tower, which is located in the north-east of the borough and is situated in Golborne Ward.

22.1.2 This site is located in the Golborne/Trellick Place, Chapter 5. Particular attention is drawn to the Vision for Golborne/Trellick (see section 6.2), and the Priorities for Action (section 6.3) which consider the wider Golborne/Trellick area beyond this specific strategic site allocation. In the Priorities for Action section, the actions are set out under the heading of the Strategic Objectives of the Plan as a whole, but in the order of priority regarded as appropriate for the Land Adjacent to Trellick Tower: Renewing the Legacy; Keeping Life Local; Fostering Vitality; Diversity of Housing; An Engaging Public Realm; Better Travel Choices; and Respecting Environmental Limits.

Why the site is of strategic importance to the borough

22.1.3 Trellick Tower is a Grade II* listed building and is an iconic historic building within the borough, which is in need of costly restoration. Its maintenance and enhancement is crucial to the Renewing the Legacy Strategic Objective of the Local Plan, and therefore the development of the surrounding land is considered vital in funding the restoration. Failure to allocate the site will result in a delay in the implementation of the restoration of Trellick Tower.

22.2 Allocation

22.2.1 The Edenham site is adjacent to Trellick Tower and the Cheltenham estate, both of which are residential areas. A mixed use block that fronts on to the northern end of Golborne Road, at the Golborne Road (North) neighbourhood shopping centre, also abuts the site.

22.2.2 Residential development with mixed uses is regarded as the most suitable use for the site

to achieve the strategic aim of renovating Trellick Tower. At around 80 dwellings per hectare, the site allocation takes account of London Plan 'designs on London' policies, and Table 4B1.

22.2.3 This estimation may well be found to be conservative. However, with the iconic Trellick Tower adjacent, it is important that the final capacity of the site is established through a careful design process, which could constrain development. While additional dwellings may well be able to be accommodated, it would not be prudent to allocate the site for additional dwellings without detailed designs to confirm the acceptability and an understanding and appreciation of the local social, historical and physical context, and impact on the adjoining site of importance for local nature conservation. The grade II* listed status of Trellick Tower could prove a constraint on development in the area.

22.2.4 NHS Kensington and Chelsea - the PCT - is in need of a new facility in the area, to replace some existing doctor's surgeries that no longer meet modern standards that primarily serve the Kensal area. This site is seen as ideal to locate this facility.

22.2.5 The location of a destination use, such as a leisure facility, could improve the vitality of the neighbourhood shopping facility at Golborne Road (North). Employment uses in the form of studio workspace would also be appropriate on the site, as part of a mixed use development. However, neither of these are requirements of the development.

22.2.6 Both the additional and existing residential population of the area will benefit from the restoration of Trellick Tower, and the new mix of uses, which will be accessed locally. These are central to both Fostering Vitality and Keeping Life Local strategic objectives. New uses (e.g. health facility) provide the necessary infrastructure for the existing and future local community, promoting social inclusion and an enhanced community environment.



Policy CA 3

Land Adjacent to Trellick Tower Allocation for Land Adjacent to Trellick Tower

The Council will require development on the site to deliver, in terms of:

Land use allocation:

- a. a minimum of 60 residential units to fund regeneration;
- b. improvements to social and community facilities and housing;

Principles:

- c. the restoration of the Grade II* listed Trellick Tower;

Infrastructure and Planning Obligations:

- d. additional social and community uses, including health provision to be included as part of any redevelopment;
- e. other contributions may be required, as identified in the Planning Obligations and the site specific supplementary planning documents.

It would be possible to establish a trust fund to ensure that the profits from redevelopment are reinvested in the restoration of Trellick Tower and/or other social, community and regeneration benefits.

22.3 Delivery

Risks

22.3.1 No high risks have been identified for the delivery of this site¹.

Related site specific Supplementary Planning Documents or Area Action Plans planned or prepared

22.3.2 Brief planned for 2010

Delivery agencies

22.3.3 Royal Borough Kensington and Chelsea (RBKC) and potentially a private developer and/or registered social landlord (RSL). Possibly NHS Kensington and Chelsea if a health facility was included

Delivery milestones

22.3.4 Within the first five years of the Plan, 2010 - 2015

Funding arrangements

22.3.5 RBKC, private investment, Homes and Communities Agency

22.4 Site Information

Site Address

22.4.1 The Land adjoining Trellick Tower, defined as the land to the rear of 7-19 Golborne Road and the land to the rear of 1-13 Edenham Way

Ward

22.4.2 Golborne

Site Area

22.4.3 The site area is 0.77 hectares (1.9 acres)

Site Owners

22.4.4 Royal Borough of Kensington and Chelsea

Current Uses

22.4.5 Site of former Care Home (class C2), garages/parking area and multi use games area

Existing Permissions

22.4.6 None



Chapter 23

Kensington Leisure Centre



23.1 Introduction

23.1.1 The Kensington Leisure Centre is located in the north west of the borough, to the south of the Westway. It is located in the Latimer Place, Chapter 9. Particular attention is drawn to the Vision for Latimer (see section 9.2), and the Priorities for Action (section 9.3), which consider the wider Kensington Leisure Centre area beyond this specific strategic site allocation. In the Priorities for Action section, the allocations are set out under the heading of the Strategic Objectives of the Plan as a whole, but in the order of priority regarded as appropriate for Latimer: Renewing the Legacy and An Engaging Public Realm; Diversity of Housing; Keeping Life Local; Fostering Vitality; Better Travel Choices; and Respecting Environmental Limits.

Why the site is of strategic importance to the borough

23.1.2 It is a strategic site because it has been identified to accommodate the new academy in the north of the borough. The site is also currently an important sports and leisure facility in this part of the borough.

23.2 Allocation

23.2.1 There is only one secondary school in the north of the borough and it largely serves the Catholic community. The majority of secondary school age pupils are obliged to travel south to the heavily over-subscribed Holland Park School or to schools in neighbouring boroughs. The Council is resolving this deficiency through the provision of a new academy, agreed by the Minister for Education, to be potentially funded through 'Building Schools for the Future' grants or other sources of funding.

23.2.2 The site already contains a very popular sports centre, including adult and junior swimming pools, dance and sports halls, a gym and café, ball courts and play areas which are used by the local community. The Council has yet to decide whether this sports centre should be refurbished in situ or relocated elsewhere on site to facilitate the design of the new academy. If refurbished, extensive internal remodelling would be advantageous. However, the replacement of the facility is more desirable in the long term.

23.2.3 Any sports facilities needed by the academy will be additional to the existing sports provision. The academy would provide the external sports facilities, which will need to be made available to the community. The public and academy sports facilities could be provided next to one another and linked, making the academy facilities more easily accessible by the community out of hours and aiding the management of both facilities.

23.2.4 Any public sector funding may need to be supplemented with funding from enabling residential development. However, the amount of enabling residential development will be dependent on the capacity and design of this site and therefore does not form part of the allocation.

23.2.5 The site significantly restricts links between Grenfell Road and Lancaster Road, which results in poor legibility in the area and makes the existing sports centre difficult to locate. Reinventing the traditional street pattern through the site would help to resolve this.

23.2.6 The site lies at the heart of the Latimer area, which has been identified for a wider masterplan exercise and subsequent Area Action Plan. The site has also passed the sequential test prepared in accordance with former *Planning Policy Statement 25: Development and Flood Risk*. Development proposals will also need to take account of potential land contamination.



Policy CA 4

Kensington Leisure Centre Allocation for the Kensington Leisure Centre

The Council will require development on the site to deliver, in terms of:

Land use allocation:

- a. a new academy with a minimum gross internal floor area of 10,000sq.m, including its own internal sports facilities to deliver the national curriculum but excluding external sports pitches;
- b. a refurbished or relocated sports centre on site, with equivalent sports facilities to the existing centre, including a swimming pool and other facilities identified through a demand assessment, built in a way that is flexible for the future;
- c. open space in the form of external sports facilities for the school, which should be shared with the sports centre;
- d. a Combined Cooling, Heating and Power (CCHP) plant or similar, of a suitable size to serve the site with the potential to contribute to the heat and energy demand of the wider community as part of a district heat and energy network;

Principles:

- e. green turf, planting and landscaping at the external sports facilities to contribute to the visual amenity of the surrounding properties;
- f. improvements to the legibility and permeability of the street network in the area, through a new road connecting Grenfell Road and Lancaster Road;

Infrastructure and Planning Obligations:

- h. improved public transport infrastructure;
- i. other contributions as identified in the Planning Obligations Supplementary Planning Document and site specific supplementary planning document.

23.3 Delivery

Risks

23.3.1 The following risk will need to be taken into consideration¹: The academy will be part funded by the 'Building Schools for the Future'.

Related site specific supplementary planning documents or Area Action Plans planned or prepared

23.3.2 A supplementary planning document will be prepared for the Kensington Leisure Centre site for adoption by December 2010. An Area Action Plan will be prepared for the wider Latimer area between 2010 and 2012.

Delivery agency

23.3.3 RBKC, Private Developer(s), Greater London Authority and Westway Development Trust.

Delivery milestones

23.3.4 A bid to 'Building Schools for the Future' will be made shortly, with a planning application to be submitted in 2010-11. The academy is likely to be completed by 2014 and fully utilised by 2018. The extent to which the existing sports centre will be renovated or replaced will be resolved as part of the detailed site design and related funding arrangements for the academy.

Funding arrangements

23.3.5 RBKC, 'Building Schools for the Future' funding 2011-12 or other public sector investment, possibly some enabling residential development and private investment.

23.4 Site Information

Site address

23.4.1 Kensington Leisure Centre and adjoining land, Walmer Road (including the area next to Grenfell Tower)

Ward

23.4.2 Notting Barns

Site area

23.4.3 1.9 hectares (4.7 acres)

Site owners

23.4.4 Royal Borough of Kensington and Chelsea

Current uses

23.4.5 Sports and leisure centre (Class D1: Non-residential Institution), including dance, gym and sports halls, large and small swimming pools, café, football pitches, car parking and incidental open space

Existing Permissions

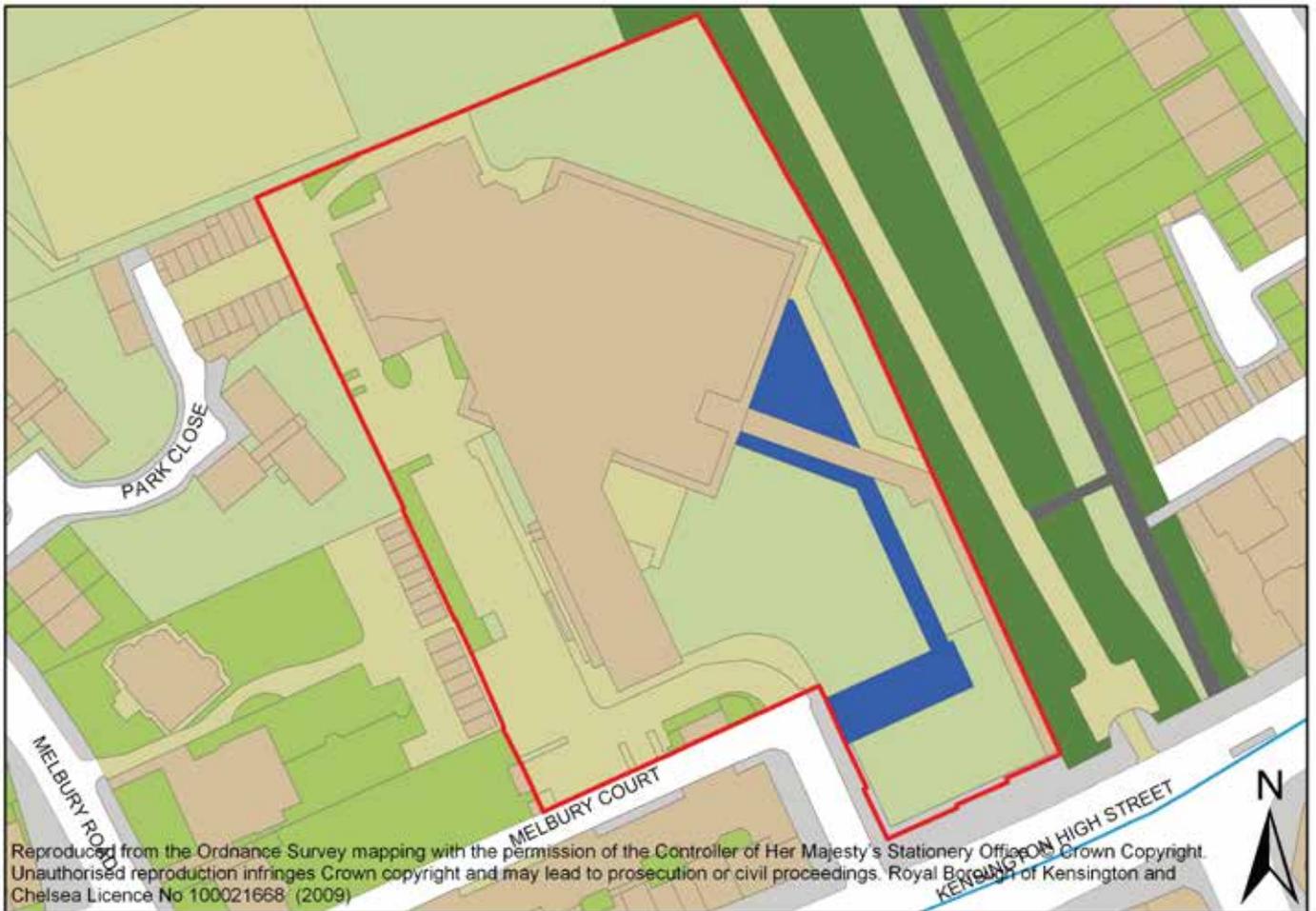
23.4.6 None

Kensington Leisure Centre



Chapter 24

The Former Commonwealth Institute



24.1 Introduction

24.1.1 The former Commonwealth Institute site lies at the western end of the Kensington High Street 'major town centre'¹, immediately to the south of Holland Park. It falls within the Kensington High Street Place, Chapter 11.

24.1.2 The former Commonwealth Institute site is located in the Kensington High Street Place, Chapter 11. Particular attention is drawn to the Vision for Kensington High Street (section 11.2), and the Priorities for Action (section 11.3), which consider the wider Kensington High Street area beyond this specific strategic site allocation. In the Priorities for Action section, the actions are set out under the heading of the Strategic Objectives of the Plan as a whole, but in the order of priority regarded as appropriate for the Kensington High Street Place: Fostering Vitality, Keeping Life Local, Renewing the Legacy, an Engaging Public Realm, Better Travel Choices, Diversity of Housing and Respecting Environmental Limits.

Why the site is of strategic importance to the borough

24.1.3 This site has been allocated as a strategic site despite its relatively small size, given the potential that it has in assisting in achieving the vision for the Kensington High Street Place. The re-use of the site as a major trip-generating exhibition space could help anchor the western end of Kensington High Street and give it a new focus at a time where the centre is likely to be under considerable pressure from both the current market down turn and from the shopping centre at Westfield London. In addition, a use needs to be found to secure the long-term future of this unique Grade II* listed building.

24.2 Allocation

24.2.1 The former Commonwealth Institute building is a Grade II* listed building, built in the post war period. It is located at the western end of Kensington High Street's designated town centre. The site backs onto Holland Park, a park

also listed as Grade II in the Register of Parks and Gardens of Historic Interest as well as being designated Metropolitan Open Land, and a Site of Nature Conservation Importance. It lies within and is surrounded by conservation areas. There are also a number of trees which occupy the site all of which are protected by Tree Preservation Orders.

24.2.2 The ‘tent’, the main building, is set 45 degrees to the High Street. It has a hyperbolic paraboloid roof, covered in copper. To the west on a north-south alignment, there are two wings of administrative accommodation.

24.2.3 The concept of the original building was as a ‘tent in the park’, although for a variety of reasons, this concept was not fully realised. It was built on land that formed part of Holland Park at the time.

24.2.4 The Commonwealth Institute vacated the building in the 1990s. Since then it has had occasional exhibition use, but has essentially been vacant. It is now on the buildings at risk register.

24.2.5 Because of the building’s location relative to Kensington High Street, re-using the building for a high trip generating public institutional arts or cultural use, preferably an ‘exhibition’ use would have significant regeneration benefits for Kensington High Street.

24.2.6 Alterations to the interior of the building will almost certainly be required to adapt it to a new user, as the existing interior was a bespoke design for the static Commonwealth exhibition, such adaptations being balanced against the need to preserve the special architectural and historic interest of the building.

24.2.7 It is possible that the new user can fund necessary adaptations without development on the site. Development in such close proximity to the listed building, and within the setting of Holland Park and various conservation areas would be against policy. However, it is possible that ‘enabling’ development may be required to secure the future of the tent building.

24.2.8 An application for the re-use of the ‘tent’ building which includes enabling development is currently pending decision (see Delivery Milestones below).

Roof detail on the Commonwealth Institute

Policy CA 5

Allocation for the former Commonwealth Institute

The Council allocates development on the site to deliver, in terms of:

Land use allocation:

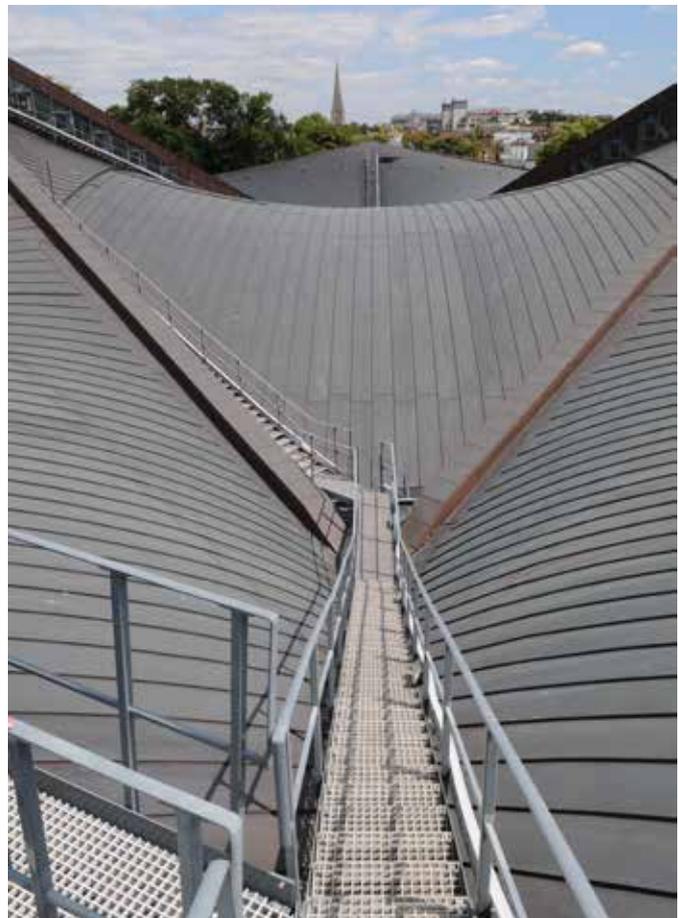
- a. 9,300 sq.m (net) of exhibition or assembly and leisure floorspace within the ‘tent’ building;
- b. the re-use of the Commonwealth Institute as a high trip-generating public institutional use;

Principles:

- c. the preservation of the ‘tent’ building now and in the future;
- d. include the creation of an active public space on High Street Kensington frontage;
- e. the development should positively relate the ‘tent’ to Kensington High Street, while integrating with and enhancing the parkland setting;

Infrastructure and Planning Obligations:

- f. other contributions as identified in the Planning Obligations Supplementary Planning Document and site specific supplementary planning document.



24.3 Delivery

Risks

24.3.1 No risks have been identified for the delivery of the site².

Related site specific supplementary planning documents or Area Action Plans planned or prepared

24.3.2 The 'Tent in the Park' Supplementary Planning Document (SPD) was adopted in June 2009.

Delivery agency

24.3.3 Site owners

Delivery milestones

24.3.4 A major planning application was submitted to the Council in April 2009 for the refurbishment and alteration of the property (including removal of the administration building and extension of the basement) for D1 (non-residential institution), retail, restaurant and café, office, storage and ancillary uses; the erection of two residential buildings and one mixed use building containing 62 residential units, retail and ancillary D1 uses together with basement storage, car, motorcycle and cycle parking, and cinema, fitness centre, swimming pool and spa facilities; works of hard and soft landscaping; removal and replacement of trees; installation of plant and machinery; vehicle access arrangements; and associated works. The Council's Major Development Committee has resolved to grant this application subject to the signing of a s106 agreement and the approval of various statutory bodies.

24.3.5 If this planning application was considered acceptable the refurbishment of the tent building is likely to take place between 2010 and 2012³.

Funding arrangements

24.3.6 Private investment

24.4 Site Information

Site address

24.4.1 Commonwealth Institute, 250 Kensington High Street, London W8

Ward

24.4.2 Holland

Site area

24.4.3 1.37 hectares (3.4 acres)

Site owners

24.4.4 Chelsfield plc and the Ilchester Estate

Current uses

24.4.5 Vacant exhibition space (Class D1)

Existing permissions

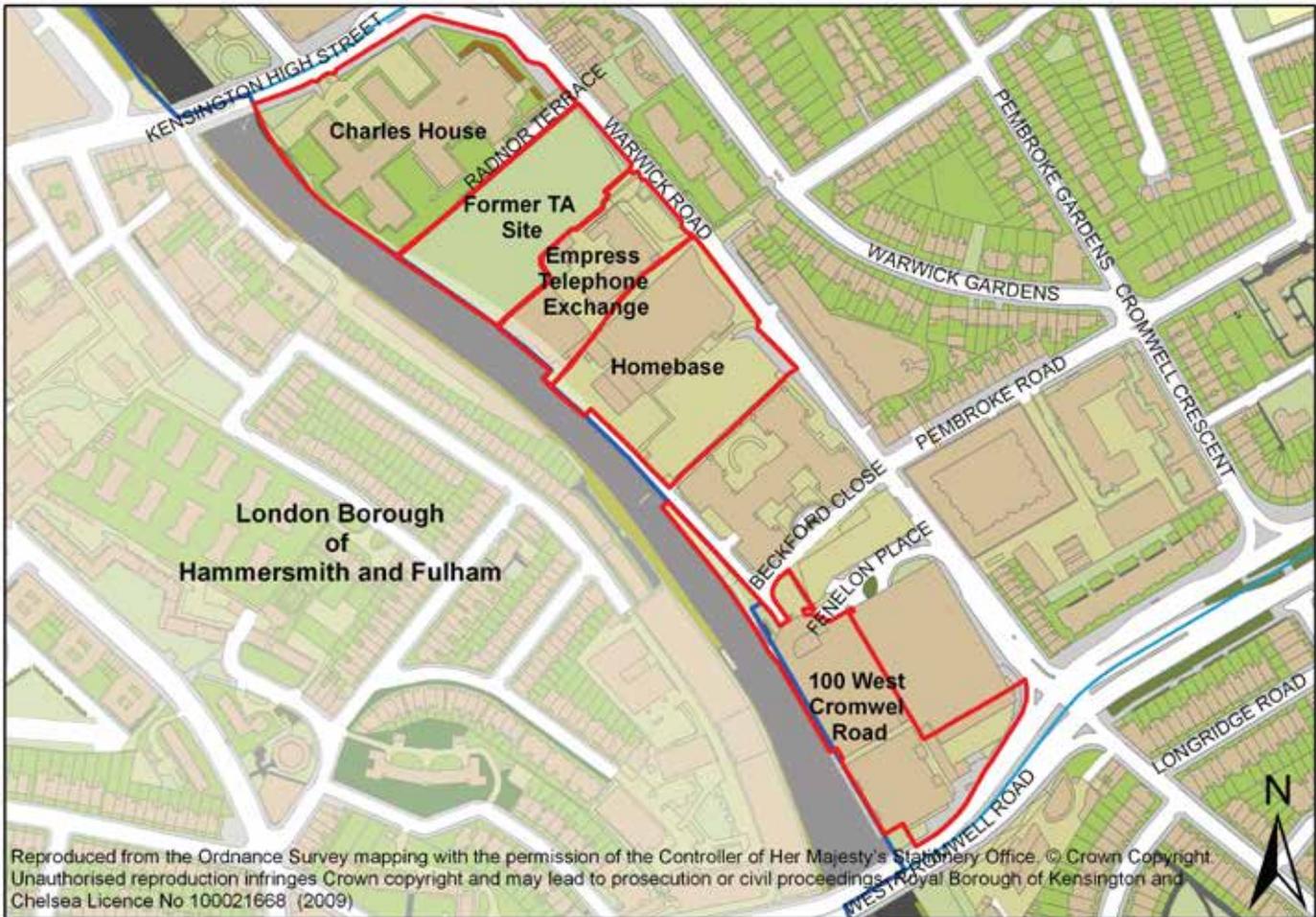
24.4.6 Planning permission (and listed building consent) was granted at the end of 2009, subject to the signing of the necessary s106 agreements, for refurbishment and alteration of the property (including removal of the administration building and extension of the basement) for D1 (non-residential institution), retail, restaurant and café, office, storage and ancillary uses; the erection of two residential buildings and one mixed use building containing 62 residential units, retail and ancillary D1 uses together with basement storage, car, motorcycle and cycle parking, and cinema, fitness centre, swimming pool and spa facilities; works of hard and soft landscaping; removal and replacement of trees; installation of plant and machinery; vehicle access arrangements; and associated works.



Chapter 25

Warwick Road

(5 sites including 100 West Cromwell Road)



25.1 Introduction

25.1.1 These sites lie on the western boundary of the borough, bordering the London Borough of Hammersmith and Fulham, adjacent to the West London line. There are five sites in total: Charles House, the former Territorial Army Site, Empress Telephone Exchange, Homebase and, further to the south, 100 West Cromwell Road. Three of the sites have planning permission and another has an agreed outline planning permission.

25.1.2 Warwick Road is located in the Earl's Court Place, Chapter 10. Particular attention is drawn to the Vision for Earl's Court Place (see section 10.2), and the Priorities for Action (section 10.3), which consider the wider Earl's Court area beyond the specific site allocation. In the Priorities for Action section, the actions are set out under the heading of the Strategic Objectives of the Plan as a whole, but in the order of priority regarded as appropriate for the Earl's Court Place: Better Travel Choices, Renewing the Legacy and Fostering Vitality, Keep-

ing Life Local, Diversity of Housing, an Engaging Public Realm and Respecting Environmental Limits.

Why the site is of strategic importance to the borough

25.1.3 The sites will meet a significant proportion of the housing target in the borough by creating a high-quality residential environment with an opportunity for a coordinated sustainable development and related infrastructure, including the provision of associated community facilities. The design of the development will incorporate high standard architecture and will need to consider community safety.

25.2 Allocation

25.2.1 A primarily residential development with mix-use will ensure that the borough's housing targets are met. Non-residential floorspace is needed to service the proposed residential accommodation with an active frontage to Warwick Road.

25.2.2 Warwick Road presents a physical barrier to pedestrians due to the one-way system and the lack of good pedestrian facilities, which needs improvements. One hundred West Cromwell Road is constrained by the existing podium adjacent to the Tesco Store. There is a need to integrate the developments within its wider residential urban context, and to provide new public open space, private garden space and children's play facilities that gives a focus and sense of place. Public realm improvements, including street tree planting and new pavements are required on the Warwick Road frontage in addition to the internal access roads.

25.2.3 There is considerable and growing demand for primary school places in the central part of the borough and therefore a new primary school should be provided on-site. Residential institutions (Class C2) could also be provided, but are not a requirement. In view of the scale of development, it is likely to generate the need for additional police services in the area. A Safer Neighbourhood Police Base is therefore sought as part of the development. The floor area should be located at ground floor level and be at least 125sq.m. The size of the allocation is in line with the size and scale of the developments envisaged.

25.2.4 There is potential for contaminated land which would need to be taken into account, along with the flood risk of the site. The site passed the sequential test as required by former *Planning Policy Statement 25: Development and Flood Risk*.

Policy CA 6

Warwick Road

Allocation for the Warwick Road Sites

The Council allocates development on the site to deliver, in terms of:

Land use allocation:

- a.** 1,550 total combined residential units across all five sites, with a minimum of:
 - i.** 500 residential units on the Charles House site;
 - ii.** 250 residential units on the Former Territorial Army site;
 - iii.** a minimum of 150 residential units on the Empress Telephone Exchange site;
 - iv.** a minimum of 300 residential units on the Homebase site;

- v.** a minimum of 350 residential units on the 100 West Cromwell Road site;
- b.** On the northern four sites:
 - i.** a primary school on-site, and
 - ii.** on-site public open space, including outdoor play space;
- c.** On the 100 West Cromwell Road site leisure, social and community uses (Class D1), provision of car parking and open amenity space;

Principles:

- e.** sufficient non-residential uses on the northern four sites to provide active frontages to the ground floor of Warwick Road;
- f.** four northern sites to be developed to a single masterplan;

Infrastructure and Planning Obligations:

- g.** affordable housing as part of residential development on all the sites to ensure a mixed and balanced community;
- h.** social and community facilities;
- i.** community sports hall and swimming pool;
- j.** health facilities;
- k.** crèche and education facilities;
- l.** landscape improvements to the West Cromwell Road in connection with 100 West Cromwell Road site;
- m.** streetscape improvements to Warwick Road in connection to all development sites;
- n.** pedestrian and cycle improvements;
- o.** floorspace for Safer Neighbourhoods unit;
- p.** a contribution to investigate and implement measures to return the Earl's Court one-way system to two-way working;
- q.** other contributions as identified in the Planning Obligations Supplementary Planning Document and site specific supplementary planning documents.

25.3 Delivery

Risks

25.3.1 The risk identified for the delivery of this site is the reduction in housing provision, and the possibility the borough may not meet its housing targets, due primarily to the 2008-2009 recession¹.

Related site specific supplementary planning documents or Area Action Plans planned or prepared

25.3.2 The related documents are 100 West Cromwell Road Planning and Design SPD (to be adopted late 2009) and Warwick Road Supplementary Planning Document (adopted January 2008).

Delivery agency

25.3.3 Private developers/site owners

Delivery milestones

25.3.4 The delivery milestones will vary depending on each site. Consent has been granted at the Empress Telephone Exchange site. The applications at the Former Territorial Army, Charles House and 100 West Cromwell Road are pending determination. Land ownership issues and the current recession are delaying implementation at the moment but are expected them to be implemented within the next five years. The implementation of the remaining sites is expected within five to ten years. The different timescales for the site could affect the coordination of the infrastructure provision.

Funding arrangements

25.3.5 Private investment

25.4 Site Information

Site address

25.4.1 There are five sites in all:

- Charles House, 375 Kensington High Street, and Radnor Arms, 247 Warwick Road
- Former-Territorial Army (TA) site, 245 Warwick Road
- Empress Telephone Exchange, 213-215 Warwick Road
- Homebase, 195 Warwick Road
- 100 West Cromwell Road

Ward

25.4.2 Abingdon

Site area

25.4.3 The total combined area is 5.84 hectares (14.43 acres)

- Charles House: 1.54 hectares (3.8 acres)
- Former TA Site: 0.81 hectares (2 acres)
- Empress Telephone Exchange: 0.60 hectares (1.48 acres)
- Homebase: 1.12 hectares (2.77 acres)
- 100 West Cromwell Road: 1.77 hectares (4.37 acres)

Site owners

25.4.4 The current site owners are:

- Charles House - Prudential Assurance Company Limited
- Former TA Site - Embassy Development Limited and Russian Federation
- Empress Telephone Exchange - British Telecommunications plc
- Homebase - Prudential Assurance Company Limited
- 100 West Cromwell Road - Tesco Stores Limited, Notting Hill Housing Trust and RBKC

Current uses

25.4.5 The current site uses are:

- Charles House - offices (class B1)
- Former TA site - vacant
- Empress Telephone Exchange - telephone exchange
- Homebase - retail warehouse (class A1)
- 100 West Cromwell Road - retail food store - Tesco (Class A1) and residential (Class C3).

Existing permissions

25.4.6 The existing permissions are:



Curved frontage, Homebase

Charles House: outline planning permission is pending for the redevelopment of the site to provide class C3 (residential use) consisting of 467 market units and 63 affordable housing units, a one-form entry primary school of up to 4,800sq.m (43,000sq.ft), 461sq.m (5,000sq.ft) of commercial floorspace in either class A1 (shops), class A2 (financial and professional services), class A3 (café/restaurant) and/or class A4 (drinking establishment) together with public open space forming part of a linear park.

Former Territorial Army (TA) Site: planning permission is pending for the redevelopment of the site to provide class C3 (residential use) comprising 174 market units and 81 affordable units, 481sq.m (5,200sq.ft) of floorspace to be used in either class D1 (social and community use), class A1 (shops), class A2 (financial and professional services) or class A3 (restaurant and cafés), together with public open space forming part of a linear park.

Empress Telephone Exchange: planning permission has been granted for the redevelopment of the site to provide class C3 (residential use) comprising 99 market units and 59 affordable units, 542sq.m (5,800sq.ft) of floorspace to be used in either class D1 (social

and community use), Class A1 (shops), class A2 (financial and professional services) or class A3 (restaurant and cafés), together with public open space forming part of a linear park.

Homebase: A planning application is yet to be submitted for this site. Homebase is operating from this site.

100 West Cromwell Road: Application submitted for a scheme for 367 residential units with crèche, health and fitness centre and community sports hall, which is yet to be determined. Revisions submitted to the above proposal, but with a reduction to 347 residential units (the subject of a separate application), which is yet to be determined.

Outline planning permission was granted in 1996 for the redevelopment of the greater 'Fenelon Place' site to provide a three phase development. Phases one and three have been implemented and comprise the existing Tesco store with housing above and the Kensington Westside residential development respectively phase two was for an office building (14.864 square metres) and has not been implemented. The phase two site is now known as the 100 West Cromwell Road site.



Tesco store on West Cromwell Road

Chapter 26

Earl's Court Exhibition Centre



26.1 Introduction

26.1.1 This site lies on the western boundary of the borough, bordering the London Borough of Hammersmith and Fulham, adjacent to the West London line.

26.1.2 Earl's Court Exhibition Centre site is located in the Earl's Court Place, Chapter 10. Particular attention is drawn to the Vision for Earl's Court (see section 10.2), and the Priorities for Action (section 10.3), which consider the wider Earl's Court area beyond this specific strategic site allocation. In the Priorities for Action section, the actions are set out under the heading of Strategic Objectives of the Plan as a whole, but in the order of priority regarded as appropriate for Earl's Court Place: Better Travel Choices, Renewing the Legacy and Fostering Vitality, Keeping Life Local, Diversity of Housing, an Engaging Public Realm and Respecting Environmental Limits.

Why the site is of strategic importance to the borough

26.1.3 The site is of strategic importance because

of its size and its current pan-London function as an exhibition centre, which contributes to the distinctive Earl's Court cultural brand. The aim of this site is to provide a mixed-use development which will include residential, employment and other uses. The Earl's Court Strategic Site falls within the Earl's Court and West Kensington Opportunity Area, as designated in the draft London Plan 2009. The Opportunity Area also includes part of the Earl's Court, West Kensington and North Fulham Regeneration Area, which is identified in the London Borough of Hammersmith and Fulham's Core Strategy. A scheme for the whole Opportunity Area would need to be agreed with both boroughs.

26.2 Allocation

26.2.1 It is clear that the site has considerable potential. The draft London Plan indicates that the Earl's Court and West Kensington Opportunity Area has the potential to provide over 2,000 dwellings and approximately 7,000 jobs. The draft London Plan further states that "the potential for a strategic leisure, cultural and visitor attraction and

strategically significant offices should be explored together with retail, hotels and supporting social infrastructure". Within the Royal Borough it is anticipated the scheme will be residential-led, as the strategic site can comfortably accommodate over 500 new homes. The full development capacity and exact disposition of uses across the Opportunity Area should be considered as part of the spatial planning for the Opportunity Area, through the joint supplementary planning document (SPD). This SPD will be prepared and adopted by both boroughs, and be capable of being adopted by the GLA as an Opportunity Area Planning Framework.

26.2.2 By bringing together this site, a comprehensive mixed-use scheme can be achieved on the Earl's Court and West Kensington Opportunity Area, to provide housing, employment, hotels, leisure, offices, health and social and community facilities, with shops for day-to-day needs of the development and complement the existing neighbouring centres. The area of the strategic site is outside 400 metres or five minutes walk of a neighbourhood or higher order centre. The Council will therefore support the establishment of a new centre within the Earl's Court and West Kensington Opportunity Area, with new retail provision to serve the day-to-day needs of the development and of a scale that does not have an unacceptable impact on the vitality and viability of existing centres in RBKC and LBHF. New public open space will also be required to improve accessibility to open space in this location.

26.2.3 Key to the long term success of the area is the redevelopment of the Exhibition Centre. Earl's Court has a long-standing role as an important cultural destination of London, which contributes to the distinctive Earl's Court 'brand'. A new significant cultural facility is required. However, if that facility is located at Olympia (in the London Borough of Hammersmith and Fulham) which is in the same ownership as Earl's Court Exhibition Centre, and it is likely to be refurbished and extended to accommodate some of the cultural, conference and exhibition uses at Earl's Court then a significant cultural facility should also be retained in the Earl's Court and West Kensington Opportunity Area to continue the long standing Earl's Court brand. It is expected this will be located within the most public transport accessible part of the Opportunity Area. The exact location of any cultural or destination uses or attractions will be determined through the supplementary planning document to be prepared jointly by the Royal Borough and the London Borough of Hammersmith and Fulham and the Greater London Authority.

26.2.4 The on-site road pattern and connections must be designed with regard to significantly improving traffic circulation in the surrounding area, and on primary routes in the London Borough of Hammersmith and Fulham and the Royal Borough, such that it investigates and contributes to returning the one-way system to two-way working, for which initial feasibility work has already been undertaken. No funding for this project is at present allocated by Transport for London. The Royal Borough will therefore work in partnership with Transport for London amongst others regarding its delivery.

26.2.5 It will be necessary to deck over the TfL depot and West London line in multiple locations to allow for good connections. There may also be scope to build over the railway to increase the development capacity of the site. While the accessibility of the site is high, with good Tube and rail networks, the quantity of development of different land uses, the capacity of these networks and the road network to absorb further growth, and the identification of deliverable improvements in the transport infrastructure needs considerable further research, in the context of a full Transport Assessment.

26.2.6 Transport for London and the Greater London Authority (GLA) are partners in the planning and delivery of the future development in the Earl's Court and West Kensington Opportunity Area. The Council will work in partnership with them to overcome transport constraints on the development, while safeguarding the operational railway.

26.2.7 The redevelopment of the Earl's Court and West Kensington Opportunity Area provides an opportunity to create a legacy for the future. It also offers the potential for regeneration of both North End Road, located within the London Borough of Hammersmith and Fulham, and Earl's Court neighbourhood centre in the Royal Borough. A comprehensive mixed-use scheme should be carefully planned to ensure this potential is achieved.

26.2.8 High-density development is appropriate for this highly-accessible location, but high density does not necessarily mean high rise, which can cause significant adverse effects on existing residential areas through overshadowing and microclimatic changes. The London Borough of Hammersmith and Fulham's Core Strategy Options 2009 states that tall buildings may be appropriate in the Earls Court/North End regeneration area, subject to detailed justification.

26.2.9 On-site waste management facilities will be required as part of the development to handle waste

arising from the new uses of the site (this could include recycling facilities and anaerobic digestion). This facility will help towards the borough's waste apportionment figure set out in the London Plan.

26.2.10 The scale of development and the mix of uses is also a good opportunity for the provision of low or carbon neutral developments and the establishment of a district heat and energy source.

26.2.11 A grade I Registered Park and Garden of Historic Interest has been identified to the south west of the site and therefore development round this site should be carefully managed. Part of the strategic site is also designated as a Site of Nature Conservation Importance (Grade I), which forms part of the Green Corridor designated along the West London railway line.

26.6.12 Flood risk of this site was considered as it is located in Flood Risk Zones 2 and 3. The site passed the sequential test as required by former *Planning Policy Statement 25: Development and Flood Risk*.

Policy CA 7

Earl's Court Exhibition Centre Allocation for Earl's Court Exhibition Centre

The Council allocates development on the site to deliver, in terms of:

Land use allocation:

- a.** a minimum of 500 homes within the Royal Borough, which could be increased, in particular if **(b)** to **(e)** below are provided within LBHF as part of the masterplanning process conducted in the preparation of the SPD;
- b.** a minimum of 10,000sq.m (108,000sq.ft) of office floor space;
- c.** retail and other uses within the class of the Use Classes Order 1987 (as amended) to serve the day-to-day needs of the new development;
- d.** a significant cultural facility to retain Earl's Court's long standing brand as an important cultural destination, located on the area of the Opportunity Area nearest to public transport accessibility;
- e.** other non-residential uses required to deliver a sustainable and balanced mixed-use development, such as hotel and leisure uses;
- f.** social and community uses;

g. on-site waste management facilities to handle waste arising from the new uses of the site (including recycling facilities and/or anaerobic digestion), which may be provided within LBHF as part of the masterplanning process conducted in the preparation of the SPD but must benefit development in the Royal Borough;

h. low or carbon neutral developments and a Combined Cooling, Heating and Power (CCHP) plant or similar, of a suitable size to serve the site with the potential to contribute to the heat and energy demand of the wider community as part of a district heat and energy network, which may be provided within LBHF as part of the masterplanning process conducted in the preparation of the SPD but must benefit development in the Royal Borough;

Principles:

- i.** a new urban quarter which links well with its surroundings, especially to the west and east;
- j.** a design of the road network and connections with the surrounding area that significantly improves residential amenity, the pedestrian environment and public transport access in the area of the one-way system, and does not have an unacceptable impact on traffic congestion;
- k.** an open urban square, fronting onto Warwick Road, with land uses that provide positive active edges to the building frontages;

Infrastructure and Planning Obligations:

- l.** social and community facilities;
- m.** additional new public open space, including considering opportunities to create biodiversity;
- n.** securing highway contributions including the investigation, in consultation with TfL and the boroughs, into returning the Earl's Court one-way system two way working; implementation of those measures identified during the investigation commensurate to the development proposal; and significant improvements to quality of residential amenity, the pedestrian environment and public transport access in the area of the Earl's Court one-way system;
- o.** improvements to Tube, bus and rail access, including interchange from the West London line to the Underground network and the extension of bus services into the site;
- p.** improved pedestrian links from and through the site and the surrounding area to public

transport facilities and improved cycle links to enhance north/south cycle accessibility;

q. affordable housing as part of residential requirement;

r. education facilities;

s. other contributions as identified in the Planning Obligations Supplementary Planning Document and site specific supplementary planning document.

26.3 Delivery

Risks

26.3.1 There is a risk that the Earl's Court brand is lost if no exhibition centre, convention centre or cultural use is included in the redevelopment. There is also a risk that redevelopment does not investigate, nor contribute to, returning the one-way system to two-way working¹. There is also a risk that the SPD is not adopted in advance of a planning application being submitted for the Strategic Site. If this risk is realised, the planning application will be considered in accordance with policy CA7 and any material planning considerations, which may include up to date evidence and viability being prepared for the SPD and a planning application.

Related site specific supplementary planning documents or area action plans planned or prepared

26.3.2 A joint supplementary planning document will be produced working in partnership with the London Borough of Hammersmith and Fulham and the GLA. This document will provide a framework for a coordinated and phased development of the Earl's Court and West Kensington Opportunity Area and may include some other land in Hammersmith and Fulham, and may fulfil the role of any Opportunity Area Planning Framework.

Delivery agency

26.3.3 Capital and Counties Plc. Other delivery agencies unknown at this stage.

Delivery milestones

26.3.4 The delivery milestones are:

2009: agree scope and arrangements for preparation of a supplementary planning document with the London Borough of Hammersmith and Fulham

2009-2011: preparation of the supplementary planning document

2012: grant planning permission

2013: start implementation on site

2023: completion

Funding arrangements

26.3.5 Mainly private investment

26.4 Site Information

Site address

26.4.1 The sites' addresses are:

- Earl's Court Exhibition Centre, Warwick Road
- Land in Cluny Mews
- Land located between the railway line and the rear of Philbeach Gardens
- The site extends into the neighbouring borough of Hammersmith and Fulham

Ward

26.4.2 Earl's Court

Site area

26.4.3 The strategic site area is 7.43 hectares (18.36 acres). The Earl's Court and West Kensington Opportunity Area extends into the London Borough of Hammersmith and Fulham and covers an area of approximately 31 hectares (76 acres).

Site owners

26.4.4 Earl's Court Limited and Transport for London (the Exhibition Centre site), Clear Channel and Empress Limited (Cluny Mews). The Earl's Court and West Kensington Opportunity Area which extends into the London Borough of Hammersmith and Fulham includes further ownerships including Transport for London, Network Rail and the London Borough of Hammersmith and Fulham.

Current uses

26.4.5 Within the Royal Borough of Kensington and Chelsea: Exhibition Centre and associated ancillary uses (D1), and offices (Class B1).

26.4.6 The remainder of the Earl's Court and West Kensington Opportunity Area includes a range of other uses such as Exhibition Centre and associated ancillary uses (D1), residential (C3), offices (B1) and shops (A1) amongst others.

Existing permissions

26.4.7 None. The Earl's Court One Exhibition Centre has a Certificate of Immunity from Listing which expires in 2012.

Chapter 27

Lots Road Power Station



27.1 Introduction

27.1.1 This site is not a strategic site allocation. There is a live planning permission which expires in 2011. However, we recognise that this is an important site which will play a significant role in meeting the borough's housing target and on this basis, the site has been included for information purposes.

27.1.2 The site lies on the southern boundary of the borough, between Lots Road and the Thames. Lots Road Power Station is located in the Lots Road/World's End Place, Chapter 18. Particular attention is drawn to the Vision for Lots Road/World's End (section 18.2), and the Priorities for Action (section 18.3), which consider the Lots Road/World's End area beyond the specific strategic site allocation. In the Priorities for Action section, the actions set out under the heading of the Strategic Objectives of the Plan as a whole, but in the order of priority regarded as appropriate for Lots Road/World's End Place: Renewing the Legacy; an Engaging Public Realm; Keeping Life Local; Diversity of Housing; Better Travel Choices; Respecting Environmental Limits and Fostering Vitality.

27.2 Delivery

Related site specific supplementary planning documents or area action plans planned or prepared

27.2.1 None

Delivery agency

27.2.2 Private developers

Delivery milestones

27.2.3 The delivery milestones are:

2006: Permission granted

2009-2011: Start implementation on site, otherwise the planning permission expires

2015: Completion

Funding arrangements

27.2.4 Private investment

27.3 Site Information

Site address

27.3.1 The site address is 55 Lots Road

Ward

27.3.2 Cremorne

Site area

27.3.3 The site area is 1.77 ha (4.37 acres)

Site owner

27.3.4 Hutchison Whampoa Ltd

Current uses

27.3.5 Vacant power station

Existing permissions

27.3.6 Permission was granted in 2006 for:

- Shops (A1): 1,198sq.m (12,900sq.ft)
- Financial and professional services (A2): 82sq.m (883sq.ft)
- Food and drink (A3): 528sq.m (5,700sq.ft);
- Non-residential institutions (D1): 877sq.m (9,500sq.ft)
- Business (B1): 4,904sq.m (43,000sq.ft);

- Housing: 420 dwellings, including 166 affordable units
- Open space

Known site specific s106 requirements (if not provided as part of the development)

27.3.7 As for existing permission, which includes:

- Contribution towards parking facilities, bus stops, riverbus services, and travel plans
- Improvements to Chelsea Harbour Pier
- Road junction improvements
- Cycle and pedestrian improvements
- Streetscape improvements
- Community facilities
- Contribution towards improvements to Westfield Park
- Affordable housing provision
- Works and maintenance of Chelsea Creek
- Adherence to design quality standards



Lots Road Power Station looking west along Lots Road

Chapter 28

Proposals Map

28.1 Proposals Map

28.1.1 The map in this section details areas of change from the 2002 Unitary Development Plan Proposals Map (UDP). Where an area or designation is not included, there has been no change to the existing map.

28.1.2 The adopted Local Plan includes all the items covered by the existing 2002 Proposals Map, namely:

- **Conservation Areas**
- **Metropolitan Open Land**
- **Areas of Metropolitan Importance**
- **Sites of Archaeological Importance**
- **Sites of Nature Conservation**
- **Areas Unsuitable for Diplomatic Uses**
- **The bridge over Chelsea Creek**
- **Employment Zones**
- **Strategic Roads**
- **Red Routes**
- **London Distributor Roads**
- **Local Distributor Roads**
- **Existing Thames Path**
- **Proposed Thames Path**
- **Rail Safeguarding Line**
- **Strategic Views of St Paul's Cathedral from King Henry Mound, Richmond Park**
- **Thames Policy Area**
- **Archaeological Priority Area**

28.1.3 The main areas for change are as follows:

- Identification of the borough's Sites of Strategic Importance
- The amended employment zone boundary in Kensal
- Updated town centre boundaries in Kensington High Street, King's Road (East) and King's Road (West)
- Inclusion of the South Kensington Strategic Cultural Area

28.1.4 In addition, we are therefore taking the opportunity to update the proposals map with a wider range of information which was not contained on the 2002 Proposals Map to make it a more useful tool.

This information is:

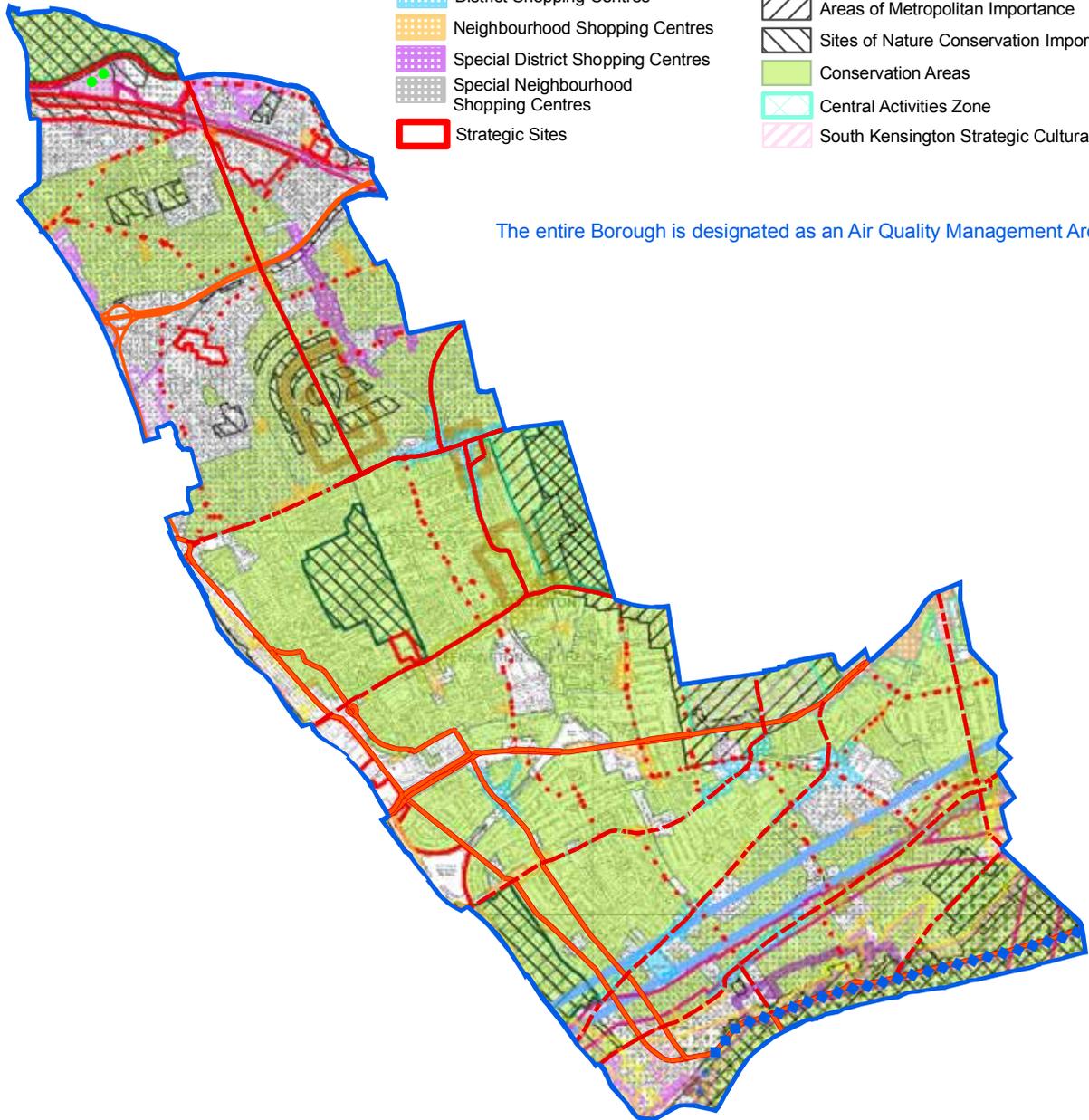
- Inclusion of the Colville Conservation Area
- Change to the Royal Hospital Conservation Area to include Chelsea Sorting Office
- Inclusion of Flood Risk Zones 2 and 3
- Town Centres as designated under London Plan's hierarchy
- Central Activities Zone (CAZ) boundary (this defines the exact boundary - the boundary in the London Plan was conceptual)
- The safeguarded waste site at Cremorne Wharf (while this features in UDP Policy PU12, it does not feature on the map)
- HSE Land Use Planning/Consultation Inner Zone

28.1.5 A separate fold-out map with all the designations and allocations is also available.

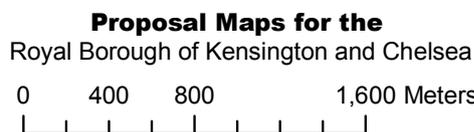
NB: The areas of solid black as illustrated on Town Centre maps in Chapter 42 indicate railway lines within the borough.

Legend

-  Borough Boundary
-  HSE- Hazardous Installations
-  HSE Consultation Zone
-  Existing Thames Path
-  Proposed Thames Path
-  Red Routes
-  Strategic Roads
-  London Distributor Roads
-  Local Distributor Roads
-  International Shopping Centres
-  Major Shopping Centres
-  District Shopping Centres
-  Neighbourhood Shopping Centres
-  Special District Shopping Centres
-  Special Neighbourhood Shopping Centres
-  Strategic Sites
-  Flood Risk Zone 2
-  Flood Risk Zone 3
-  Cremorne Wharf
-  Employment Zones
-  Metropolitan Open Land
-  Sites of Archaeological Importance
-  Rail Safeguarding Lines
-  Thames Policy Area
-  Archaeological Priority Area (Thames)
-  Strategic View of St Paul Cathedral from King Henry's Mound, Richmond Parl
-  Areas unsuitable for diplomatic Uses
-  Areas of Metropolitan Importance
-  Sites of Nature Conservation Importance
-  Conservation Areas
-  Central Activities Zone
-  South Kensington Strategic Cultural Area



The entire Borough is designated as an Air Quality Management Area



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Chapter 29

Policies and Actions

29.1 Introduction

29.1.1 This section of the plan sets out the policies and actions to deliver the seven Strategic Objectives. This covers both planning policies to guide development, and other actions the Council and its partners are undertaking. We have taken great care to ensure that these Strategic Objectives are not bland topic statements, but express what the issue is for the topic here in the Royal Borough. The title of each of these expresses strategic intent. So for example, the Council's Strategic Objective is to diversify our housing, to provide adaptable and high quality housing to cater for a variety of housing needs. It is not simply to maximise the supply of housing.

29.1.2 The seven strategic objectives are:

- **Keeping Life Local:**
Social and Community Uses, Local Shopping Facilities and 'Walkable Neighbourhoods'
- **Fostering Vitality:**
Town centres, Retail, Arts and Culture and Business
- **Better Travel Choices:**
Public transport, Walking and Cycling, Parking
- **An Engaging Public Realm:**
A Sense of Place, Attractive streets, Parks and Outdoor Spaces
- **Renewing the Legacy:**
Conservation, Enhancement and Design Quality
- **Diversity of Housing:**
Affordable and Market Housing, Housing Mix, Estate Renewal
- **Respecting Environmental Limits:**
Climate Change, Flooding, Waste, Biodiversity, Air Quality, Noise and Vibration

29.1.3 Each of the sections follows a similar format:

- An introduction summarising the strategic objective;
- A section 'what this means for the borough', identifying issues that are locally distinctive;
- Planning policies are set out with a summary of the relevant evidence being provided as reasoned justification for the policy that follows. The policies are set in boxes. Each of the planning policies starts with a strategic policy which stands in its own right. Below this are the criteria of how the policy can be complied with, but the list is not exhaustive and addressing all the criteria may not necessarily indicate that a proposal is in conformity with the strategic policy.
- Corporate and Partner actions follow. This section summarises other strategies and plans prepared by the Council and partners that will also play a part in delivering the strategic objective. Actions to be taken by the Council or by partners are also listed. Planning may have a direct role in the implementation of these actions, but this will not necessary be the case in all situations.

29.1.4 There is a requirement that the policies within a Local Plan must be monitored by the local planning authority to determine their effectiveness. The monitoring framework is included within Section 2D of the document.

29.2 Infrastructure and Planning Obligations (s106)

29.2.1 PPS12, paragraph 4.8 states: "The core strategy should be supported by evidence of what physical, social and green infrastructure is needed to enable the amount of development proposed for the area, taking account of its type and distribution. This evidence should cover who will provide the infrastructure and when it will be provided. The core strategy should draw on and in parallel influence any strategies and investment plans of the local authority and other organisations".

29.2.2 Delivery of infrastructure is critical to the delivery of all the strategic objectives of the Local Plan. Planning, through the use of planning obligations (s106), is a prime way that the Council can gain the necessary resources to assist in the delivery of this vital infrastructure.

The infrastructure schedule is set out in Chapter 37, setting out key schemes required to facilitate development and secure delivery of the Local Plan, though infrastructure requirements from development will not be limited to these. The Council will prepare an Infrastructure Delivery Plan (IDP) with partners and infrastructure providers, which will be regularly monitored and reviewed, forming the basis of site specific requests for infrastructure as part of development proposals.

29.2.3 Infrastructure planning is the process for ensuring the physical needs of an area can be delivered to keep pace with its population's requirements. It will include utility services, transport, education, health and leisure provision. Sound infrastructure plans are needed to support the Local Development Framework and to provide a robust base for developing planning obligations, and are a pre-requisite to introducing the Community Infrastructure Levy (CIL).

29.2.4 Planning obligations are intended to make acceptable development which would 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 the Community Infrastructure Levy Regulations 2010 and such measures may include:

- 1.** Environmental improvements - to buildings, the street (including townscape enhancements), improvements for inclusive design, utility provision, nature conservation measures and mitigating the effects of a development proposal
- 2.** Economic initiatives - securing jobs for local residents, community based initiatives, employment training schemes, the provision of small business units and affordable shops, workspace nurseries, flexibly sized accommodation and partnership with regeneration initiatives
- 3.** Provision of affordable housing - including an appropriate mix of residential units
- 4.** Provision of community, social and health facilities - including welfare, childcare, information and advisory centres, 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, affordable premises for voluntary and community organisations and churches and other religious facilities

- 5.** Provision of transportation facilities – including facilities for walking and cycling, inclusive public transport and highway improvements to cater for the impact of the development and impact of the construction of development in relation to traffic, air quality and noise on the amenity of residents, and towards Crossrail where development within the CAZ¹ or in other circumstances, would require this as a result of London Plan Supplementary Planning Guidance (SPG), and permit-free development
- 6.** Conservation of buildings of architectural or historic interest and other conservation projects such as archaeological investigation
- 7.** Sports, leisure, recreational and visitor facilities
- 8.** Green infrastructure improvements – to the network of multi-functional open spaces in the borough including the creation of new public open space, improvements to existing open space, and securing public access to private open space
- 9.** Cultural facilities – securing the provision of arts, cultural and entertainment facilities, new works of art or performing arts space in association with development proposals
- 10.** Play facilities – providing play provision through publicly accessible play space and facilities in new residential developments
- 11.** Energy efficiency and renewable energy
- 12.** Utility infrastructure requirements – including water, foul drainage and sewage treatment, and energy utilities
- 13.** Waste management and recycling to mitigate the impact of the development
- 14.** Land charges, legal, project management, monitoring and implementation costs, and management and maintenance costs on completion

Policy C 1 Infrastructure Delivery and Planning Obligations

Infrastructure Requirements and Delivery

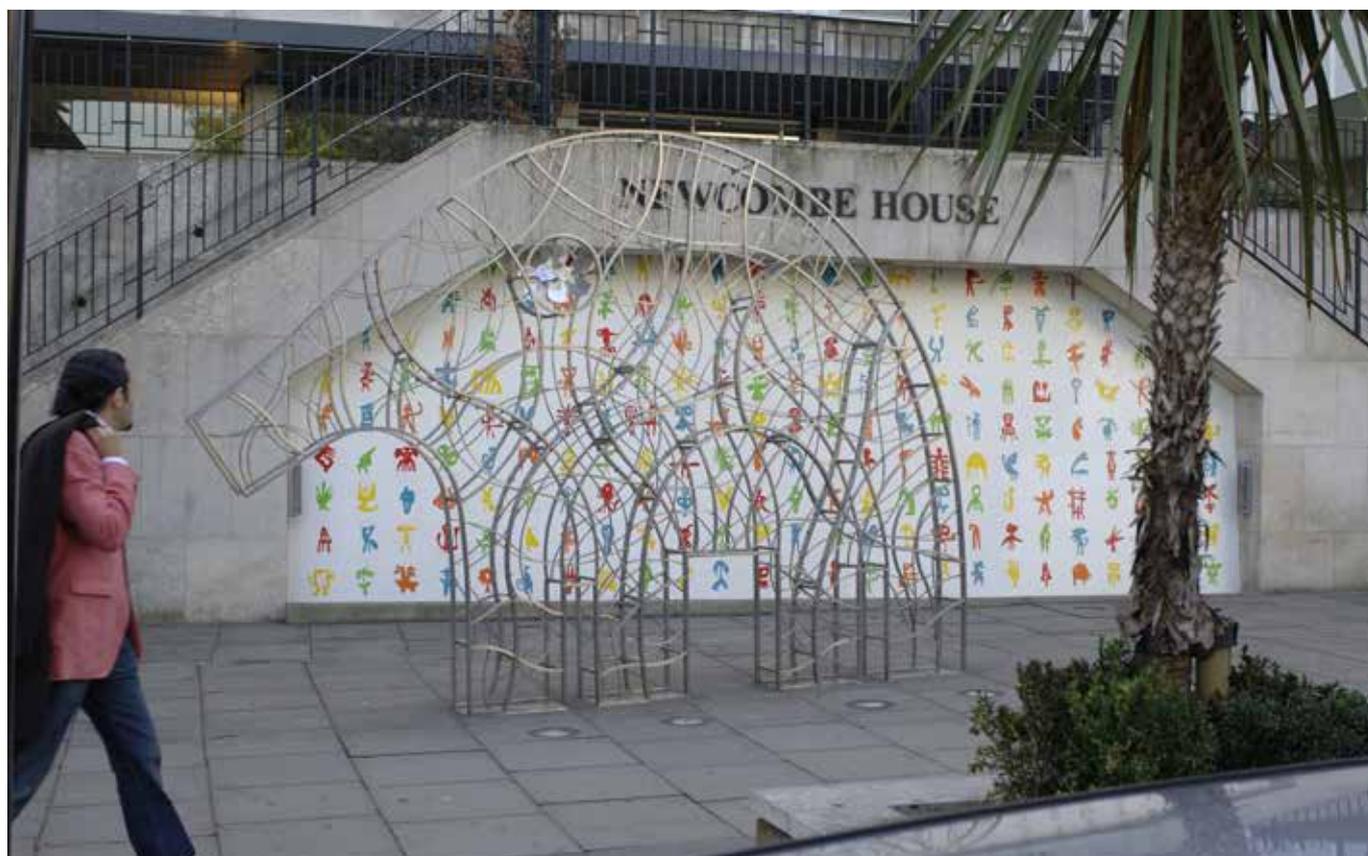
New development will be coordinated with the provision of appropriate infrastructure to support the development. The Council will require that there is adequate infrastructure to serve developments, including through the use of planning obligations, working with infrastructure providers and stakeholders to identify requirements.

In determining applications for planning permission, the Council will take into consideration the nature, scale and location of the proposed development, and where the need arises from the development either because of its individual or cumulative impact, will seek prescriptive, compensatory or mitigatory measures to secure the necessary social, physical, green or environmental infrastructure, or improvements to the proposals submitted to enable the development to proceed, in accordance with advice in national guidance.

Planning Obligations

Planning obligations will be negotiated whenever appropriate in accordance with Circular 05/2005 *Planning Obligations*, and taking account of the proposed development, and in determining which measure receives priority, account will be taken of the individual characteristics of the site, the infrastructure needs of the site and the surrounding area, and the London Plan. Proposals that form part of potentially wider sites will be assessed in terms of the capacity of the site as a whole.

The viability of the development will also be taken into account. In the case of an enabling development, or where the development is unable to deliver all the policy requirements for reasons of viability, a viability study will be required to accompany the planning application. s106 contributions will be reviewed in the context of this viability study. The viability study should use the GLA toolkit or an agreed alternative. The applicant will fund the independent assessment of the viability study, or other technical studies requiring independent assessment, prior to the application being determined.



Chapter 30

Keeping Life Local

Social and Community Uses, Local Shopping Facilities and ‘Walkable Neighbourhoods’

30.1 Introduction

30.1.1 In spite of the 2008-2009 recession, residential land values will continue to out compete those ‘local’ borough functions which are essential for a successful residential neighbourhood, the local shops and community facilities. Therefore strategically, we need to protect and promote functions that otherwise might be lost to residential use and ensure that necessary infrastructure is provided to support the scale, location and timing of development planned for an area.

30.1.2 But the functions that enrich the quality of life of residents are not only ‘local’ functions, they can be borough-wide and indeed international facilities. This is an aspect central to upholding the residential quality of life of the borough.

30.1.3 Keeping Life Local is an integral part of the Local Plan’s central vision of Building on Success. It lies at the heart of the Royal Borough’s residential quality of life.

CO 1

Strategic Objective for Keeping Life Local

Our strategic objective to keep life local is for strong effective neighbourhood centres and for social and community facilities to be widely available and for neighbourhood functions, including local shopping facilities, to be inclusive for all so that residential communities can flourish.

30.2 What this means for the borough

30.2.1 A key role of the planning system is to protect the uses that have lower land values, but high value to the community. There are a number of parts to this.

30.2.2 First, protecting existing and facilitating new social and community uses, such as meeting halls, GP and dentist surgeries, pharmacies and primary schools, which have a local catchment. Other facilities, such as libraries, sports centres, secondary schools and hospitals serve wider, even borough-wide, catchments. Finding new sites in the right place for these uses is a major challenge.

30.2.3 Secondly, recognising that some facilities

within the borough have a national or international catchment, such as some of our hospitals, and that they also offer significant benefits to borough residents and are thus highly valued by the community. These are also therefore regarded as social and community facilities.

30.2.4 Thirdly, strengthening neighbourhood centres as the focus of a local community, and establishing new ones in areas of deficiency, as part of the concept of walkable neighbourhoods, will meet the main day-to-day needs of local communities, promote healthier more active lifestyles and help to foster community cohesion and a greater sense of belonging.

30.2.5 Not all shops, doctors’ surgeries and schools are within centres. The concept of walkable neighbourhoods therefore extends to all those local facilities wherever located. Currently, the vast majority of the borough is within a five minute walk of local shops, and a ten minute walk of primary schools and doctors’ surgeries.

30.3 Planning Policies

Social and Community Uses

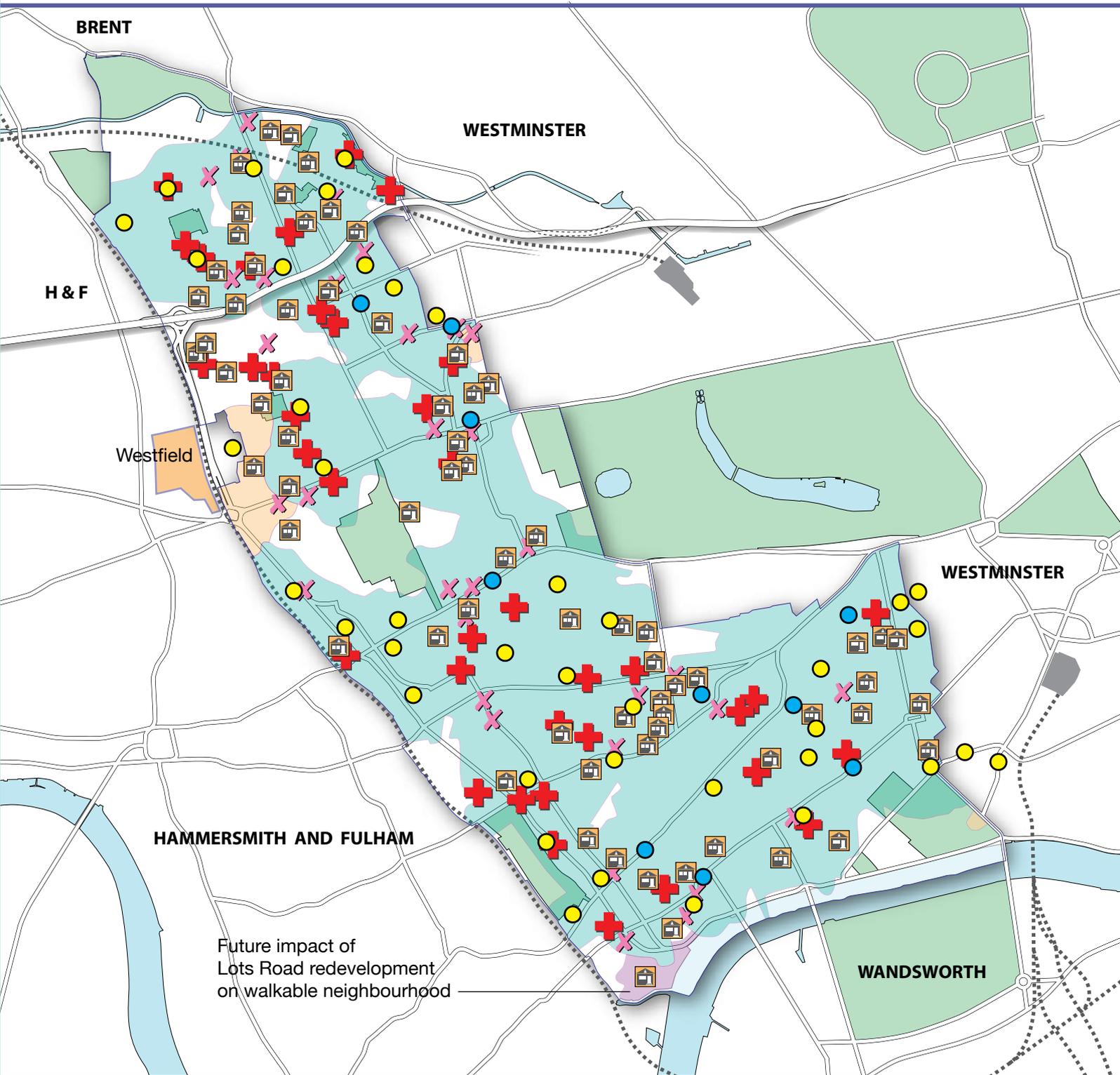
30.3.1 Social and community facilities are identified within the London Plan as enabling the community to function. Their role in stimulating a sense of community and providing valuable social infrastructure is recognised through the protection and enhancement of these facilities is essential to the borough’s status as one of London’s most desirable places to live.

30.3.2 However, with high residential property values, social and community uses and other local services are being threatened in Kensington and Chelsea as they have a lower land value than other uses, in particular housing. High land values can effectively prevent new social and community facilities from being established. Maintaining the present land bank of sites in these uses for future generations is thus essential. Where policy safeguards have been ineffective, social and community facilities have been lost to higher land value uses. For example, the closure of the care home at Vicarage Gate House in 2003, which was subsequently converted in residential units following an upheld appeal in 2008.

KEEPING LIFE LOCAL

Social and Community Uses, Local Shopping Facilities and Walkable Neighbourhoods

- + General Practices/Surgeries
- × Dental Surgeries
- Schools
- Within 400m or 5mins walk of a Neighbourhood or Higher Order Town Centre
- Neighbourhood Shopping Centres
- Higher Order Centres
- Areas within 400m or 5mins walk of neighbourhood centres outside of the Royal Borough



30.3.3 In spite of this, the Council acknowledges that the needs of communities change. Therefore, the protection of all existing social and community facilities would not allow for necessary changes. Policies have therefore been devised to allow for changes while maintaining the borough’s overall stock of social and community uses. The Council also recognises, taking a pragmatic approach, that it may be necessary to support enabling development on a given site where the proposal will result in an overall improvement to the social and community facilities in the borough.

30.3.4 For the purposes of the Local Plan, social and community uses are defined as including: care homes/care facilities and elderly people’s homes¹; community/meeting halls and rooms; doctors, dentists, hospitals and other health facilities; hostels; laundrettes; libraries; Metropolitan Police and other emergency service facilities; petrol filling stations; places of worship; bespoke premises for the voluntary sector; schools and other educational establishments; sport facilities; and youth facilities.

30.3.5 The Council also acknowledges that there are also social and community uses which are considered valuable, 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 and therefore cannot be controlled under policy CK1 at present. These facilities have tended to be available within ‘walkable neighbourhoods’. The Council will, therefore, in partnership with others, strive to achieve this through other means².

30.3.6 Should any of these uses change to a different use class (eg. to Sui Generis), they would be considered under policy CK1.

30.3.8 One of the most important facilities needed in the borough is a new academy. At present, 50 per cent of school-age children attending state schools are educated outside of the borough. A new school, the Chelsea Academy, is under construction in the far south west of the borough, and will help to address the problem, but another new academy is needed in North Kensington. Metropolitan Police, ambulance and fire services have very specific operational circumstances, unlike those of any other social and community uses. As a result, their needs will be assessed on a case by case basis.

Policy CK 1

Social and Community Uses

The Council will ensure that social and community uses are protected or enhanced throughout the borough and will support the provision of new facilities.

To deliver this, the Council will:

- a. provide a new academy for the communities of North Kensington;
- b. permit new, and the expansion of existing, social and community uses which predominantly serve, or which provide significant benefits to, borough residents, except where the proposal results in a shared or communal residential/social and community entrance;
- c. apply the following sequential approach:
 - i. protect land and/or buildings where the current use is or the last use was a social or community use, for re-use for the same, similar or related 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 demonstrated that there is a greater benefit to the borough resulting from this change of use;
 - iii. permit enabling development on land and of buildings where the current use is or the last use was a social and community use in order to:
 - significantly improve that use;
 - provide another social and community use on site;
 - significantly improve or provide new social and community uses elsewhere within the borough and where it can be demonstrated that there is a greater benefit to the borough resulting from this enabling development.

Local shopping facilities and other facilities which Keep Life Local

30.3.9 The evidence on local shopping deficiency shows that a policy is required to retain and enable better access to shopping facilities on foot or by bicycle in order to significantly improve the quality of urban life.

30.3.10 The Council will use walkable neighbourhood indicators to assess accessibility to local shopping facilities. National indicators³ recommend an 800 metre (875 yard) walk. However, the use of national indicators is not appropriate due to the relatively large number of shopping centres within the borough. As such, a 400 metre (440 yard) area is considered to be more appropriate in terms of assessing local shopping deficiency.

30.3.11 Currently 74.8 per cent of the borough is located within a five minute (400m) walk of a neighbourhood or higher order shopping centre, of this, 1.5 per cent are served by local centres in neighbouring boroughs. Excluding public spaces, the main areas with an established deficiency are Latimer, Kensal (east of Ladbrooke Grove) and parts of Earl's Court. In these areas, many residents will have to walk for more than ten minutes (or 800m) to local shopping facilities. Lots Road is currently seen as being deficient. However, once implemented, the planning permission for the Lots Road Power Station site will address the deficiency. While it is noted that there is little residential accommodation currently in the area shown as deficient in Kensal, the Kensal Gasworks Strategic Site is allocated for significant housing growth in this Local Plan, meaning that local shopping facilities will be required. The deficiency in Earl's Court is expected to be resolved through the redevelopment of the Earl's Court Exhibition Centre strategic site.

30.3.12 By developing these sites and by creating new neighbourhood centres in Latimer and Kensal, it is calculated that 76 per cent of the borough would be within a five minute walk of local shopping facilities.

30.3.13 Individual shops and parades are also important as they offer convenience retail to those living in areas which are not located near defined shopping centres.

30.3.14 As well as social and community facilities, the borough must also cater for local employment needs, this both improves the sense of belonging and can contribute to a more sustainable

community. The issue of local employment is covered in more detail in *Fostering Vitality*.

30.3.14A The continued loss of the borough's stock of public houses over the past 30 years has eroded an easily accessible social focus for the community. From 181 premises in 1980 to 110 in 2012, well over one third have been lost and with escalating residential property prices, this trend is set to continue. The borough has 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 be controlled by the Council.

30.3.14B Public houses not only make a valuable contribution to the community and cultural life of the borough, but at neighbourhood level they offer a source of identity and distinctiveness, provide opportunities for social interaction and provide places to meet which support community cohesion – in short the essential ingredients of a sense of community and place. They are part of that fine grain mix of uses, which provide not only historical continuity, but contribute economically and to the vitality of our residential communities and the character of an area. They are an essential ingredient for promoting healthy communities and maintaining diverse, strong, secure and accessible neighbourhoods.

30.3.14C However, it is not only public houses that display these distinctive characteristics. Other uses such as shops, financial and professional services uses and restaurants/cafes are also valued, for both the service that they provide and their wider social role. This essential mix of uses in the borough's predominantly residential areas, not only makes these areas highly desirable places in which to live, helping to provide services locally for the community and beyond, but adds to the character and distinctiveness of the borough as a whole. The approach of maintaining and protecting a broader range of uses also brings greater benefit to the wider community, rather than favouring a particular group within it.

30.3.14D In applying this policy individual shops will be protected, but the swap of other uses within the A use class⁴ (classes A2 – A4) will be treated on their own merits depending on their role within the locality they serve and their impact on neighbours. The Council recognise no hierarchy of uses in this regard.

Policy CK 2

Local Shopping and other Facilities which Keep Life Local

The Council will ensure opportunities exist for convenience shopping and other facilities which make life local throughout the borough.

To deliver this the Council will:

- a. protect individual shops (Class A1) outside of designated town centres;
- b. resist the loss of public houses and other drinking establishments (Class A4) throughout the borough;
- c. resist the loss of restaurants and cafes (Class A3) and financial and professional services (Class A2) outside of higher order town centres.

NOTE: Further policy mechanisms for delivering local shopping facilities are included in Policies CF1, CF2 and CF3 in Fostering Vitality, Chapter 31

Walkable Neighbourhoods and Neighbourhood Facilities

30.3.15 For the purposes of this plan, neighbourhood facilities are defined as being those which provide a day-to-day function, namely primary schools and GP surgeries.

30.3.16 The evidence on walkable neighbourhoods in the borough show that existing facilities need protecting, in some cases expanding and new ones establishing. Therefore a policy is required to establish a local walking time for the borough within which residents can reach neighbourhood facilities.

30.3.17 The concept of ‘walkable neighbourhoods’ has been used to establish a local walking time appropriate for the borough. Walkable neighbourhoods are an excellent method of not only ensuring local facilities and day-to-day needs are available to residents but also encouraging walking and cycling as opposed to driving. In the case of Kensington and Chelsea’s neighbourhood facilities, this level has been set at 800 metres (875 yards).

30.3.18 Having local neighbourhood facilities within a short walking distance is an essential characteristic of local life in Kensington and Chelsea. Currently 84.7 per cent of the borough is within an 800m walk of a GP surgery and

93.1 per cent of a primary school. Walkable neighbourhoods also include local shopping facilities, but these are covered by the policy above (policy CK2), because they have a different spatial distribution across the borough.

30.3.19 A ten minute walk (800m) to local facilities is widely regarded as being an appropriate distance to travel. This is calculated by using the principle that the average person walks at a speed of 5km per hour⁵. It is also used by NHS Kensington and Chelsea as an appropriate distance for residents to travel to General Practitioners⁶.

Policy CK 3

Walkable Neighbourhoods and Neighbourhood Facilities

The Council will maintain the current percentage of access to neighbourhood facilities and work towards increasing the number of facilities where appropriate opportunities arise.

NOTE: Policy mechanisms for delivering this are included in policy CK1 and policy C1.

30.4 Corporate and Partner Actions

Corporate and Partnership Strategies

Kensington and Chelsea Health and Wellbeing Strategy 2012 to 2015

This strategy is based on the emerging public health issues arising from the Kensington and Chelsea Joint Strategic Needs Assessment (JSNA). It sets out where the Kensington and Chelsea Health and Wellbeing Board and the NHS West London Commissioning Group will target their efforts and resources, and establishes a set of priorities that the Board will focus upon.

NHS West London Clinical Commissioning Group: Strategic Integrated Plan 2012/13 to 2014/15

This Plan sets out a vision of how health facilities will be provided across the West London area. This consists largely of Kensington and Chelsea but also parts of the north of Westminster. The strategy relates to primary care provision, through the Clinical Commissioning Group. The primary elements include through GP services, community health centres and community hospitals.

NHS West London Clinical Commissioning Group: Better Care, Closer to Home. Out of Hospital Strategy 2012 to 2015

This strategy sets out how the Commissioning Group intends to provide out of hospital medical care. This includes a devolution of many aspects of primary care traditionally provided within hospitals.

The Metropolitan Police Authority/Metropolitan Police Service Estate Strategy 2010-2014

Published in 2010 this document highlights the high level strategy by which the Metropolitan Police intend to manage their estate across the capital.

Metropolitan Police Authority Planning for Future Police Estate Development

This report published in May 2005, sets out a London-wide planning policy to provide guidance to local authorities on the need to make provision through the planning system for police estate development.

Corporate or Partnership Actions for Keeping Life Local

The Town Centre Initiatives Manager will work in partnership with retailers, landlords, residents and other stakeholders to support and strengthen the viability of local shopping centres.

1. The Council's Economic Development Team will lobby to maintain and improve access to Post Offices in the borough and work with the Directorate of Planning and Borough Development to seek alternative means of maintaining the current stock.
2. Planning and Borough Development will provide for the requirements of the Metropolitan Police Service in the delivery of its estate strategy through the determination of planning applications.
3. The Directorate of Planning and Borough Development in partnership with the GLA will continue to progress an SPD masterplan for Kensal Gasworks which delivers a mix of uses including social and community and local facilities.
4. The Directorate of Planning and Borough Development will work with the Director of Public Health and NHS Property Services to ensure that the needs of the West London Clinical Commissioning Group are implemented where appropriate, and ensuring that residents have good access to GP, dentist, pharmacy and hospital services.
5. The Directorate of Planning and Borough Development will work with the private medical sector to ensure that the needs of the future and

current population are catered for through the determination of planning applications.

6. The Directorate of Planning and Borough Development will work in partnership with Tri-borough Children Services and other education providers (including the private sector) to deliver an exemplary standard of learning across the borough.
7. The Transport and Highways Department will work in partnership with Transport for London to encourage streetscape and traffic management improvements which remove physical barriers to social and community uses and local shopping centres, making them inclusive for all, and improve cycling and walking environments in the borough.
8. The Directorate of Planning and Borough Development will help to secure affordable retail units as well as new and/or improved social and community facilities in new developments through the use of the Council's SPD on Planning Obligations throughout the life of this document.
9. Planning and Borough Development will work with the Director of Public Health, the West London Clinical Commissioning Board, NHS Property Services and the West London the Metropolitan Police Authority and other essential infrastructure providers to ensure that facilities are located where possible to fill the gaps identified using walkable neighbourhood indicators which will form part of the Annual Monitoring Report.
10. The Directorate of Planning and Borough Development will work with Environment, Leisure and Residents Services Department and the Sports Development Team to ensure opportunities for new sports facilities, particularly in areas of deficiency, will be fully examined.
11. 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.
12. 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.
13. The Directorate of Planning and Borough Development will work with stakeholders to set up and maintain a register of Assets of Community Value.

Chapter 31

Fostering Vitality

Town centres, retail, arts and culture and business

31.1 Introduction

31.1.1 The borough has a finely-grained mix of uses such as shops, businesses, arts and cultural facilities, some of which are world class. These uses have benefited from the borough's high residential density and from visitors to the borough but have, of late, been under pressure from residential development. There is a risk that they could decline to such an extent that the collective quality of life of the borough could be diminished.

31.1.2 Fostering vitality is an integral part of the Local Plan's central vision of Building on Success. It lies at the heart of the Royal Borough's reputation as a national and international destination.

CO 2

Strategic Objective for Fostering Vitality

Our strategic objective to foster vitality is that the quality of life of our predominantly residential borough is enhanced by a wide variety of cultural, creative and commercial uses which can significantly contribute to the well-being of residents and to the capital's role as a world city.

31.2 What this means for the borough

31.2.1 Most of these cultural, creative and commercial uses will continue to be concentrated within the borough's higher order town centres, namely: Portobello Road, Notting Hill Gate, Knightsbridge, Kensington High Street, Fulham Road, Brompton Cross, South Kensington and the King's Road. This 'town centre first' approach ensures that as many people as possible can enjoy the benefits that this borough has to offer, as it is our town centres which are the parts of the borough best served by public transport.

31.2.2 The Council will direct new shopping, large-scale offices, and other town centre uses into existing higher order town centres wherever possible. The Council does however, recognise that it is likely that Knightsbridge, King's Road, Fulham Road, Brompton Cross and South Kensington will need to be expanded to accommodate an increased need for shopping floorspace in the south of the borough over the next five to ten years.

31.2.3 New hotels will be encouraged in those higher order centres with excellent links to the rest of the capital, particularly Knightsbridge, King's Road (East), Brompton Cross, South Kensington, Kensington High Street and Notting Hill Gate. They will also be supported in the wider Earl's Court Opportunity Area, to service the destination cultural use proposed.

31.2.4 The strength of South Kensington as an area which offers an exceptional cultural experience will be supported further by its designation as a Strategic Cultural Area, and the inclusion of the museums complex within the Mayor's Central Activity Zone (CAZ).

31.2.5 The Council recognises that the borough is a dynamic place and that some areas will see improvements in their public transport accessibility in the lifetime of the plan. These areas, which are likely to include Kensal, may prove suitable locations for new concentrations of commercial development. Improvements in accessibility will not, however, be allowed to cause the homogenisation of uses within the borough. The important role that the employment zones in the Latimer, Lots Road and Kensal areas play in providing a mix of light industrial and small and medium-sized offices will continue to be supported. Similarly, the important role that very small and small offices have throughout the borough will continue to be recognised. It is these premises that are both disproportionately staffed by the borough's residents and are of particular value to the borough's thriving creative and cultural business sector.

31.3 Planning Policies

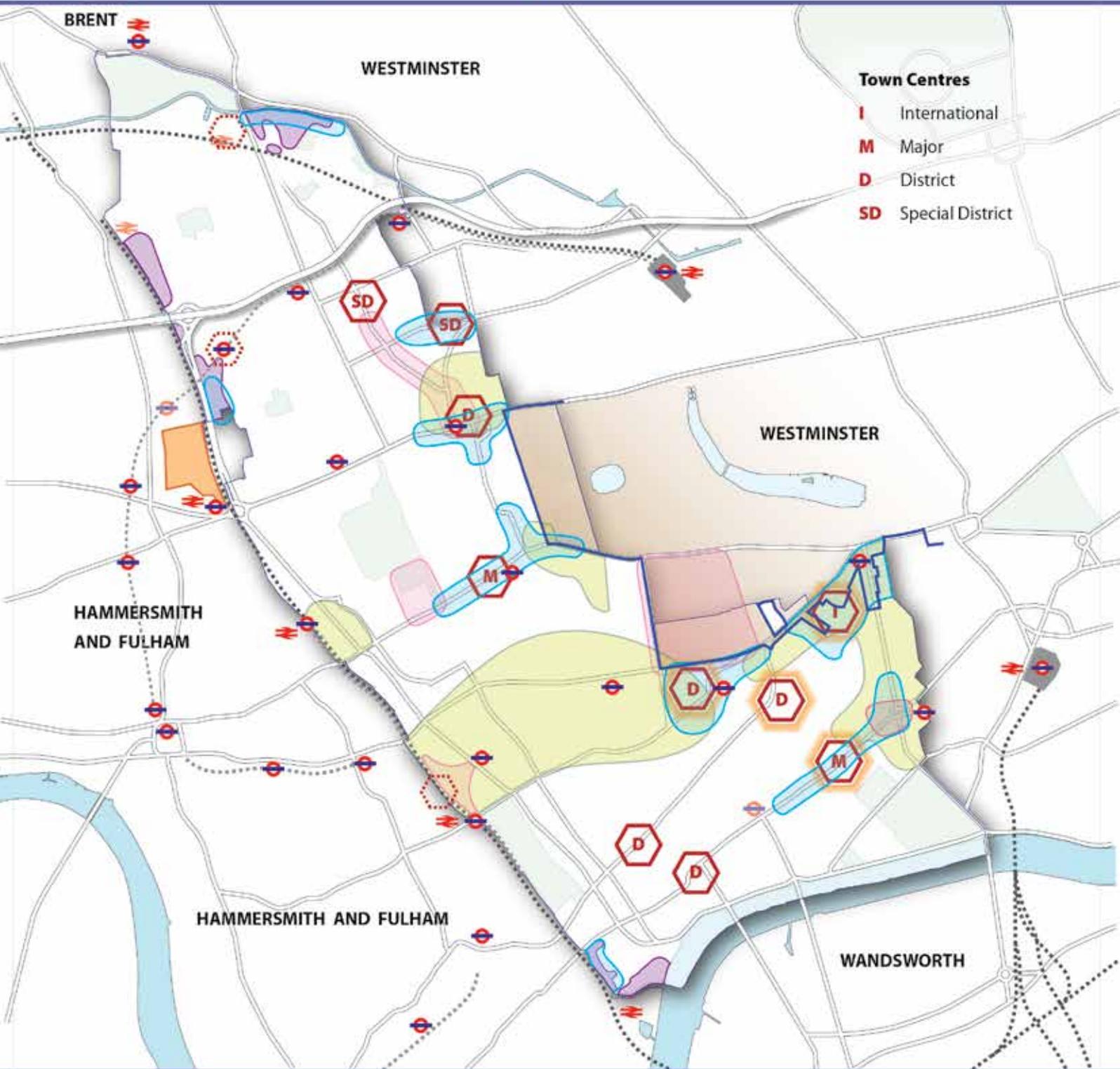
Location of Town Centre Uses

The Council's Retail Needs Assessment¹ predicts retail need up till 2028, the end of the plan period. While need until 2015 can be estimated to an acceptable degree of accuracy, longer term forecasts are more susceptible to change. The Local Plan, therefore, seeks to plan for, and accommodate, retail need to 2015 only. This approach is consistent with PPS4 which states that local planning authorities need only to allocate sufficient sites to meet identified need for the first

FOSTERING VITALITY

Town Centres, Retail, Arts and Culture and Business,

- Employment Zones
- Westfield London Shopping Centre
- Concentration of Cultural Uses
- Concentration of Offices
- Concentration of Hotels
- Town Centres
- Centres identified for possible expansion
- Central Activities Zone (CAZ)
- Possible new centre



five years of the plan. The Council will review retail need on a regular basis, and where necessary amend the Local Plan accordingly.

31.3.1 The Retail Needs Assessment states that to 2015 a total of 25,500sq.m (gross) (approximately 275,000sq.ft) of additional comparison retail floorspace is needed in the south of the borough if the borough is to take advantage of the expected increase in retail expenditure in the area. Some of this need is already in the development pipeline, with much of the remainder likely to be accommodated within the existing higher order centres (Knightsbridge, King's Road, Fulham Road, Brompton Cross and South Kensington) as well as within the network of neighbourhood centres, by making better use of existing premises, the filling of vacant units, or by making better use of under-used sites. The Council has, however, identified a number of edge-of-centre sites within the Knightsbridge, King's Road, South Kensington and Brompton Cross Places (Chapters 12-15), as being potentially suitable for retail expansion. With a total site area of more than 21,000sq.m (approximately 225,000sq.ft), these sites should be capable of accommodating any additional retail need which cannot be provided within the existing centres. The suitability of any additional windfall sites for shopping floorspace will be assessed against policy CF1.

31.3.2 Over the same period 650sq.m (gross) (approximately 7,000Sq.ft)² of additional comparison retail floorspace will be needed to meet expected demand in the main centres in the north and centre of the borough (Portobello Road, Notting Hill Gate and Kensington High Street). The Retail Needs Assessment suggests that all of this additional floorspace could be accommodated within existing centres through making better use of existing premises, the filling of vacant units or by making better use of under-used sites.

31.3.3 The Council endorses the 'town centre first' approach and 'sequential test' for new town centre uses as set out within PPS4 and the London Plan. The PPS4 definition of an edge-of-centre site (within 300m of a town centre boundary) is not however, considered to be relevant in the borough because almost the entirety of the borough would qualify as edge-of-centre within this definition. The Council considers edge-of-centre development to be that adjacent to an existing centre.

31.3.4 PPS4 notes that in assessing proposals for new town centre uses, local planning authorities must take into account the impact that proposals

will have upon the physical regeneration, employment, economic growth and social inclusion in an area. This may be of particular relevance in the north of the borough, an area which is named within the Local Plan's vision as requiring regeneration.

31.3.5 The Keeping Life Local Strategic Objective (Chapter 30) introduces the concept of walkable neighbourhoods, and includes a map which shows those parts of the borough that are not within a five minute walk of a centre. The main areas of deficiency are in the Latimer and Kensal areas and the area of the Earl's Court Exhibition Centre Strategic Site. A significant amount of development is expected within the plan period in the Earl's Court and West Kensington Opportunity Area. This site, designated within the draft London Plan as an Opportunity Area, straddles the boundary with Hammersmith and Fulham. Both the quantum of development, and the distribution of land uses across the Opportunity Area will be established within a future planning brief. This brief will be prepared jointly by LBHF, this borough and the GLA. It is likely that the Opportunity Area will include a significant amount of housing, as well as business uses, hotel floorspace, and a cultural destination. This development is likely to generate some retail 'need' in its own right.

31.3.6 The new centres at Kensal, Latimer and Earl's Court will serve a localised retail catchment, providing the convenience goods and services required by the local communities. The extent to which, from a retail perspective, there is scope for a larger centre in any of these sites, will depend on a detailed analysis of retail need, taking account of the vitality and viability of existing centres (both in this and within neighbouring boroughs) both at the time of the development and in the longer term. A new centre is 'supported' rather than 'required' within the Earl's Court wider area as it is possible that its eventual location may be in Hammersmith and Fulham.

31.3.7 The Council recognises that smaller scale parades of shops or isolated shops also have a role in serving the needs of residents across the borough. Out of centre units with a gross floor area of less than 400sq.m (4,300sq.ft) are likely to have a convenience function as are of a scale which often equate to a 'local' format small supermarket. These are of a size which are usually to be considered a 'small shop' with regard to the restrictions for Sunday Trading (280sq.m (net) (3,000sq.ft)).

Policy CF 1

Location of New Shop Uses

The Council will ensure vital and viable town centres through a town centre first approach to new retail floorspace.

To deliver this the Council will:

- a. support the creation of new shop floorspace within town centres;
- b. require new retail development with a floor area of 400sq.m (4,300sq.ft) (gross external) or more to be located within existing higher order town centres or within sites adjoining Knightsbridge, King's Road (East and West), Fulham Road, Brompton Cross and South Kensington where no suitable sites can be identified within these centres;
- c. permit new shops (A1) of less than 400sq.m (4,300sq.ft) (gross external) in areas of retail deficiency as shown on the plan within Chapter 30 (Keeping Life Local);
- d. require the establishment of new centres in the Latimer and Kensal areas to address identified retail deficiency and support the establishment of a new centre in the Earl's Court and West Kensington Opportunity Area, with retail provision to serve the day-to-day needs of the development. Any new centre must comply with the requirements of PPS4, and be of a scale that does not have an unacceptable impact on existing centres;
- e. require, where proposals for new retail development do not comply with parts (a) to (d), that it is demonstrated either:
 - i. that the development would meet the requirements of the sequential assessment; and that the development will not have an unacceptable impact on existing centres; or
 - ii. that the new floorspace would underpin the Council's regeneration objectives and the vitality of any existing centre will not be harmed.

Character of Town Centres

31.3.8 The borough contains some of London's finest shopping areas; including Knightsbridge, the King's Road, Kensington High Street and the Portobello Road. Each of these offers something special, be this access to world-class brands, to eclectic markets or to the quirky and the unexpected. Indeed, the significant contribution

that Knightsbridge plays to the Capital's retail draw is reflected by its inclusion within the London Plan's CAZ. The boundary of the CAZ is shown on the Proposals map.

31.3.9 The borough contains four levels of town centres. Three of these, the borough's higher order centres, form part of the London town centre network as designated within the London Plan. These are:

- International Centre: Knightsbridge
- Major Centres: King's Road (East) and Kensington High Street
- District Centres: South Kensington, King's Road (West), Notting Hill Gate, Fulham Road (Fulham Road (West) in the London Plan) and Brompton Cross (Fulham Road (East) in the London Plan).

31.3.10 Portobello Road and Westbourne Grove have been designated by the Council as separate Special District Centres to reflect their unique function in having both a substantial local and international draw. Earl's Court Road has been classed as a Neighbourhood rather than a District Centre, as designated within the London Plan, to recognise its scale and its primary function in serving the day-to-day needs of local people and those visiting the Earl's Court Exhibition Centre. As such, part (d) of policy CF3 is relevant in the determination of planning applications for this centre³.

31.3.11 These higher order town centres are the main shopping areas in the borough, offering both comparison and day-to-day convenience shopping for residents and for those visiting the borough or working within it.

31.3.12 The Council has drawn up visions for each of the borough's higher order centres. These are included within the Places section of the Local Plan (Chapters 5-18). Detailed changes to specific town centre boundaries are set out in the Places section where applicable.

31.3.13 The fourth type of centre, the borough's Neighbourhood Centres, have a different role, to meet the day-to-day needs of those living and working in the borough. Neighbourhood centres are therefore integral to building up the walkable neighbourhood as outlined in Chapter 30 (Keeping Life Local).

31.3.14 The Neighbourhood Centres are: Barlby Road, Ladbrooke Grove (North), Golborne Road (North), North Pole Road, St Helen's Gardens, Ladbrooke 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, Earl's Court Road North, 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.

31.3.15 Golborne Road has been designated a Special Neighbourhood Centre to reflect its wider function and the close links between the Golborne and Portobello markets. The boundaries of the centres are shown on The Proposals Map and repeated in Chapter 42.

31.3.16 The Retail Needs Assessment concludes that the Council is in a fortunate position and that our centres are healthy and vibrant in character. However, the Council recognises that the borough is not immune from the changes in the local retail market, be these increasing competition from shopping centres outside the borough, or the pressure on diversity from an increasing homogeneous retail sector. The Council is currently concerned about what impact the new shopping centre in Hammersmith and Fulham, 'Westfield London' will have upon the health of the borough's centres. The higher order centres north of the Cromwell Road, and in particular Kensington High Street are likely to be the most affected as visitors choose to visit Westfield rather than the established centres in this borough. While anecdotal evidence does suggest that, to date, the impact of Westfield on Kensington High Street has not been as great as originally feared, the Council will continue to monitor the health of the borough's centres very carefully.

31.3.17 The Council endorses the view of the Retail Commission⁴ in recognising that the health of a centre does not depend merely on the number of shops within it. A successful centre is one which contains a diverse mix of uses and one which retains a distinct character. There are threats to this diversity, and while the Council recognises that multiple retailers are likely to form the spine of many of the borough's centres, some of the borough's iconic town centres are in danger of becoming 'cloned high streets'. Eighty-nine per cent of the shopping floor-space within Knightsbridge, 81 per cent of Kensington High Street and 68 per cent of King's Road (East) is occupied by multiple retailers⁵, although many of these are top name international brands which have a limited representation in Britain.

31.3.18 Despite the threats, many of our centres currently retain a high proportion of retailers which are either independent or are not part of national chains. This is true for the Portobello Road, with only 18 per cent⁶ of the total retail floorspace of the centre being occupied by multiple retailers. The Council cannot however, be complacent, and recognises that it is the low proportion of national multiples that helps maintain the special character of some of our centres. The Council recognises that the planning system does not allow a local planning authority to consider the nature of a particular shopkeeper when determining a planning application. Councils are, however, encouraged to promote diversity within town centres, using the tools available to them.

31.3.19 The 'town centre first' approach to new shopping development is central to maintaining the character of successful and diverse centres. Similarly, the Council recognises that for new retail development to help support the function of a centre, it must be of an appropriate scale and provide a mix of shop unit sizes. The Council endorses the view of the Retail Commission⁷ that, in order to ensure the continued supply of small units that are more likely to be occupied by start-up, independent or specialist traders it may be appropriate to use s106 agreements (or conditions) to provide both a mix of unit sizes and affordable shops. In both cases, the use of such methods will only normally be suitable within major shopping developments (with a net increase in retail floor area of 1,000sq.m or more), where the viability of the wider scheme is not jeopardised. The Council's favoured method for the provision of 'affordable shops' is for developers to provide premises to be managed under the Council's Neighbourhood Shopping policy, although the Council does recognise that other mechanisms for the provision of affordable shops, secured through s106 agreements, may also be appropriate. The Council recognises that there may be circumstances where it would be appropriate for the affordable shop to be provided off site, but within the same centre. These could include, for example, where the proposed retail development has a narrow street frontage, and where the provision of an additional shop on the site could jeopardise the successful operation of the principal shop. Where an affordable unit cannot be provided, the Council will seek financial contributions, through planning obligations (where appropriate, feasible and viable), to provide the mitigation necessary to support retail diversity within the centre or the rest of the borough. The onus will be on the

applicant to successfully demonstrate where a contribution to the retail diversity of the centre, be this by 'on' or 'off' site provision of an affordable unit, or by financial contribution, is not appropriate.

31.3.20 The Council does recognise that the planning system does not normally allow a local planning authority to control the amalgamation of shop units as amalgamation is not normally considered to be development which requires planning permission. Conditions do, however, allow the Council to protect newly created small units where they are considered to play a significant role in maintaining the character of a centre.

Policy CF 2

Retail Development within Town Centres

The Council will promote vital and viable town centres and ensure that the character and diversity of the borough's town centres is maintained.

To deliver this the Council will:

- a. require the scale and nature of development within a town centre to reflect the position of the centre within the retail hierarchy and to assist in the implementation of the vision for that centre as set out within Section 1B Places (Chapters 4-18);
- b. require a range of shop units sizes in new major retail development, and resist the amalgamation of shop units, where the retention of the existing units contributes to achieving the vision for the centre;
- c. seek the provision of affordable shops in new large scale retail development or mixed use development with a significant retail element, to provide affordable shops, or where this is not appropriate, to provide a financial contribution through planning obligations to support retail diversity within the centre. Affordable shops can be provided off site within the same centre where appropriate.

Diversity within Town Centres

31.3.21 *PPS4: Planning for Sustainable Economic Growth* list the main town centre uses. These are retail, banks, building societies and other professional services, leisure and entertainment (including restaurants, pubs, take-aways and cinemas), offices, arts, culture and tourism (theatres, museums, galleries, concert halls, hotels

and conference facilities). The PPS also notes that housing can be a possible town centre use when on upper floors. Social and community uses, are also considered to be appropriate town centre uses. Some, including police contact points, are particularly suited to central town centre locations. Social and community uses and local convenience shopping are considered in both this chapter and in Keeping Life Local (Chapter 30).

31.3.22 It is important to keep concentrations of shops together at the heart of a town centre to make it easy to compare goods between retailers. This 'critical mass' of shops is necessary to encourage shoppers into a centre and to encourage its vitality. Town centres are, however, about more than just shopping. They are preferred locations for other town centre uses, uses which support the borough's function as a place to live and which to work, and uses such as restaurants and bars, which draw people into the centres and encourage them to linger.

31.3.23 The Council recognises that these differing roles are served by different parts of the borough's larger centres. It is the primary retail frontages which provide the critical mass of shops, and the secondary retail frontages, while still being mostly shops, contain a greater diversity of town centre uses serving non-shopping needs of visitors. Taken together, the primary and secondary retail frontages provide the range of town centre uses necessary to make the borough's centres the diverse and successful places that they are.

31.3.24 The Council is concerned with the mix uses within differing parts of the centre, as well as in the centre as a whole. In any one street frontage (between successive intersecting vehicular highways) the Council will take account of the concentration of units in any non-shop use and the length of break in the retail frontage. The primary and secondary retail frontages of the borough's higher order town centres are set out in Chapter 42. These will be reviewed.

31.3.25 The Council recognises that restaurants and drinking establishments do have a role in supporting the diversity of the borough's town centres and in providing a useful day-to-day service to our residents. Such uses can, however, be unneighbourly and cause particular problems to the quiet enjoyment of our residential areas.

31.3.26 It is not appropriate to draw such a distinction between the primary and secondary retail frontages within the borough's neighbourhood

centres. The maintenance of strong neighbourhood centres is integral to the creation of walkable neighbourhoods, and all shops in such locations will be essential to the centres' character. The only exception to this is where a new social community use is to be provided, as the function of the neighbourhood centres is to serve both the shopping and other day-to-day need of the residents of the area. The main retail function cannot, however, be allowed to be lost.

Policy CF 3

Diversity of uses within Town Centres

The Council will secure the success and vitality of our town centres by protecting, enhancing and promoting a diverse range of shops and by ensuring that these uses will be supported, but not dominated by, a range of complimentary town centre uses.

To deliver this the Council will:

- a. Protect all shops and shop floorspace at ground floor level in primary retail frontages of:
 - i. Knightsbridge, King's Road (East and West), Fulham Road, Brompton Cross, South Kensington, Kensington High Street and Westbourne Grove town centres unless the change is to another town centre use and where 80 per cent of the ground-floor units in the relevant street frontage will remain in an A1 (shop) use and the non shop use is not adjacent to another non-A1 use;
 - ii. Notting Hill Gate unless the change is to another town centre use, but not an estate agents, bureaux de change (Class A2) or hot food takeaway (Class A5) use and where 80 per cent of the ground-floor units in the relevant street frontage will remain in an A1 (shop) use and the non-shop use is not adjacent to another non-A1 use;
 - iii. Portobello Road Special District Centre;
- b. Protect all shops and shopping floorspace at ground floor level within the secondary retail frontages of:
 - i. Knightsbridge, King's Road (East and West), Fulham Road, Brompton Cross, South Kensington and Kensington High Street and Portobello Road town centres, unless the change is to a town centre use and where 66 per cent of the ground-floor units in the relevant street frontage will remain in an A1

(shop) use and there are no more than 3 non-A1 uses in a row;

ii. Notting Hill Gate District Centre unless the change is to another town centre use, but not an estate agents, bureaux de change (Class A2) or hot food takeaway (Class A5) and the change is to a town centre use and where 66 per cent of the ground-floor units in the relevant street frontage will remain in an A1 (shop) use and there are no more than 3 non-A1 uses in a row;

- c. protect retail uses above or below ground floor level within town centres unless it is successfully demonstrated that their loss will not adversely affect the essential shopping character and function of the centre;
- d. protect all shops within neighbourhood centres, unless the proposal is to change to a social and community use, and where 66 per cent of the relevant street frontage remains in an A1 use (shop).

Street Markets

31.3.27 Street markets are a form of shopping greatly valued by many of the borough's residents. Their role is diverse, supporting the day-to-day shopping needs of local people, as well as, in the case of the Portobello and Golborne Road markets, attracting large number of visitors from outside the borough. The existing markets are considered to be an integral part the borough's retail offer and to play a vital role in maintaining the special character and the diversity of the borough's centres. Storage for market traders is essential for the market to operate successfully. This storage will be for both the goods sold and for the stalls themselves, and, as such, must be in reasonable proximity to the market pitches if they are to serve any useful function. The expansion of the Portobello Road Street market, north up to the Golborne Road, has been supported within both the Golborne and Portobello/Notting Hill Places, in Chapters 6 and 7 respectively, as it is considered to be an initiative that will greatly assist in generating increased footfall in this part of the borough.

Policy CF 4

Street Markets

The Council will ensure that street markets remain a vibrant part of the borough's retail offer.

To deliver this the Council will:

- a. protect all of the borough's street markets including those at Portobello Road, Golborne Road and Bute Street;
- b. support new, or the expansion of existing, street markets where this fits in with our broader retail strategy and our strategic objectives for the town centres in which they would be located within or adjacent to;
- c. require the protection of existing storage lockups for street traders, or their equivalent re-provision.

Location of Business uses

31.3.28 Business uses are considered to be those which fall under class B of the Use Classes Order, and include office, light industrial and storage uses. The retail, catering and hotel sectors are therefore excluded.

31.3.29 While the borough has not been designated by the Mayor of London as a strategic office location, it does contain locally-important concentrations of offices, particularly in the wards around Kensington High Street and South Kensington. There are also concentrations within the other higher order centres, within the remaining predominantly commercial mews and within the borough's employment zones.

31.3.30 Business uses employ some 34,500 people within the borough, or 31 per cent of all jobs within Kensington and Chelsea. This is less than the national average of 41 per cent, a figure which reflects the small proportion of industrial jobs, at just five per cent compared to the national average of 21 per cent⁸. The office sector is significant, providing 29,000, or a quarter of all jobs in the borough. This proportion is greater than the national average, and with 587,000sq.m of floorspace makes the Royal Borough of Kensington and Chelsea the twelfth largest office provider in the capital⁹.

31.3.31 The average business unit in the borough measures 230sq.m (2,475sq.ft) – less than half the London average of 425sq.m (4,550sq.ft)¹⁰. The data however, shows that a high proportion of business premises within the borough are considerably smaller, at less than 100sq.m (1,075sq.ft). Offices of this size (and indeed, smaller) are often home to local businesses including those providing a community or voluntary sector function.

31.3.32 There is a forecast demand for 15 per cent

growth of office jobs between 2004 and 2026. This equates to a net increase of 60,000sq.m (750,000sq.ft) of office floorspace between 2008 and the end of the plan period. For industry and warehousing, the forecast is for a small reduction of required stock of just 4,500sq.m (50,000sq.ft) or just 180 jobs. The type of units sought does vary. For light industrial uses, most take up is in units to about 230sq.m (2,500sq.ft), whereas for offices, most take up is for units between 45sq.m and 75sq.m (500sq.ft and 800sq.ft)¹¹. This is not to say that there is no demand for larger units within the borough. The recent building out of some large scale office developments indicates that there is.

31.3.33 On the supply side, office floorspace under construction, outstanding permissions (as of March 2008) provide a net addition of 37,000sq.m (500,000sq.ft)¹². This level of building will meet office demand until 2017. The Council therefore recognises that a further 23,000sq.m of office floorspace needs to be developed, within the plan period for the predicted need to be met. The Council has allocated 20,000sq.m (215,000sq.ft) of business floor space within the Strategic Site Allocations for the Earl's Court Exhibition Centre and the Kensal gas works sites. Any remaining need would be likely to be met by other smaller windfall sites, particularly by very small and small office developments across the borough.

31.3.34 The continued concentration of large (greater than 1000sq.m GEA) and medium scale (300sq.m to 1000sq.m GEA) business premises on the upper floors of sites within town centres, on sites in town centres and in other accessible areas is important as it assists in the provision in the range of premises needed, supports the continued vitality of the borough's town centres and ensures that as many people as possible can reach these areas without having to rely on the private car. This is a central tenet of a sustainable pattern of development. The relationship is symbiotic with offices benefiting from, as well as contributing to, the range of facilities which may be available from an accessible town centre location.

31.3.35 While medium-size offices do benefit from proximity to a town centre, their wider distribution across the borough shows that they can also thrive in other locations. They are an integral part of the mix of premises available to those who wish to locate, or expand their business within the borough. As such, they will also be supported in all accessible locations, within the employment zones and within primarily commercial mews.

31.3.36 The Council wishes to provide for the identified need for new office floorspace within the plan period. As a 'town centre use', offices are subject to the requirements of PPS4. The Council, therefore, seeks to direct new large and medium-sized office premises to town centre locations, or to sites immediately adjoining these locations. New offices may, however, be appropriate in any 'accessible location', with the Council considering an area which has a Public Transport Accessibility Level (PTAL) score of 4 or greater to be accessible. The Council is satisfied that employment zones are suitable locations for very small, small and medium offices, be these stand alone or forming a part of a larger business development. While the employment zones are not well served by public transport, and are not centred on existing town centres, they have formed successful clusters of business uses, clusters which the Council wishes to support further.

31.3.37 The Council considers that a small, medium-sized or large business development is one with a total floor area of between 100sq.m and 300sq.m, between 300sq.m and 1,000sq.m and more than 1,000sq.m respectively. It may be a development which will contain a single occupier or one which will contain a number of smaller units.

31.3.38 The availability of small (floor area of 300sq.m GEA or less) and very small (floor area of 100sq.m GEA or less) business premises across the borough is also valued as these are the premises which are in the greatest demand by the borough's residents. They are not 'high trip generators', and do not require a highly accessible or a town centre location to be successful. These smaller units are often provided within purpose built business centres. These offer flexibility and the scope for a successful business to expand in situ. The use of s106 agreements to control amalgamation will, however, be appropriate for newly built business centres and other proposals which provide small workspaces. This will allow the Council to support the expansion of growing businesses but resist the incremental creation of large scale single occupier buildings outside of higher order town centres and other accessible areas.

31.3.39 The Kensal, Freston Road/Latimer Road and Lots Road employment zones are the principal concentrations for the borough's remaining light industrial uses, although other parts of the north of the borough, as well as Campden ward, do make a significant contribution to this sector¹³. These uses are valuable as it is the smaller business units that usually provide disproportionately more jobs for

local people than larger units¹⁴. In particular it is these smaller units which are of particular demand for the borough's creative and cultural industries. As a borough with some of the highest land values in the country, there is a danger that lower value land uses, such as light industrial or small offices, will be replaced by higher value uses such as housing (including student accommodation) or large-scale offices. In addition the Council notes that none of the borough's employment zones are located in areas which are well served by public transport and therefore that, as major trip generators, large scale offices in these areas are likely to increase car use and congestion.

31.3.40 In order to maintain a broad mix of employment opportunities, to protect the small business units favoured by local employees, and to ensure diversity of uses within the borough, the Council will support the employment zones as the remaining concentrations of light industrial uses, workshops, creative and cultural industries and small business uses outside the town centres. The Council recognises that business centres make an important contribution to the function of the employment zones, as they assist in providing the flexible workspace which is in particular demand from the borough's creative and cultural industry. While new business centres or office developments should contain a mix of unit sizes, the majority of the units should be of the type and size which are suitable for the small business sought by the Council. The Council does, however, recognise that any large scale business developments may have the potential to cause a material increase in traffic congestion and, therefore, will be carefully assessed against the requirements of policy CT1.

31.3.41 The protection of offices as set out in policy CF5 includes the protection of both units and floor space.

Policy CF 5 Location of Business Uses

The Council will ensure that there is a range of business premises within the borough to allow businesses to grow and thrive; to promote the consolidation of large and medium offices within town centres; support their location in areas of high transport accessibility; and protect and promote employment zones for a range of small and medium business activities which directly support the function and character of the zone.

To deliver this the Council will, with regard to:

Offices

- a.** protect very small and small offices (when either stand alone or as part of a larger business premises) throughout the borough; medium sized offices within the employment zones, higher order town centres, other accessible areas and primarily commercial mews; large offices in higher order town centres and other accessible areas, except where:
 - i.** the office is within an employment zone and is being replaced by a light industrial use, workshop or other use which directly supports the character and function of the zone;
 - ii.** the office is within a town centre and is being replaced by a shop or shop floorspace, by a social and community use which predominantly serves, or which provides significant benefits to, borough residents; or by another (not residential) town centre use where this allows the expansion of an adjoining premises;
- b.** permit very small offices anywhere in the borough save for ground floor level of town centres;
- c.** permit small office developments anywhere in the borough; require medium-sized office developments to be located in town centres, in other accessible areas, in employment zones and in commercial mews; require large office developments to be located in higher order town centres and other accessible areas, except where the proposal:
 - i.** results in shared communal residential/business entrance;
 - ii.** results in the net loss of any residential units or floorspace; or
 - iii.** in the case of a town centre, harms the retail function of that centre;
- d.** permit business centres at upper floor levels of higher order town centres, within accessible areas and within employment zones;
- e.** require all new business floorspace over 100sq.m to be flexible, capable of accommodating a range of unit sizes;

Light Industrial

- f.** protect all light industrial uses throughout the borough;
- g.** require new light industrial uses to be located within employment zones, predominantly commercial mews and other areas where amenity is not harmed;
- h.** require the provision of a mix of unit sizes suitable for the creative and cultural businesses, as appropriate;

Employment Zones

- i.** protect light industrial uses, workshops, very small, small and medium offices, and business centres;
- j.** require there be no net loss of business floorspace unless to uses which directly support the function and character of the zone;
- k.** resist large office developments except when consisting entirely of very small, small or medium units;
- l.** resist residential uses including for student housing or any form of living accommodation;
- m.** promote employment zones as locations for small businesses and for workshops (whether stand alone or part of large business centres).
- n.** to restrict, through the use of s106 planning obligations, the amalgamation of small and very small business units.

Creative and Cultural Businesses

31.3.42 As a share of total employment in the borough, the cultural and creative sector is unusually large, accounting for around 30 per cent of all business units in the borough, or about three times the national average. Some 16,600 people were employed in the borough in the 'creative jobs' in 2006, in 4,000 separate businesses¹⁵. These industries are well represented across the borough, but particularly within the employment zones and the town centres¹⁶.

31.3.43 The borough has long been a centre for innovation, initially attracting artists and artisans, and now as a centre for the new media, for the film, music and fashion businesses, for advertising and publishing, for architects and for the antiques trade. These remain vibrant industries that contribute to the borough's economy and to its reputation as a desirable place in which to work.

31.3.44 As a local planning authority it is difficult for the Council to use the planning system to promote one form of business over another. However, it does recognise that the provision of a mix of unit sizes, flexible work-spaces and lower cost units can all help the creative and cultural sector set up, expand and thrive within the borough.

31.3.45 The Council also recognises that the creative industry thrives on the linkages associated with being parts of wider ‘clusters’. Therefore, while the policies within this chapter support the creation of premises suitable for the creative and cultural business sectors across the borough, concentrations of creative industries are specifically supported in the Kensal, Earl’s Court and Lots Road Places (Chapters 5, 10 and 18).

Policy CF 6

Creative and Cultural Businesses

The Council will promote and protect the work-spaces needed to support the creative and cultural industries across the borough.

Arts and Culture uses

31.3.46 The borough contains a number of major arts and cultural attractions, including the Natural History, Science and Victoria and Albert museums, the Earl’s Court Exhibition Centre, the Royal Court Theatre and the Saatchi Gallery, as well as hosting the Notting Hill Carnival and the Chelsea Flower Show. It also contains a wealth of more local attractions, including the Museum of Brands, nine cinemas and eight smaller theatres, as well as being home to more than six hundred arts organisations and artists¹⁷.

31.3.47 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.

31.3.48 The South Kensington museums’ role in defining London as a world city is reflected by their inclusion within the London Plan’s Central Activities Zone. Their popularity and their importance is indisputable, with over eight and a half million visits being made to the Natural History, the Victoria and Albert and Science museums in 2007¹⁸.

31.3.49 The borough’s arts and cultural uses include museums, art galleries, exhibition spaces,

theatres, cinemas and studios. Several of these facilities are enjoyed by more than just a local audience, but have a national, and, in some cases, an international draw.

31.3.50 The requirements of arts and cultural operators change over time. Sometimes new requirements can be met on the existing site. Sometimes they cannot. Therefore, the Council recognises that it may be necessary to be pragmatic and to support enabling development on a given site where the proposal will result in an overall improvement to the arts and cultural use provided in the borough.

Policy CF 7

Arts and Cultural Uses

The Council supports the borough’s role in both local and world-class arts and culture. The Council will welcome new cultural institutions and facilities 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 and Portobello Road area and Kensington High Street.

To deliver this, the Council will:

- a. protect all land and/or buildings where the current or last use is/was an arts and cultural use unless that use is re-provided to an equivalent or better standard in the immediate vicinity of the site;
- b. permit new arts and cultural uses, or the expansion of these uses, which are likely to generate large numbers of visitors in higher order town centres and other areas of the borough which have a PTAL score of 4 or above, or will achieve this level through improvements to public transport during the lifetime of the plan. Smaller scale arts and cultural uses which are likely to attract fewer visitors will be welcomed throughout the borough;
- c. permit enabling development on land and/or buildings where the current or last use is/was an arts and cultural use, in order to provide alternative arts and cultural uses on site or improve arts and cultural uses elsewhere within the borough, where it is successfully demonstrated that there is greater benefit to the borough resulting from this proposal.

Hotels

31.3.51 Tourism is one of the borough’s key economic drivers. In 2008, it was estimated that some £3.1 billion was spent by tourists in the borough¹⁹. About half of this is spent in the borough’s shops. A quarter relates to stays in hotels. With 191 hotels (28,500 bed spaces)²⁰ the borough is one of London’s main providers of visitor accommodation. Thirty-nine per cent of the borough’s jobs²¹ are in the hotels and restaurant sector, a figure significantly greater than any other sector of the local economy. This compares with a figure of 21 per cent for the wider Central London area.

31.3.52 The borough has not been identified within the London Plan as an area that is ‘strategically important’ for new hotels. The Council does, however, recognise that it can play a role in assisting the London Plan in achieving its ambition of creating an additional 40,000 bedrooms across the capital by 2026. The Council also recognises that its hotel stock is essential in helping ensure that the expected influx of visitors into the capital for the 2012 Olympics and Paralympics will have somewhere to stay.

31.3.53 While hotels contribute greatly to both the borough’s economy and to its reputation, they are not always good neighbours. Poorly run hotels can cause problems, and a concentration of hotels in a residential area can change the area’s character. This has been the case in the Earl’s Court ward. The Council does however, recognise that the benefits of hotels can be maximised, and their negative impact minimised, when hotels are located in the borough’s international or major centres; when they lie close to major tourist attractions; or when they lie in areas which enjoy excellent links to Central London. The Council considers that there is likely to be a significant net increase of hotel bedrooms through the borough (and the wider area) and it is not therefore expecting the policy approach taken in Earl’s Court to result in significant or strategic loss in hotel capacity in the borough. Should evidence show this not to be the case as part of Annual Monitoring, the Council will review the policy in the light of the evidence.

Policy CF 8

Hotels

The Council will ensure that the visitor economy is supported through appropriate hotel provision.

To deliver this the Council will:

- a. protect hotels across the borough except in Earl’s Court ward;
- b. require new hotels to be located within, or immediately adjoining, the borough’s higher order town centres, and in particular Knightsbridge, South Kensington, Kensington High Street, King’s Road (East), Brompton Cross and Notting Hill Gate and within the Earl’s Court Exhibition Centre Strategic Site;
- c. encourage the upgrading of existing hotels where:
 - i. this will assist in maintaining the vitality of the centre;
 - ii. this will not result in the loss of any residential accommodation;
 - iii. there will be no material harm to amenity.

Other forms of visitor accommodation

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

Policy CF 9

Temporary Sleeping Accommodation

The Council will resist the provision of holiday lets and other temporary sleeping accommodation where it involves the loss of permanent residential accommodation.

Diplomatic and Allied Uses

31.3.56 There are a considerable number of properties in diplomatic use in the borough. The Council appreciates that foreign governments usually wish to locate their diplomatic missions in the central parts of the City of Westminster and the Royal borough. However, the Council wishes to minimise the impact of diplomatic missions on other activities in the borough. It has therefore defined the area of the borough in which diplomatic and allied uses should be located. This is shown on the Diplomatic and Allied Uses Proposals Map which

shows the area which is suitable - south of Holland Park Avenue/Notting Hill Gate, and north or west of the Fulham Road, Sloane Avenue, King's Road and Lower Sloane Street. Certain areas have been excluded because the properties are generally of a smaller scale and in residential use, the amount of parking space is generally inadequate and the road network cannot accommodate the additional traffic generated by diplomatic uses.

Policy CF 10
Diplomatic and Allied Uses
 The Council will ensure that the impact of diplomatic missions and other activities in the borough are minimised. To do this the Council will require diplomatic uses to be located in the area indicated on the Diplomatic and Allied Uses Proposals Map.



South Kensington Strategic Cultural Area

31.3.57 In recognition of its outstanding universal value as a visitor destination, the Council has designated the museums complex as a Strategic Cultural Area. We will work with the City of

Westminster to widen the area designated to include the Royal Albert Hall and Albert Memorial. We will also work with the City of Westminster to investigate the merits of designating the wider area as a World Heritage Site. A vision for the area forms part of the South Kensington Place (Chapter 12) section of the Local Plan.

31.3.58 The Council recognises that any development within the Strategic Cultural Area must be of the highest quality and reflect the historic and architectural interest of the area. This is considered in detail within An Engaging Public Realm (Chapter 33) and Renewing the Legacy (Chapter 34). The Council also recognises the changing commercial reality of the institutions that give the area its raison d'être. These two demands do not have to conflict.

31.3.59 The boundary of the Strategic Cultural Area is shown on the Proposals Map.

Policy CF 11
The South Kensington Strategic Cultural Area
 The Council will protect and enhance arts and cultural uses in the South Kensington Strategic Cultural Area.

31.4 Corporate and Partner Actions

31.4.1 Delivering the strategic objective of Fostering Vitality will take more than the planning policies above. A range of activities undertaken across the Council and by our partner organisations will also deliver this objective. This section sets out the main strategies and action plans that have been prepared that will play a part in delivering this objective. It then sets out specific actions that will be undertaken to further the objective.

Corporate or Partnership Strategies that will contribute to the delivery of the Strategic Objective

Response to Report from Retail Commission, A Balance of Trade (September 2007)

31.4.2 The Council set up a Retail Commission in 2006 to explore whether the Council could take a more proactive role in maintaining the special character and the diversity of the borough's centres. The Commission published its findings in May 2007, with the Cabinet reporting on these in September 2007. In this report the Cabinet endorsed 54 of the recommendations made. Given the multidisciplinary nature of the 'solution' a number of different business groups were responsible for the

implementation of these recommendations. These are principally the Directorates of Planning and Borough Development; Transport, Environment and Leisure Services; and of Property Services. The principal coordinator of the implementation of the recommendations is the Council's Town Centre Initiatives Manager, who currently sits within the Department of Planning and Borough Development. There is no deadline to have implemented the recommendations, with the Council recognising that this will be an ongoing process.

The Royal Borough of Kensington and Chelsea Arts and Culture Policy 2009-20

31.4.3 Published in June 2009 by the Council's Arts Service, this document considers the role of the arts and cultural sector within the Royal Borough and makes 15 recommendations as to how the Council can support the sector within the borough. While the implementation of these recommendations will require the cooperation of a number of Council departments, it is the Arts Service which are responsible for their implementation. No date has been set for the document's review.

The Royal Borough of Kensington and Chelsea Restart Scheme

31.4.4 Restart is a Council initiative, begun in 2008, which is aimed at borough residents who are over 50 years of age and seeking to return to paid employment. It provides a period of employment (6-12 months) within the Council, supported with work-related training and qualifications, where appropriate. The aim is for individuals to gain permanent employment at the end of the scheme. The Council's personnel department is responsible for the implementation of the scheme.

Corporate and Partner Actions for Fostering Vitality

- 1.** The Town Centre Initiatives Manager will work in partnership with shop keepers, land owners, residents and other interested stakeholders to develop Town Centre Action Plans for a number of the borough's centres. These Action Plans will not be Local Development Documents. Priority is for the completion of action plans for Kensington High Street and Portobello/Notting Hill followed by Knightsbridge and the King's Road. These action plans have been drafted and will be continually updated to suit the changing needs of the centres.
- 2.** The Council will continue to lobby Government to give us the necessary powers to allow us to take a proactive approach in the support of independent

shopkeepers. This will be an ongoing process.

- 3.** Planning officers will work with land owners and other stakeholders to deliver two new town centres in the north of the borough, in the Kensal and Latimer areas.
- 4.** The Council's Planning and Borough Development team will work with South Kensington Estates to improve the island site between Thurloe Street and Thurloe Place. This will be an ongoing process.
- 5.** The Council's Economic Development and Regeneration team will work with the Portobello Business Centre to provide personalised training and support to residents who wish to start their own business. This will be an ongoing process.
- 6.** The Council's Economic Development and Regeneration team will work with NOVA New Opportunities to help people into work in Kensington and Chelsea. This will be an ongoing process.
- 7.** The Council's personnel department will implement the Council's Restart Programme, which tries to get older people back into work, by offers job opportunities within the Council to unemployed people aged over 50.
- 8.** The Council's Directorate of Economic Development and Regeneration work with JobCentre Plus, the Learning and Skills Council and NHS Kensington and Chelsea to address the needs of unemployed and under-employed residents and promote effective links with employers within Kensington and Chelsea and in neighbouring boroughs.
- 9.** The Council's Economic Development and Regeneration work will create links between Connexions, the Education Business Partnership, and other agencies dealing with school pupils and leavers and local and sub-regional employers. This will be an ongoing process.
- 10.** The Council's Market Development Manager will develop the borough's markets. This in an ongoing process.
- 11.** The Directorate of Planning and Borough Development will explore opportunities for using Article 4 Directions to control permitted changes of use within each of the land use classes.

Chapter 32

Better Travel Choices

32.1 Introduction

32.1.1 The borough has one of the lowest rates of car ownership nationally, but many of the streets are still dominated by parking and vehicular traffic. By making it easier to live without a car, the borough can meet its vision of improving residents' quality of life, improving the local built environment, and taking action on our environmental challenges.

32.1.2 Better Travel Choices is an integral part of the vision Building on Success. It is central to upholding the residential quality of life of the borough.

CO 3

Strategic Objective for Better Travel Choices

Our strategic objective for better travel choices is for walking, cycling and public transport to be safe, easy, attractive and inclusive for all and preferred by residents and visitors to private car ownership and use.

32.2 What this means for the borough

32.2.1 The provision of new public transport services, and improvements to existing services, both inclusive to all, will make it easier for 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.

32.2.2 In a borough with such a high concentration of shops, businesses, and arts and cultural facilities, walking and cycling can often be the quickest and easiest way of getting to places, as well as providing significant health benefits. Through constantly improving the street environment, removing and bridging existing barriers, supporting the London Cycle Hire Scheme and by ensuring new development provides the appropriate facilities, the Council will ensure that the number of journeys made on foot and by bicycle increases. Where residents need to use a car, a dense network of on-street car club bays will mean they do not need to own their own vehicle. The communities surrounding the Earl's Court one-way system are currently blighted by traffic. This would be improved by returning the roads to two-way operation and by securing improvements to the pedestrian environment.

32.2.3 The Council will ensure that new developments include all the facilities that will enable residents, workers and visitors to make better travel choices. Travel Plans will be standard for all types of development and will ensure that walking and cycling is easy, that strong incentives are in place to encourage the use of public transport, and that organisations are committed to reducing the use of private cars.

32.2.4 An integral part of reducing the negative impacts of car use in the borough is to ensure that car parking levels are minimised in new development. Over the lifetime of the plan maximum parking standards will be reduced and new residential development will increasingly include no car parking at all except for essential need. The current adopted car and cycle parking standards will be set out in a supplementary planning document.

32.3 Planning Policies

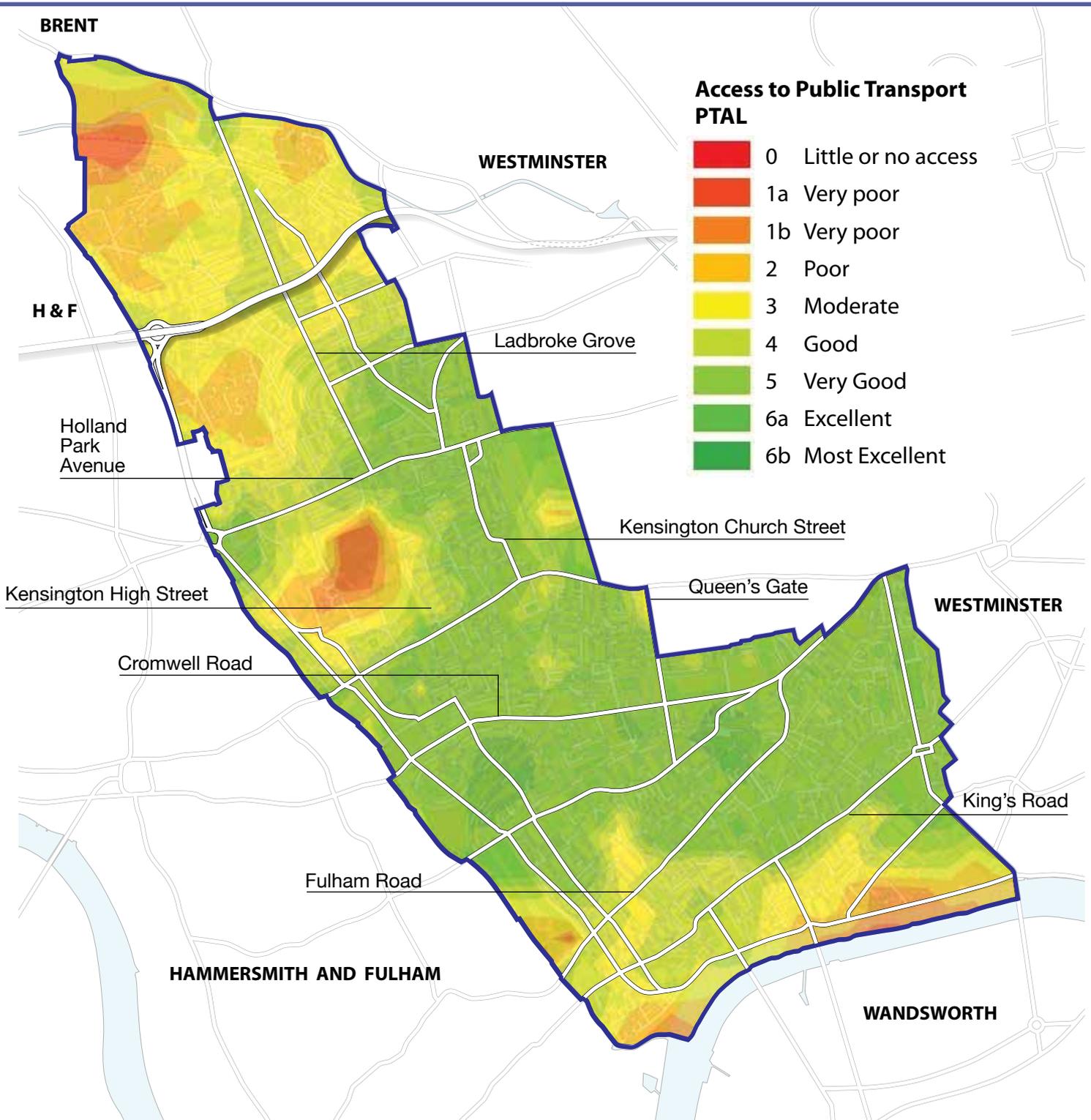
Improving alternatives to car use

32.3.1 If the Council's strategic objective is to be achieved, new development must be appropriately located and must include from day one all the facilities needed to encourage walking, cycling and public transport use, while not encouraging the use of private cars. In other words development must 'build in' the travel patterns that the strategic objective seeks. This will involve the use of Travel Plans that include innovative facilities and measures to make walking, cycling and the use of public transport an attractive first choice.

32.3.2 Development that generates a high number of new trips must be located in areas that have good public transport accessibility and where public transport has the capacity to accommodate the new demand. The level of car parking provided must also be minimised and new public car parks resisted. Off street coach parking facilities help to support travel by coach and minimise the problems caused by inappropriate on-street coach parking. These facilities must be maintained. Failure to achieve the aims above will increase traffic congestion, resulting in unacceptable impacts on residential amenity, increased air pollution and greenhouse gas emissions and a more hostile street environment, which reduces the attractiveness of walking and cycling. Public Transport Accessibility Level (PTAL) 4 is recognised as a 'good' level of acces-

BETTER TRAVEL CHOICES

PTAL (Public Transport Accessibility Level)



Source: TfL, 2008

sibility by Transport for London (TfL) and is the threshold at which higher densities of development are considered appropriate in the London Plan. Areas with a PTAL of 4 or higher are appropriate locations for high trip generating development.

32.3.3 Occupancy levels of on-street residents and in many areas pay and display car parking is high in all areas across of the borough despite only around half of households having access to a car, so consequently demand for on-street parking from development must be managed and reductions in on-street parking resisted. There is little scope, except in major redevelopment schemes, for new on-street parking to be created and where this is proposed off-street parking must be minimised to ensure there is no significant increase in parking demand or traffic congestion.

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 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.

32.3.5 Car parking standards for development are set out in other documents, and are expressed as maxima. These will be revised downwards during the lifetime of this strategy. Low or zero levels of car parking are encouraged in order to minimise the negative impacts of increased car use and traffic congestion. In some locations and for some scales of development car parking will need to be significantly below the maximum adopted standards in order to ensure the impacts of any additional car trips are acceptable.

32.3.6 The borough's road network is heavily constrained with limited possibility of capacity increases. Any significant increases in road traffic would have serious impacts on residential amenity. Some of the major road links into Central London from the west pass through the borough, and these vital links will need to be maintained.

32.3.7 Transport has a huge impact on air quality in the borough, with many areas experiencing levels of pollution above government objective levels. Consequently the entire borough is designated an Air Quality Management Area.

32.3.8 Public transport accessibility is generally

good in much of the borough but there are areas in the north west, along parts of the western boundary, and in the south west of the borough, that are less accessible, particularly in terms of access to the Underground network.

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. The public transport network needs to be inclusive for all. In particular, most of the Underground and rail stations in the borough do not have step-free access and remain inaccessible to passengers with reduced mobility, and to people with children especially those with prams and pushchairs.

32.3.9a During public transport journeys, passengers often change between services or from one type of transport to another. There are some places in the borough where these movements are substantial. To encourage the use of public transport it is important that interchange is made as easy as possible as well as good facilities being provided to minimise the inconvenience of interchange at such locations. This can be done, for example, by:

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

32.3.10 There are significant barriers to increasing walking and cycling in some parts of the borough and significant improvements to the borough's streetscape are still needed. In particular the roads on the Transport for London road network present a hostile environment to pedestrians and cyclists, despite containing important and well used routes. That said the streetscape of much of the borough is first class, which can make walking and cycling a pleasant experience. There are many footpaths and rights of way in the borough that contribute towards creating an attractive and pleasant pedestrian environment. New development must not compromise these routes or rights of way, either for pedestrians or other street users, and opportunities to improve them should be taken wherever possible. There are a number of strategic sites along the western boundary of

the borough with significant development potential. Opportunities to provide cycle and pedestrian links should be taken at these sites and linked with existing routes to improve north-south accessibility.

32.3.11 The borough is bounded to the south by the Thames, which is joined by Chelsea Creek. To the north the Grand Union Canal crosses the borough through Kensal. Greater use could be made of the borough's waterways, both on the water and adjacent to it.

32.3.12 Meeting government road safety targets is an ongoing challenge. Although progress has been made, there are still around 800 casualties recorded on roads in the borough every year.

32.3.13 The Earl's Court one-way system has seriously negative impacts on the ease and attractiveness of pedestrian and cyclist movement, residential amenity, access to public transport services and the townscape of the areas through which it runs.

Policy CT 1

Improving alternatives to car use

The Council will ensure that there are better alternatives to car use by making it easier and more attractive to walk, cycle and use public transport and by managing traffic congestion and the supply of car parking.

To deliver this the Council will:

- a.** require high trip generating development to be located in areas of the borough where public transport accessibility has a PTAL score of 4 or above and where there is sufficient public transport capacity, or that will achieve PTAL 4 and provide sufficient capacity as a result of committed improvements to public transport;
- b.** require it to be demonstrated that development will not result in any material increase in traffic congestion or on-street parking pressure;
- c.** require that all new additional residential development be permit-free;
- d.** require car parking provided in new residential development to be at or below the adopted car parking standards;
- e.** require that parking in non-residential development is for essential need only;
- f.** require cycle parking, showering and changing facilities in new development;
- g.** require improvements to the walking and cy-

cling environment, including securing pedestrian and cycle links through new developments;

h. require new development to incorporate measures to improve road safety, and in particular the safety of pedestrians, cyclists and motorcyclists, and resist development that compromises road safety;

i. require Transport Assessments and Travel Plans for larger scale development;

j. ensure that new developments provide or contribute toward improvements to public transport services, access to them and interchange between them, giving priority to north-south bus links and areas that currently have lower levels of accessibility;

k. work with partners to ensure that step-free access is delivered at all Underground and rail stations by 2028, require new developments to contribute toward step-free access and ensure it is delivered at Underground and rail stations in the borough where there is a re-development opportunity;

l. resist new public car parks and the loss of off-street coach parking;

m. require that where a development creates new on-street parking it is managed so that parking demand is controlled and the need for off-street parking is minimised;

n. require that new development adjacent to the River Thames or Grand Union Canal takes full advantage of, and improves the opportunities for, public transport and freight on the water, access to the water for recreation and walking and cycling alongside it;

o. work with TfL to improve the streets within the Earl's Court one-way system by:

i. investigating the return of the streets to two-way operation, and by implementing the recommended improvements, should TfL and the Council deem them feasible;

ii. by securing improvements to the pedestrian environment;

iii. requiring developments to contribute to objectives i and ii.

p. ensure that development does not reduce access to, or the attractiveness of, existing footways and footpaths used by the public, or land over which the public have a right of way.

New and enhanced rail infrastructure

32.3.14 New rail infrastructure would greatly improve access to public transport in the northwest and extreme south of the borough where public transport access is not currently as good as elsewhere.

32.3.15 A new station on the West London line at North Pole Road would significantly improve access for local residents to public transport, both on the West London line and, via Willesden Junction, the wider London Overground and Underground network. The Chelsea-Hackney line will provide access for the south of the borough to the Underground network, where access is currently poor. A Chelsea-Hackney line station at Imperial Wharf would allow interchange onto the West London line and would provide an important new link into central London for existing residents and for the substantial new developments that are taking place in the area.

32.3.16 A new Crossrail station at Kensal would unlock significant regeneration opportunities. There is also scope to increase line capacity, quality and accessibility of the existing stations on the West London line.



Policy CT 2

New and enhanced rail infrastructure

The Council will require improved access to existing and planned new rail infrastructure in the borough.

To deliver this the Council will:

- a. require developments at the allocated Kensal gas works site to establish a Crossrail Station, subject to approval by Crossrail Limited;
- b. promote the creation of a new station on the West London line at North Pole Road;
- c. protect the safeguarded route and associated land for Crossrail and the Chelsea-Hackney line, including for the latter a station at Sloane Square and near Chelsea Old Town Hall on the King’s Road;
- d. promote a station further west, potentially at Imperial Wharf, as part of the Chelsea-Hackney line;
- e. require new development to contribute to step-free access at West Brompton Station, measures to increase the capacity of the West London line and improvements to its interchange with the Underground network, particularly at Earl’s Court and, if feasible, as part of the redevelopment of the Earl’s Court Exhibition Centre.

32.4 CORPORATE AND PARTNER ACTIONS

Introduction

32.4.1 Delivering the strategic objective of Better Travel Choices will take more than the planning policies above. A range of activities undertaken across the Council and by our partner organisations will also deliver this objective. This section sets out the main strategies and action plans that have been prepared that will play a part in delivering this objective. It then sets out specific actions that will be undertaken to further this objective.

Corporate or Partnership Strategies that will contribute to the delivery of the Strategic Objective

RBKC Transport and Streetscape Policies 2008

32.4.2 The document *Transport and Streetscape Policies* covers a range of principles that the Council is using to improve road safety, to reduce the environmental impact of cars and to improve

the design of the boroughs roads and pavements. These principles are incorporated with the Council's *Streetscape Guidance* (2012).

RBKC Local Implementation Plan 2011-2014

32.4.4 The Greater London Authority Act 1999 requires London boroughs to prepare Local Implementation Plans (LIPs) containing their policies and proposals for the implementation of the Mayor of London's Transport Strategy.

Mayor's Transport Strategy 2010

32.4.5 The Mayor's Transport Strategy (MTS) was published in 2010 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.

Central London Sub-regional Transport Plan 2013

32.4.6 This document, produced by TfL with input from the seven central London boroughs, sits between the MTS and the LIP. It identifies the main transport challenges for the Central London sub-region, and summarises projects and investment by both TfL and the boroughs that contribute to tackling those challenges.

Corporate or Partnership Actions for Better Travel Choices

1. The Transport and Highways Department will work with Transport for London to identify the need for and deliver new public transport facilities. This will include improvements to the borough's bus, rail and Underground services and improvements to ensure they are inclusive for all.

2. The Transport and Highways and Planning and Borough Development Departments will work with Transport for London, Crossrail (for delivery of Crossrail and the Chelsea-Hackney line), the Department for Transport, HS2 Ltd and Network Rail to improve the borough's rail infrastructure and services.

3. The Transport and Highways and Planning and Borough Development Departments will work with developers, TfL and others to reduce the impact of major barriers to pedestrian and cycle movement such as major roads, rail lines and the borough's waterways.

4. The Transport and Highways Department will

work closely with TfL which is the relevant highway authority for the Earl's Court one-way system, to investigate and implement improvements to the street environment in the area.

5. The Transport and Highways and Planning and Borough Development Departments will ensure that existing pedestrian rights of way are protected and will secure new rights of way when opportunities arise.

6. The Transport and Highways Department will secure funding from TfL through the Local Implementation Plan process for improvements to bus services, streetscape, walking and cycling facilities, smarter travel initiatives and other complementary transport measures that serve to improve the attractiveness of non-car modes.

7. The Transport and Highways, and the Directorate of Planning and Borough Development will work with landowners and developers to help deliver public transport improvements.

8. The Transport and Highways and the Directorate of Planning and Borough Development will work with adjacent boroughs to secure improvements to public transport, walking and cycling facilities, particularly where large developments present regeneration benefits to the borough.

9. The Council supports the London Cycle Hire Scheme and the Transport and Highways and Planning and Borough Development Departments will work with TfL to expand the scheme as widely as possible.

10. The Transport and Highways and Planning and Borough Development Departments will ensure charging facilities are provided for electric vehicles in new development.

11. 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.

12. The Council will support the Mayor of London in promoting a rail freight bypass for London to relieve pressure on the London Overground network.

Chapter 33

An Engaging Public Realm

A sense of place, attractive streets, parks and outdoor spaces

33.1 Introduction

33.1.1 Kensington and Chelsea is distinguished by a high quality network of streets, squares and public spaces. The public realm is widely recognised and valued for providing the setting for our rich architectural heritage. This is a strategic matter for the Royal Borough, being central to our success as an attractive place to live, work and visit. Establishing a new street network, based on our historic patterns, will be at the heart of the successful regeneration of the north, and enhancing the public realm will be a key part of maintaining the success of the borough as a whole.

33.1.2 The public realm is not just the two-dimensional streetscape, although that is an important component. The public realm is the full three-dimensional space of streets and parks, and how they connect together and contribute to making our neighbourhoods and centres distinctive and memorable. It is the public realm therefore which gives the borough its strong sense of place. The way buildings relate to streets, and the way streets relate to one another, are thus as important as the management and maintenance of the streetscape and our parks and gardens.

33.1.3 An Engaging Public Realm is an integral part of the Local Plan's central vision of Building on Success. It is regarded as critical by residents to their quality of life, and also underpins the national and international reputation of Kensington and Chelsea.

CO 4

Strategic Objective for An Engaging Public Realm

Our strategic objective for an engaging public realm is to endow a strong local sense of place by maintaining and extending our excellent public realm to all parts of the borough.

33.2 What this means for the borough

33.2.1 The streets, spaces and places provide a range of opportunities for external living, while making it easier and more attractive to walk, cycle and take public transport. They are also the location of the world renowned Notting Hill Carnival.

33.2.2 Open spaces support physical as well as passive activities, from playing sport to sitting and relaxing. They are places where people meet and come together. Paying particular attention to making the public realm safer and more enjoyable improves external living, while also enhancing the appearance of the borough.

33.2.3 The Exhibition Road redevelopment is a prime example of the Council's innovative approach to single surface and de-cluttering of the streets. The design principles of single surface rests on making drivers more aware of other road users and their surroundings, thereby lowering traffic speeds in the presence of pedestrians and improving safety. This approach has been modelled on Kensington High Street, which has received international praise for its ground-breaking approach to clutter reduction and streetscape improvements.

33.2.4 There is very high public satisfaction with the appearance and maintenance of our streets and public spaces, with success derived from inherent design quality, use of high quality materials and craftsmanship, and regular maintenance. The Royal Borough is ranked third out of all London boroughs in terms of residents' overall satisfaction with the local area¹.

33.2.5 However, there are parts of the borough where the public realm is of a lesser quality and in need of significant attention. Areas such as the Westway, Cromwell Road, the Earl's Court one-way system, Kensal, World's End and Latimer. Establishing a new and improved street network, drawing from the borough's historic patterns and public spaces, will be at the heart of the successful regeneration of these areas.

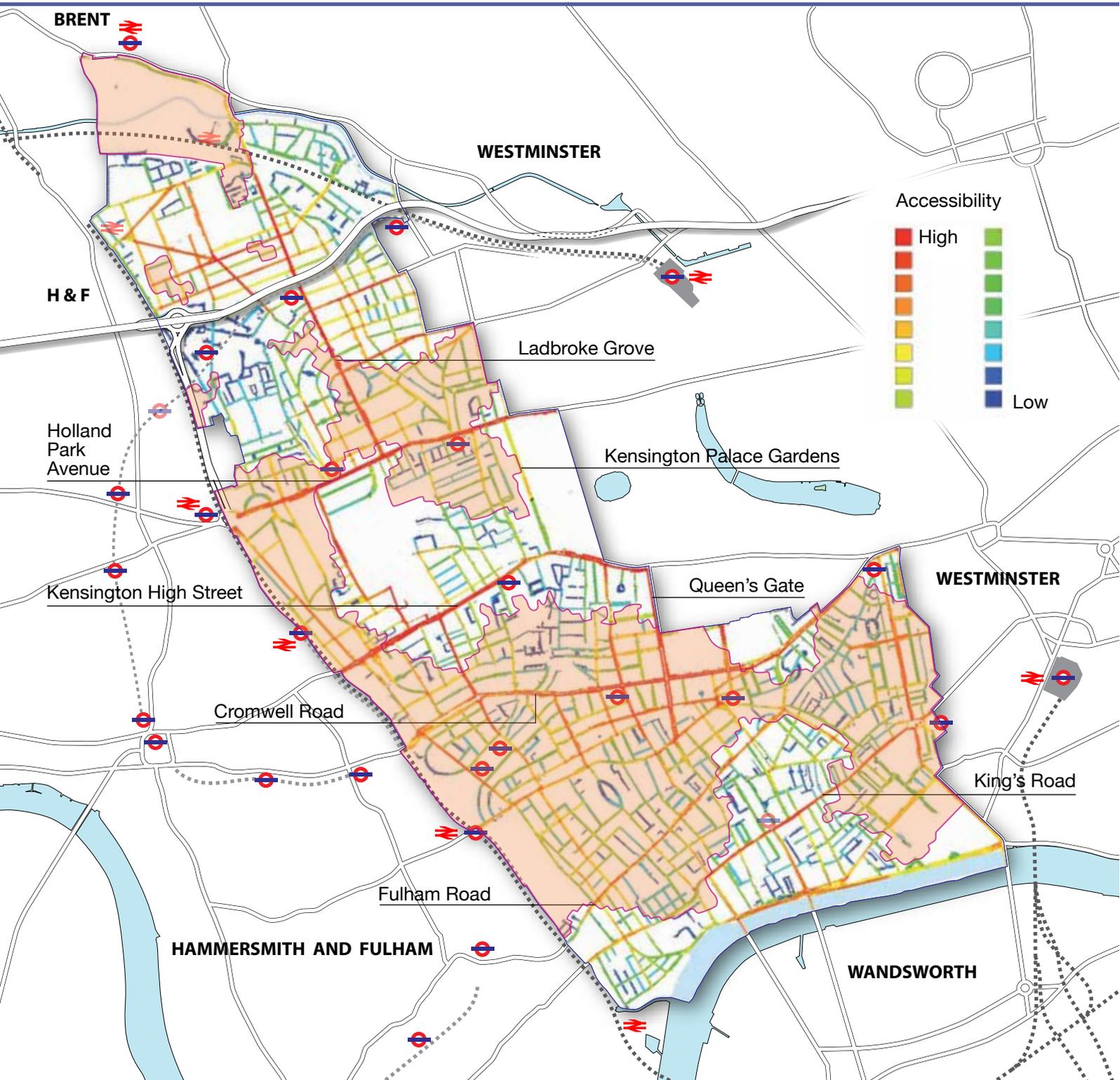
33.3 Planning Policies

Street Network

33.3.1 The Victorian and Edwardian terraced houses provided grid street patterns, with good connectivity. The postwar estates do not follow the historical street patterns, and this has often given rise to functional problems. Improved co-ordination of the borough's street form enhances the experience for pedestrians, cyclist and vehicles. It provides for safer routes to school, contributes to

AN ENGAGING PUBLIC REALM

This map shows all of the Borough’s roads and how well they are connected to each other. The extent to which roads are well connected into a network is the single most important factor in determining pedestrians’ preferred routes, and ‘legibility’ of an area - how easily you find your way around. The streets that are most well connected are red. By contrast, those areas that are relatively isolated and harder to navigate are dark blue. It also shows an overlay of public open space accessibility.



 Areas outside a 400m walking distance of publicly accessible open space

road safety, reduces the need to travel, improves the accessibility to London's transport system and to local services and thus aids social inclusion.

33.3.2 Street network is about the role streets play in connecting places and the ease with which people can move from one place to another in the borough.

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 barriers to movement. Parks and cemeteries can also form 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. Parts of the borough where the street network is less well connected are shown as blue areas on the preceding map. These areas need to be reconnected by breaking down or otherwise overcoming barriers.

33.3.4 Road hierarchy is an important component of any street network. This is in terms of managing through movement of vehicles or providing access to sites, buildings and their immediate surroundings and in terms of pedestrian and cycle permeability in particular. It also helps to make sense of how to navigate in the built environment.

33.3.5 To ensure the public function of the road network is fulfilled, roads are 'adopted' by the local authority. This ensures that they are built to proper standards, and maintained for the expected levels of different types of traffic and pedestrians. It also ensures a level of uniformity and so aids, to an extent, social cohesion.

33.3.6 Designing out opportunities for crime and making design more inclusive, particularly when it comes to the public realm and streets is a positive step to creating a safer community. The recent growth in demand for private 'gated communities' is a misguided attempt to address issues of safety (see also policy CL2 (a)vii).

Policy CR 1

Street Network

The Council will require a well connected, inclusive and legible network of streets to be maintained and enhanced.

To deliver this the Council will:

- a. require, in areas of regeneration and large scale redevelopment, the new street network to be inspired by the borough's historic street patterns to ensure optimal connectivity and accessibility;
- b. require new street networks to be established with a clear function, hierarchy and choice of routes, designed to optimise connectivity, accessibility and legibility, and to reflect the historic and finely grained block structure of the borough;
- c. require new links and the removal of barriers that disconnect access for pedestrians, cyclists and people with limited mobility;
- d. require new streets to be built to adoptable standards;
- e. resist the gating of existing streets and the development of new gated communities;
- f. require new streets to be designed to be attractive, safe, minimise opportunities for crime, and be inclusive to all.

Three-dimensional Street Form

33.3.7 Streets² provide a multi-functional role; they provide access to buildings, movement through areas and also create a 'sense of place'. Three-dimensional street form is the relationship between streets and buildings and dictates how successful the street is in performing its multi-functional role.

33.3.8 The relationship between streets, buildings and parking often determines our feelings about a place. A street form that is open and is naturally overlooked by occupied buildings provides a positive environment, whereas a secluded street enclosed by windowless walls can create safety issues. It is important that the borough's street form creates an environment that is inclusive, safe, functional and attractive.

33.3.9 The borough has a wide variety of street forms, ranging from cobbled mews with two rows of terraced cottages facing each other in close proximity, to the uniformity of the Victorian terraced housing on long, linear streets. The variation of

relationships between the buildings and streets within the borough interact differently, but are complementary.

33.3.10 Creating a clear distinction between private and public space, such as forecourts and front gardens, helps to avoid conflicts between who has ownership, control and use of the space. Boundary treatments are an important aspect of determining whether areas are public, private or communal. Boundary treatments can be ‘hard’, such as walls or fences, or ‘soft’ such as hedges or gardens. Hard boundary treatments are often used for private spaces where as softer boundary treatments are more common in public spaces.

Policy CR 2

Three-dimensional Street Form

The Council will require that where new streets are proposed, or where development would make significant change to the form of existing streets, the resultant street form and character must draw from the traditional qualities and form of the existing high quality streets.

To deliver this the Council will:

- a. require appropriate street widths to be established with regard to the legibility of the street function and hierarchy;
- b. require the ratio of building height to street width to give a coherent and comfortable scale to the street;
- c. require building lines and building scales to be consistent and related to context;
- d. require a frequency and rhythm of building entrances and windows that support active street frontages and optimises community safety;
- e. require a clear distinction to be maintained between public, private and communal space through the retention and provision of characteristic boundary treatments.

NOTE: Refer to policy CL1(b) with regard to context.

Street and Outdoor Life

33.3.11 The borough is highly built-up and leads residents and visitors alike to put high value on all open spaces. The Council is therefore keen to maximise the benefit of the public realm by encouraging the shared use of public spaces.

33.3.12 Not only does the public realm have aesthetic value, but the outdoor spaces that make up our public realm also promote individual health and social well-being. This is achieved by the provision of opportunities for physical activity and of meeting places for social interaction. The public realm also provides a source of local economy with our streets, squares, open spaces, parks and townscapes attracting many visitors, which in turn encourage enterprise helping to keep local people in employment³.

33.3.13 Restaurants and cafés which have tables and chairs on the highway are increasingly popular in the borough. They can add vitality to town centres but can also reduce the amount of space pedestrians have to move freely and safely.

33.3.14 Compared to other London boroughs there is a comparatively small amount of publicly-accessible parks, gardens and open space. This makes any open space that does exist a precious asset. Some of these spaces have come under increasing pressure from temporary uses for special events, often in large structures, to accommodate commercial activities. The form of these means that some open spaces are not accessible to the public for large parts of the year and can be visually intrusive. These spaces need to be better managed in order to maintain their primary use as publicly-accessible and visibly open space.

33.3.15 Street traders, pavement cafés and festivals all bring life to the public realm, with Portobello market, Duke of York’s Square and the Notting Hill Carnival being good examples. However, the multifunctional use of space in the public realm needs to be carefully managed to ensure that it is inclusive and all users are catered for in a safe and successful manner. 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 all taken into account.

Policy CR 3

Street and Outdoor Life

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.

To deliver this the Council will:

Markets:

- a. require proposals for new, and extensions to

existing, markets on public highways:

i. where a highway is to be closed for the duration of the market, that it is demonstrated there are sufficient alternative vehicular routes and that vehicle access outside market hours is maintained;

ii. to maintain amenity;

iii. to submit waste management plans as part of a planning application.

b. require new isolated street trading pitches to contribute to the character and appearance of the street, have no adverse impact on existing shops and residential amenity and to allow for the safe and secure passage of pedestrians;

Pavements:

c. maintain the free, safe and secure passage of pedestrians;

d. require proposals for tables and chairs on the highway to maintain the primary function as public footway allowing for the free, safe and secure passage of pedestrians;

Temporary Use of Open Spaces:

e. require that the occasional use of parks, gardens and open spaces for special events will be well-managed, and that in the duration, frequency and scale of the event has no adverse impact upon:

i. local residential amenity;

ii. the setting of historic listed buildings;

iii. the setting of registered Parks and Gardens;

iv. the character and appearance of conservation areas;

v. the predominant use as open space, taking the cumulative impact into account;

vi. the road network.

f. require an Events Management Plan and a Management Strategy for repeated use of an open space to be submitted as part of a planning application.

Streetscape

33.3.16 Much of the borough lies within one of 37 conservation areas. The Council has a duty to ensure that new development within a conservation area preserves or enhances the character or appearance of that area. Street furniture, such as guardrails and signs, can both detract from this

local character and hinder the safe passage for people with sensory and mobility difficulties.

33.3.17 The excellent quality of our public realm is constantly under threat from poorly designed or uncoordinated development and the paraphernalia used to control traffic and pedestrians, public utility equipment, street furniture and advertising. This undermines the very quality that everyone values. The Council's *Renewing the Legacy: 21 Projects for the 21st Century* included the creation of the Royal Borough *Streetscape Guide*. This sets out principles of good design, such as more white lighting, the use of York stone, less clutter, sensitively designed street furniture and more public art⁴.

33.3.18 Advertising hoardings and freestanding adverts can have a negative impact on visual amenity and can also have serious implications for public and road safety.

33.3.19 Front gardens offer a valuable contribution to the streetscape. The loss of front gardens to off-street parking has long had harmful effects upon visual amenity and townscape quality. It can also reduce public safety.

33.3.20 Public art can promote civic pride and help create of a sense of place and promote local distinctiveness.

Policy CR 4

Streetscape

The Council will require improvements to the visual, functional and inclusive quality of our streets, ensuring they are designed and maintained to a very high standard, that street clutter is removed and that street furniture, advertisements and signs are carefully controlled to avoid clutter to support the Council's aim of driving up the quality of the borough's streetscape.

To deliver this the Council will:

a. require all work to, or affecting, the public highway, to be carried out in accordance with the Council's Streetscape Guidance;

b. require all redundant or non-essential street furniture to be removed;

c. retain, and seek the maintenance and repair of, historic street furniture such as post boxes and historic telephone kiosks, where this does not adversely impact on the safe functioning of the street;

- d.** require that where there is an exceptional need for new street furniture that it is of high quality design and construction, and placed with great care, so as to relate well to the character and function of the street;
- e.** resist adverts that by reason of size, siting, design, materials or method of illumination, including on street furniture, harm amenity or public or road safety;
- f.** resist freestanding structures such as telephone kiosks where the function for the display of adverts over-dominates the primary purpose for the structure, whether sited on streets, forecourts or roadsides;
- g.** resist pavement crossovers and forecourt parking;
- h.** require all major development to provide new public art that is of high quality and either incorporated into the external design of the new building or carefully located within the public realm.

Parks, Gardens, Open Spaces and Waterways

33.3.21 The benefit of open space is wider than pure aesthetics, it also provides a valuable recreational resource, and contributes to wildlife habitats and biodiversity and has benefits in minimising noise and air pollution. The borough has a long history and tradition of high quality parks and gardens, such as Kensington Gardens, the Physic Garden, Holland Park, Royal Hospital and Ranelagh Gardens.

33.3.22 There are 100 garden squares within the borough. There are also 15 open spaces on England's Registered Parks and Gardens⁵, including Kensington Gardens, Holland Park, Brompton and Kensal cemeteries and Kensington Roof Gardens, the latter being the only roof garden on the national register.

33.3.23 The borough contains four areas of Metropolitan Open Land (MOL): Kensington Gardens, Holland Park, Brompton and Kensal cemeteries. These areas provide attractive breaks in the built-up area, provide open air facilities and contain features or landscapes of historic, recreational, or natural importance.

33.3.24 Holland Park and Kensington Gardens are the main public open spaces in the borough. Hyde Park, although entirely in the neighbouring borough

of the City of Westminster, also makes a particular contribution to open space which is accessible to residents of the borough. However, much of the borough, particularly in the south, lies beyond a five minute (400m) walk to the nearest public open space⁶. In spite of this, there is a strong green amenity to the area, with numerous garden squares and street trees.

33.3.25 The Parks Strategy, Local Biodiversity Action Plan, the Play Strategy and regular updating of Playable Spaces Audits provide both a qualitative and quantitative audit of play and open spaces in the borough. There are limited opportunities to create larger areas of public open space because of the location and potential size of development opportunities and the fact that many sites have constrained boundaries. Small areas of open space might be possible, but these are often better managed if they are communal⁷ to the adjacent development, rather than public - as the garden square tradition of this borough demonstrates. The provision of new public open space is, therefore, not seen as a strategic issue for this borough, and will be assessed on a case by case basis, using the up-to-date information from on-going audits of play and open space. Contributions towards the maintenance of the existing public open spaces with appropriate play facilities will be sought from developers while communal external open space which can greatly improve the quality of life of residents, can be designed into quite small schemes. This will therefore, be the focus of our policy.

33.3.26 Maintaining open spaces ensures the ecological and biological diversity of the borough and contributes positively not only to wildlife habitats but also to the quality of life for residents and those visiting and working here. Optimising wildlife habitat ensures that the borough and London provides feeding, breeding and nesting areas for a variety of bird and mammal species, which are often marginalised by increasing development pressures.

33.3.27 In the north, the borough is bounded by the Grand Union Canal, which is currently viewed as a physical barrier to movement. However, it is a valuable public realm asset and its potential to provide for improved biodiversity as well as amenity space and pedestrian and cycle links should be exploited.

33.3.28 The River Thames forms the southern boundary, and like the Grand Union Canal to the north, the potential of the Thames as a leisure,

recreation, biodiversity and transport resource remains under utilised. The River Thames is an important transport route, and with its foreshore and banks is a unique open space with a special environmental character. Permanently moored vessels or the extension of riverside sites into the river can have a detrimental effect and reduce the river's potential as a navigable waterway.

Policy CR 5

Parks, Gardens, Open Spaces and Waterways

The Council will protect, enhance and make the most of existing parks, gardens and open spaces, and require new high quality outdoor spaces to be provided.

To deliver this the Council will, in relation to:

Parks, Gardens and Open Spaces

- a. resist the loss of existing:
 - i. Metropolitan Open Land;
 - ii. public open space;
 - iii. private communal open space and private open space where the space gives visual amenity to the public;
- b. resist development that has an adverse effect upon the environmental and open character, appearance and function of Conservation Areas, Metropolitan Open Land or sites which are listed within the Register of Parks and Gardens of Special Historic Interest in England, or their setting;
- c. resist development that has an adverse effect on garden squares and communal gardens, including proposals for basements;
- d. require all major development outside a 400m radius of the closest entrance to the nearest public open space to make provision for new open space which is suitable for a range of outdoor activities for users of all ages, which may be in the form of communal garden space. Where this is not possible for justified townscape reasons, that a s106 contribution is made towards improving existing publicly accessible open space;
- e. require all major developments to provide on site external play space, including for under fives, based on expected child occupancy;
- f. require all green open space to optimise biodiversity and wildlife habitat;

- g. protect the open spaces surrounding the Royal Hospital from inappropriate development both in the landscaped areas themselves and in the neighbouring streets.

Waterways

- h. require opportunities to be taken to improve public access to, and along the Thames and the Grand Union Canal, and promote their use for education, tourism, leisure and recreation, health, well-being and transport.
- j. resist permanently moored vessels on the river, except where they would not have:
 - i. a detrimental effect on the river as a transport route and its special character, including biodiversity;
 - ii. an adverse affect on the character or appearance of the existing residential moorings at Battersea Reach;
- k. permit residential moorings on the Grand Union Canal provided that:
 - i. there are adequate services for permanently moored vessels;
 - ii. other canal users (both water and land-based) are not adversely affected.

Trees and Landscape

33.3.29 Trees and landscaping are considered an important aspect of any development as have the potential to improve quality of life within the borough and contribute to its high quality character. The borough has approximately 7,000 street trees and approximately 500 Tree Preservation Orders. Trees on private open space, such as those located within residential gardens can also contribute to the public realm.

33.3.30 Although trees provide amenity, wildlife habitat and biodiversity values, there may be occasions where a tree may need to be felled, particularly if it is likely to cause serious damage to property or injury to people. Most commonly the tree will not have to be removed in its entirety – just the limbs causing the potential danger. Good planning when selecting a tree will ensure the long-term function of the site and the trees longevity, and can avoid unnecessary felling.

33.3.31 There is a growing awareness that trees and landscaping provide a positive contribution to biodiversity and habitats for wildlife. They also help to address climate change issues and are

important for human mental health. Designing landscaping so that it is compatible with its intended purpose and function allow for optimised visual and physical benefit.

33.3.32 Street trees and trees in general are an important element of the urban environment and provide contrast to the built environment. Street trees are not only attractive and add to the character of the townscape but also act as noise and wind barriers and filter out pollution. The Council takes great pride in its strong tradition of managing street trees, being the first Council in London to employ arboricultural officers.

33.3.33 Development, particularly during construction or demolition can have a negative impact on the health of trees. However, protective measures can be implemented to ensure harmony between trees and development.

Policy CR 6

Trees and landscape

The Council will require the protection of existing trees and the provision of new trees that compliment existing or create new, high quality green areas which deliver amenity and biodiversity benefits.

To deliver this the Council will:

- a.** resist the loss of trees unless:
 - i.** the tree is dead, dying or dangerous;
 - ii.** the tree is causing significant damage to adjacent structures;
 - iii.** the tree has little or no amenity value;
 - iv.** felling is for reasons of good arboricultural practise.
- b.** resist development which results in the damage or loss of trees of townscape or amenity value;
- c.** require where practicable an appropriate replacement for any tree that is felled;
- d.** require that trees are adequately protected throughout the course of development;
- e.** require new trees to be suitable species for the location and to be compatible with the surrounding landscape and townscape
- f.** require landscape design to:
 - i.** be fit for purpose and function;
 - ii.** be of a high quality and compatible with

the surrounding landscape, and townscape character;

iii. clearly defined as public or private space;

iv. optimise the benefit to wildlife habitat;

g. serve Tree Preservation Orders or attach planning conditions to protect trees of townscape or amenity value that are threatened by development.

Servicing

33.3.34 Servicing requirements add to the already high demands on our roads and can be particularly harmful to the appearance and safe functioning of the street.

33.3.35 The servicing of sites, including coach and other vehicle parking, refuse storage and off-street loading bays, are essential for a site to function as intended. Although the borough is primarily residential in nature, there are several strategic traffic routes into and out of London which carry very high levels of traffic. Servicing in the borough can give rise to traffic congestion, an impact on bus operations, conflict with pedestrians, and has the potential to create disturbance, particularly in or adjacent to residential areas. A Servicing Management Plan and/or Coach Management Plan will ensure the safe and effective movement of all service vehicles and minimise any potential negative impacts on residential amenity, road function and pedestrian safety.

33.3.36 The provision of servicing is a balancing act. On one hand, the Council needs to ensure the safe and efficient management of servicing vehicles so that the road network is not hindered, while on the other, the Council wishes to ensure that the physical servicing area is not detrimental to the character or appearance of an area, or detrimental to residential amenity. As the nature of the borough is predominantly high density residential, the impacts of servicing can have a wider reaching impact and is therefore a matter of strategic importance.

Policy CR7

Servicing

The Council will require servicing facilities and coach parking to be well designed, built to accommodate the demands of new development and sensitively integrated into the development and the surrounding

townscape. In particular servicing activities and coach pick-up and drop-off should not give rise to traffic congestion, conflict with pedestrians or be detrimental to residential amenity.

To deliver this the Council will:

- a. require sufficient on-site servicing space and coach parking to accommodate the number and type of vehicles likely to be generated and to ensure that this can take place without manoeuvring on the highway;
- b. require a Servicing Management Plan for all sites with on-site servicing space that will control the hours of servicing, including detail on how vehicles will be managed, and controls on the types and sizes of vehicles to ensure they are appropriate to the local area and are environmentally acceptable;
- c. require coach drop-off and pick-up facilities and a Coach Management Plan at new hotel developments and at extensions to existing hotels;
- d. require, where developments cannot provide onsite servicing space or coach parking, that it is demonstrated that the proposal can function satisfactorily without giving rise to adverse effects on traffic congestion, pedestrian safety, residential amenity or impact on bus routes. A Servicing Management Plan and/or Coach Management Plan will be required in these instances;
- e. require on-site servicing and coach parking spaces and entrances to be sensitive to the character and appearance of the building and wider townscape and streetscape.

33.4 Corporate and Partner Actions

Introduction

33.4.1 Delivering the strategic objective of An Engaging Public Realm will take more than the planning policies above. A range of activities undertaken across the Council and by our partner organisations will also deliver this objective. This section sets out the main strategies and action plans that have been prepared that will play a part in delivering this objective. It sets out specific actions that will be undertaken to further the objective. Corporate or Partnership Strategies that will contribute to the delivery of the Strategic Objective.

The Royal Borough of Kensington and Chelsea Parks Strategy 2006-2015

33.4.2 The Council's Environment, Leisure and Residents Services Department (ELRS) has a 10-year Parks Strategy to improve and invest in its main parks. This Strategy includes an aspiration to increase the number of public open spaces managed by the Council. It also includes a rolling programme of consultation followed by a major programme of maintenance and park improvements over the lifetime of the Local Plan.

The Royal Borough of Kensington and Chelsea Streetscape Guide 2012

33.4.3 The Transport and Highways Department has produced the Streetscape Guide which sets out the concepts of 'streetscape', policies and elements of streetscape design. The guide also includes detailed specifications for streetscape standards.

The Royal Borough of Kensington and Chelsea Tree Strategy 2015

33.4.4 The Tree Strategy seeks to give greater emphasis to the relationship between trees in the Royal Borough and the built and historic environment. With careful consideration of planting position, spacing, selection of species and management, the strategy seeks to develop a more rigorous and coherent contribution by trees to the borough. The Council's Arboricultural Section are responsible for implementing the Tree Strategy.

The Royal Borough of Kensington and Chelsea Planning and Conservation Capital Programme 2013/14 to 2015/16

33.4.5 The Capital Programme includes a number of local enhancement schemes including the refurbishment of Chelsea Bridge, the annual Street Scene Improvement Programme and the annual programme for Highway Improvements. The latter includes traffic management schemes and environmental improvements.

The Royal Borough of Kensington and Chelsea Renewing the Legacy: 21 Projects for the 21st Century 2006

33.4.6 This document outlines a series of Council and partnered projects that will help keep Kensington and Chelsea one of the world's best places to live. The projects range from public art to achieving high standard parks.

Sport England Strategy 2012-2017

33.4.7 The Sport England's Strategy aims to address the fundamental challenges facing sport,

and particularly community sport, in England. The Strategy states that Sport England will build on the legacy of the 2012 Olympics and draw in other partners such as local authorities who drive local provision and are key to delivering a world leading community sport infrastructure.

Corporate or Partnership Actions for An Engaging Public Realm

1. The Council will work in partnership with Transport for London and the Council's Transport and Highways department to encourage streetscape improvements which remove barriers and improve access for local residents.
2. The Planning and Borough Development Directorate will work in partnership with the Council's Transport and Highways Department to implement the Local Implementation Plan.
3. The Planning and Borough Development Directorate will work closely with Tri-Borough Children's Services to help increase access to play and adventure facilities across the borough.
4. The Planning and Borough Development Directorate will work with the Council's Environment, Leisure and Residents Services Department to ensure the Implementation of the Streets and Physical Activity Strategy.
5. The Planning and Borough Development Directorate will work in partnership with the Council's Arboricultural Department to deliver the Tree Strategy.

6. The Planning and Borough Development Directorate will work in partnership with the Council's Arboricultural Department to continue the programme of street tree maintenance and replacement planting in accordance with good arboricultural practice.
7. The Planning and Borough Development Directorate will work in partnership with Sport England to help deliver their strategy, particularly in relation to providing community sport infrastructure.
8. The Planning and Borough Development Directorate will work in partnership with Natural England to help deliver improved Green Infrastructure.
9. The Planning and Borough Development Directorate will work in partnership with British Waterways and the Port of London Authority to help deliver improved 'blue infrastructure'.
10. The Planning and Borough Development Directorate will continue to work in partnership with the City of Westminster to achieve a shared vision for Knightsbridge and investigate the possibility of implementing public realm improvements in Montpelier Street.
11. The Planning and Borough Development Directorate will maintain existing street trees and will extend tree coverage across the borough.



Chapter 34

Renewing the Legacy

Conservation, quality and design

34.1 Introduction

34.1.1 The borough has inherited a remarkable historic townscape and a large number of historic buildings. The exceptional quality of the built environment and finely grained mix of uses underpins the borough's success as a highly desirable place in which to live, work and invest. Over 4,000 buildings are 'listed' and there are over 100 garden squares. Conservation areas cover more than 70 per cent of the borough. The Royal Borough is known for its legacy of Georgian, Victorian and Edwardian architecture, interspersed with corner shops, pubs, studios and small pockets of mixed uses, but there are also a number of twentieth century buildings which continue the legacy of high quality design. Our listed buildings and conservation areas contribute immensely to local distinctiveness both within the borough and to London as a whole.

34.1.2 Renewing the Legacy is an integral part of the Local Plan's central vision of Building on Success. The exceptional quality of the built environment underpins the reputation of both Kensington and Chelsea, and our residents' quality of life.

CO 5

Strategic Objective for Renewing the Legacy

Our strategic objective to renew the legacy is not simply to ensure no diminution in the excellence we have inherited, but to pass to the next generation a borough that is better than today, of the highest quality and inclusive for all. This will be achieved by taking great care to maintain, conserve and enhance the glorious built heritage we have inherited and to ensure that where new development takes place, it enhances the borough.

34.2 What this means for the borough

34.2.1 Careful incremental improvement is needed to ensure our conservation areas remain of the highest quality. However, there are a number of small areas in the south and two large areas in the north of the borough which are not within conservation areas. It is important that these areas are not regarded as 'second class' in terms of the

future quality and contribution for which we should be striving. We should aspire for these areas to be our future conservation areas and a high design quality is needed to create a new design legacy for the borough.

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. These changes are not only physical. The mixed uses in the borough – as set out in Keeping Life Local and Fostering Vitality – are an integral part of the borough's character. Even small changes of use, that reduce the finely grained mix of uses that are interspersed in our residential areas can be damaging to the quality of the borough.

34.2.2A Maintaining and improving the mixed-use and architectural character, quality, inclusivity and setting of the Royal Borough's exceptional built environment is vital. 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. The local context is of primary importance in achieving this.

34.2.3 To ensure continued design excellence in the Royal Borough, the Council and the Royal Institute of British Architects (London) have appointed an Architectural Appraisal Panel. The purpose of the panel is to review key planning proposals and offer support and advice to the Council's officers, planning application committees and its Design Champion, and for planning applicants to deliver high quality architecture within the Royal Borough.

34.3 Planning Policies Context and Character

34.3.1 The borough's townscape is unique in its high quality, finely grained, historic built environment and has a strong sense of identity and character. The Council has a reputation of upholding high standards of conservation and design. The character and appearance of the borough is highly valued, locally, nationally and internationally.

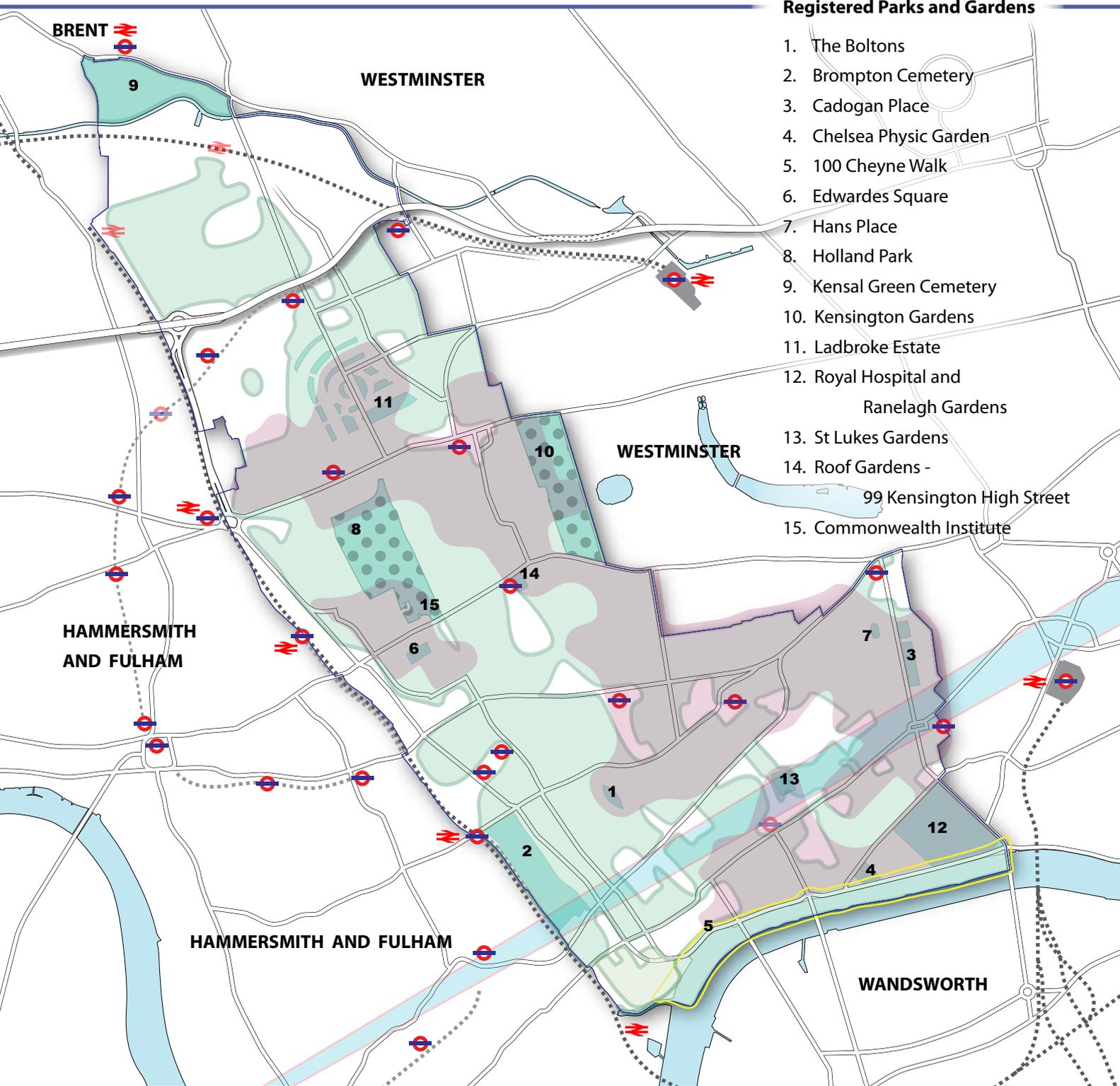
RENEWING THE LEGACY

Conservation Areas, Listed Buildings, Registered Parks and Gardens and Strategic View

- Conservation Areas
- Parks and Gardens of Special Historic Interest
- Strategic View
- Areas containing a concentration of listed buildings
- Metropolitan Open Land

Registered Parks and Gardens

1. The Boltons
2. Brompton Cemetery
3. Cadogan Place
4. Chelsea Physic Garden
5. 100 Cheyne Walk
6. Edwardes Square
7. Hans Place
8. Holland Park
9. Kensal Green Cemetery
10. Kensington Gardens
11. Ladbroke Estate
12. Royal Hospital and Ranelagh Gardens
13. St Lukes Gardens
14. Roof Gardens - 99 Kensington High Street
15. Commonwealth Institute



34.3.2 Over and above the pure preservation of our historic urban fabric, the Council has embraced the principle of resisting design that fails to take the opportunities available for improving the character and quality of the area and the way it functions. Assessment of planning applications is therefore based on whether they are ‘good enough to approve’ rather than ‘bad enough to refuse’ to ensure the continuation of our existing high quality environment.

34.3.3 The borough is a highly desirable place to live, shown by the highest average home prices in England¹. These residential land values have led to strong pressure to change buildings to residential use. The principle of change of use is addressed in Keeping Life Local and Fostering Vitality. But the part that use plays in character must not be overlooked. The distinctive character of many buildings comes from their use, their role in the community, the facilities they provide and the activity they generate as much as their physical appearance. A building’s use can therefore contribute to the character of a conservation area and to a sense of place.

34.3.4 The borough’s townscape is rich in detail. Paying attention to detail, as well as to matters such as form and mass, is therefore important in ensuring new high quality development.

34.3.5 Development proposals should heed their local context. Analysing and responding to context is important in good design. The extent of the relevant context depends on the development.

34.3.6 The borough has considerable residential densities but surprisingly modest building scales. For example, Victorian terraced housing in the borough is typically of four storeys, providing 700 habitable rooms per hectare (hrh); Edwardian terraced mansion blocks at six storeys provide 970hrh. In North Kensington, the typical postwar estates are five and six storeys, providing 500hrh, much lower than in the Victorian period.

34.3.7 The borough is a good example of how high density development can be completely compatible with a high quality environment. The design of a development must take into account the character and scale of the area, the need to foster good design and the Council’s and community’s aspirations for the site and area. The density of the development should be the outcome of this design process rather than the starting point. The density matrix in the London Plan needs to be considered in this context.

34.3.8 Developments close to the River Thames and the Grand Union Canal should have regard to and enhance the special character and distinctiveness of those areas. In conformity with the London Plan parts of the borough adjoining the River Thames have been designated as the Thames Policy Area, to ensure developments in this area reflect the strategic role of the Thames in London.

34.3.9 A comprehensive approach should be taken towards site redevelopment to make the best use of the land and improve the appearance of the area. Where appropriate this should include an assessment of the development potential of nearby sites to avoid piecemeal and uncoordinated development.

34.3.10 Backland sites - sites surrounded by other development with limited or no street frontage - may be difficult to integrate into the surrounding context.

34.3.11 The many mews streets in the borough form an integral part of the 19th Century pattern of development of this area of London. They are an effective form of development for making good use of the space within larger perimeter blocks. Indeed, the mews as a feature of the townscape is one of the factors that distinguish London from other cities. While their origin as stable blocks for large houses means that they are generally of modest design, they do have a distinct character based on their consistency, simplicity and unity.

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

Policy CL 1

Context and Character

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 for all.

To deliver this the Council will:

- a. require development to contribute positively to the townscape through the architecture and urban form, addressing matters such as scale, height, bulk, mass, proportion, plot width, building lines, street form, rhythm, roofscape, materials and historic fabric as well as vistas, views, gaps, and open space;
- b. require development to respond to the local context;
- c. require the density of development to be optimised, sensitive to context;
- d. require riverside and canalside development to enhance the waterside character and setting, including opening up views and securing access to the waterway;
- e. require development within the Thames Policy Area to protect and improve the strategic importance and iconic role that the Thames plays in London;
- f. require a comprehensive approach to site layout and design including adjacent sites where these are suitable for redevelopment, resisting schemes which prejudice future development potential and/or quality;
- g. require the development of backland sites to ensure vehicular and pedestrian access is properly integrated into the surrounding street network and that the scale and massing respect the hierarchy of the existing urban block so as to enhance the character of the area;
- h. ensure that, in carrying out alterations and extensions, the characteristics of the type of building, such as mews, terrace or mansion block, is preserved and enhanced;
- i. resist the demolition of, and inappropriate alterations and extensions to, artists' studios.

Design Quality

34.3.13 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. This should be to a high quality, with very high quality expected within conservation areas.

34.3.14 Definitions of good design are many and varied. Design is often interpreted to be about appearance. But good design must also take account of functionality. The most commonly used set of objectives for good design in the built environment are character, continuity and enclosure, quality of the public realm, ease of movement, legibility, adaptability and diversity². But the Council believes the three criteria set by Vitruvius: functional, robust and attractive, provide a timeless assessment of good design, and can be applied at any scale, from the design of a chair, to a building, or part of a city³.

34.3.15 Architecture is about more than just aesthetics. Functional issues such as crime prevention, accessibility and inclusivity must be integrated into the design at the outset in order for development to be fit for purpose. This approach will ensure that final architectural quality is not compromised.

34.3.16 Sustainability is also essential in good design and applies to all levels of development. It must be integrated into the whole design process from the beginning. The Local Plan as a whole is concerned with social, environmental and economic sustainability. In terms of architectural design the focus is on the use of resources. Detailed policies in this regard are set out in Chapter 36 'Respecting Environmental Limits'.

34.3.17 The distinctive townscapes of the Royal Borough vary from large buildings such as the museums and mansion blocks through to the terraces, squares, crescents to the relative modesty of the mews. These, together with the garden squares, give a unique character to the borough. In some places there are striking juxtapositions of buildings of different scales. A blanket design approach to new buildings and extensions would therefore not be appropriate. In some cases replicating the design of adjacent buildings will be more appropriate, in others a more contemporary approach will work, depending on the variety or uniformity and quality of the surrounding context.

Policy CL 2

Design Quality

The Council will require all development to be of the highest architectural and urban design quality, taking opportunities to improve the quality and character of buildings and the area and the way it functions.

To deliver this the Council will:

- a. require development to be:
 - i. Functional - fit for purpose and legible;
 - ii. Robust - well built, remain in good condition and adaptable to changes of use, lifestyle, demography and climate;
 - iii. Attractive - pleasing in its composition, materials and craftsmanship;
 - iv. Locally distinctive - responding well to its context;
 - v. Sustainable - in the use of resources, including energy, in construction and operation;
 - vi. Inclusive - accessible to all;
 - vii. Secure - designs out crime.
- b. require an appropriate architectural style on a site by-site basis, in response to:
 - i. the context of the site;
 - ii. the building's proposed design, form and use;
 - iii. whether the townscape is of uniform or varied character.

in conservation area appraisal documents, needs to be assessed to ensure that the character and appearance of the area is conserved.

34.3.21 Where the quality of an area has been eroded, whether or not in a conservation area, the Council will take steps to ensure that new development and other schemes such as streetscape works improve the environment.

34.3.22 In addition, a building's use can contribute to the character of a conservation area and to a sense of place. The borough contains a scatter of incidental mixed uses within its residential neighbourhoods, which offer variety, surprise and delight. These punctuate the street scene and add to the vitality and character of a conservation area. Their loss diminishes the character of the townscape, the cherished local scene and the vitality and diversity of the area. The Council will take account of the nature of the current or last use when assessing character.

34.3.23 The partial or full demolition of a heritage asset, or its alteration, whether it be a listed building or unlisted structure of historic or architectural merit, can cause irreversible damage to the character and appearance of our high quality townscape. The harm caused will therefore be carefully weighed up against any public benefit that might result. However, as heritage assets are irreplaceable, any harm or loss requires clear and convincing justification. Substantial harm to or the loss of a listed building, park or garden would be exceptional while that to the highest designated heritage assets would be wholly exceptional.

34.3.24 As the majority of the borough is covered by conservation areas, there are limited opportunities for new development because the presumption is to retain the original built fabric, whether it faces the street or not, where it contributes positively to the character of the conservation area. New buildings should contribute to the character and appearance of the conservation area. There have been a number of instances of inappropriate or premature demolition in conservation areas. There have also been examples of buildings being allowed to deteriorate, followed by demolition. The Council will take all appropriate measures available to it to ensure that there is no incentive for such action.

34.3.25 As the character and appearance of a conservation area can be dependent on the detail of developments, outline planning applications are insufficient within a conservation area; full detailed applications are needed.

Heritage Assets - Conservation Areas And Historic Places

34.3.19 The historic environment is central to the character of the borough and the Council has a duty⁴ to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

34.3.20 The character and appearance of a conservation area is not only provided by the high quality and appearance of individual buildings within the area and the interrelationship between them but it is also gained from whole and partial street views as well as views into and out of the area. Therefore development that impacts setting, including the effect on views, gaps and vistas and other character and appearance issues identified

Policy CL 3

Heritage Assets - Conservation Areas and Historic Spaces

The Council will require development to preserve and to take opportunities to enhance the cherished and familiar local scene.

To deliver this the Council will:

- a. require development to preserve or enhance the character or appearance of the conservation area and protect the special architectural or historic interest of the area and its setting;
- b. resist the change of use of any building where the current use contributes to the character of the surrounding area and to its sense of place;
- c. resist substantial demolition in conservation areas unless it can be demonstrated that:
 - i. in the case of substantial harm or loss to the significance of a heritage asset it is necessary to achieve substantial public benefits that outweigh that harm or loss;
 - ii. in the case of less than substantial harm to the significance of a heritage asset, that the public benefits, including securing the optimum viable use, outweigh that harm;
 - iii. the building or part of the building or structure makes no positive contribution to the character or appearance of the area;
- d. require full planning applications in conservation areas.

Heritage Assets - Listed Buildings, Scheduled Ancient Monuments And Archaeology

34.3.26 There are about 4,000 listed structures in the borough. In addition to buildings, local historic features such as memorials (particularly war memorials, including those on private land or within buildings), statues, plaques, coal plates, horse and cattle troughs and historic bollards, post boxes and historic telephone boxes are historic assets worthy of protection, whether listed or not. The borough contains two Scheduled Ancient Monuments: the Brick Kiln in Walmer Road and Kensington Palace.

34.3.27 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.

34.3.28 The setting of a listed building and the surroundings in which it is experienced can also contribute to its special interest. The extent of relevant setting will be proportionate to the significance of the asset.

34.3.29 The special architectural or historic interest of listed buildings goes beyond appearance. It includes the integrity of the building as a whole, the location and hierarchy of rooms, historic floor levels, the structure of the building including foundations, as well as features such as original staircases, original roof structures, later additions, and other features identified as being of significance.

34.3.30 When development takes place to listed buildings, it is appropriate to take opportunities to reinstate missing features which are considered important to their special interest or to remove additions or modifications that harm the significance of the building.

34.3.31 Listed buildings are best used for their original purpose. Where that original purpose has become obsolete, sensitive adaptation can be possible.

34.3.32 The standard of workmanship in carrying out modifications to historic structures is not something that is readily controlled through the planning system. It is, however, of vital importance to the quality of the building, and owners are urged to employ the appropriate specialists.

34.3.33 Archaeological remains constitute the principal surviving evidence of the borough's past, but are a finite and fragile resource. The destruction of such remains, by development, should be avoided to ensure the borough's past is not lost forever.

Policy CL 4

Heritage Assets - Listed Buildings, Scheduled Ancient Monuments and Archaeology

The Council will require development to protect the heritage significance of listed buildings, scheduled ancient and sites of archaeological interest.

To deliver this the Council will:

- a.** require all development and any works for alterations or extensions related to listed buildings, scheduled ancient monuments and sites of archaeological interest, to preserve the heritage significance of the building, monument or site or their setting or any features of special architectural or historic interest;
- b.** resist the demolition of listed buildings in whole or in part, or the removal or modification of features of architectural importance, both internal and external;
- c.** require the preservation of original architectural features, and later features of interest, both internal and external;
- d.** take opportunities to:
 - i.** reinstate internal and external features of special architectural or historic significance, commensurate with the extent of proposed development;
 - ii.** take opportunities to remove internal and external features that harm the architectural or historic significance of the asset, commensurate with the extent of proposed development;
- e.** resist the change of use of a listed building that would materially harm its character;
- f.** require any work to a listed building to sustain the significance of the heritage asset and as such strongly encourage any works to a listed building to be carried out in a correct, scholarly manner by appropriate specialists;
- g.** require desk based assessments and where necessary archaeological field evaluation before development proposals are determined, where development is proposed on sites of archaeological significance or potential.

Living Conditions

34.3.34 The borough's dense historic pattern of development and the close proximity of buildings means that new buildings and extensions need to take careful account of the living and working conditions of neighbours, with particular regard to natural light, light pollution, privacy, noise and disturbance.

34.3.35 The historic character and dense nature of the borough means that the living conditions that might be expected elsewhere in modern developments are most unlikely to be achieved here. Particular attention needs to be paid to these matters to attempt to address rising public expectations

in relation to living conditions, including access to open space. However, implementing living conditions by fixed standards, normally derived from modern suburban development, could undermine the Council's duty to preserve and enhance the character and appearance of conservation areas. It is the overall design, taking all factors into account including the area's character, that will be the determinant of whether a proposal provides reasonable living conditions.

34.3.36 In assessing whether sunlight and daylight conditions are good, both inside buildings and in gardens and open spaces, the Council will have regard to the most recent Building Research Establishment guidance, both for new development, and for properties affected by new development.

34.3.37 Issues of daylight and sunlight are most likely to occur where the amount of adjoining habitable accommodation is limited, or situated within the lower floors of buildings with openings on to lightwells. Mathematical calculation to assess daylighting and sunlighting may be an inappropriate measure in these situations; on-site judgment will often be necessary.

34.3.38 When considering privacy, a distance of about 18 metres between opposite habitable rooms reduces inter-visibility to a degree acceptable to most people, but there are many instances in the historic fabric of the borough of distances less than this. Privacy of gardens and courtyards is also important.

34.3.39 Terraces on roofs of main buildings or extensions can be visually intrusive and result in serious intrusion into the privacy and quiet enjoyment of neighbouring residential properties. They can, however, provide a valuable small area of open space for residents.

34.3.40 An overbearing or over-dominant sense of enclosure can significantly reduce the quality of living conditions both inside and outside. The impact on the sense of enclosure, is dependent on on-site judgment.

34.3.41 The level and type of activity generated by the development in its final form, as well as during construction, can affect the conditions of building users, through increased traffic, parking, noise, odours and vibrations in addition to impacts created by the development's physical structure which can have microclimatic effects. The anticipated level of activity as well as the effects on the local microclimate should be taken into consideration.

Policy CL 5

Living Conditions

The Council will require all development ensures good living conditions for occupants of new, existing and neighbouring buildings.

To deliver this the Council will:

- a. require applicants to take into account the prevailing characteristics of the area;
- b. ensure that good standards of daylight and sunlight are achieved in new development and in existing properties affected by new development; and where they are already substandard, that there should be no material worsening of the conditions;
- c. require that there is reasonable visual privacy for occupants of new development and for occupants of existing properties affected by new development;
- d. require that there is no harmful increase in the sense of enclosure to existing buildings and spaces, neighbouring gardens, balconies and terraces;
- e. require that the reasonable enjoyment of the use of buildings, gardens and other spaces is not harmed due to increases in traffic, servicing, parking, noise, disturbance, odours or vibration or local microclimatic effects.

quality townscape. Their control is, therefore, a matter of strategic importance.

34.3.45 A high proportion of the borough's dwellings are flats⁵. While dwellinghouses have permitted development rights, buildings such as mansion blocks, often in multiple ownership, do not have such rights. The Council receives a high number of planning applications affecting these types of properties. A consistent approach to alterations and additions across the building can ensure that the visual coherence of the building is maintained.

Policy CL 6

Small-scale Alterations and Additions

The Council will require that alterations and additions do not harm the existing character and appearance of the building and its context.

To deliver this the Council will resist small-scale development that:

- a. harms the character or appearance of the existing building, its setting or townscape;
- b. results in a cumulative effect which would be detrimental to the character and appearance of the area;
- c. is not of high quality form, detailed design and materials or is not discreetly located.

Small-Scale Alterations And Additions

34.3.42 There is great pressure for the adaptation of buildings in the borough.

34.3.43 Small-scale alterations and additions comprise minor external changes to the appearance of a building or its curtilage, including balustrades, alarms, cameras, awnings, grilles, shutters (and other security equipment), telecommunications equipment, satellite dishes, railings, walls, piers, gates, forecourt parking, balconies, small terraces, flagpoles, signs which that are not advertisements, servicing and mechanical plant, and removing physical barriers to access.

34.3.44 Although small alterations and additions may have a negligible impact, if unsympathetically designed and sited, they may individually harm the appearance of a building or its setting. It is the individual and cumulative effect of these small-scale alterations and additions which can negatively impact on the borough's overall high

Basements

34.3.46 This policy applies to all new basement development. For the purposes of this policy, basement development is the construction or extension of one or more storeys of accommodation below the prevailing ground level of a site or property.

34.3.47 Basements are a useful way to add extra accommodation to homes and commercial buildings. While roof extensions and rear extensions add visibly to the amount of built development, basements can be built with much less long term visual impact – provided appropriate requirements are followed. This policy sets out these requirements.

34.3.48 Basement development in recent years has been the subject of concern from residents. Basements have given rise to issues about noise and disturbance during construction, the management of traffic, plant and equipment, and concerns about the structural stability of nearby buildings. These concerns have been heightened

by the growth in the number of planning applications for basements in the Royal Borough with 46 planning applications in 2001, increasing to 182 in 2010, 294 in 2012 and 450 in 2013. The vast majority of these are extensions under existing dwellings and gardens within established residential areas.

34.3.49 In the Royal Borough, the construction of new basements has an impact on the quality of life, traffic management and the living conditions of nearby residents and is a material planning consideration. This is because the borough is very densely developed and populated. It has the second highest population density and the highest household density per square km in England and Wales⁶. Tight knit streets of terraced and semi-detached houses can have several basement developments under way at any one time. The excavation process can create noise and disturbance and the removal of spoil can involve a large number of vehicle movements.

34.3.50 A basement development next door has an immediacy which can have a serious impact on the quality of life, while the effect of multiple excavations in many streets can be the equivalent of having a permanent inappropriate use in a residential area. There are also concerns over the structural stability of adjacent property, character of rear gardens, sustainable drainage and the impact on carbon emissions. Planning deals with the use of land and it is expedient to deal with these issues proactively and address the long term harm to residents' living conditions rather than rely only on mitigation. For all these reasons the Council considers that careful control is required over the scale, form and extent of basements.

34.3.51 The policy therefore restricts the extent of basement excavation to no more than under half the garden or open part of the site and limits the depth of excavation to a single storey in most cases. The extent of basements will be measured as gross external area (GEA).

34.3.52 'Garden' or 'open part of the site' is the private open area to the front, rear or side of the property. A 'single storey' is one that cannot be subdivided in the future to create additional floors. It is generally about 3 to 4 metres floor to ceiling height but a small extra allowance for proposals with a swimming pool may be permitted.

34.3.53 Restricting the size of basements will help protect residential living conditions in the borough by limiting the extent and duration of construction

and by reducing the volume of soil to be excavated. Large basement construction in residential neighbourhoods can affect the health and well-being of residents with issues such as noise, vibration and heavy vehicles experienced for a prolonged period. A limit on the size of basements will reduce this impact.

34.3.54 The townscape of the borough is urban and tightly developed in character. However, rear gardens are often a contrast, with an informal picturesque and tranquil ambience, regardless of their size. While basements can preserve the remaining openness of the townscape compared with other development forms, it can also introduce a degree of artificiality into the garden area and restrict the range of planting⁷. Retaining at least half of each garden will enable natural landscape and character to be maintained, give flexibility in future planting (including major trees), support biodiversity⁸ and allow water to drain through to the 'Upper Aquifer'^{9 10}. This policy takes into account the London Plan¹¹ and the Mayor of London's Housing SPG¹² both of which emphasise the important role of gardens. The National Planning Policy Framework (NPPF)¹³ also supports local policies to resist inappropriate development of residential gardens and excludes private gardens from the definition of previously developed land.

34.3.55 Keeping the unexcavated area of a garden in a single area and adjacent to similar areas in other plots allows better drainage, and continuity of larger planting supporting biodiversity. In back gardens this area will usually be the end of the garden furthest from the building.

34.3.56 On large sites, basements of more than one storey and greater than half the garden or open part of the site may be permitted in certain circumstances. These will generally be new developments located in a commercial setting or of the size of an entire or substantial part of an urban block¹⁴. They should be large enough to accommodate all the plant, equipment and vehicles associated with the development within the site and offer more opportunity to mitigate construction impacts and carbon emissions on site.

34.3.57 Where a basement has already been implemented following the grant of planning permission or through the exercise of permitted development rights, the policy does not allow further basement floors or basement extensions that would exceed 50 per cent of the garden or open part of the site. This provision would not apply to a basement which forms part of the

original property, or where a later addition, was constructed prior to 1st July 1948¹⁵. This is to ensure consistency and fairness of approach.

34.3.58 Trees make a much valued contribution to the character of the borough, and bring biodiversity and public health benefits. Works to, and in the vicinity of, trees, need to be planned and executed with very close attention to detail. All applications for basements likely to affect trees¹⁶ either on-site or nearby must be accompanied by a full tree survey and tree protection proposal for the construction phase. Local Plan policy CR6 Trees and Landscape will also apply.

34.3.59 The significance¹⁷ of heritage assets¹⁸ needs to be identified so that the significance is not harmed.

34.3.60 The special architectural or historic interest of listed buildings goes beyond appearance. It includes the location and hierarchy of rooms and historic floor levels, foundations, the original purpose of the building, its historic integrity, scale, plan form and fabric among other things. Consequently, the addition of a new floor level underneath the original lowest floor level of a listed building, or any extension of an original basement, cellar or vault, may affect the hierarchy of the historic floor levels, and hence the original building's historic integrity. Basements under listed buildings are therefore resisted by the policy. Basements in the gardens of listed buildings can result in modifications to the building's foundations. This can harm the historic integrity and pose risks of structural damage to the building¹⁹. Evidence suggests that where a basement is built only in the garden it is beneficial for the adjoining buildings if this basement is structurally independent of the adjoining houses and executed with special care²⁰²¹. The link between the listed building and the basement should be discreet and of an appropriate design.

34.3.62 In conservation areas, development should preserve or enhance the character or appearance of the conservation area. Basements by themselves with no external manifestations are not considered to affect the character or appearance of conservation areas. It is the other aspects such as their externally visible elements that can affect character or appearance.

34.3.63 Archaeological remains are a finite and fragile resource. The conservation, protection or setting of such remains must not be threatened by development, directly or indirectly, to ensure the

borough's past is not lost forever. Policy CL4(g) of the Local Plan requires development to protect the setting of sites of archaeological interest.

34.3.64 The impact of basements on non-designated heritage assets²² must be assessed on their merits to avoid harm to their significance.

34.3.65 It is very important to minimise the visual impact of light wells, roof lights, railings, steps, emergency accesses, plant and other externally visible elements. Care should be taken to avoid disturbance to neighbours from light pollution through roof lights and other forms of lighting. Introducing light wells where they are not an established and positive feature of the streetscape can harm the character or appearance of an area. Where external visible elements are allowed they need to be sensitively designed and sited, respecting the existing character and appearance of the building, streetscape and gardens in the vicinity.

34.3.66 Policy CE2 of the Local Plan requires surface water run-off to be managed as close to its source as possible. A minimum of one metre of suitably drained permeable soil above any part of a basement within a garden provides for both reducing the amount and speed of water runoff to the drainage system and the long term future of shrub and other garden planting. Care should be taken that the original garden level is maintained and the 1m of permeable soil is connected to the unaffected part of the garden. Other SuDS measures may also be required.

34.3.67 Basement construction can cause nuisance and disturbance for neighbours and others in the vicinity, through construction traffic, parking suspensions and the noise, dust and vibration of construction itself. The applicant must demonstrate that these impacts are kept to acceptable levels under the relevant acts and guidance²³, taking the cumulative impacts of other development proposals into account. Every effort must be made to locate the building compound and the skip on site or in exceptional circumstances in the highway immediately outside the application site.

34.3.68 Basement development can affect the structure of existing buildings. Guidance on this will be set out in a forthcoming Basements SPD (see paragraph 34.3.71).

34.3.69 Given their nature, basements are more susceptible to flooding, both from surface water

and sewage, than conventional extensions, and applicants are advised to see policy CE2: Flooding. Fitting basements with a 'positive pumped device'²⁴ (or equivalent reflecting technological advances) will ensure that they are protected from sewer flooding. Fitting only a 'non return valve' is not acceptable as this is not effective in directing the flow of sewage away from the building.

34.3.70 Applicants wishing to undertake basements are strongly advised to discuss their proposals with neighbours and others, who will be affected, commence party wall negotiations and discuss their schemes with the Council before the planning application is submitted. Sharing emerging proposals related to traffic and construction with residents and businesses in the vicinity is beneficial as local knowledge and their needs can be more readily taken into account.

34.3.71 A Basements SPD will be adopted which will provide guidance for the information that will need to be submitted with basement applications, including the following:

- Accompanying (but not part of) a planning application, a construction method statement (CMS) will need to be submitted by an appropriately qualified civil or structural engineer, which will contain a report into the ground and hydrological conditions of the site including groundwater flow and explain how these matters will be dealt with during the construction of the site. The CMS will also demonstrate how the excavation, demolition and construction work (including temporary propping and other temporary works) can be carried out while safeguarding structural stability. The structural stability of the development itself is not controlled through the planning system but through Building Regulations. The Party Wall Act is more suited to dealing with damage related issues.
- Ways to minimise disturbance will also be included in the CMS. Detailed matters will include the drilling of boreholes; impact on trees; the sequence of temporary works to minimise the effect on neighbours; water flow; the consideration of related cumulative impacts; the link between a basement and the host property and the need for professional verification of certain works. Guidance relating to safeguarding amenity, that is noise, vibration and dust from construction works will also be included.
- A draft construction traffic management

plan (CTMP) will be required to be submitted with the application and where planning permission is granted the Council will attach a condition requiring a full CTMP. The CTMP will address issues relating to highway safety, the free flow of traffic, noise associated with/from construction vehicles and the availability of parking. Detailed matters will include vehicle stationing, manoeuvring and routeing, parking suspensions and issues in relation to residential and workplace disturbance, arising from vehicle stationing, loading and unloading and movement. The CTMP should take into account and allow for other active or permitted construction works nearby (including those of utility companies).

34.3.72 The Council will monitor the policy to assess its effectiveness and will review it as a whole within five years of its adoption.

Policy CL 7

Basements

The Council will require all basement development to:

- a. not exceed a maximum of 50 per cent of each garden or open part of the site. The unaffected garden must be in a single area and where relevant should form a continuous area with other neighbouring gardens. Exceptions may be made on large sites;
- b. not comprise more than one storey. Exceptions may be made on large sites;
- c. not add further basement floors where there is an extant or implemented planning permission for a basement or one built through the exercise of permitted development rights;
- d. not cause loss, damage or long term threat to trees of townscape or amenity value;
- e. comply with the tests in national policy as they relate to the assessment of harm to the significance of heritage assets;
- f. not involve excavation underneath a listed building (including vaults);
- g. not introduce light wells and railings to the front or side of the property where they would seriously harm the character and appearance of the locality, particularly where they are not an established and positive feature of the local streetscape;

- h.** maintain and take opportunities to improve the character or appearance of the building, garden or wider area, with external elements such as light wells, roof lights, plant and means of escape being sensitively designed and discreetly sited; in the case of light wells and roof lights, also limit the impact of light pollution;
- i.** include a sustainable drainage system (SuDS), to be retained thereafter;
- j.** include a minimum of one metre of soil above any part of the basement beneath a garden;
- k.** ensure that traffic and construction activity do not cause unacceptable harm to pedestrian, cycle, vehicular and road safety; adversely affect bus or other transport operations (e.g. cycle hire), significantly increase traffic congestion, nor place unreasonable inconvenience on the day to day life of those living, working and visiting nearby;
- l.** ensure that construction impacts such as noise, vibration and dust are kept to acceptable levels for the duration of the works;
- m.** be designed to safeguard the structural stability of the existing building, nearby buildings and other infrastructure including London Underground tunnels and the highway;
- n.** be protected from sewer flooding through the installation of a suitable pumped device.

A specific policy requirement for basements is also contained in policy CE2, Flooding.

Existing Buildings - Roof Alterations/ Additional Storeys

34.3.74 Additional storeys and roof level alterations may change the character of the street, the skyline as seen from neighbouring houses and streets, and daylighting and sunlighting to neighbouring properties.

34.3.75 Proposals, must be assessed carefully and ensure they do not individually or cumulatively dominate the original building or surrounding townscape, or detract from architecturally interesting skylines.

34.3.76 Groups of properties within a terrace that change their architectural style, character or height but are joined are considered as separate terraces. Roof extensions on one are not regarded as precedents for the other terraces within the street.

Policy CL 8

Existing Buildings – Roof Alterations/ Additional Storeys

The Council will require roof alterations and additional storeys to be architecturally sympathetic to the age and character of the building and group of buildings.

To deliver this the Council will:

- a.** permit additional storeys and roof level alterations where the character of a terrace or group of properties has been severely compromised by a variety of roof extensions and where infilling between them would help to reunite the group;
- b.** resist additional storeys, and roof level alterations on:
 - i.** complete terraces or groups of buildings where the existing roof line is unimpaired by extensions, even when a proposal involves adding to the whole terrace or group as a co-ordinated design;
 - ii.** buildings or terraces that already have an additional storey or mansard;
 - iii.** buildings that have a roof structure or form of historic or architectural interest;
 - iv.** buildings that are higher than surrounding neighbours, or where they would detract from significant skylines or profiles;
 - v.** buildings or terraces where the roof line or party walls are exposed to long views from public spaces, and where they would have an intrusive impact on that view or would impede the view of an important building or open space beyond;
 - vi.** buildings that, by the nature of the roof construction and architectural style, are unsuitable for additional storeys, e.g. pitched roofs with eaves;
 - vii.** mansion blocks of flats where an additional storey would add significantly to the bulk or unbalance the architectural composition;
 - viii.** terraces that are already broken only by isolated roof additions.

Existing Buildings - Extensions And Modifications

34.3.77 The combination of the borough's high land values, high residential densities, modest building heights and the expanse of the conservation areas, has resulted in pressures for a wide variety of residential extensions and modifications.

34.3.78 It is important that extensions and modifications, including conservatories, respect those aspects of character and integrity of the original building and group of buildings that contribute to local distinctiveness such as height, width, depth, building line, footprint, position, symmetry, rhythm, materials, finishes, detailed design, proportions or dimensions of fenestration, important gaps and a sense of garden openness.

34.3.79 The rear and sides of some buildings may also be distinguished architecturally. Where, for example, they overlook communal gardens, these elevations may be of as much importance as the front. While these elevations of buildings are generally subordinate to the front, they often have a simple dignity and harmony which makes them attractive.

34.3.80 Extensions and infill development may have an unfortunate effect in closing an important townscape gap, or in unbalancing an otherwise symmetrical elevation of a terrace, detached or semi-detached property.

34.3.81 Conservatories are a popular form of residential extension in the borough. They are principally garden features and should be located with this principle in mind. It is important that they fit in with the historic character of the borough and therefore their location in relation to the building and garden, their impact on neighbouring properties, their size and detailed design will be carefully considered.

34.3.82 Some modifications to buildings have the potential to cause harm, especially if they are not sensitive to the original character of the building or their cumulative impact detracts from the external appearance of the building. Conversely, if handled in a careful and sympathetic manner they have the potential to result in an improvement to the quality and character of the building. Such details may include changes to windows or glazing patterns; projecting mouldings; chimneys and other architectural details; front walls; railings; the replacement of panelled entrance doors; the repair or replacement of stucco; the permanent removal of projected mouldings and the rendering or painting of a brick-faced building.

Policy CL 9

Existing Buildings – Extensions and Modifications

The Council will require extensions and modifications to existing buildings to be subordinate to the original building, to allow the form of the original building to be clearly understood, and to reinforce the character and integrity of the original building, or group of buildings.

To deliver this the Council will resist proposals for extensions if:

- a. the extension would extend rearward beyond the existing general rear building line of any neighbouring extensions;
- b. the extension would rise above the general height of neighbouring and nearby extensions, or rise to or above the original main eaves or parapet;
- c. the extension would spoil or disrupt the even rhythm of rear additions;
- d. the detailed design of the addition, including the location or proportions or dimensions of fenestration or the external materials and finishes, would not be in character with the existing building;
- e. the extension would breach the established front building line;
- f. an important or historic gap or view would be blocked or diminished;
- g. the architectural symmetry of a building, terrace or group of buildings would be impaired;
- h. the original architectural features on a formal flank elevation would be obscured;
- i. access to the rear of the property or of those adjoining would be lost or reduced;
- j. a conservatory is proposed to be located at roof level, significantly above garden level or on a corner site.

Shopfronts

34.3.83 Shopfronts²⁵ 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 inclusive for all.

34.3.84 In old buildings, the original fascia and pilasters or columns which form the frame of the shopfront are often integral to the character of the building.

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

34.3.86 Open shopfronts can break up the continuity of a street frontage and leave undesirable gaps in a shopping parade. The creation of an open shopfront affects the form of the space between the buildings. The facades present an envelope which defines the space and its character; the sudden appearance of a large opening within the envelope leaves a gap in the shopping parade, so that the space itself is altered. The facade above is also left visually unsupported, the vertical elements resting uncomfortably on a void.

34.3.87 The under-use of the upper floors of retail premises is of concern to the Council. In the event that they are not required for retail purposes, a separate access will be needed for residential or office use. It is thus important to prevent the removal of separate access unless this is to bring the upper floors into active retail use, making the unit as a whole a more viable retail unit. New independent access arrangements must not undermine the functionality of the retail use.

34.3.88 It is important to control blinds and awnings because, if poorly designed or over-prominent, they can detract from the appearance of buildings and be obtrusive features in the street scene.

34.3.89 Security shutters to shop fronts can prevent light from spilling into the street at night, and create a deadening effect that many people feel creates a threatening environment, undermining the vitality and attractiveness of areas with shops out of hours.

Policy CL 10

Shopfronts

The Council will require shopfronts to relate well to the buildings above and to either side to provide an attractive setting for the display of goods and to drive up the quality of the area.

To deliver this the Council will:

- a. require alterations to existing shopfronts to preserve those elements that contribute to their traditional character, such as corbels, part-glazed doors, fascia, glazing bars, pilasters, and stallrisers, awnings and blinds;
- b. require new, and alterations to existing, shopfronts to:
 - i. respect the building's original framework;
 - ii. have a positive visual impact on the appearance of the building or streetscene;
 - iii. respect the character of the building in relation to siting and design of awnings and blinds;
 - iv. be inclusive for all;
 - v. maintain existing independent access to upper floor accommodation;
- c. require, where shop units are combined, new shopfronts and signage to be installed within the original surrounds and not to obscure them;
- d. resist new shopfronts that would involve the removal of existing separate access to residential accommodation;
- e. resist open shopfronts;
- f. resist external security shutters that have a solid appearance.

Views

34.3.90 The quality and character of an area is not only provided by the individual buildings but it is also gained from views into, within, and out of the area. When considering development that will impacts on views, vistas and gaps, it is important to respect the local context.

34.3.91 The borough contains some of the best examples of Victorian and Edwardian townscape in London. Overall, the residential environment is of the highest quality. This is evident not only in the public realm, but also at the rear and sides of properties, particularly around areas of private

gardens. The presence of mature rear gardens and greenery softens the dense urban scene and provides relief and visual interest when viewed from the street through gaps between buildings or when a corner building has an open return frontage. A similar pleasant contrast may occur by a view of the sky or rear elevations of nearby properties.

34.3.92 Residents' appreciation and enjoyment of the borough as a whole and the special character and appearance of conservation areas in particular derives from both public viewpoints and views from within their dwellings. Not only the street scenes, but views from other buildings, including upper floors, and gardens, are important to residents living conditions. These will be considered proportionate to the significance of the view. In particular, careful regard will be had to conservation area appraisal documents.

34.3.93 On the rare occasions that development has an impact beyond the immediate street, a wider assessment of the impact needs to be carried out in accordance to the methodology set out in the Views and Building Heights SPD.

34.3.94 It is important that the impact of development on views within the townscape, including in and around conservation areas, as well as of landmarks defining points of townscape interest is taken into account. In addition to the strategic view from St Paul's to King Henry's Mount in Richmond Park, identified in the London Plan, the borough also has specifically recognised views that are important to protect. These are set out in the Views and Building Heights SPD.

Policy CL 11

Views

The Council will require all development to protect and enhance views, vistas, gaps and the skyline that contribute to the character and quality of the area.

To deliver this the Council will:

- a.** resist development which interrupts, disrupts or detracts from strategic and local vistas, views, and gaps and the skyline;
- b.** require developments whose visual impacts extend beyond that of the immediate street, to demonstrate how views are protected or enhanced;
- c.** require, within conservation areas, development to preserve or enhance views:

- i.** identified in conservation area appraisals;
- ii.** generally within, into, and out of conservation areas, including the rear of properties;
- iii.** that affect the setting of and from development on sites adjacent to conservation areas and listed buildings;
- d.** require development to respect the setting of a landmark, taking care not to create intrusive elements in its foreground, middle ground or background.

Building Heights

34.3.95 The relatively modest and consistent height of building within Kensington and Chelsea reflects the primarily residential character of the borough. High residential densities are delivered without recourse to tall buildings. This pattern of development with its low to medium-rise, high-density residential areas, has produced a very attractive townscape, and is central to the borough's charm.

34.3.96 New buildings can strengthen the traditional townscape, both through individual buildings carefully designed to respect their immediate context and through larger developments, which can seek to introduce new legible environments consistent with the borough's character. (See policy CR2 Three-dimensional Street Form).

34.3.97 Where new larger developments are proposed some variation in roofscape and height can provide visual interest to the streetscape and avoid overbearing and bulky building forms. This could mean differentiation in roof forms and roof lines within parameters based on the prevailing building height, to break up large blocks and reflect the predominantly domestic scale of the borough.

34.3.98 Tall buildings are very much the exception: Trellick Tower is the tallest at 98m. Building height is thus a critical issue and a very sensitive feature of the townscape. It is important that the Council carefully manages the height of new development that may otherwise erode the borough's distinctive character.

34.3.99 Tall buildings have a greater impact on their environment than other building types, posing problems of microclimate, overshadowing and overlooking. This is especially harmful to residential environments and amenity spaces, and

needs to be avoided through careful siting and design (see policy CL5).

34.3.100 Tall buildings in the wrong location can be visually disruptive. They can harm the character and appearance of a conservation area, the setting of a listed building, the visual amenity of important open space; and they can interrupt views.

34.3.101 It is not enough to ensure that their location avoids causing harm; tall buildings should also make a positive contribution to the existing townscape. This is not just a matter of design quality, but also of contributing to legibility and to the skyline. Buildings that rise above the prevailing building height are successful where, depending on their impact, they give meaning to the local or borough townscape, highlighting locations or activities of public importance.

34.3.102 Local landmarks are occasional features in the borough that define points of townscape interest or public functions relevant to those living or working within the immediate areas. A local landmark does not have to distinguish itself by its height, e.g. the Michelin Building at Brompton Cross. Where they do, they will tend not to be more than one and a half times higher than the surrounding buildings, and remain compatible with their context. Regardless of location, local landmarks should always be of very high design quality and occasional features if they are to retain their meaning.

34.3.103 District landmarks are significantly taller than the surrounding townscape. They are visible over a wider area and tend to highlight major public functions. These are characteristically up to four times higher than the surrounding buildings and are not typical of the borough. They are exceptionally rare in the borough's townscape of predominantly low to medium rise development, and will remain very occasional features. Because of their visibility, the location and use of district landmarks must be significant to the borough as a whole.

34.3.104 Care is needed to ensure that visibility is assessed contextually to ensure that proposals that exceed the prevailing building height have a positive visual impact and do not appear incongruous within their surroundings. A computer generated zone of visual influence that includes an accurate model of the relevant context is an essential tool in assessing the visual impact of buildings significantly taller than the surrounding townscape.

34.3.105 Very tall buildings, more than four times

the height of their context, characterise central metropolitan areas which is not characteristic of the borough.

34.3.106 A design-led approach to taller buildings is essential. In such cases the Council will promote close working with stakeholders and, where appropriate, with strategic and neighbouring authorities in the production of an urban design framework that will guide the siting and appropriate height of buildings, particularly in relation to existing views to ensure a wholly positive benefit to the townscape. Full planning applications are important for tall buildings to ensure this design-led approach is fulfilled.

34.3.107 Height is not the only factor which is important when assessing tall buildings. District landmarks should be of an exceptional quality of architecture, sustainability and urban design. Successful tall buildings possess an architecture that is convincing and highly attractive, especially when viewed in the round, and that makes for a distinguished landmark on the skyline. This requires the skilful handling of scale, height, massing, silhouette, crown and facing materials and the careful incorporation of building services and telecommunications equipment. The profile and proportion of the building, especially the part that sits above the prevailing building height, is also a sensitive feature. Bulky tall buildings are not attractive to look at and disfigure the skyline; slender ones are more successful.

34.3.108 Design quality applies equally to the base. At lower levels it is not only the impact on the streetscape and local views, but also how the building functionally relates to the street. Successful tall buildings are those that create meaningful public realm, interacting positively with the surrounding buildings and spaces. This includes contributions to permeability and connectivity, defining edges that reinforce existing building lines and give a coherent form to open space, and providing active ground floor frontages and a stimulating and inclusive public realm (see Policies CR1 and CR2).

Policy CL 12 Building Heights

The Council will require new buildings to respect the setting of the borough's valued townscapes and landscapes, through appropriate building heights.

To deliver this the Council will:

- a.** require proposals to strengthen our traditional townscape in terms of building heights and roofscape by requiring developments to:
 - i.** reflect the prevailing building heights within the context;
 - ii.** provide, for larger developments, a roofscape that reflects that of the context of the site;
 - iii.** seldom use height to express local landmarks so the prevailing building height is maintained;
- b.** resist buildings significantly taller than the surrounding townscape other than in exceptionally rare circumstances, where the development has a wholly positive impact on the character and quality of the townscape;
- c.** require full planning applications for any building that exceeds the prevailing building height within the context.

34.4 Corporate and Partner Actions

Introduction

34.4.1 Delivering the strategic objective of Renewing the Legacy will take more than the planning policies above. A range of activities undertaken across the Council and by our partner organisations will also deliver this objective. This section sets out the main strategies and action plans that have been prepared to play a part in delivering this objective. It then sets out specific actions that will be undertaken to further the objective.

Corporate or Partnership Strategies that will contribute to the delivery of the Strategic Objective

English Heritage: National Buildings at Risk Strategy 1998

34.4.2 The National Buildings at Risk Strategy arose from the success following the survey of all grades of listed buildings in London, when English Heritage first published the annual Register of Buildings at Risk in London in 1991. There is now a combined Heritage at Risk register that combines Grade I and II* listed buildings at risk and structural scheduled monuments which are at risk and vulnerable.

The Royal Borough of Kensington and Chelsea, Renewing the Legacy: 21 Projects for the 21st Century 2006

34.4.3 This document outlines a series of Council and partner-led projects that will help keep Kensington and Chelsea to be one of the world's best places to live.

Corporate or Partnership Actions for Renewing the Legacy

- 1.** The Planning and Borough Development Directorate will continue to run the Architecture Appraisal Panel;
- 2.** The Planning and Borough Development Directorate will work in partnership and consult with design and conservation bodies including English Heritage and the Design Council;
- 3.** The Planning and Borough Development Directorate will review conservation areas and Article 4 directions as resources allow;
- 4.** The Planning and Borough Development Directorate will continue to reduce the number of buildings and monuments at risk on 'English Heritage's Risk Register' and the borough's own 'Buildings at Risk Register';
- 5.** The Planning and Borough Development Directorate will continue to use Article 4 Directions and Section 215 powers²⁶;
- 6.** The Planning and Borough Development Directorate will continue to produce additional and update existing design guides and update Conservation Area Proposal Statements with Conservation Area Appraisals;
- 7.** The Planning and Borough Development Directorate will work in partnership with the Council's Property Services and Housing Department to deliver housing renewal;
- 8.** The Planning and Borough Development Directorate will work in partnership with Police Architectural Liaison to ensure that 'Secured by Design' is embedded in all design;
- 9.** The Council will encourage architectural competitions to help select architects for developments on major sites, leading to better quality design.



Chapter 35

Diversity of Housing

Affordable and Market Housing, Housing Mix, Estate Renewal

35.1 Introduction

35.1.1 House prices in the Royal Borough are among the highest in the country. Affordability is therefore a significant issue, especially with ‘part ownership’ schemes. Demand for all types of housing is insatiable. However many houses are built, we cannot begin to satisfy demand, either for private sale or ‘affordable’ homes¹. Our strategic focus is therefore on achieving a diversity of housing in mixed communities, to reduce the potential of further polarisation between, in broad spatial terms, the north and south of the borough.

35.1.2 In terms of the Local Plan ‘vision’, the housing policies will have a positive impact by facilitating both the North Kensington regeneration and reinforcing Kensington and Chelsea’s international and national reputation as an attractive place to live, with prime residential areas. Residents’ quality of life should be improved by increasing the diversity of housing, providing more affordable housing and maintaining the quality of areas which are already sought after residential locations.

35.1.3 Diversity of housing is an integral part of the Local Plan’s central vision of Building on Success. It is central to stimulating regeneration in North Kensington, and vital to the residential quality of life.

CO 6

Strategic Objective for Diversity of Housing

Our strategic objective to have a diversity of housing is that at a local level, it will cater for a variety of housing needs, and is built for adaptability and to a high quality.

35.2 What this means for the borough

35.2.1 The strategic objective means that there will be a better mix of housing types and tenures throughout the Royal Borough, and more housing overall. It is estimated that over 65 per cent of the net increase in new housing² will occur in Golborne (north), Abingdon (central) and Cremorne (south) wards. Significant sites in these wards are included in the Site Allocations section of the Local Plan and include the Kensal gas works site and Wornington Green (both Golborne ward), the various Warwick Road sites (Abingdon ward) and Lots Road Power Station (Cremorne ward).

35.3 Policies

Housing Targets

35.3.1 A minimum of 3,500 homes should be provided between 2007-08 and 2016-17 (350 units per year³). This housing target is based on evidence of the housing capacity in the borough⁴, which formed the basis of the London Plan target. The work on the London-wide Strategic Housing Land Availability Assessment (SHLAA) indicates that this could go up significantly, principally because of the large strategic sites that have been identified through the Local Plan. These sites have additional potential capacity, and subject to development, will deliver the required number of dwellings in the Royal Borough. The target is awaiting confirmation through the revised London Plan however; the borough will be planning for 600 net additional units per annum, once the revised London Plan is adopted⁵. These targets are derived from the SHLAA and monitoring evidence to identify sufficient specific deliverable sites in the initial five years of the Local Plan, with a further supply of developable sites for years 6-10. Beyond this, the Local Plan sets broad locations for future growth. Delivery will be monitored to manage the supply of land to deliver the housing requirements over the next five years of the housing trajectory. The Housing Trajectory (see Section 40.1) shows the annual requirement for dwellings judged against the target, and further information on the delivery from strategic sites is provided in section 40.2. Combined, these sites account for over 5,400 dwellings, in excess of 90 per cent of the borough’s overall target. In common with other inner-London boroughs, there is therefore, a necessary reliance on a relatively small supply of housing from windfall sites. These have, historically, provided an important supply of housing for the borough, and based on monitoring of past trends will allow annual targets to be exceeded. Contingency plans exist (see Chapter 39 Contingencies and Risks) so that, in the event that monitoring identifies possible risks to delivery, the Council has a strategy to address the risk.

35.3.2 The agreed affordable housing target in the draft Mayor’s Housing Strategy (May 2009) is 90 units a year, from all sources, between 2008 and 2011. The revised affordable housing target is 2000 units (200 units per year), to be provided over a ten year period starting from the commencement of the new London Plan (estimated as 2011-12).

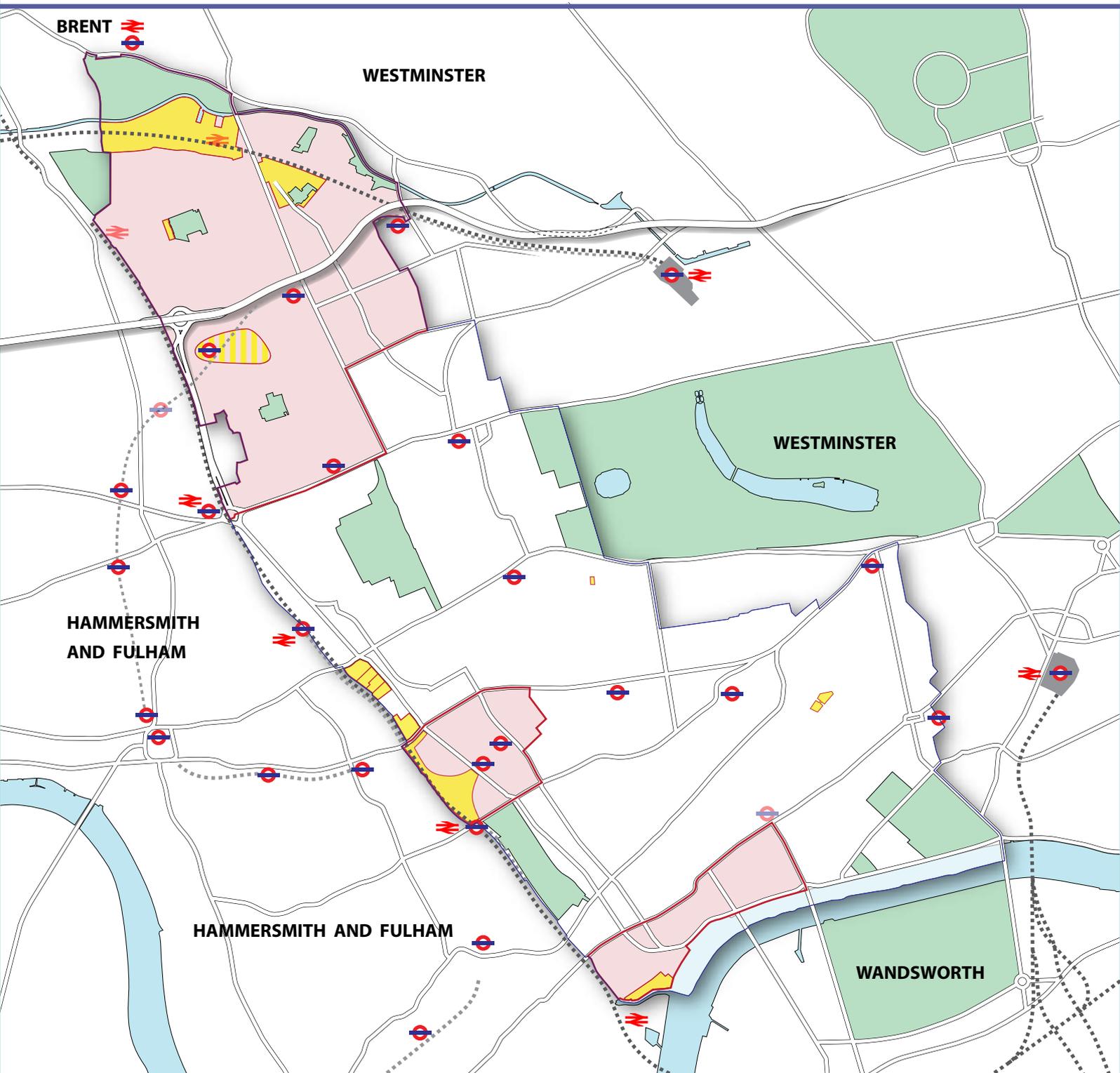
DIVERSITY OF HOUSING

Affordable and Market housing

 Wards containing significant proportions of Social Rented Housing - unsuitable for off-site affordable housing

 Identified areas with significant potential for Estate Renewal

 Sites expected to deliver 80 or more homes



35.3.3 This target has been derived by taking account of the overall annual housing target of 600 units, estimated affordable housing delivery on site allocations, the typical affordable housing delivery rate as a proportion of overall housing together with the objective of increasing affordable housing in the borough to meet local needs⁶. The justification for the affordable housing target is set out in Section 3: Supporting Information. Housing growth will increase demand for some services and infrastructure. This is set out elsewhere in this plan.

35.3.4 Average residential property prices in the borough in July 2009 were £712,000. In the third quarter of 2008 the average price was £1.18 million, the highest average in England⁷.

35.3.5 The tenure profile in the borough is: 43 per cent owner occupation, 26 per cent social rented housing, 25 per cent private rented housing, 5.3 per cent other. The private rented sector has the highest turnover of households compared to the other tenures⁸, with 20 per cent of the population estimated to change each year. These figures can be compared to those for Inner London as a whole, which indicate that around 40 per cent of homes are owner occupied, 40 per cent are social rented housing and 20 per cent of the inner London stock is in the private rented sector. By comparison, over two-thirds of outer London dwellings are owner occupied, 18 per cent are in the social rented sector and 12 per cent are private rented. Between 2001 and 2006 there was a 25 per cent increase in the number of private rented properties in the capital⁹.

35.3.6 Research has been undertaken to ascertain the type of affordable housing that should be provided in the borough, taking into account the ability of a sample of households to afford different products. This research suggests that four per cent of affordable housing should be equity based intermediate housing, 11 per cent should be intermediate rented housing, and 85 per cent should be social rented housing¹⁰.

35.3.7 Key workers are more likely than non-key workers to be living in the social rented sector. This may be because they are less likely to be able to afford market housing than non-key worker households¹¹. Fifty per cent of intermediate affordable housing is targeted at key workers on the Council's affordable ownership register. In 2009, there were approximately 200 key workers on a register of about 1,300 interested in intermediate housing¹².

Policy CH 1 Housing Targets

The Council will ensure that sufficient housing sites are allocated in order to ensure the housing targets are met.

To deliver this the Council will:

- a. make provision for a minimum of 350 net additional dwellings a year until the London Plan is replaced (estimated as 2011-12) based on the overall ten year housing target of 3,500 net additional units. From adoption of the London Plan the Council is planning to make provision for a minimum of 600 net additional dwellings a year, until 2027-28, based on the ten year housing target of 6,000 net additional units. The exact target will be set through the London Plan process;
- b. make provision for the maximum amount of affordable housing with a target of a minimum of 200 units per annum from 2011-12 until 2027-28 from all sources, the exact target will be set through the London Plan process;
- c. require affordable housing tenures to be provided such that they work towards a borough-wide target of 85 per cent social rented housing and 15 per cent Intermediate housing.

Housing Diversity

35.3.8 It is estimated that there is a shortfall of around 3,950 affordable housing units per annum¹³. Given that the overall ten year housing target for the borough is 3,500 net additional units (based on an assessment of land availability and capacity), this figure is clearly unachievable. What it shows, however, is that there is a significant need for affordable housing in the borough.

35.3.9 Between 50 per cent and 70 per cent of the housing stock in Golborne, St Charles, and Notting Barns wards is social rented housing. In Colville, Norland, Earl's Court and Cremorne wards between 25 per cent to 49 per cent of the housing stock is social rented¹⁴. It is important that future housing development does not reinforce this existing broad spatial pattern.

35.3.10 There is an overall shortage of all sizes of affordable homes in the Royal Borough. The greatest shortage relative to supply of social rented housing is for properties with four or more bedrooms: 45 per cent of homes are recommended to include one and two bedrooms and 55 per cent

three and four or more bedrooms. The main identified shortfalls in terms of market housing are for three and four or more bedroom homes. Over the next 20 years, the size of new market housing likely to be required in the borough is 20 per cent one and two bedroom units and 80 per cent three and four or more bedroom units. For intermediate affordable housing the reverse is true, with nearly 70 per cent of the demand being for one and two bedroom homes, with only 30 per cent for larger homes of three or more bedrooms. Intermediate affordable housing includes key worker housing. It is estimated there are around 7,000 households in the borough headed by a key worker.¹⁵.

35.3.11 It would be unrealistic to expect all housing schemes to comprise dwellings built to these exact ratios. However, in the private market sector, they underline the need for as high a proportion of large dwellings to be provided as possible, with a similar emphasis in the social rented sector. In intermediate housing the reverse is true. The exact mix of houses of any proposal will also take into account factors such as the characteristics of the site such as its location, size and built context, as well as the way housing need will change over time.

35.3.12 Size of dwellings is not just a matter of their number of habitable rooms or bedrooms. The absolute size of the dwelling matters, both in terms of floorspace, and floor to ceiling heights. Increasingly it is being realised that planning has a legitimate role to play in setting standards not only for affordable housing, but for private housing as well, to ensure the dwellings we build today are flexible and provide quality accommodation in the long term.

35.3.13 The Mayor has proposed the introduction of minimum housing standards in the draft replacement London Plan (policy 3.5 and table 3.3), and space standards which must be met as a minimum for new developments are contained within the *London Housing Design Guide*. The Housing Design Guide also sets minimum floor to ceiling heights within habitable rooms. These standards will inform requirements within the borough.

35.3.14 The cost of intermediate housing should be set at the 'usefully affordable' point, defined by Fordham Research in the *Strategic Housing Market Assessment 2009*. It is the mid-point between the cost of social rented housing and the cost of entry-level market housing. It represents a cost that is feasible to produce intermediate housing

that will be affordable to a reasonable proportion of households unable to access the market, therefore providing a genuine step on the housing ladder.

35.3.15 The Council caps the cost of developing affordable housing, therefore in terms of costs to the developer, there is little financial difference in providing a social rented unit compared to an intermediate affordable unit. Land values in the borough, however, make the provision of intermediate housing at the usefully affordable point very difficult. Although the evidence indicates just 15 per cent of homes should be intermediate, this is in large part because of the affordability of the homes, rather than a reflection of need. There are, however, other models of intermediate housing provision that may better overcome the affordability issue. The borough wide target of 15 per cent is therefore a pragmatic response to balancing affordability and demand.

35.3.16 In almost all cases in the Royal Borough, affordable housing is negotiated as part of a s106 agreement associated with a larger development scheme including market housing. The Council will expect applicants to provide the affordable units on the same site as the market housing in order to ensure a diversity of housing at a local level. However, on site provision is not always possible, in which case provision should be within the area that does not reinforce the existing broad spatial pattern of housing tenure in the borough. (see the Housing Diversity map).

35.3.17 Reasons for providing off-site affordable housing may include:

- On-site affordable housing may not be feasible due to there only being one entrance (e.g. in a conversion). It is normal practice to have separate service charges for the market and affordable housing, and therefore separate entrances enable the separation of charges for maintenance/heating communal hall ways etc.
- It may also be the case that on small sites it is not practical from a design or management perspective to provide a small number of on-site affordable units.
- It may be easier to provide a particular type of affordable housing, such as large affordable units, off-site rather than on-site.

35.3.18 The creation of larger homes by amalgamating smaller ones is not uncommon in the borough. Planning permissions granted between January 2006 and March 2008 indicate that 174 units were lost through all forms of deconversion/amalgamation of units.

During the same period, 88 dwellings were lost through deconversion to a single dwelling unit, predominantly in Hans Town, Holland, Brompton, Queen's Gate and Redcliffe wards¹⁶. However, as stated above, there is also a demand for larger residential dwellings of three or more bedrooms in the borough¹⁷. On this basis, an appropriate balance needs to be struck between the loss of residential units and the need for larger family dwellings. Therefore, in order to limit the loss of residential units while allowing some flexibility in terms of the creation of larger residential units, a policy has been developed which resists proposals which result in the net loss of five or more residential units. Future amalgamation will be restricted to ensure that successive developments do not lead to loss of residential units.

35.3.19 While the prime residential market has been affected by the recession, there is still demand for large, luxury properties particularly in the south of the borough. It is envisaged that over the long term this market will remain important¹⁸. Proposals for housing schemes including dwellings with a floorspace of 250-300sq.m (2,690-3,230 sq.ft), or larger, are not uncommon. Often schemes of this nature involve fewer than ten units, and therefore fall below the London Plan ten unit trigger for affordable housing. A floorspace threshold, rather than unit threshold, is therefore considered most appropriate as a trigger for affordable housing in the borough, as identified in the Affordable Housing Viability Study¹⁹. This is because more schemes will be required to provide affordable housing which should increase the likelihood of delivery. Appendix 2 of Chapter 40 (supporting information) explains the affordable housing threshold and target in further detail.

35.3.20 In order to ensure we are delivering the maximum amount of affordable housing, developments proposing less than 50 per cent will need to demonstrate a viability case, using the GLA toolkit or an agreed alternative. The target is based on the high level of need, and takes account of the Council's Affordable Housing Viability Study. The intention is to provide certainty to those developing housing in the Royal Borough as to the level of affordable housing that is expected.

35.3.21 In assessing any viability assessments the Council will have regard to the 'dynamic viability model' developed by Fordham Research²⁰ and individual site circumstances. The Dynamic Viability Model allows for changing market circumstances to be assessed annually, and therefore allows for

the proportion of affordable housing sought to be closely related to market conditions. This model can also take into account other planning obligations. A statement demonstrating the exceptional site circumstances or the weight attached to other benefits from the scheme should accompany any application proposing less than 50 per cent affordable housing target, to justify to the Council a reduced level of affordable housing provision. Targets should be applied flexibly, taking account of individual site constraints, the availability of public subsidy and other scheme requirements.

35.3.22 Due to the very high need for affordable housing in the borough, it is important that the delivery of affordable housing is not delayed. For this reason, applications for affordable housing should be provided concurrently with the main planning application.

35.3.23 The affordable and market housing should be designed so that it is not possible to identify either tenure - known as 'tenure blind'. To ensure all residents enjoy the same high standards of design and to aid integration of the various communities living within a housing development.

35.3.24 In the future, most older people will continue to live in their own homes. However, some older people will no longer be able to live at home or may not wish to do so. It is estimated that the borough's population of people aged 65 and above will increase by 10.6 per cent and the population of people aged 85 and above is projected to increase by 10.8 per cent between 2008 and 2025. Older people are most numerous in the relatively affluent south of the borough. There are 1,186 sheltered housing units in the borough, mostly in the north and south, with little provision in the four central wards. There are three social rented extra care housing schemes in the north of the borough but there are no schemes in the south, and none for sale or shared ownership within the borough. There is a need for a mixed tenure, extra care housing scheme in the south of the borough due to a current lack of provision in that location²¹. The Council should review the fitness of the sheltered housing stock for future needs, in terms of its size, number of bedrooms and wheelchair accessibility, as there appears to be a large number of bedsits with little provision for the likely increase in older couples²².

35.3.25 It is estimated that there are 11,700 households (14 per cent of all households) in the Royal Borough with one or more members in an identified 'additional needs' group, such as people

with a physical or learning disability, as well as the frail elderly. Research has indicated that the households in the north of the borough are more likely to have an additional need. Households with additional needs have much lower than average incomes and are far more likely to be in unsuitable housing (i.e. requiring adaptations to the home) compared to households overall²³. A proportion of households with physical disabilities will require wheelchair accessible housing²⁴.

35.3.26 Lifetime homes standards will be used to address this issue. New homes will incorporate basic design criteria to ensure that the properties are convenient, flexible and adaptable. They are designed to meet a family's changing needs over time, but are not intended to be fully wheelchair accessible. The standards exceed those in Part M of the Building Regulations which are only concerned with enabling disabled people to visit a dwelling. The criteria include issues which relate to parking, the approach to a dwelling, entrance treatment and the design of internal spaces²⁵.

35.3.27 Where compliance with the various standards is not possible due to other policy requirements, for example in the case of development involving historic buildings, the development should demonstrate that all reasonable measures have been taken to meet them.

35.3.28 The private rented sector plays an important role in the housing market, especially in meeting the need for lower cost housing. Houses in Multiple Occupation (HMOs) form one important element of this sector. The Council has a relatively high proportion of household spaces in a shared dwelling according to the 2001 census, and a recent household survey has estimated that in 2009 there were approximately 1,640 HMO shared flats/ houses in the borough (1.9 per cent of households). Less than ten per cent of those were estimated to be student only households. The wards to the east of Notting Hill and around Earl's Court had the highest proportion of shared dwellings. Earl's Court and Chelsea are the most favoured destinations for students to live in shared accommodation²⁶. Imperial College estimates there are 2,300 students living in the private rented sector, in addition to 1,000 students living in its halls of residence²⁷.

35.3.29 The Council recognises the role that HMOs have made in terms of providing lower cost housing, and on this basis they have traditionally been protected from self-containment. However, it is recognised that they provide a less than ideal

form of habitation in so far as certain facilities, normally bathrooms, have to be shared. A balance has therefore been struck between the need to cater for the lower end of the private rented market and the need to provide a dwelling of an appropriate standard for the twenty-first century. On this basis proposals to convert HMOs into studio flats will generally be supported, as the evidence suggests that while studio flats are more expensive the rents they command are not significantly higher than some HMOs, although there is variation depending on geographical location.

35.3.30 Residential hostels within the borough have traditionally catered for groups such as the single homeless, people who are mentally ill or disabled, women who have experienced domestic violence and students. It is recognised that the traditional type of hostel may, in some cases, no longer be the most appropriate form of accommodation and therefore the change of a hostel site to a different form of affordable housing may be appropriate.

35.3.31 A London-wide gypsy and traveller needs assessment has identified that there is a need to provide an additional six to 12 gypsy and traveller pitches in the borough for the period 2007-2017²⁸. The shortage and high cost of land means that there will be limited opportunities for new gypsy and traveller pitches. However, the borough will work with partners, RSLs, developers and neighbouring authorities to meet the identified need. A site(s) will be allocated as part of a forthcoming specific Gypsy and Traveller DPD.

35.3.32 The borough is very densely developed and therefore protection of existing amenity is paramount. The creation of new external amenity spaces associated with new developments is also very important. Exposure and access to greenspaces can have a wide range of social, environmental, economic and health benefits²⁹. There is evidence that access to outdoor environments can provide health benefits at a number of levels, for example through physical activity and through informal recreation which can provide relief from depression and stress³⁰. External amenity space and green spaces benefit people of all ages. Green roofs also provide ecological benefits.

35.3.33 The evidence on housing diversity shows that we need to have a policy to address housing mix, older people's housing, affordable housing, inclusive housing, flat de-conversions and gypsy and traveller issues.

Policy CH 2

Housing Diversity

The Council will ensure new housing development is provided so as to further refine the grain of the mix of housing across the borough.

To deliver this the Council will, in relation to:

Housing Mix and Type

a. require new residential developments to include a mix of types, tenures and sizes of homes to reflect the varying needs of the borough, taking into account the characteristics of the site, and current evidence in relation to housing need;

b. require new residential developments, including conversions, amalgamations and changes of use, to be designed to as a minimum achieve all the following standards:

- i.** lifetime homes;
- ii.** floorspace and floor to ceiling heights;
- iii.** wheelchair accessibility for a minimum of 10 per cent of dwellings; where compliance with the above standards is not possible because of other policy requirements, to require new residential developments to demonstrate that all reasonable measures to meet them have been taken;

c. encourage extra care housing, particularly in the south of the borough;

d. protect houses in multiple occupation except where a proposal concerns conversion into self-contained studio flats, and require any such proposal to be subject to a s106 agreement to ensure the flats remain as studios in perpetuity;

e. resist the loss of residential hostels except where the site will be utilised as a different form of affordable housing;

f. resist development which results in the net loss of five or more residential units;

g. require development that results in the amalgamation of residential units to be subject to a s106 agreement to ensure the resultant units are not further amalgamated in the future;

h. require housing schemes to include outdoor amenity space;

Affordable Housing

i. require developments to provide affordable housing at 50 per cent by floor area on

residential floorspace in excess of 800sq.m gross external area;

j. require provision to be in the form of a commuted sum in lieu of the equivalent amount of affordable housing floorspace where in excess of 800sq.m but less than 1,200sq.m of gross external residential floor space is proposed;

k. require affordable housing provision of affordable homes on site where more than 1,200sq.m of gross external residential floor space is proposed, unless exceptional circumstances exist;

l. require any off-site affordable housing to be provided in any wards except the following: Golborne, St Charles, Notting Barns, Colville, Norland, Earl's Court and Cremorne;

m. require an application to be made for any 'off-site' affordable housing concurrently with the main planning application and that the two applications are linked through a s106 agreement or unilateral undertaking;

n. require that affordable housing and market housing are integrated in any development and have the same external appearance;

o. require the affordable and market housing to have equivalent amenity in relation to factors including views, daylight, noise and proximity to open space, playspace, community facilities, and shops;

p. where a scheme over 800sq.m does not provide 50 per cent of gross external residential floorspace for affordable housing, the applicant must demonstrate:

- i.** the maximum reasonable amount of affordable housing is provided through the provision of a viability assessment, using the GLA toolkit or an agreed alternative
- ii.** the exceptional site circumstances or other public benefits to justify the reduced affordable housing provision;

q. require that affordable housing includes a minimum of 15 per cent intermediate housing in Golborne, St.Charles, Notting Barns, Norland, Colville, Earl's Court and Cremorne wards. In all other wards a minimum of 85 per cent social rented housing should be provided;

r. require that the provision of intermediate housing is provided at the 'usefully affordable' point.

Gypsies and Travellers

s. protect the existing Westway travellers' site which the Council jointly manages with the London Borough of Hammersmith and Fulham. Additional sites for temporary or permanent use will be identified in the forthcoming Gypsy and Traveller DPD and should meet the following criteria:

- i.** the site can provide for a satisfactory arrangement of pitches, permanent buildings and open space;
- ii.** use of the site would have no significant detrimental effect on the amenity of occupiers of adjoining land;
- iii.** use of the site would be acceptable in terms of the visual amenity;
- iv.** the use could be supported by adequate physical and social infrastructure in the locality.

Protection of Residential Uses

35.3.34 Loss of housing through deconversion, and, additionally to other uses, can reduce the overall provision of housing stock. The AMR monitors losses of residential use, and has identified the need to further prevent against losses. To achieve the annual housing target in policy CH1, which takes account of net losses of units, it is therefore important to protect residential units in most circumstances. However, there are a limited number of situations in which losses will be permitted in order to meet various policy objectives of this plan. These are set out in the policy below.

35.3.35 Arts and cultural uses include museums, art galleries, exhibition spaces, theatre, cinemas and studios. Policy CH3 refers to very small offices, which have a floorspace of 100 square metres or less.

Policy CH 3

Protection of Residential Uses

The Council will ensure a net increase in residential accommodation.

To deliver this the Council will:

- a.** protect market residential use and floorspace except:
 - i.** in higher order town centres, where the loss is to a town centre use;
 - ii.** in employment zones, where the loss is to

a business use, or other use which supports character and function of the zone;

iii. in a predominantly commercial mews, where its loss is to a business use;

iv. where the proposal is for a very small office; or

v. where the proposal is for a new social and community use which predominantly serves, or which provides significant benefits, to borough residents; or an arts and cultural use;

b. resist the net loss of both social rented and intermediate affordable housing floorspace and units throughout the borough;

NOTE: Other policies within the Local Plan set out where the Council will permit new residential uses and floorspace. Refer to policy CF3 in relation to introducing new residential use at ground floor level within town centres; CK2 in relation to loss of shops outside of town centres; CF5 in relation to business uses and in relation to new development within employment zones; CF8 in relation to hotels and policy CK1 in relation to social and community uses.

Estate Renewal

35.3.36 The Council is undertaking a Housing Stock Options Review to provide clear advice on the options that are available to resolve the Housing Revenue Account deficit, secure long term investment to renew the Council's housing stock, and ensure that there is an adequate supply of affordable housing to meet future needs. One potential source of funding to replace existing new affordable housing is from the sale of new private housing provided alongside the replacement social housing, with estates being rebuilt to a higher density. This would, if undertaken, be carried out in a phased way over 20 years or more³¹. The Council has a legal duty to re-house all existing Council tenants.

35.3.37 Estate renewal proposals differ from other types of application because often the sale of market housing is used to fund the re-provided social rented housing. For this reason the proportions of social rented and market housing may differ from conventional housing applications where cross subsidy is not being done on the same scale.

Policy CH 4

Estate Renewal

The Council will require that where the redevelopment of social rented housing estates is proposed, a compelling case is demonstrated that the long term benefits outweigh the considerable uncertainty and disruption such projects will cause.

To deliver this the Council will:

- a. require the maximum reasonable amount of affordable housing, with the minimum being no net loss of existing social rented provision;
- b. require a guarantee that all existing tenants have an opportunity of a home that meets their needs, with those wishing to stay in the neighbourhood being able to do so;
- c. require that the mix of house sizes for the re-provided social rented housing will be determined by the housing needs of the tenants of the estate and by the housing needs of the borough, at the time that an application is submitted;
- d. require that where estate renewal is being funded through the provision of private housing or other commercial development, schemes must be supported by a financial appraisal;
- e. recognise that cross subsidy between estates may also be required where proposals involve several estates. The principles set out above for one estate would be applied to two or more estates, taken as a whole.

35.4 Corporate and Partner Actions

Introduction

35.4.1 Delivering the strategic objective of Housing Diversity will take more than the planning policies above. A range of activities undertaken across the Council and by our partner organisations will also deliver this objective. This section sets out the main strategies and action plans that have been prepared and that will play a part in delivering this objective. It then sets out specific actions that will be undertaken to further the objective.

Corporate or Partnership Strategies that will contribute to the delivery of the Strategic Objective

Royal Borough of Kensington and Chelsea Stock Options Reports

35.4.2 Various documents have been produced by the Council, setting out the options for the

redevelopment of the Council's housing estates. In Autumn 2009, a new report will set out the Council's views on options and recommendations regarding the future of the Council's housing estates.

Mayor of London (February 2010) London Housing Strategy

35.4.3 This strategy covers many housing topics. It includes the Council's three year annual affordable housing target and details regarding gypsy and traveller pitch requirements. These issues are of particular relevance to the Local Plan. The final version was published in 2010.

Institute of Public Care (May 2008) Older Persons Housing Strategy

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: *RBKC Older People's Housing Needs - Research Paper May 2008*. 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 main aims of the research were to establish whether or not the Royal Borough "has the right profile of accommodation and related services to meet older people's needs across the continuum of housing, health and social care needs" and "whether the existing provision is fit for the future".

Housing Strategy 2003-2008

35.4.5 The Council's Housing Strategy has at its heart the following mission statement: "Housing services in Kensington and Chelsea aim to improve the lives of residents and customers. This will be achieved directly through service provision, commissioning and performance management, and indirectly through working with central government, the police, health services, voluntary sector and others to support local communities".

35.4.6 The Housing Strategy covers the following topics including homelessness, options to meet housing need, better asset management, engaging communities, independent living, and improving performance. A new strategy is being prepared and will be available covering future years.

Corporate or Partnership Actions for Diversity of Housing

1. The Council's Directorate of Planning and Borough Development and the Housing Department will work proactively with developers to bring forward housing sites.
2. The Council's Directorate of Planning and Borough Development and the Housing Department will work with the Homes and Communities Agency, housing associations, residents and other partners, to deliver estate renewal projects and to ensure high quality affordable housing is developed.
3. The Council's Environmental Health Department will continue to work towards reducing the number of empty properties in the borough, as set out in the Private Sector Housing Renewal Policy 2004, by providing grants for the refurbishment of empty properties.

4. The Council's Supporting People programme will continue to provide needs led services for older people through developing options for the modernisation of sheltered housing services.
5. The Housing Needs section and the Council's access officer will provide specialist input on planning applications for new dwellings to ensure where relevant, new accommodation meets Lifetime Homes standards and satisfies the criteria for meeting wheelchair standards.
6. The Council's Environmental Health Department will monitor HMOs and use their powers, as necessary, to ensure they meet various quality and safety standards.



Chapter 36

Respecting Environmental Limits

Climate change, flooding, waste, biodiversity, air quality and noise and vibration

36.1 Introduction

36.1.1 “The Council recognises the scientific consensus that climate change and global warming is happening; that human activity is contributing to it significantly; and that it has potentially damaging environmental, social and economic impacts” *RBKC Climate Change Strategy 2008-2015*.

36.1.2 “Planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure. This is central to the economic, social and environmental dimensions of sustainable development.” *National Planning Policy Framework, March 2012*.

36.1.3 Across the planet, we are using natural resources too quickly and at a rate beyond the capacity of our planet to replenish them at the same rate. It is important that we all play our part to reduce the impact of human activity on the global and local environment. Respecting Environmental Limits is therefore about ensuring that we live within our means and make decisions to help future generations meet their needs. This will contribute to achieving the environmental elements of sustainable development.

36.1.4 The social, economic and other environmental elements of sustainable development are considered elsewhere in the Local Plan, including encouraging the use of public transport, sustainable economic growth, providing local employment opportunities, providing a diversity of housing, providing community facilities and opportunities within walkable neighbourhoods, protecting open space and encouraging greater opportunities for pedestrians and cyclists.

36.1.5 Most of our energy and fuel, including for the production and transportation of food, comes from non-renewable fossil fuels (coal, oil and gas) which emit carbon dioxide when burned. Carbon dioxide is one of the six principal greenhouse gases, which contributes to global warming resulting in climate change. This leads to less predictable weather conditions and more extreme weather events, which may reduce food production and increase the risk of flooding. Over

two thirds of our waste is currently transported by barge down the River Thames to the Belvedere Energy Waste plant. The remaining waste is either composted and recycled. The loss of biodiversity we are currently experiencing on a global scale, is considered by many, to be the greatest since the mass extinction of the dinosaurs¹.

36.1.6 In addition to the global concerns mentioned above, there are several important local concerns including the fact that air pollution can have a serious impact on health. Vehicles, including those passing through the borough, the heating and cooling of buildings, especially the use of old inefficient boilers, comfort cooling and the use of engines and turbines for heating/electricity generation are all significant emitters of gases (some of which are also greenhouse gases) and increase air pollution. The ambient noise levels in many parts of the borough are high, which are exacerbated by noise from plant and equipment attached to buildings, road traffic, construction, noisy neighbours and pubs/clubs. Vibration is also an issue in parts of the borough, mostly caused by surface and underground trains, but also by plant and equipment which has not been properly attenuated.

36.1.7 Respecting Environmental Limits is an integral part of the Royal Borough’s vision of Building on Success. Tackling these issues is central in upholding our residents’ quality of life.

CO 7

Strategic Objective for Respecting Environmental Limits

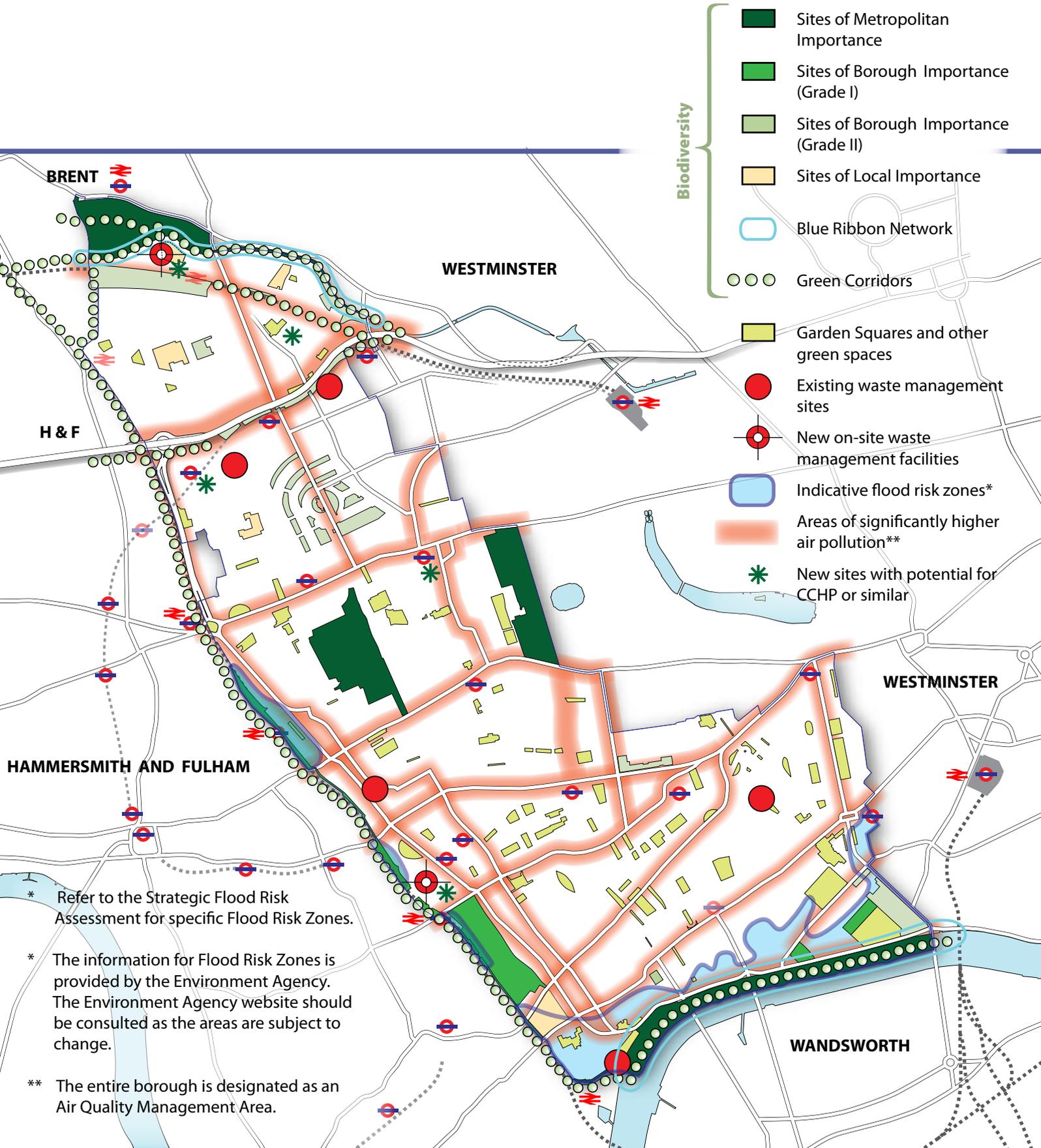
Our strategic objective to respect environmental limits is to contribute to the mitigation of, and adaption to, climate change; significantly reduce carbon dioxide emissions; maintain low and further reduce car use; carefully manage flood risk and waste; protect and attract biodiversity; improve air quality; and reduce and control noise within the borough.

36.2 What this means for the borough

36.2.1 We have one of the most cherished historic townscapes in London. If we do not adapt to and limit climate change the historic assets will

RESPECTING ENVIRONMENTAL LIMITS

Climate Change, Flooding, Waste, Biodiversity, Air Quality.



be irreparably damaged, and the cultural, social and economic benefits will be lost². We have a statutory duty to contribute to the mitigation of, and adaptation to, climate change³. Therefore, we need to carefully manage development to ensure that the natural and historic environments do not conflict but complement one another.

36.2.2 The borough is designated as an Area Quality Management Area as levels of nitrogen dioxide and particulate matter exceed national government standards. The Council will therefore take action to carefully control emissions, including emissions from alternative fuel sources.

36.3 Planning Policies

Climate Change

36.3.1 The United Kingdom emitted 532,373,000 tonnes of carbon dioxide in 2005, compared to approximately 558,000,000 tonnes in 1990. This constitutes an approximate 4.5 per cent saving from 1990. The Royal Borough emitted approximately 1,422,000 tonnes of carbon dioxide in 2010⁴. The Climate Change Act 2008 requires a reduction in CO₂ emissions of at least 26 per cent by 2020 and 60 per cent by 2050, against a 1990 baseline. The Government has recently increased this target to 80 per cent by 2050, which will require far more aggressive measures to reduce CO₂ emissions.

36.3.2 Global average temperatures have risen by nearly 0.8°C since the late nineteenth century and risen by about 0.2°C per decade over the past 25 years. This warming is, in part, from the greenhouse effect, i.e the result of the interaction of certain atmospheric gases with solar and terrestrial radiation⁵.

36.3.3 In 2005, the Royal Borough emitted an estimated 8.06 tonnes of CO₂ per capita, which is above the London average of 6.45 tonnes but below the national average of 8.84 tonnes⁶.

36.3.4 The Climate Change Strategy 2008 to 2015 states that 57 per cent of the Royal Borough's carbon dioxide emissions are from commercial uses (including shops, offices and hotels), compared to 45 per cent nationally; 28 per cent from domestic sources, compared to 27 per cent nationally; and 15 per cent from road transport, compared to 28 per cent nationally.

36.3.5 Although a higher proportion of the borough's emissions arise from industrial and commercial uses, DEFRA's projections show that a significant proportion of CO₂ savings can be made within the domestic sector⁷.

36.3.6 Environmental policy suggests that greenhouse gas emissions can be greatly reduced by significantly reducing the amount of heat and energy we use in our buildings, through energy efficient design, materials and construction, such as maximising natural heating and ventilation. Supplying the heat and energy we require locally, through decentralised district heat and energy networks and renewable sources, also minimises greenhouse gas emissions, minimises heat and energy lost during its transportation and contributes to securing heat and energy supply for the future.

36.3.7 Using well established tools such as the Code for Sustainable Homes and BREEAM, a meaningful contribution to carbon reduction can be made. These tools also provide a means of achieving increased carbon savings by raising the standards expected over time, and the type of developments to which the standards apply.

36.3.8 Achieving Code for Sustainable Homes Level 4 will cost approximately seven per cent more than delivering to current Building Regulations standards⁸. Refurbishment of existing dwellings to using BREEAM methodology is considered reasonable⁹. The Government also intends for all new homes to be zero carbon by 2016.

36.3.9 The borough currently consumes an average of 159 litres of water per person per day, which is greater than the average for England and Wales (149 litres per person per day) but less than the London average (162 litres per person per day)¹⁰.

36.3.9a BREEAM Domestic Refurbishment (BDR) is the appropriate assessment method for refurbishment, conversion and basement schemes where the whole property requires retrofitting. In order to meet the policy objectives relating to carbon reduction, water and waste minimum standards have been set for these criteria. The standards will assist in reducing the carbon footprint, enable water to be saved and ensure that construction and demolition waste is diverted from landfill.

36.3.10 The Royal Borough contains over 4,000 listed buildings and over 70 per cent of the borough has conservation area status. Re-using historic buildings may significantly reduce energy consumption as existing buildings represent the 'embodied' energy used to produce them; whereas demolishing a brick building wastes the embodied energy and uses up more energy in demolition and rebuilding. The embodied energy in the bricks of a typical Victorian terraced house would drive a car more than ten times around the world¹¹.

36.3.11 English Heritage acknowledge the importance of making reasonable alterations to the existing building stock to mitigate climate change and state that often the energy efficiency of the historic buildings can be increased in ways sympathetic to their historic character¹².

36.3.11a While listed buildings generally represent a greater challenge in terms of retrofitting for carbon reduction, it is possible in most cases, by careful selection of credits to avoid causing harm to the special architectural character or historic interest of the building. However, this may not be possible in all cases and where it is not possible to demonstrate that harm to the building will not result then the Council is likely to resist the principle of a basement extension.

36.3.13 The ecological footprint in the borough is 6.39 global hectares per capita, which is the second highest in London (The London average is 5.48 and national average is 5.30). The primary contributors in the borough are food (28 per cent) and housing (21 per cent)¹³. This, together with the greenhouse gases emitted during the transportation of food and manufacture of packaging, makes food production close to its consumption an important consideration for the borough. There is opportunity, even in small developments, to use private garden space, green/living roofs and sheds to facilitate small scale on-site food production, and larger developments present different opportunities.

36.3.14 The evidence on climate change shows that we need a policy to ensure that development mitigates against, and adapts to, climate change without unacceptable impacts on air quality. The Council also intends to take a leading role in identifying new and existing opportunities for decentralised heat and energy networks through heat and energy masterplanning.

Policy CE 1 Climate Change

The Council recognises the Government's targets to reduce national carbon dioxide emissions by 26 per cent against 1990 levels by 2020 in order to meet a 60 per cent reduction by 2050 and will require development to make a significant contribution towards this target.

To deliver this the Council will:

a. require an assessment to demonstrate that all new buildings and extensions of 800sq.m or more residential development or 1,000sq.m or

more non-residential achieve the following Code for Sustainable Homes/BREEAM standards:

- i.** residential development should meet Code for Sustainable Homes Level 4.
- ii.** non-residential development should meet BREEAM very good with 60 per cent of the unweighted credits available in the energy, water and materials sections.

b. require an assessment to demonstrate that conversions and refurbishments of 800sq.m or more residential development or 1,000sq.m or more non-residential achieve the following relevant BREEAM standards:

- i.** residential development: BREEAM excellent for domestic refurbishment including the following minimum standards:

(a) the minimum standards of excellent for energy;

(b) 80 per cent or more of the un-weighted credits in the waste category

- ii.** non-residential development should achieve BREEAM very good rating.

c. require that carbon dioxide and other greenhouse gas emissions are reduced to meet the Code for Sustainable Homes and BREEAM standards in accordance with the following hierarchy:

- i.** energy efficient building design, construction and materials, including the use of passive design, natural heating and natural ventilation;

ii. decentralised heating, cooling and energy supply, through Combined Cooling Heat and Power (CCHP) or similar, while ensuring that heat and energy production does not result in unacceptable levels of air pollution;

- iii.** on-site renewable and low-carbon energy sources;

d. require the provision of a Combined Cooling, Heat and Power plant, or similar, which is of a suitable size to service the planned development and contribute as part of a district heat and energy network for:

- i.** strategic site allocations at Kensal, Wornington Green, Kensington Leisure Centre and Earl's Court; and

ii. significant redevelopment and regeneration proposals at Notting Hill Gate

and Latimer as set out in the places section of this document;

- e. require all CCHP plant or similar to connect to, or be able to connect to, other existing or planned CCHP plant or similar to form a district heat and energy network;
- f. require development to connect into any existing district heat and energy network, where the necessary service or utility infrastructure is accessible to that development;
- g. require development to incorporate measures that will contribute to on-site sustainable food production commensurate with the scale of development;
- h. require, in due course, development to further reduce carbon dioxide emissions and mitigate or adapt to climate change, especially from the existing building stock, through financial contributions, planning conditions and extending or raising the Code for Sustainable Homes and BREEAM standards for other types of development.

Flooding

36.3.15 Winter rainfall will increase as a result of global warming, although summer rainfall will decrease. Sea levels will also rise¹⁴.

36.3.16 In the medium to longer term it is likely that the height of flood defences along the River Thames will have to be raised. Setting buildings back from the river’s edge will enable this to be done in a more cost-effective, aesthetically acceptable and more sustainable way¹⁵.

36.3.17 A Strategic Flood Risk Assessment (SFRA) for the Royal Borough of Kensington and Chelsea was prepared jointly with the London Borough of Hammersmith and Fulham. The SFRA assessed the risk of flooding of different areas of the borough and identified that there is no fluvial flood risk in the borough. However, the borough is affected by tidal flood risk, ranging from Flood Zone 1 with low probability of flooding to Flood Zone 3 with high probability of flooding. Very little of the borough is located in Flood Zone 2 and 3, close to the Thames. The majority of the borough is located within Flood Zone 1, with a one in 1,000 year risk of flooding. The threat of fluvial flooding is low, but sewer flooding occurred in the Holland and Norland wards in 1981 and 2007¹⁶. To ensure that development is directed first to sites at the lowest probability of flooding, the Council has car-

ried out the ‘Sequential Test’ on a range of sites¹⁷. Sites within Flood Risk Zones 2 and 3 that are not included within this appraisal will have to undertake a ‘Sequential Test’ in line with PPS25.

36.3.18 Thames Water has identified a 17 per cent increase in the amount of impermeable area in the borough between 1971 and 2009, which increases the amount of rainfall discharging to the storm water sewer. This, together with rainfall from Camden and Brent, may contribute to surface water and sewer flooding, as the Counters Creek sewer does not currently have the capacity to discharge storm water during extreme rainfall. Thames Water are currently looking at improving capacity in the Counters Creek storm water sewer in about 2020¹⁸. Moreover, this risk is increased by the use of impermeable surfaces as they decrease the capacity of the ground to drain water.

36.3.19 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 PPS25, have been identified accurately, as agreed with the Environment Agency.

36.3.20 Thames Water has been instructed by the Government¹⁹ to develop and implement a scheme, the Thames Tideway Tunnel, which will reduce the amount of untreated sewage that currently overflows directly to the river Thames after rainfall. The proposed Thames Tideway Tunnel will capture sewage discharges from existing Combined Sewage Overflows (CSOs) into a new tunnel and transfer the collected sewage for treatment. The importance and London-wide benefits of the Thames Tideway Tunnel are recognised by the Government and the Greater London Authority²⁰. On this basis, the Council will ensure that the impacts of the works associated with the tunnel are carefully managed.

36.3.21 The evidence on flooding shows that we need a policy to ensure that development considers potential flood risk from all sources and incorporates measures to mitigate this risk, especially the risk of surface water and sewer flooding.

Policy CE 2

Flooding

The Council will require development to adapt to fluvial flooding and mitigate the effects of, and adapt to, surface water and sewer flooding.

To deliver this the Council will:

- a. resist vulnerable development, including self-contained basement dwellings, in Flood Risk Zone 3 as defined in the Strategic Flood Risk Assessment;
- b. require a site-specific Flood Risk Assessment, including an 'Exception Test' for all development in Flood Risk Zone 2 and 3 as defined in the Strategic Flood Risk Assessment, for sites in areas with critical drainage problems and for all sites greater than one hectare;
- c. where required undertake the 'Sequential Test' for planning applications within Flood Risk Zones 2 and 3, and for sites in areas with critical drainage problems;
- d. require development at risk from flooding in Flood Risk Zones 2 and 3, in areas with critical drainage problems, or sites greater than 1ha to incorporate suitable flood defence or flood mitigation measures in accordance with the recommendations of the site-specific Flood Risk Assessment;
- e. require sustainable urban drainage (SUDs), or other measures, to reduce both the volume and the speed of water run-off to the drainage system ensuring that surface water run-off is managed as close to its source as possible in line with the hierarchy in the London Plan. In particular, major development must make a significant reduction in the current volume and speed of water run-off to the drainage system;
- f. resist impermeable surfaces in front gardens;
- g. require development adjacent to the Thames to be set back from the Thames flood defence to enable the sustainable and cost-effective upgrade of flood defences over the next 50 to 100 years;
- h. require works associated with the construction of the Thames Tideway Tunnel to:
 - i. preserve or enhance the character or appearance of the Cheyne, Royal Hospital and Thames Conservation areas;
 - ii. preserve listed buildings and their settings, and Parks and Gardens of Special Historic Interest (i.e. the Royal Hospital grounds);
 - iii. not adversely impact on amenity;
 - iv. not compromise the future of Cremorne Wharf which is a Safeguarded Wharf.

Waste

36.3.22 In 2007-08, the Council collected 92,206 tonnes (28,300,000 tonnes nationally) of municipal waste (including 62,176 tonnes of domestic waste), of which 78.3 per cent was sent to landfill. 21.7 per cent of this waste was recycled or composted, which is lower than the national average of 34.5 per cent. These figures have improved in 2008-09 to 88,069 tonnes of municipal waste (including 59,533 tonnes of domestic waste), of which 76.3 per cent was sent to landfill and 23.7 per cent recycled or composted (versus a national average of 37.6 per cent). The average of waste produced per household in 2007-08 was 349kg in the Royal Borough, compared with a London average of 429 kg and an England average of 433kg²¹. In a highly built up borough such as the Royal Borough, it is important that adequate refuse and recycling storage space is allocated in all developments to ease collection and keep the streets litter free.

36.3.23 Major development in Kensal and Earl's Court will have an impact on the borough's population, with an increase in the production of waste. It is important that waste management is taken into account in all development to handle waste arisings from the new uses.

36.3.24 The borough is very accessible by river and rail, which can provide opportunities for sustainable transportation of residual waste. Over two thirds of the borough's municipal waste is transported from Wandsworth by barge to landfill. Until the Belverdere Energy from Waste plant is fully commissioned in 2011, the remaining waste is composted and recycled. Recyclable material is transported to different locations in the UK and abroad.

36.3.25 Considerable volumes of waste come from the construction process. Over the last two and a half years, almost 2,000 incidents of dumped builders waste were reported in the borough. Ensuring this waste is managed responsibly is therefore important. Moreover, under the Site Waste Management Plans Regulations 2008, every construction project in England, valued at over £300,000, is required to create, monitor, update and complete a Site Waste Management Plan.

36.3.26 The evidence on waste management shows that we need to examine new ways of dealing with waste in the borough. Moreover, the Mayor of London requires that the borough meets its waste apportionment figure which was set out in the London Plan²². On this basis a separate DPD

will be produced which will set out how the Council will meet its waste apportionment figure and move towards a more sustainable way of dealing with the borough's waste. Applications for waste management facilities will be assessed against policy CE3 and relevant policies within the Environment Chapter of the Unitary Development Plan until the Waste DPD is formally adopted. The selection of sites for waste management and disposal will follow the criteria identified in the London Plan²³.

the transportation of construction waste and other waste;

- e. require applicants for major developments to prepare and implement Site Waste Management Plans for demolition and construction waste.

Policy CE 3

Waste

The Council will meet the waste apportionment figure as set out in the London Plan and will ensure that waste is managed in accordance with the waste hierarchy, which is to reduce, reuse or recycle waste as close as possible to where it is produced.

To deliver this the Council will:

- a. prepare a specific waste DPD to show how the waste apportionment figure of 309,000 tonnes per annum by 2020 required by the London Plan will be met.

This will include:

- i. identifying suitable sites for the purpose of managing the waste;
 - ii. identifying which boroughs the Council will be working with and how much the pooled apportionment of those boroughs will be so that the apportionment figure can be met;
 - iii. working in partnership with the GLA and neighbouring boroughs to meet the apportionment figure;
 - iv. safeguarding the existing waste management sites along with Cremorne Wharf, maximising its use for waste management, water transport and cargo-handling purposes;
- b. require on-site waste management facilities as part of development at Kensal and Earl's Court to handle waste arising from the new uses on the site (this could include facilities such as recycling facilities and anaerobic digestion);
 - c. require provision of adequate refuse and recycling storage space which allows for ease of collection in all developments;
 - d. require that development proposals make use of the rail and the waterway network for

Biodiversity

36.3.27 Biodiversity does not only enhance the beauty of our landscapes and wildlife, inspiring and enriching our lives, but provides us with many of the things that sustain our lives. Biodiversity provides ecosystem services (e.g. food, timber and fuel, materials and fresh water). Biodiversity helps to regulate our climate, control floods, absorb CO₂ and purify water. It also contributes to a sense of place, providing a cultural heritage and opportunities for recreation, tranquillity and a healthy environment²⁴.

36.3.28 The biodiversity resource in the borough is remarkably rich, with 24 Sites of Nature Conservation Importance (SNCIs) which include two open waterways (Grand Union Canal and The River Thames including Chelsea Creek) forming the Blue Ribbon Network and several linked sites forming Green Corridors.

36.3.29 Sixty two protected and priority species have been recorded within the borough's SNCIs, with a further 16 protected and priority species recorded within 200m (219 yards) of the designated sites.

36.3.30 Bird species in the borough are generally stable, although there has been a decrease in Starlings and Song Thrush, and a marked decrease in Dunnock. However, numbers of Chaffinches, Greenfinches and Goldfinches have increased²⁵.

36.3.31 The Grand Union Canal is strategically important as a green corridor spanning the city and contains characteristic aquatic flora, fauna and breeding water birds. The River Thames, including Chelsea Creek, is also strategically important, but as a natural landscape feature and contains brackish and freshwater flora, wildfowl, waders, fish and invertebrates²⁶. Green corridors link SNCIs to create a continuous biodiversity network, allowing animals and plants to move between sites and be found further into dense urban areas. These also form part of the boroughwide green infrastructure.

36.3.32 The Council's Local Biodiversity Action Plan (LBAP) was revised in February 2010. Among other things, BAPs set out the measures to protect

and enhance the borough's biodiversity resource by improving the quality of the local environment through practical management, habitat creation and protection of important wildlife sites. The implementation of the LBAP is an important vehicle to improving the biodiversity of the borough.

Policy CE 4

Biodiversity

The Council will protect the biodiversity in, and adjacent to, the borough's Sites of Nature Conservation Importance and require opportunities to be taken to enhance and attract biodiversity.

To deliver this the Council will:

- a. protect Sites of Nature Conservation Importance and/or require the provision of significantly improved habitats to attract biodiversity in accordance with the national, regional and local policy and biodiversity targets and ecosystem targets Plans;
- b. protect the biodiversity value of Green Corridors and the Blue Ribbon Network and require that development proposals create opportunities to extend or link Green Corridors and the Blue Ribbon Network;
- c. require a site specific Ecological Impact Assessment for all major developments in or adjacent to Sites of Nature Conservation Importance, Green Corridors, open space, and the Blue Ribbon Network and their features important for biodiversity;
- d. require development proposals to create opportunities, where possible, for attracting biodiversity and habitat creation, having regard to the national, regional and local biodiversity and ecosystem targets.

Air Quality

36.3.33 The entire borough is designated as an Air Quality Management Area (AQMA) due to elevated levels of nitrogen dioxide (NO₂) and particulate matter (PM10 and PM2.5)²⁷. Planning developments can have an impact on air quality, through building design, construction, energy, heating and cooling systems and vehicle movements associated with the construction and operational phase.

36.3.34 In 2008, the borough emitted an estimated 86 tonnes of NO_x per km² per annum, compared to an inner London borough average of 51.5 tonnes

per km² per annum. The borough emits an estimated four tonnes of PM10 (particulate matter) per km² per year, compared to an inner London borough average of 2.4 tonnes per km² per year²⁸.

36.3.35 The largest source of NO₂ is domestic and commercial gas burning while the largest source of PM10 is road traffic exhaust emissions.

36.3.36 The worst air quality is found along the main vehicle routes, with poor air quality found in the areas between these routes. Typical annual average concentrations of nitrogen dioxide at many roadside locations are twice the Government's air quality objective level of 40 micrograms per cubic meter. Daily exceedences of the 24 hour fine particle (PM10) objective continue to occur at some roadside locations.

Local Air Quality Management Progress Report, April 2008.

36.3.37 Some measures introduced may have an adverse impact on air quality. Biomass, derived from biological materials such as plants and timber, is a renewable source of fuel for producing heat and power that delivers significant reductions of CO₂. However, the use of biomass and biomass/gas fired CCHP and CHP increases NO_x (and particle emissions in the case of biomass). CHP technologies often emit higher levels of NO_x than biomass boilers. Diesel generators, which can be used routinely or to feed electricity to the grid also emit high levels of NO_x and particulates. This is undesirable in an Air Quality Management Area and Smoke Control Area and the technology does not yet exist to achieve acceptable emission levels.

36.3.38 The evidence on air quality shows that we need to ensure that development proposals address the potential impact on air quality in isolation and the combined cumulative impact with neighbouring developments. Any air quality assessment and low emission strategy must set out the potential impact of the development on local air quality. Given the ongoing exceedences of air pollutants throughout the borough, opportunities need to be taken to improve air quality in accordance with the Council's Local Air Quality Action Plan.

Policy CE 5

Air Quality

The Council will carefully control the impact of development on air quality, including the consideration of pollution from vehicles, construction the heating and cooling of buildings.

The Council will require development to be carried out in a way that minimises the impact on air quality and mitigates exceedences of air pollutants.

To deliver this the Council will:

- a. require an air quality assessment for all major development;
- b. require developments to be ‘air quality neutral’ and resist development proposals which would materially increase exceedences levels of local air pollutants and have an unacceptable impact on amenity or health unless the development mitigates this impact through physical measures or and financial contributions to implement proposals in the Council’s Local Air Quality Management Plan;
- c. require that the Code for Sustainable Homes and BREEAM assessments obtains all credits available for reducing pollution and emissions, and improving air quality;
- d. resist biomass combustion and combined heat and power technologies/CCHP which may lead to an increase of emissions and seek to use greater energy efficiency and non combustion renewable technologies to make carbon savings unless its use will not have a detrimental impact on air quality.
- e. Control emissions of particles and NO_x during demolition and construction and carry out a risk assessment to identify potential impacts and corresponding mitigation measures, including on site monitoring, if required by the Council.

Noise and Vibration

36.3.39 The dominant sources of noise in the borough is generated by road and rail traffic, building and construction activity (including DIY), noisy neighbours, pubs and clubs, pavement cafés/ outdoor seating and building services plant and equipment. Aircraft and helicopter noise is also a concern in parts of the borough.

36.3.40 Vibration in the borough, apart from temporary construction activity, is usually generated as a result of surface trains, including night freight trains, and underground trains.

36.3.41 Noise sensitive development includes residential dwellings, schools and hospital uses.

36.3.42 The Environmental Noise (England) Regulations 2006, the London Plan and the

National Planning Policy Framework requires the consideration of protecting tranquil/quiet areas. At present, there are no such areas identified in the borough, however the Council will work with the Department for Environment, Food and Rural Affairs to identify these in due course.

36.3.43 Issues of noise and nuisance are considered on a site by site basis having regard to the proposal, site context and surrounding uses. Owing to the specialist nature of enforcing noise standards, the advice of the Council’s Environmental Health Department will be sought on all applications where noise and vibration is likely to be an issue.

36.3.44 The evidence on noise and vibration shows that we need a policy to ensure that new development takes account of existing sources of noise and vibration and proposed noise and vibration generating development does not impact on existing amenity.

Policy CE 6 Noise and Vibration

The Council will carefully control the impact of noise and vibration generating sources which affect amenity both during the construction and operational phases of development. The Council will require new noise and vibration sensitive developments to mitigate and protect occupiers against existing sources of noise and vibration.

To deliver this the Council will:

- a. require that noise and vibration sensitive development is located in the most appropriate location and, wherever located, is protected against existing sources of noise and vibration, through careful design, layout and use of materials to ensure adequate insulation from sound and vibration;
- b. resist developments which fail to meet adopted local noise and vibration standards;
- c. resist all applications for noise and vibration generating development and plant that would have an unacceptable noise and vibration impact on surrounding amenity;
- d. require that development protects, respects and enhances the special significance of the borough’s tranquil areas.

Development of potentially contaminated land

36.3.45 The borough has been predominantly residential in nature over 100 years and fortunately has inherited comparatively few areas of contaminated land. However, there are areas of the borough where small scale industry such as factories, garages, manufacturing works and wharves were once present. This former industry and its industrial practices form part of the industrial legacy of an area and may have some archaeological significance. However, it has also left a legacy of contamination.

36.3.46 Land contamination on an existing site is dealt with by the Environmental Protection Act 1990. However, when considering a new development or the re-development of a site, land contamination is a material planning consideration.

36.3.47 Developers will need to employ a competent person²⁹ to identify any potential risks that may be present to site workers, groundwater, surface water, future occupiers of the site, the wider environment and adjacent properties. They will need to consider the history of the site (and surrounding properties), and develop a site conceptual model which will then be used to aid the design of a site investigation.

36.3.48 This site investigation, which must be carried out in accordance with the relevant British Standard and Environment Agency guidance will identify whether any soil or groundwater contamination is present, and/or any ground gas. The developer's competent person will then be expected to produce a strategy that sets out the steps that will be taken to address any risks identified. Further sampling will be required to show the absence of contamination, including any soils that are to be re-used or brought onto site. Once this has been implemented, the Council will expect to receive a report that confirms the site is suitable for use. They will also be expected to specify any ongoing programme of monitoring that may be required after the development has been completed.

36.3.49 The agreed measures to deal with contamination must be carried out in association with the development and the Council will impose conditions and, where appropriate, seek planning obligations to secure this.

Policy CE 7 Contaminated Land

The Council will consider the potential risks of contaminated land and will ensure that it is adequately mitigated before development proceeds.

To deliver this the Council will:

- a. require the reports and investigations shown in criteria (b) to (e) to be carried out by a competent person;
- b. require a desk top study and preliminary risk assessment;
- c. require a site investigation and detailed risk assessment in line with current best practice guidance;
- d. require a remediation strategy that sets out how any identified risks from the reports above are going to be addressed;
- e. require a validation report once remediation has taken place.

36.4 Corporate And Partner Actions Introduction

36.4.1 Delivering the strategic objective of Respecting Environmental Limits will take more than the planning policies above. A range of activities undertaken across the Council and by our partner organisations will also deliver this objective. This section sets out the main strategies and action plans that have been prepared and that will play a part in delivering this objective. It then sets out specific actions that will be undertaken to further the objective.

Corporate or Partnership Strategies that will contribute to the delivery of the Strategic Objective Climate Change Strategy 2008 – 2015

36.4.2 The Council's Environment, Leisure and Residents Services Department has produced a seven year strategy which aims to make a difference on three levels: in the operation of the Council's own estate, in delivering services, and in stimulating behavioural change amongst businesses, residents and partner organisations in the community. This strategy does not come with a detailed long term action plan but it sets the direction of travel that the Council believes it should follow to achieve measurable change. It focuses on how the Council can mitigate global warming by reduc-

ing the emission of greenhouse gases (including carbon dioxide (CO₂), water vapour, methane (CH₄) and nitrous oxides (NO₂) and how the Council can help our residents to mitigate climate change and adapt to its impacts on our community.

Carbon Management Programme

36.4.4 This Council is part of the Carbon Trust's Local Authority Carbon Management Programme. Through the programme the Council is committed to setting targets for carbon reduction and monitoring carbon emissions.

Western Riverside Waste Authority Joint Municipal Waste Management Strategy 2006 – 2011

36.4.5 This strategy was produced by the Western Riverside Waste Authority and its constituent councils (the London Boroughs of Hammersmith and Fulham, Lambeth, Wandsworth and the Royal Borough of Kensington and Chelsea). It covers the period 2006 to 2011 and establishes integrated waste management systems, which ensure that the Best Practicable Environmental Option is pursued for each particular waste stream. Although it covers the period 2006 to 2011, it is not intended to be a static document and it is expected to continually evolve through the process of feedback and review.

Biodiversity Action Plan 2010/11 to 2014/15

36.4.6 The Royal Borough's Local Biodiversity Action Plan is a strategy and set of objectives that has been produced in consultation with conservation experts, local organisations and individuals, and linked to the Mayor's Biodiversity Strategy for London. The key aims and objectives of the Biodiversity Action Plan are to:

- (a) audit and monitor the ecological status of habitats and species,
- (b) raise awareness of the importance of biodiversity and protect and enhance the borough's biodiversity resource.

The National Air Quality Strategy 2007

36.4.7 Some years ago the National Air Quality Strategy was prepared by the Department for the Environment and Rural Affairs and sets out air quality objectives and policy options to improve air quality in the UK. The strategy provides a long-term vision for improving air quality in the UK and offers options for further consideration to reduce the risk to health and the environment from air pollution. In certain respects the Government may need to revisit the strategy in view of the continued failure to meet some EU air quality objectives in inner urban areas such as central London.

Air Quality Action Plan

36.4.8 The Royal Borough's Air Quality Action Plan (2009-2014) sets out how to meet local air pollution goals and objectives, through a range of measures aimed at reducing emissions from existing buildings, new developments and from transport including environmental advice for businesses; improved energy efficiency in buildings; promote cleaner and more economical road vehicles; and promote the use of less polluting modes of transport. A new Action Plan is to be published in 2014 including existing initiatives which have proved successful and can be developed further. It will also set out new measures to meet the challenge of air quality hotspots and unacceptable levels of pollution.

Local Air Quality Management: Annual Review and Assessment Report

36.4.9 The Royal Borough's Local Air Quality Management report provides information on the review and assessment of air quality in the borough. This review includes monitoring data collected during the previous year on the key pollutants identified in the national Air Quality Strategy, which are chiefly nitrogen dioxide (NO₂), particulate matter (PM10), carbon monoxide, benzene, 1,3-butadiene, lead and sulphur dioxide.

The Mayor of London's Ambient Noise Strategy

36.4.10 The Ambient Noise Strategy sets out a comprehensive agenda and policy aims to secure support for minimising noise and improving soundscape quality across the capital. The important issues considered securing noise reducing surfaces on Transport for London's roads; securing a night aircraft ban across London; and reducing noise through better planning and design of new housing and for road traffic noise and fostering better and quieter driving styles.



Corporate or Partnership Actions for Respecting Environmental Limits

1. The Council as a whole, and the Directorate of Environment, Leisure and Residents Services in particular, will implement the Council's Climate Change Strategy.
2. The Council as a whole, and the Environment, Leisure and Residents Services Department in particular, will implement the Carbon Management Plan.
3. The Directorate of Planning and Borough Development and the Directorate of Environment, Leisure and Residents Services Department will work with the Greater London Authority, London Development Agency and London Councils to take a leading role in identifying new and existing opportunities for decentralised heat and energy networks through heat and energy masterplanning.
4. The Directorate of Planning and Borough Development along with the Directorate of Environment, Leisure and Residents Services Department will explore the potential for partnerships for delivering decentralised energy networks through Energy Service Companies (ESCo) and/or Multiple Utility Service Companies (MUSCo).
5. The Directorate of Planning and Borough Development will work with Thames Water to ensure that the timely implementation of the Thames Tideway Tunnel has a minimal impact on the borough.
6. The Directorate of Planning and Borough Development together with the Environment, Leisure and Residents Services Department will actively support Thames Water in the delivery of short-term mitigation against sewer flooding and will continue to support the planning and development of a long-term solution to reduce the risk of sewer flooding in the borough.
7. The Directorate of Planning and Borough Development will lead the Council's Lead Local Flood Authority duties to reduce and manage the risk of flooding throughout the borough.
8. The Directorate of Planning and Borough Development along with the Directorate of Environment, Leisure and Residents Services Department will actively work the Environment Agency and Thames Water to identify areas with critical drainage problems;
9. The Directorate of Planning and Borough Development and the Directorate of Environment, Leisure and Residents Services Department will work with emergency planners, drainage and highways authorities, Thames Water and the Environment Agency to prepare and implement a Surface Water Management Plan; a Local Flood Risk Management Strategy and a Flood Risk Management Plan.
10. The Directorate of Environment, Leisure and Residents Services Department will work in partnership with constituent authorities within the Western Riverside Waste Authority to implement the agreed Joint Municipal Waste Management Strategy.
11. The Directorate of Planning and Borough Development will work with neighbouring boroughs and the GLA to prepare a Waste Development Plan Document by the end of the plan period.
12. Environment, Leisure and Residents Services, and the Council as a whole, will strive to manage waste as effectively as possible, aiming for 24.09 per cent domestic recycling and a reduction in recyclate contamination to 15.57 per cent.
13. The Directorate of Environment, Leisure and Residents Services Department will regularly review the sites of Strategic Nature Conservation Importance (SINC) as part of the implementation of the national, regional and local Biodiversity Action Plans.
14. The Directorate of Environment, Leisure and Residents Services Department will work with the GLA and the Port of London Authority (PLA) to enhance the function of the Blue Ribbon Network, and particularly the use of the Thames for transport.
15. The Directorate of Transport and Technical Services will implement the Air Quality Action Plan objectives during the life of the Local Plan;
16. The Directorate of Environment, Leisure and Residents Services Department will work with partners to encourage greater use and provision for lower emission vehicles.
17. The Directorate of Transport and Technical Services will implement the Mayor's Ambient Noise Strategy and work with the GLA in their responsibility for preparing London Agglomeration Noise Action Plans and other strategic initiatives on regional noise mitigation.
18. The Directorate Transport and Technical Services will explore the feasibility of preparing a Local Ambient Noise Strategy, incorporating resident surveys to identify priority noise issues in the borough.
19. The Directorate of Transport and Technical Services will provide comments on various consultation documents, including Heathrow Aviation Noise.

Chapter 37

Infrastructure

37.1 Introduction

37.1.1 The Infrastructure Delivery Plan (IDP) is part of the evidence base informing the preparation of spatial policy in the Local Development Framework (LDF). The LDF will play an important role in delivering the vision set out in the Sustainable Community Strategy for Kensington and Chelsea. The purpose of the IDP is to provide an infrastructure assessment for the borough. This includes working in partnership with physical, social and green infrastructure providers to establish what infrastructure provision there is in the borough, and identifying any gaps or capacity issues within this existing provision.

37.1.2 The IDP will be monitored both through its own on-going up-dating in line with good practice, and formally through the Annual Monitoring Report. Components of the IDP schedules that are key to a site allocation are clearly monitored through the relevant site allocation monitoring, with identified contingencies in place, where appropriate. These are set out in Chapters 38 (Monitoring) and 39 (Contingencies and Risks).

37.1.3 The scope of facilities that have been investigated as part of the IDP includes the following: Transport; Utilities and Waste; Social Infrastructure; Environmental and Green Infrastructure; and Culture and Leisure. This is to ensure that the IDP embraces all matters necessary for the achievement of LDF policies, proposals and aspirations.

37.2 Infrastructure Schedule

37.2.1 The Infrastructure Schedule sets out key infrastructure requirements within the borough. The schedules follow best practice in explaining the where, what, why, who, and when of infrastructure requirements.

- **Where** – its location
- **What** – name the piece of infrastructure
- **Why** – why it is needed, what leads to it being required, e.g. population increase
- **Lead delivery organisation/management organisation** – together these provide the Who information
- **Cost** – is a required component, where it is known. In some cases the cost is to be

confirmed and will be updated on an on-going basis

- **When** – the time scale that the new infrastructure is required
- **Sources of funding** – this will assist to identify funding gaps that need to be addressed
- **Any dependencies** – critical things needed to deliver the infrastructure

37.2.2 The preparation of an integrated infrastructure plan is essential for local authorities and their partners to fulfil their place shaping role. The revised PPS12 identifies the Local Plan as the means of “orchestrating the necessary social, physical and green infrastructure required to ensure that sustainable communities are created”.

37.2.3 To produce an effective infrastructure plan partner organisations need to actively engage in the process. Where a funding gap may exist, it may be possible to seek contributions from developers via s106 Planning Obligations to pay for the necessary costs associated with the development, including education; employment and training; community and health facilities; open space and play provision; public realm improvements; transport and town centre affordable retail. A proportion of each contribution will be ear-marked for each of these uses and must be spent on those uses.

37.2.4 Table (i) provides a schedule of infrastructure by area or place. Table (ii) provides a schedule of infrastructure by provider, where it has not been entered into table (i).

37.2.5 The IDP and the associated Infrastructure Schedule will be monitored, and will be updated through the Council’s Annual Monitoring Report, annually. To access the latest IDP, and the schedule, visit the Council’s website at www.rbkc.gov.uk, updated as future editions of this document are published.

Infrastructure Table (i) Infrastructure by Area

Where	What P= Physical S = Social G = Green	Why (see also Infrastructure Delivery Plan for further detail)	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Any dependencies
¹ Kensal Gasworks	Crossrail Station (P). Affordable Housing (S). Bridges over the canal and railway (P). Improved transport infrastructure including better bus links (P). Contribution to improved Little Wormwood Scrubs and cemetery (G). A CCHP and on-site waste management (G). Street trees, public art, enhanced pedestrian links towards Notting Hill Gate via Portobello Road (G, P).	Additional infrastructure will be required to enable the development in line with Core Strategy, due to the amount of development possible in the area.	To be formulated as part of development proposals.	RBKC. Greater London Authority (GLA). Ballymore. Sainsbury's. National Grid. British Rail Board (Residuary). Crossrail Limited. Network Rail.	Various bodies incl. RBKC.	£20m	2011 onwards, completion 2017	Multiple. Developer contributions. Private finance. DfT, TfL.	Full development proceeding and viability agreement with Crossrail.
² Kensal Gasworks: National Grid requirements	Replacement of gas holders with alternative pressure regulator (P).	To enable development to proceed on the gas holder site, and to release more	Replacement of gasholders with alternative pressure regulator.	National Grid.	National Grid.	£12-£13M	TBC	National Grid. Land value.	Full development proceeding.

3	<p>Kensal Gasworks: Metropolitan Police Service (MPS) requirements</p>	<p>The MPS have advised that significant population gain will create need for additional resources. Possible relocation of existing facilities (P, S).</p>	<p>MPS requirement to be closer to community and to respond within areas needed.</p>	<p>Specific requirements depend upon detail of the developments. The securing of premises within the development would be advantageous to MPS.</p>	MPS.	MPS.	Standard formula used by MPS will apply.	Within development plan time frame.	MPS. S106 contributions.	Nature of development.
4	<p>Kensal Gasworks: NHS K&C requirements</p>	<p>Additional GP premises may be required in area subject to population change (S).</p>	<p>There is potential significant population gain in the area which will result in a need for additional facilities.</p>	<p>Premises to be provided or secured. Additional to existing. Costs relate to provision: No. GPs and other health services and premises arrangements e.g. subsidised lease or freehold arrangement.</p>	NHS K&C.	NHS K&C.	Variable items contained within emerging Estate Strategy.	Within development plan timeframe.	Developer contribution. NHS K&C.	Population numbers within development.
5	<p>Kensal Gasworks: Education needs</p>	<p>Education places (new school) (S).</p>	<p>As for health requirements. Additional population requiring additional school places or school.</p>	<p>To be determined by level of development. May not be envisaged, but keep under review.</p>	RBKC.	RBKC.	Subject to exact development.	In line with development plan timeframe.	S106 contributions.	

6	Kensal Gasworks: Crossrail Station	Crossrail Station (P).	To assist and facilitate the regeneration of North Kensington, including improving transport accessibility.	Core of station to serve Kensal site. Fit out of station to be funded through other means.	Crossrail Ltd.	£20m	Keep under review.	TfL. DfT. S106 contributions.	Agreement with Crossrail Ltd.
7	Kensal Area: Canal	Canal environmental improvements. (G).	To assist regeneration of the Kensal area, which will bring more people to the waterside, who will benefit from its environment and towpath, putting additional burden on infrastructure and maintenance programme.	Management plan to maintain or fund stretches of canal associated with large developments similar to examples at Paddington Basin, Kings Cross and Limehouse Basin.	RBKC.	To be costed. Dependent on scale of development.	Delivery at time of development.	S106.	Development at the location proceeding.
8	Wormington Green	Affordable housing (S) Reinstatement of an improved Athlone Gardens and Venture Centre. Play space and play equipment. (S) Improvements to public transport. (P) Community hall/youth facility.(S)	The current housing on the site fails to meet the Decent Homes Standards. Kensington Housing Trust have expressed a strong preference to redevelop the estate, using receipts from private housing	To be formulated as part of development proposals.	RBKC. Kensington Housing Trust, Homes and Communities Agency and potentially a private housing developer.	Dependent on scale of development.	Start on-site planned for 2010/11.	Homes and Communities Agency, Ker Hol Tru: Hol poti hou	Stock option findings.

		Walking, cycling and public realm improvements (G). CCHP (G).	to fund the re-provision of the existing social rented housing. This to be subsidised with HCA contribution.	Not yet known.	NHS K&C.	NHS K&C.	Dependent on scale.	Within development plan time frame.	NHS K&C. Developer contributions.	Development proceeding.
⁹	Wormington Green: NHS K&C requirements	New health premises possibly required (S).	The three existing practices located in area have additional requirements resulting from development and population growth.	Dependent on population increase and needs.	MPS.	MPS.	According to formula.	Within development plan timeframe.	MPS and developer contribution.	
¹⁰	Wormington Green: MPS requirements	Neighbourhood Policing Facilities (S)	Increased population from development, and an MPS need to be closer to community.	Dependent on population increase and needs.	MPS.	MPS.	According to formula.	Within development plan timeframe.	NHS K&C and s106 contributions.	Site assembly.
¹¹	Edenham Site: NHS K&C requirement.	Location of health facility – possible alternative to Wornington Green (S).	Due to additional requirements arising from development within the area.	Dependent on population increase and needs.	NHS K&C.	NHS K&C.	To be costed.	Within development plan timeframe.	NHS K&C and s106 contributions.	Development proceeding.
¹²	Latimer Area: Kensington Leisure Centre requirement.	Necessary social infrastructure contributions that arise from the development including dual use sports facilities that	To allow local provision of leisure facilities, to meet the need of the local population and increase in	To be specified.	RBKC.	RBKC.	£8-10M	The first phase of development is expected within 5 years of the plan, 2010 – 2015.	RBKC, Building Schools for the Future, Private investment.	Development proceeding.

17	Latimer Area: NHS K&C requirements	Co-location of health premises within development would be advantageous (S).	Co-location of services will align and improve service provision.	To be decided.	NHC K&C.	NHS K&C.	Variable depending on proceeding and scale of need.	As part of development.	NHS K&C. s106 contribution.	
18	The former Commonwealth Institute	Provision of a world class exhibition space. (S). A limited amount of residential or commercial development may be necessary to enable the reuse of the "tent" building.	To enable the re-use of the Commonwealth Institute as a high trip-generating arts and culture use, preferably an "Exhibition" use. If this favoured use does not prove possible, an appropriate alternative would be an assembly and leisure or a theatre use.	As set out in Planning Brief/SPD.	Private.	Private/RBKC.	£23M	2010-2015 or before.	Private – some enabling development.	Appropriate user to be identified.
19	Warwick Road(5 sites including 100 West Cromwell Road)	Primary school. (S). Provision of affordable housing as part of residential development on all the sites. (S). Public open space. (G) Community sports hall (S). Crèche, education contributions (S). Landscape/streetscape improvements to the West Cromwell	The sites provide a significant contribution towards addressing the Royal Borough residential quota with an opportunity for a coordinated sustainable development and related infrastructure. The infrastructure	As set out in Planning Brief.	Private developers/site owners.	RBKC/private. TfL.	Detailed cost of requirements from each site not available.	2010-2015.	Private investment, and through s106 contributions.	

			identified will contribute to the development of the wider area.																	
20	Earl's Court 'Place'	Road in connection with 100 West Cromwell Road and Warwick Road(G, P).	Community facilities - secured in redevelopment (S). Additional new public open space, including considering opportunities to create biodiversity (G).	The infrastructure identified will assist the objective of keeping life local, allowing meeting the needs of the new population resulting from development.	RBKC.	To be determined in accordance with local need.	Service provider. Possibly NHS Kensington & Chelsea.	Will be according to need/ requirement.	Within development timescale.	Developer contributions through s106.										
21	Earl's Court Exhibition Centre Strategic Site	Affordable housing as part of residential requirement (S).	Residential development will require provision of affordable housing in line with Core Strategy and London Plan policy.	As set out in Affordable Housing Policy.	Capital and Counties plc.		RBKC. RSL/Housing Provider.	To be costed.	The site is likely to be redeveloped after the Olympics in 2012. 2015-2025.	Private investment. NAHP and potentially other public funding sources.										
22	Earl's Court 'Place'	The provision of a CCHP network, or similar (G).	To provide cooling, heat and power in an environmentally friendly way.		RBKC.		RBKC/ ESCo.	To be costed.	Within timeframe of development occurring.	Private.										
23	Earl's Court 'Place'	Investigating and contributing to returning the one-way to two-way working (P)	The identified works will improve pedestrian movement, the town centres at Earl's Court and	Potential new north-south link, or other measures.	RBKC. TfL. Capital & Counties plc.		TfL	To be costed.	2012 onwards.	TfL, highways authority . Developer contributions and potential further sources of funding.										

29	Lots Road and World's End	Chelsea-Hackney Line improvements, West London Line/Chelsea-Hackney Interchange (P).	help development of the area.	To overcome the poor PTAL score and to relieve congestion on District Line.	Improvements from Chelsea-hackney line, including interchange.	TfL.	TfL.		2027.	TfL, Developer Contribution.	
30	Along the Westway	Lighting and public Art along the Westway, including hanging gardens (P, G).	To provide certain environmental enhancements in order to meet the vision improving the Westway.	Environmental enhancements.	RBKGC.	RBKGC.	TBC.	When development contributions have been secured and accumulated.		Developer contributions.	
31	Westway: NHS K&C Requirements	Primary Care facilities at Maxilla School Site (S).	To allow for co-location of services.	Health facility integrated with school proposal.	NHS K&C.	NHS K&C.	£2.5m	As part of development.		NHS K&C.	Development proceeding.
32	Westway Travellers' Site	Improved access and additional pitches (S).	To ensure adequate provision which is a requirement for the Borough.	Additional pitches to be provided in line with need.	RBKGC.		TBC.	In accordance with need.			
33	Notting Hill Gate	Enhanced pedestrian way finding to Portobello Market (P).	To provide good design and clear wayfinding, in order to allow for the improvement and redevelopment of the area.		RBKGC.	RBKGC.	TBC.				

34	Notting Hill Gate	The provision of a CCHP network, or similar, and other green infrastructure, e.g. Street trees and living roofs (G).	To deliver cooling, heat and power in an environmentally friendly way.		RBKC.		RBKC.		RBKC/ ESCo.	To be costed.	Within timeframe of development.	Private.	
35	Notting Hill Gate	Relocation of Station entrances, and step-free access to station (P).	To improve pedestrian flow in the area and contribute towards the vision.	To be specified.	LUL, TfL.	TfL.	TBC.			Developer contributions.		Developer contributions.	Development proceeding.
36	Notting Hill Gate	Affordable shops (S).	To enhance Notting Hill Gate as a district shopping centre.	Provision of affordable shop units, through space or subsidy of existing.	RBKC.	RBKC.	Subsidy in region of £25k per shop unit.			Developer contribution (cross subsidisation through S106).		Developer contribution (cross subsidisation through S106).	S106 SPD.
37	Portobello/ Notting Hill	Affordable shops (S).	To maintain supply of types suitable for smaller independent retailer, for which there is an identified need.		RBKC.	RBKC.	Subsidy in region of £25k per unit.			2011.		Developer contribution (cross subsidisation through S106).	S106 SPD. Core Strategy Policy.
38	Portobello/ Notting Hill	Pedestrian improvements to Ladbroke Grove station (P). Improvements to help close the gap between Portobello Road Centre and Golborne (P).	To provide the improvements to pedestrian environment to ensure it remains attractive, vibrant and legible.	Enhancements to public realm.	RBKC.	RBKC/ Private.	To be costed.			Part of major development.		Private.	

39	Portobello Road (Market)	Improvements to enliven the area, e.g. electricity points for traders, wayfinding to tube stations etc. (P).	To close the gap between Portobello Road and Golborne Road.	Package of measures to be identified.	RBKC / Market Traders.	RBKC.	To be costed.	2010 onwards.	
40	Knightsbridge	Public realm improvements (P, G).	To allow rebalancing between north and south of the street, to encourage people to stay longer.	Enhancements to public realm.	RBKC .	RBKC. Private.		2010.	Developer contribution (cross subsidisation through s106).
41	Knightsbridge	Pedestrian crossing improvement (P)	There is no pedestrian crossing phase.	Provision of a pedestrian crossing phase for the crossing at the top of Sloane Street.	TfL.	TfL.	To be costed.		
42	South Kensington: NHS K&C requirements	Expansion of services required (S).	To address the identified existing under provision.	To be identified.	NHS K&C.	NHS K&C.	To be costed.	2012	NHS K&C and / or developer contribution.
43	South Kensington - Station, Exhibition Road	Public realm improvements and improvements to station (P).	To provide shared space at Exhibition Road, improvements to South Kensington Tube, along Thurloe Road, and to give greater pedestrian emphasis.	Works include shared space arrangements, step-free access to station and pedestrian enhancements.	RBKC. City of Westminster.	RBKC/TfL.	£13M	2010.	Developer contribution/private.

44	King's Road and Sloane Square: NHS K&C requirement	Increased medical provision within Hans Town and Stanley wards. (S).	To ensure continued presence across Borough, and to take account of existing lease arrangements.		NHS K&C.	NHS K&C.	To be costed.	2009 onwards.	NHS K&C/ Private (developer contribution).	
45	King's Road and Sloane Square	Affordable shops. (S).	To retain and encourage new independent boutiques in the area.	Affordable shops.	RBKC.	RBKC.	£25k per unit subsidised is estimate of requirements.		Cross subsidy through developer contribution.	Development and S106 SPD.
46	King's Road and Sloane Square	New Underground Station on King's Road, including step-free access as part of Chelsea-Hackney Line (P).	To increase public transport access in the area, and to relieve congestion elsewhere, in line with Core Strategy objective.	Provision of new station on King's road as part of Crossrail 2.	Crossrail 2.		To be costed. New line to be ~£1Bn	2026.	DfT. Crossrail2.	
47	King's Road and Sloane Square (western part)	New GP Surgery (S).	To increase or expand provision to meet health needs locally, in line with the 'Keeping Life Local' objective.		NHS K&C.	NHS K&C.	To be costed.	2010.	DoH. Developer contribution as applicable.	
48	King's Road and Sloane Square (western part)	New bank (S).	To increase or expand provision to meet day-to-day needs locally, in line with the 'Keeping Life Local' objective.		Unknown.		To be costed.		Private.	

49	Kensington High Street	Refurbishment of High Street Kensington tube station (P).	The design of station is such that there is no disabled access, and capacity of platforms is insufficient to accommodate adequate passenger numbers.	Step-free access.	RBKC.	TfL.	To be costed.	2009/10.	Developer contributions. private/ TfL.	
50	Kensington High Street	Improvements to pedestrian crossings. (P).	Pedestrians are prevented from crossing where they desire.	Improvements to the southern end of Kensington Church Street and the pedestrian crossings on Kensington Church Street and the east end of the High Street.	TfL.	TfL.	TBC.			
51	Brompton Cross Chelsea	Improved access to South Kensington tube (P) and public realm improvements.	The pedestrian route between Brompton Cross and underground station is not obvious, and improvements would allow better pedestrian flow.	Improvements to pedestrian footway and to legibility for pedestrian circulation and access.	RBKC.	TfL.		2009/10.	Developer contributions/ private/ TfL.	
52	Fulham Road West	Improvements to shop fronts (P, G).	To improve appearance of the town centre.		Shop owners.	RBKC.		2010.	Private.	
53	Fulham Road West	New pedestrian and cycle links in Brompton Cemetery (P, G).	The ownership of cemetery will soon pass to Council, and better use of the space should be made.	Pedestrian and cycle improvements.	RBKC.		£200k.	2010.	TfL/ Developer contribution.	

Infrastructure Table (ii) Infrastructure by Provider

Delivery Organisation	Where/Why	Requirements	Type of Infrastructure:	When	Cost	Sources of Funding
54 NHS Kensington & Chelsea	Borough wide. Infrastructure requirements will be identified and incorporated within Estate Strategy for provision of GP premises, practice-based commissioning, acute and non-acute healthcare, mental health care, and dental.	Requirements are population and health needs based. Needs are demonstrated to government and funding is agreed. NHS K&C have standards of population and distance to GP or health premises to be included within Estate Strategy. There is a move toward hub and spoke facilities – where hubs would cater for 10,000 to 20,000 population.	Social.	2009 onwards.	Dependent on Estate Strategy and level of provision.	Government grant funding mainly, plus some revenue from any lease or commercial lease.
55	Kensal: contingency health related provision will be required if development proceeds.	Dependent on scale of development.	Social.	Within the time frame of development plan.	Dependent on scale of development. At least one premise required with additional health facilities sets cost of £1M to £2M.	NHS K&C. Developer contribution.

	Delivery Organisation	Where/ Why	Requirements	Type of Infrastructure:	When	Cost	Sources of Funding
56		<p>Earls Court: Abingdon Health centre may require expansion. Incorporation of health facility within any Tesco development if possible.</p> <p>Substantial new housing development along Warwick Road will require significant health provision.</p>	<p>Premises to be secured within developments where appropriate.</p>	<p>Social.</p>	<p>In advance of occupation of developments.</p>	<p>Depending on arrangements over ownership e.g subsidised lease arrangements can be entered into which have ongoing costs to NHS K&C and/or developer contribution.</p>	<p>Developer contribution/ NHS K&C.</p>
57		<p>Notting Hill Gate: desire to secure premises or facility in an area where space has historically been difficult to obtain Newcombe House, or other redevelopment may be a possibility.</p>	<p>GP premises.</p>	<p>Social.</p>	<p>To align with occupancy, and additional requirements based on this.</p>		<p>Developer contribution/ NHS K&C.</p>
58		<p>Kings Road/ Sloane Square/ Fulham Road West: there is limited GP provision (with exception of hospital). Provision within Stanley or Hans Town Wards is required.</p>	<p>GP facility to allow provision in under-provided area.</p>	<p>Social.</p>			
59	<p>Police: Metropolitan Police Service (MPS)</p>	<p>Kensal: Neighbourhood Policing Facilities. Currently 4 SN Teams based at Lancaster Grove. With Kensal</p>	<p>Additional SNT premises.</p>	<p>Social.</p>	<p>To enable development to be effectively policed.</p>	<p>Standard costings based on numbers within team.</p>	<p>MPS. Developer contribution.</p>

Delivery Organisation	Where/ Why	Requirements	Type of Infrastructure:	When	Cost	Sources of Funding
	development could spread these and additional capacity required.				Minimum team size is 6, in RBKC SNTs are often 12 members.	
60	Worlington Green or Latimer Area: Possible doubling of population would require additional capacity. Current provision is leasehold and could be secured through additional premises. Note: either here or Latimer, not both.	Additional or combining SNT premises.	Social.		As above, costing is dependent on size.	
61	Latimer: see above, Worlington Green requirements. Unlikely to require both.		Social.			
62	Borough-wide: Possible introduction of custody suites for dedicated custody resource within borough.		Social.			
63	North of Borough: known improvements to communications required. Certain non-coverage of radio.	Additional cells to allow radio coverage.	Social.	Within 2009.	Funded within MPS budget. Sites required.	MPS.
64	Adult and community learning borough wide, from a range of premises and locations.	Future requirements are based on targets at delivering training to adults within the community. It is expected to be possible to meet these	Social.	Ongoing.		LSC.

Delivery Organisation	Where/Why	Requirements	Type of Infrastructure:	When	Cost	Sources of Funding
		requirements from existing locations, but explore possibility of collocation.				
⁶⁵ RBKC – Education (Schools 5-16 and 16-19)	Borough wide coverage of schools (primary, secondary and nursery, plus specialist schools and 16-19 provision).	An additional 240 children requires one additional primary school. Secondary school requirement identified in north of Borough, through new academy.	Social.	To meet projected demand arising from known population changes, e.g secondary school (academy) in north of borough by 2011.	£3M (Primary) £20M (Secondary).	DCSF. BSF. Primary Capital Programme.
⁶⁶ RBKC – Community Learning (5-13 and extended schools)	Borough wide requirements for access to play, child care and extended use of schools.	Additional facilities are itemised as borough wide. For example improved or extended access to existing provision at Flashpoint Venture Centre, and out-of-borough Little Wormwood Scrubs. These requirements are based largely on analysis of population requirements and need. Therefore, where new population arises, new facilities or extended facilities are required.	Social.			Some s106 contributions. Play Pathfinder status. Extended schools capital.

Delivery Organisation	Where/ Why	Requirements	Type of Infrastructure:	When	Cost	Sources of Funding
⁶⁷ RBKC – Early Years (0-4)	Children Centres are based across the borough sometimes within schools. Future infrastructure requirements are based on need, and arising or changing population.	Continued provision of Children’s Centres, and expansion where required due to population.	Social.	2010 onwards.	Dependent on numbers.	DCSF. Children’s Centres monies . Some private and/or voluntary monies.
⁶⁸ RBKC – Parks	Borough wide. Parks Strategy includes information on enhancements on a rolling programme.	Requirement for open space, or enhancements to existing open space to adhere to various standards: Park Standards within Park Strategy and the ParkScape requirements.	Green.	Parkscape requirements.		Annual updates of 3 year programme from capital. Some S106 monies. Some play Pathfinder monies.
⁶⁹ RBKC - Culture	Borough wide provision: arts, libraries, museums	Stem from Cultural Strategy.	Social.	Ongoing.	According to need and provision.	Various: Heritage Lottery Fund, LDA, GLA, Arts Council, NHHG.
⁷⁰ RBKC – Leisure/ Sports	Borough wide provision: sports centres, and adult sport development.	To adhere to Sport England requirements and to provide balanced services and activities.	Social/ Green.	Ongoing.	£3.6M costs for planned maintenance of sports centres for 2007-2011.	Capital programme. Some s106 funding.

	Delivery Organisation	Where/ Why	Requirements	Type of Infrastructure:	When	Cost	Sources of Funding
71	RBKC – Environmental Health (Air Quality/ Contaminated Land)	Borough wide: the whole borough is designated as an Air Quality Action Area.	Some infrastructure requirements to meet aims of AQAP. For example, monitoring stations.	Green.	2010 onwards.	EH to provide.	Capital Strategy Programme.
72	National Grid	Replacement gas holders at Kensal site required to enable development and increase capacity.	See Kensal table (i) Alternative technology to allow the site once decontaminated to be released for development.	Physical.	See Kensal in table (i).	£12-£13M	Private.
73	RBKC – TELS Climate Change Strategy	Borough wide: Infrastructure may be required to assist in meeting government climate change targets.	Set down in national indicators and legislation for targets on emissions and carbon reduction.	Green.	2009.		Capital Strategy Programme. Other ad hoc bids.
74	Thames Water	Counters Creek: sewer upgrading to relieve existing and overcome localised surface flooding problems.	Upgrading of Counter's Creek which provides storm and waste water drainage from north London through RBKC.	Physical.	2020. 1. Short-term flood alleviation (FLIPS) using mini-package pumping stations these are £323M 2005-2010. £340m	£323M - (£340M and £25M). Updates to be provided and included in IDP once known.	TWU.

Delivery Organisation	Where/ Why	Requirements	Type of Infrastructure:	When	Cost	Sources of Funding
				<p>allocated within flood alleviation business plan for 2010-2015.</p> <p>2. Counters Creek alleviation scheme. Ofwat decision to progress £25m in short term (included within the above costings). Longer term costings to be advised.</p>		
Thames Water	Thames Tunnel: The Thames Tunnel will capture the flows of storm sewage from 34 sewer overflow points along the River Thames.	The tunnel will run approximately 32 kilometres (20 miles) through the heart of London, and up to 75	Physical.	2011 Planning application. Construction 2012 to 2020.	£2.2Bn	Private.

Delivery Organisation	Where/Why	Requirements	Type of Infrastructure:	When	Cost	Sources of Funding
		metres beneath the River Thames, broadly following the path of the river. Its precise route, including the starting point in the west of the city, has still to be determined, but will end at Beckton Sewage Treatment Works.				
RBKC - Housing	Borough wide mainly within RBKC estate: infrastructure to support Housing Stock Options.	Aligned to Housing Stock Options and Housing Strategy.	Social.	2014-2020.	Costs to be identified.	Housing revenue Account. Homes & Community Agency. Sales and subsidy of capital receipts.
EDF/ National Grid	Electricity Tunnel One of four National Grid deep tunnels. The work is vital to meet increasing demand in the capital. Additional cables can be installed in the tunnels if required in the future. A four-metre diameter tunnel, 12.4km in length, will be bored at a depth ranging from 20 to 60m below ground through the borough from Kensal.	See Table (i) The work is vital to meet increasing demand in the capital. Additional cables can be installed in the tunnels if required in the future Planned for construction between 2009 and 2016 and these will house 400kv cables to secure electricity supplies to London.	Physical.	2010-2016.	£127M (total project value = £600M).	Private.

		Delivery Organisation		Where/ Why		Requirements		Type of Infrastructure:		When		Cost		Sources of Funding	
				Where/ Why		Requirements	One of the four planned tunnels will be built between Wimbledon and Kensal Green.	Type of Infrastructure:		When		Cost		Sources of Funding	

Chapter 38

Monitoring

38.1 Introduction

38.1.1 Under the Planning and Compulsory Purchase Act 2004 every local planning authority has a responsibility for reporting on an annual basis the extent to which policies set out in local development plans are being achieved. This is undertaken by having clear arrangements for monitoring and reporting results. Without these it would be impossible to determine whether the policy is achieving what it set out to do.

38.1.2 A list of performance indicators are listed under each of the 'Strategic Themes'. This information is collected as part of the preparation of the Annual Monitoring Report and will also supply information into annual monitoring systems set up by the GLA, TfL and the LDA. Where it would appear through monitoring that targets are not being met, it may be necessary to review the policies within the Local Plan to establish whether they need to be amended in order to secure delivery of the spatial vision. The need to review policies will be identified in the Annual Monitoring Report.

38.1.3 The statements of policy within this monitoring chapter of the plan may be abbreviated versions of the identically numbered policies in the main text. In all instances reference should be made to the earlier chapters in the main text for the definitive version.

38.2 Section 106 Implementation and Infrastructure Monitoring

38.2.1 Planning obligations (s106 agreements) may be tied to specific infrastructure schemes where they are necessary to overcome a planning objection to a development or pooled where planning obligations are sought from a number of smaller developments, towards the provision of a scheme, for example from the Council's Community Strategy, Capital Programme. It is important that developers entering into planning obligations know where, when and how their money will be spent.

38.2.2 A database is maintained, and incorporates a range of information in relation to planning obligations and unilateral undertakings including details of the development site, relevant dates for receipt of funds, the purpose of the obligation and level of funding. Contributions and interest accrued

will be allocated to the implementation of projects in the vicinity of the site in a way that accords with the guidance in Circular 05/2005 'Planning Obligations'.

38.2.3 The Planning and Borough Development Directorate takes a strategic lead on the overall receipt monitoring and programme management of financial contributions, working with other parts of the Council and, through them, with external partner agencies to implement spend. Non financial planning obligations will also be monitored via the s106 database.

38.2.4 Infrastructure delivery will be monitored through a number of methods. The entire Infrastructure Delivery Plan (IDP), which is a separate document used as evidence for the Local Plan, is regularly reviewed with stakeholders and infrastructure providers through the Council's strategic partnership - the Kensington and Chelsea Partnership. Formally, updating will be reported annually in the AMR.

38.2.5 Strategic sites' infrastructure is specified within the schedules contained in this chapter, and provision is therefore monitored against progress on strategic sites. Provision of other infrastructure requirements that are listed in the Infrastructure Schedules, will be monitored annually against the indicator above.

38.2.6 Chapter 39 sets out the contingencies and risks, and provides a contingency for certain developments or events not occurring.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
C1: Infrastructure Delivery and Planning Obligations				
C1	To ensure delivery of necessary infrastructure provision to support development.	Value of development contributions received by type. Analysis of in-kind and total received, by type of contribution and development. Infrastructure provision as identified within IDP.	Annual	Acolaid.

38.3 Core Policies

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CP 1: Quanta of Development				
CP1 (1)	350 additional new homes a year to be provided, until adoption of the London Plan or a replacement target is introduced - expected to be 600 units p.a.	The net increase in additional residential units granted and completed.	Annual	Authority's Monitoring Report.
CP1 (2)	A net increase in office floor-space of 60,000m ² (645,835 ft ²) between 2008 and 2028.	Net change of office floorspace implemented.	Annual	Acolaid development management administration system.
CP1 (3)	A net increase in comparison retail floorspace.	Net change of comparison retail floorspace implemented.	Annual	Acolaid development management administration system.
CP1 (4)	The number of infrastructure facilities provided which are listed in the infrastructure plan.	The amount of s106 contributions gained towards infrastructure provisions set out in the infrastructure plan.	Annual	Acolaid development management administration system.
Policy CP 2: North Kensington				
CP2	The target is an amalgamation of the specific targets for the five Places which lie within the North Kensington Regeneration Area, namely Kensal, Golborne and Trellick, Portobello/ Notting Hill, Westway, and Latimer (Chapters 5 to 9).	The monitoring indicators relevant for each of the five Places which lie within North Kensington Regeneration Area are dependent on the nature of the each Place. They are set out within the Monitoring section of each of the relevant Places.	Dependent on the nature of the individual indicator used.	Dependent on the nature of the individual indicator used.
Policy CP 3: Places				
CP3	The target for each Place is set out with the Monitoring section of each relevant Place chapter (Chapters 5 to 18).	The monitoring indicators relevant for each Place are dependent of the nature of each Place. They are set out within the Monitoring section of each Place chapter (Chapters 5-18).	Dependent on the nature of the individual indicator used.	Dependent on the nature of the individual indicator used.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CP 4: Quality of development and diversity of uses				
CP4	<p>The Borough's townscape is to be preserved.</p> <p>To resist the loss of diversity of uses across the Borough.</p>	<p>The number and nature of design awards.</p> <p>Appeals lost when reason for refusal included harm to the Borough's townscape.</p> <p>Number of applications and pre-applications considered by the AAP.</p> <p>Loss of non-residential floorspace both granted and completed.</p>	Annual	<p>Authority's Monitoring Report</p> <p>RBKC and RIBA design awards.</p> <p>AAP reports.</p>

38.4 Monitoring Places

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 CP 4-18). To that end, each Place has a section under Delivery which sets out how we will monitor the success of the Place Vision.

38.5 Monitoring Strategic Sites

38.5.1 Kensal Gasworks

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CA1: Kensal Gasworks				
CA1(a)	<p>Deliver 2,500 new dwellings by 2023.</p> <p>Deliver 10,000m² of office floorspace by 2023.</p> <p>Deliver at least 2,000m² of non-residential and social and community floorspace by 2023.</p>	<p>The number of new dwellings in the Kensal Gasworks Strategic Site.</p> <p>The amount of new office floorspace in the Kensal Gasworks Strategic Site.</p> <p>The amount of new non-residential floorspace in the Kensal Gasworks Strategic Site.</p>	Annual	Information extracted from planning application information.
CA1(b)	Deliver a bigger Sainsbury's store.	The amount of new retail floorspace within the Sainsbury's unit.	Annual	Information extracted from planning application information.
CA1(c)	Crossrail station opened and operational by 2017.	Is a Crossrail Station open and operational in the Kensal Gasworks Strategic Site?	Annual	Information extracted from planning application information and information from Crossrail Limited.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CA1(d)	A CCHP or similar is operational on the Kensal Gasworks Strategic Site by 2023.	Has a CCHP plant or similar to form part of a district heat and energy network?	Annual	Information extracted from planning application information.
CA1(e)	On-site treatment facilities as part of the Kensal Gasworks development.	Have on-site waste treatment facilities been delivered as part of the redevelopment at Kensal.	Annual	Information extracted from planning application information.
CA1(f)	100% of applications refused.	Percentage of planning permissions refused which are not in compliance with Policy CE1.	Annual	Information extracted from planning application information.
CA1(g)	Improve access to the canal.	The number of additional waterside walk, cycle ways and new access points created through development.	Annual	Acolaid development management administration system.
CA1(g)	New east-west road into Hammersmith and Fulham.	The number of new roads adopted by the Council in the Kensal Strategic Site.	Annual	Information extracted from Transportation Department datasets and RBKC Street Naming and Numbering.
CA1(g)	Ensure that public transport services, and access to them, are improved.	NI 175: Access to services and facilities by public transport, walking and cycling.	Annual	National Indicator: RBKC Performance Report.
CA1(g)	100% of new streets aid permeability and connect to the surrounding street network.	Changes in the Space Syntax map.	Reviewed every 5 years	Planning and Borough Development data.
CA1(g)	New linkages over the canal and railway.	Number of new bridges or crossings that have been established	Annual	Information extracted from planning application information.
CA1(h)	86% satisfaction with parks and open spaces in Kensal and surrounding major open spaces.	L5108: Satisfaction with parks and open spaces.	Annual	Local Indicator: RBKC Performance Report.
CA1(i)	No loss of community floorspace as currently provided by Canalside House and the Boathouse Centre.	Amount of floorspace in community use in Canalside House and the Boathouse Centre.	Annual	Information extracted from planning application information.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CA1(j)	The use of the area west of the gas holders for London-wide infrastructure needs.	Has the National Grid successfully delivered pan-London infrastructure requirements on site?	Annual	Information extracted from planning application information and National Grid.
CA1(k)	No applications granted which restrict access to the Ladbroke Grove Memorial.	Amount of applications granted which restrict access to the Memorial.	Annual	Information extracted from planning application information.

38.5.2 Wornington Green

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CA2: Wornington Green				
CA2(a)	Minimum of 538 affordable units by 2020.	Have sufficient affordable dwelling units been provided?	Annual	Planning application information.
CA2(b)	Minimum of 150 market units by 2020.	Have sufficient market dwelling units been provided to help fund the development?	Annual	Planning application information.
CA2(c)	Minimum of 9,186m2 publicly accessible open space after 2020.	Has the replacement Athlone Gardens been provided?	Annual	Planning application information.
CA2(d)	The refurbishment or relocation of the Venture Centre, providing the same facilities as currently provided by 2020.	Has the Venture Centre been refurbished or relocated, providing the same facilities as currently provided?	Annual	Planning application information.
CA2(e)	Approximately 2,000m2 of Class A uses (as defined by Town and Country Planning (Use Classes) Order 1987) by 2020.	The extent of A1 to A5 uses proposed?	Annual	Planning application information.
CA2(f)	The provision of a CCHP to form part of a district heat and energy network by 2020.	Has a CCHP been provided?	Annual	Planning application information
CA2(g)	The re-provision of the storage units on Munro Mews by 2020.	Have the storage units on Munro Mews been re-provided?	Annual	Planning application information.
CA2(h)	Housing provision that meets the needs of the existing local community.	Is the community integrated and each tenant's housing need been taken into account?	Annual	Local housing need assessments in the area.
CA2(i)	The submission of a phasing scheme by 2012.	Has a phasing scheme been submitted?	Annual	Planning application information.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CA2: Wornington Green				
CA2(j)	Minimum 4,953m ² publicly accessible open space provided from the start of construction until 2020.	Has a publicly accessible open space been provided during the construction?	Annual	Planning application information.
CA2(k)	The connection of Portobello Road and Wornington Road to Ladbroke Grove.	Does the development connect Portobello Road and Wornington Road to Ladbroke Grove and	Annual	Planning application information.
CA2(l) to (z)	S106 financial contributions as set out in CA2, the Wornington Green SPD and the s106 SPD by 2022.	Have sufficient s106 financial contributions been received?	Annual	Planning application information.

38.5.3 Land Adjoining Trellick Tower

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CA3: Trellick Tower				
CA3(a) and (b)	A minimum of 60 residential units by 2015.	The provision of new market residential development to fund regeneration and social housing.	Annual	Acolaid development management administration system.
CA3(b)	Improved social and community facilities by 2015.	Has development delivered improvements to the social and community facilities?	Annual	Acolaid development management administration system.
CA3(c)	A restored Trellick Tower by 2015.	The restoration of Trellick Tower.	Annual	English Heritage.
CA3(d)	New social and community uses, including health facilities, by 2015.	The provision of new social and community uses.	Annual	Acolaid development management administration system.
CA3(e)	The provision of other contributions as identified in the Planning Obligations and the Site Specific Supplementary Planning Documents.	Have other contributions relevant to the site been secured?	Annual	Acolaid development management administration system.

38.5.4 Kensington Leisure Centre

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CA4: Kensington Leisure Centre				
CA4(a)	The provision of a new academy, with a minimum floor area of 10,000m ² , with its own sports facilities by 2014.	Has a new academy, with its own sports facilities, been provided?	Annual	Planning application information.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CA4(b)	The provision of a refurbished or relocated sports centre, offering equivalent facilities.	Has the existing sports centre been refurbished or relocated on site, offering equivalent facilities?	Annual	Planning application information.
CA4(c)	The provision of sufficient open space by 2014.	Has open space been provided on site in form of external sports pitches?	Annual	Planning application information.
CA4(d)	The provision of a CCHP plant to form part of the district heat network.	Has a CCHP plant been provided to form part of the district heat network?	Annual	Planning application information.
CA4(e)	Design of the external sports facilities to contribute to the visual amenity of the surrounding properties.	Do the external sports facilities contribute to the visual amenity of the surrounding properties?	Annual	Planning application information.
CA4(f)	Improve the legibility and permeability of the wider area	Has a new road linking Grenfell Road and Silchester Road/ Lancaster Road been created?	Annual	Planning application information.
CA4(g) & (h)	S106 financial contributions for public transport infrastructure and others in accordance with the s106 SPD.	Have sufficient s106 financial contributions been received?	Annual	Planning application information.

38.5.5 The Former Commonwealth Institute

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CA5: The Former Commonwealth Institute				
CA5(a)	9,300m ² of exhibition or assembly and leisure floorspace within the tent building by 2012.	The amount of floorspace for exhibition or assembly and leisure proposed as part of planning application for the redevelopment of the site.	Annual	Acolaid development management administration system.
CA5(b)	Re-use of the Commonwealth Institute as a high trip generating public institutional use by 2012.	The proposed use for the Commonwealth Institute building as part of planning application for the redevelopment of the wider site.	Annual	Acolaid development management administration system.
CA5(c)	Preserve the 'tent' building for future generations.	Is the proposed use of the Commonwealth Institute 'tent building' one which will secure its continued use and provide regeneration benefits for Kensington High Street?	Annual	Acolaid development management administration system.
CA5(d)	An active public space on the High Street Kensington frontage by 2012.	Has open space been provided on the site along the Kensington High Street frontage?	Annual	Acolaid development management administration system.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CA5(e)	The development should positively relate the 'tent' to Kensington High Street, whilst integrating with and enhancing the parkland setting.	Is the proposed use of the Commonwealth Institute 'tent building' one which will secure its continued use and provide regeneration benefits for Kensington High Street?	Annual	Acolaid development management administration system.
CA5(f)	Provide other contributions identified in the Planning Obligations SPD and site specific SPD.	The proposed contributions as part of planning application for the redevelopment of the site.	Annual	Acolaid development management administration system.

38.5.6 Warwick Road

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CA6: Warwick Road				
CA6(a)	Provide 1,550 dwellings by 2020.	The amount of housing proposed as part of planning application for the site.	Annual	Acolaid development management administration system.
CA6(a)(i)	Provide 530 dwellings including 63 affordable housing units, on the Charles House site by 2017.	The amount of housing proposed as part of planning application for the site.	Annual	Acolaid development management administration system.
CA6(a)(ii)	Provide 250 dwellings including affordable housing units, on the Former Territorial Army site by 2020.	The amount of housing proposed as part of planning application for the site.	Annual	Acolaid development management administration system.
CA6(a)(iii)	Provide 150 dwellings, including affordable housing units, on the Empress Telephone Exchange site by 2020.	The amount of housing proposed as part of planning application for the site.	Annual	Acolaid development management administration system.
CA6(a)(iv)	Provide 300 dwellings, including affordable housing units, on the Homebase site by 2020.	The amount of housing proposed as part of planning application for the site.	Annual	Acolaid development management administration system.
CA6(a)(v)	Provide 350 dwellings, including affordable housing units, on the 100 West Cromwell Road site by 2020.	The amount of housing proposed as part of planning application for the site.	Annual	Acolaid development management administration system.
CA6(b)	Provide a primary school on the Charles House site by 2014.	Has a primary school been provided on the Charles House site?	Annual	Acolaid development management administration system.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CA6(c)	Provide on-site public open space, including outdoor play space on the northern four sites.	Has public open space been provided on the sites?	Annual	Acolaid development management administration system.
CA6(d)	Provide leisure, social and community uses (Class D1), provision of car parking and open amenity space on the 100 West Cromwell Road site by 2020.	Have leisure, social and community uses (Class D1), together with car parking and open amenity space been provided on the site?	Annual	Acolaid development management administration system.
CA6(e)	Provide non-residential uses on the northern four sites by 2020	Have non-residential uses been created on the northern four sites?	Annual	Acolaid development management administration system.
CA6(g)	Provide affordable housing by 2020	Has the proposed affordable housing been provided as part of planning permission for the sites?	Annual	Acolaid development management administration system.
CA6(h)	Provide social and community facilities by 2020.	Have the proposed social and community facilities been provided as part of planning permissions for the sites?	Annual	Acolaid development management administration system.
CA6(i)	Provide a community sports hall by 2020.	Has the proposed community and sports hall been provided as part of planning permissions for the redevelopment of the sites?	Annual	Acolaid development management administration system.
CA6(j)	Provide health facilities by 2020.	Have the proposed health facilities been provided as part of planning permissions for the sites?	Annual	Acolaid development management administration system.
CA6(k)	Provide crèche and education facilities by 2020.	Have the proposed crèche and education facilities been provided as part of planning permissions for the sites?	Annual	Acolaid development management administration system.
CA6(l)	Provide landscape improvements to the West Cromwell Road by 2020	Have the proposed landscape improvements been delivered as part of planning permissions for the 100 West Cromwell Road site?	Annual	Acolaid development management administration system.
CA6(m)	Provide streetscape improvements to Warwick Road by 2020	Have the proposed landscape improvements been delivered as part of planning permissions for the 100 West Cromwell Road site?	Annual	Acolaid development management administration system.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CA6(n)	Provide pedestrian and cycle improvements by 2020.	Have the proposed pedestrian and cycle improvements been provided as part of planning permissions for the sites?	Annual	Acolaid development management administration system.
CA6(o)	Provide floorspace for Safer Neighbourhoods unit by 2020.	Has the proposed floorspace for Safer Neighbourhoods unit been provided as part of planning permissions for the sites?	Annual	Acolaid development management administration system.
CA6(p)	Provide a contribution to facilitate the return of the Earl's Court one-way system to two-way working by 2020.	Has the financial contribution been received to facilitate the return of the Earl's Court one-way system to two-way working?	Annual	Acolaid development management administration system.
CA6(q)	Provide other contributions identified in the Planning Obligations SPD and site specific SPDs.	Have the proposed contributions been received as part of planning application for the redevelopment of the sites?	Annual	Acolaid development management administration system.

38.5.7 Earl's Court Exhibition Centre

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CA7: Earl's Court				
CA7(a)	Provide 500 dwellings by 2020.	The amount of housing proposed as part of planning application for the redevelopment of the site.	Annual	Acolaid development management administration system.
CA7(b)	Provide 10,000m ² (108,000 ft ²) of office floor space by 2028.	The amount of floorspace proposed as part of planning application for the redevelopment of the site.	Annual	Acolaid development management administration system.
CA7(c)	Provide small-scale retail to serve day-to-day needs by 2028.	The amount of small-scale retail to serve day-to-day needs.	Annual	Acolaid development management administration system.
CA7(d)	Provide a cultural facility, of at least national identity in the Earl's Court and West Kensington Opportunity Area by 2028.	The provision of a cultural facility, of at least national identity, proposed as part of planning application for the redevelopment of the Earl's Court and West Kensington Opportunity Area.	Annual	Acolaid development management administration system.
CA7(e) & (f)	Provide a balanced mix of uses, including hotel, leisure and social and community uses by 2028.	Provision of non-residential uses required to deliver a sustainable and balanced mixed use development, including hotel, leisure and social and community uses.	Annual	Acolaid development management administration system.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CA7(g)	Provide on-site waste management facilities by 2028.	The waste facilities proposed as part of planning application for the redevelopment of the site.	Annual	Acolaid development management administration system.
CA7(h)	New development meets the required Code for Sustainable Homes and BREEAM standards and provides a Combined Cooling, Heating and Power (CCHP) plant or similar delivered by 2028.	The proposed development meets the required Code for Sustainable Homes and BREEAM standards and delivers a district heat and energy source.	Annual	Acolaid development management administration system.
CA7(i)	Provide a new urban quarter, which is well linked with its surroundings through improved east-west connections by 2028.	Integration of the new development with its surroundings and the provision of improved east-west connections.	Annual	Acolaid development management administration system.
CA7(j) and (n)	Significantly improved residential amenity, pedestrian environment and public transport access in the area of the one-way system by 2028.	Reduced impact on traffic on the Earl's Court one-way system and improved access to public transport interchanges. Highway contributions for the investigation and implementation of measures to return the Earl's Court one-way system to two-way working.	Annual	Acolaid development management administration system.
CA7(k)	A new open square fronting onto Warwick Road, with active frontages by 2028.	Provision of an open urban square fronting onto Warwick Road, with active frontages on the ground floor.	Annual	Acolaid development management administration system.
CA7(l)	Provide social and community facilities by 2028.	The provision of social and community facilities as part of the redevelopment of the site.	Annual	Acolaid development management administration system.
CA7(m)	Provide new public open space and opportunities to create biodiversity by 2028.	Provision of new open space and measures to create biodiversity as part of the redevelopment of the site.	Annual	Acolaid development management administration system.
CA7(o)	Improve tube, bus and rail access by 2028.	Improvements to tube, bus and rail access proposed as part of planning application for the redevelopment of the site.	Annual	Acolaid development management administration system.
CA7(p)	Improved pedestrian connectivity from and through the site and surrounding area to public transport facilities, and improved north/south cycle links by 2028.	Improvements to pedestrian and north/south cycle links proposed as part of planning application for the redevelopment of the site.	Annual	Acolaid development management administration system.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CA7(q)	Provide affordable housing by 2020.	The number and type of housing proposed as part of planning application for the redevelopment of the site.	Annual	Acolaid development management administration system.
CA7(r)	Provide education facilities or contributions by 2028.	The education facilities proposed as part of planning application for the redevelopment of the site.	Annual	Acolaid development management administration system.
CA7(s)	Provide other contributions identified in the Planning Obligations SPD and site specific SPD by 2028.	The contributions as part of planning application for the redevelopment of the site.	Annual	Acolaid development management administration system.

38.6 Monitoring Strategic Objectives Policies

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CK1: Social and Community Uses				
CK1 (a)	Full occupation of new Academy in North Kensington by 2018.	Provision of a new Academy school in North Kensington and enrolment and pupil registration of the Academy.	Annual	Information extracted from planning application information and school admissions data.
CK1 (b)	Current percentage of access to facilities as detailed in the Walkable Neighbourhoods evidence base report is not diminished and expanded upon where appropriate.	Percentage of social and community facilities increases or decreases.	Annual	Information extracted from planning application information and GIS datasets.
CK1 (c)	No overall loss of facilities across the Borough.	Changes of use from social and community uses to other uses if results in a decrease.	Annual	Information extracted from planning application information.
CK1 (d)	Increase the existing land bank of social and community uses.	Changes of use to social and community use from other uses if results in an increase.	Annual	Information extracted from planning application information.
CK2: Local Shopping Facilities				
CK2	Protect local shopping facilities and individual shops through the provision of new facilities in areas of deficiency to ensure that 77% or more of the Borough is within 5 minutes (400m) walk of these facilities, and improved.	Number of local convenience retail units created and to ensure that 77% of the Borough or more is within a 400m walk of facilities.	Annual	Information extracted from shopfront survey.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CK3: Walkable Neighbourhoods and Neighbourhood Facilities				
CK3	Improve upon existing percentages as detailed in the Walkable Neighbourhoods base report.	Percentage of the area of the Borough which is deficient in social and community uses as defined in Keeping Life Local.	Annual	Information extracted from planning application information and GIS datasets
CK3	Seek increase in provision of both local authority and non-local authority educational establishments.	Number of educational establishments.	Annual	Information extracted from planning application information.
CK3	To ensure transport services and access to them is improved, particularly in areas where services are currently less good and to ensure that new development is located in areas where public transport accessibility is good.	Access to services and facilities by transport, walking and cycling.	Annual	National indicator 175.
CK3	85% of the Borough's area within an 800 metre walk of GP surgery.	Percentage of the area of the Borough within an 800 metre walk of a GP Surgery.	Annual	Information extracted from GIS datasets.
Policy CF1: Location of new shop uses				
CF1(a)	100% located in town centres.	Location of new shop floorspace	Annual	Information extracted from approved planning applications that have been built.
CF1(b)	100% located within existing higher order town centres or identified adjoining sites.	Location of new retail development with a floor area of 400m ² (4,300 ft ²) (gross external) or more.	Annual	Information extracted from approved planning applications that have been built.
CF1(c)	New shops of less than 400m ² (4,300 ft ²) provided in all areas of retail deficiency as shown on the plan within Chapter 30 (<i>Keeping Life Local</i>) by 2028.	Progress with development of new shops of less than 400m ² (4,300 ft ²) in areas of retail deficiency – number of new units created.	Annual	Information extracted from planning applications/ approved applications that have been built.
CF1(d)	Latimer: Production of a planning framework and masterplan (Area Action Plan) by 2012. Kensal (Supplementary Planning Document): Phase 1 complete by 2017; Phase 2 by 2023.	Progress in the establishment of new centres in Latimer and Kensal.	Annual	Information extracted from planning applications/ approved applications that have been built.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CF1(e)	100% meet the criteria set out in policy section (e).	Any approved applications which do not comply with policy CF1 parts (a) to (d).	Annual	Information extracted from approved planning applications that have been built.
Policy CF2 - Retail Development in Town Centres				
CF2(a)	100% reflecting the position of the centre in the retail hierarchy and assisting in the implementation of the vision for that centre (as set out in chapters 4-18).	Scale and nature of approved development.	Annual	Information extracted from approved planning applications that have been built.
CF2(b)	(i) 100% of approved development having a range of unit sizes. (ii) No amalgamation of units permitted.	(i) Range of shop unit sizes (ii) Amalgamation of units	Annual	Information extracted from approved planning applications built.
CF2(c)	100% of applications which include a net increase in 1,000m ² floorspace, which provided either an affordable shop, or a financial contribution to retail diversity, where this was viable.	Provision of affordable shops.	Annual	Information extracted from approved planning applications that have been built.
Policy CF3 - Diversity of uses within town centres				
CF3(a)	(i) 100% of approved applications (including appealed decisions) meeting the criteria (ii) 100% of approved applications (including appealed decisions) meeting the criteria (iii) 100% of approved applications (including appealed decisions) meeting the criteria	Number of shops and shop uses within primary retail frontages of: (i) Knightsbridge, King's Road (east and west), Fulham Road, Brompton Cross, South Kensington and Kensington High Street unless the change is to another town centre use and where 80% of the ground floor units in the relevant street frontage will remain in an A1 (shop) use and the non shop use is not adjacent to another non-A1 use. (ii) Notting Hill Gate as above, but not permitting change of use to an estate agent, bureau de change (A2), or hot food take-away (A5). (iii) Portobello Special District Centre – all shop uses protected.	Annual	Information extracted from applications for change of use that have been implemented.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CF3(b)	(i) 100% of approved applications (including appealed decisions) meeting the criteria. (ii) 100% of approved applications (including appealed decisions) meeting the criteria.	Number of shops and shop uses at ground floor level within the secondary frontages of: (i) Knightsbridge, King's Road (east and west), Fulham Road, Brompton Cross, South Kensington and Kensington High Street unless the change is to another town centre use and where 66% of the ground floor units in the relevant street frontage will remain in an A1 (shop) use and there are no more than three non-A1 uses in a row. (ii) Notting Hill Gate as above, but not permitting change of use to an estate agent, bureau de change (A2), or hot food takeaway (A5).	Annual	Information extracted from applications for change of use that have been implemented.
CF3(c)	100% of approved applications (including appealed decisions) meeting the criteria.	Number of applications refused for loss of retail uses above or below ground floor level within town centres where the applicant could not successfully demonstrate that their loss will not adversely affect the essential shopping character and function of the centre.	Annual	Information extracted from applications for change of use that have been implemented.
CF3(d)	100% of approved applications (including appealed decisions) meeting the criteria.	Number of applications refused for loss of retail uses within neighbourhood centres where the proposal was not for a change to a social or community use, and where 66% of the relevant street frontage remains in A1 use.	Annual	Information extracted from applications for change of use that have been implemented.
Policy CF4 - Street Markets				
CF4(a)	No loss of street markets in the borough.	Number of all the borough's street markets.	Annual	The number of markets being managed through the Markets Office.
CF4(b)	New or expanded markets meeting the criteria.	Number of new or expansion of existing street markets where this fits with the broader retail strategy and strategic objectives for the town centres they would be located in or adjacent to.	Annual	The number of markets being managed through the Markets Office.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CF4(c)	No loss of storage lockups for street traders.	Number of existing storage lockups for street traders, or their equivalent re-provision.	Annual	Information extracted from applications for change of use that have been implemented.
Policy CF5 - Location of business uses				
Offices				
CF5(a)	(i) 100% of approved applications (including appealed decisions) meeting the criteria. (ii) 100% of approved applications (including appealed decisions) meeting the criteria.	Number of applications refused consisting of the loss of very small and small offices, medium sized offices within Employment Zones, High Order Town Centres and other accessible areas and primary commercial mews, large offices in Higher Order Town Centres and other accessible except where: (i) the office is in an employment zone and being replaced by a light industrial user, workshop or other use which directly supports the character and function of the zone; (ii) the office is within a town centre and is being replaced by a shop or shop floorspace.	Annual	Information extracted from applications for change of use that have been implemented.
CF5(b)	A net increase in the number of very small offices (100m ² or less) in the borough.	Number of applications granted and implemented for very small offices permitted anywhere in the borough save from ground floor level of town centres.	Annual	Information extracted from planning applications that have been implemented.
CF5(c)	A net increase in the number of small, medium and large offices, located in line with the criteria detailed in the policy.	Number of applications granted and implemented for small offices permitted anywhere in the borough; medium offices in town centres, in other accessible areas, in Employment Zones and in commercial mews; large offices in higher order centres and other accessible areas; except where the proposal results in shared communal residential/ business access, the net loss of any residential units of floorspace, or harms the retail function of a centre.	Annual	Information extracted from planning applications that have been implemented.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CF5(d)	A net increase in the number of business centres meeting the policy criteria.	Number of applications granted and implemented for business centres at upper floor levels of higher order town centres, within accessible areas and within Employment Zones.	Annual	Information extracted from planning applications that have been implemented.
CF5(e)	Each development over 100m ² to have a range of unit sizes.	Number of applications granted and implemented which include provision of new business floorspace over 100m ² to be flexible, capable of accommodating a range of unit sizes.	Annual	Information extracted from planning applications that have been implemented.
Light industrial				
CF5(f)	No loss of light industrial floorspace.	Net loss of industrial floorspace applied for throughout the borough.	Annual	Information extracted from planning applications that have been implemented.
CF5(g)	100% of approved applications (including appealed decisions) meeting the criteria.	Percentage of new light industrial floorspace located within Employment Zones, predominantly commercial mews and other areas where amenity is not harmed.	Annual	Information extracted from planning applications that have been implemented.
CF5(h)	An increase in the number of premises of a size suitable for the creative and cultural businesses. (Very small, small and medium units).	Percentage of applications for light industrial floorspace granted and implemented which included a mix of unit sizes suitable for the creative and cultural businesses, as appropriate.	Annual	Information extracted from planning applications that have been implemented.
Employment zones				
CF5(i)	No net loss in the number of light industrial uses, workshops, small and medium offices and business centres in Employment Zones.	Light industrial, workshops, small and medium offices and business centre floorspace by employment zone.	Every five years	Employment Land and Premises Study
CF5(j)	No net loss of business floorspace in Employment Zones, unless made up entirely of very small, small or medium units.	Business floorspace of floorspace f uses which directly support the function and character of the zone.	Every five years	Employment Land and Premises Study
CF5(k)	No large scale office development in Employment Zones, unless made up entirely made up of very small, small or medium units.	Applications granted for large scale office development in Employment Zones where these were not made up entirely of very small, small or medium units.	Annual	Information extracted from planning applications that have been implemented.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CF5(l)	No residential development in Employment Zones.	Applications granted for residential uses including student housing or any form of living accommodation within Employment Zones.	Annual	Information extracted from planning applications that have been implemented.
CF5(m)	A net increase in the number of small businesses and workshops in Employment Zones	Applications granted within Employment Zones which include small businesses and workshop premise.	Annual	Information extracted from planning applications that have been implemented.
Policy CF6 - Creative and Cultural Businesses				
CF6	An increase in the number of premises of a size suitable for the creative and cultural businesses. (Very small, small and medium units).	Promote and protect the workspaces needed to support the creative and cultural industries across the borough.	Annual	Information extracted from planning applications that have been implemented.
Policy CF7 - Arts and Culture Uses				
CF7(a)	No loss of arts and cultural uses in the borough.	Applications granted for net loss of arts and cultural uses.	Annual	Information extracted from planning applications that have been implemented.
CF7(b)	Arts and cultural development that generates large numbers of visitors in locations with as PTAL of 4 or more unless criteria met.	Applications granted for larger scale new arts and cultural uses of expansion of these uses in areas that have a PTAL of 4 or above, unless this will be achieved during the lifetime of the plan.	Annual	Information extracted from planning applications that have been implemented.
CF7(c)	Any enabling development approved for the provision of arts or cultural uses.	Applications granted for enabling development on land or buildings where the current of last use was arts and cultural uses in order to provide alternative arts and cultural uses on site or improve arts and cultural uses elsewhere in the borough.	Annual	Information extracted from planning applications that have been implemented.
Policy CF8 - Hotels				
CF8(a)	No loss of hotels or bed spaces unless in Earl's Court ward.	Applications granted for loss of hotels or hotel bed spaces by ward.	Annual	Information extracted from planning applications that have been implemented.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CF8(b)	No new hotels located outside, or immediately adjacent to, the borough's higher order town centres.	Applications granted for new hotels by area.	Annual	Information extracted from planning applications that have been implemented.
CF8(c)	An increase in the quality and/or quantity of the facilities of existing hotels in the borough.	An assessment of hotel quality.	Five year	RBKC Hotel Survey
Policy CF9 – Temporary Sleeping Accommodation				
CF9	Protect all permanent residential accommodation from changes of use to short term lets.	Number of residential units lost to short term lets. Number of enforcement cases relating to the unauthorised changes of use to short term lets.	Annual	Authority's Monitoring Report
Policy CF10 – Diplomatic and Allied Uses				
CF10	Resist the creation of any new diplomatic uses within the defined "unsuitable" areas.	Number of new embassies created within "unsuitable area". Number of applications granted when additional floorspace is created for embassy uses within "unsuitable area".	Annual	Authority's Monitoring Report
Policy CF11 – South Kensington Strategic Cultural Area				
CF11	An increase in visitors to principal cultural uses in the South Kensington Strategic Cultural Area	Number of visitors to main arts and cultural uses in the South Kensington Strategic Cultural Area.	Annual	Visit London Annual Visitor Survey
Policy CT1 - Improving alternatives to car use				
CT1(a)	To locate high trip generating development in areas of the borough where public transport accessibility is good and where there is sufficient capacity.	PTAL at sites of high trip generating development granted PP.	Annual	Department of Planning and Borough Development
CT1(b) & (c)	Ensure that development will not result in any material increase in traffic congestion or on-street parking pressure and that all new additional residential development be permit-free.	Proportion of residential permissions granted with permit-free.	Annual	Department of Planning and Borough Development
CT1(d) & (e)	Ensure that car parking provided in new residential development to be at or below the adopted car parking standards; ensure that parking in non-residential development is for essential need only.	Level of car parking provided in new residential and commercial development.	Annual	Department of Planning and Borough Development

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CT1(f)	Secure improvements to the walking and cycling environment and cycle parking, showering and changing facilities in new development.	Access to services and facilities by public transport, walking and cycling (NI175).	Annual	Department of Transportation and Highways
CT1(g)	Ensure that new development incorporates measures to improve road safety, and in particular the safety of pedestrians, cyclists and motorcyclists.	Use of policy and achievement of its aims.	Annual	AMR
CT1(h)	Secure Travel Plans for larger scale development.	Number of Travel Plans secured (LI5106a and LI5106b for School Travel Plans).	Annual	Department of Transportation and Highways
CT1(i)	Ensure that public transport services, and access to them, are improved. North-south us links and areas that currently have lower levels of accessibility will be our priorities.	Access to services and facilities by public transport, walking and cycling (NI175).	Annual	Department of Transportation and Highways
CT1(j)	Ensure that step-free access is delivered at all underground and rail stations by 2028.	Number of stations with step-free access.	Annual	Department of Transportation and Highways
CT1(k)	Resist new public car parks.	Use of policy and achievement of its aims.	Annual	AMR
CT1(l)	Ensure that where new on-street parking is created as a result of regeneration schemes it is managed so that parking demand is controlled and the need for off-street parking is minimised.	Level of car parking provided in new development.	Annual	Department of Planning and Borough Development
CT1(m)	Ensure that new development adjacent to the River Thames or Grand Union Canal improves public transport and freight on the water and waking and cycling alongside it.	Use of policy and achievement of its aims.	Annual	AMR
CT1(n)	Improve the streets within the Earl's Court one-way system	Improvements to the Earl's Court one-way system secured from high trip generating development in the area.	Annual	Department of Planning and Borough Development
CT1(o)	Protect existing footways and footpaths.	Use of policy and achievement of its aims.	Annual	AMR
Policy CT2 - New and enhanced rail infrastructure				
CT2(a)	Establish a Crossrail station at Kensal	The provision of a Crossrail station at Kensal.	Annual	Crossrail
CT2(b)	The creation of a new station on the West London line and North Pole Road	The provision of a new station at North Pole Road	Annual	TfL

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CT2(c)	Protect the safeguarded route for the Chelsea-Hackney line.	Safeguarded route protected, including for new station on King's Road.	Annual	TfL
CT2(d)	Promote a station further west, potentially at Imperial Wharf, as part of the Chelsea-Hackney line.	The agreement to provide a station on the Chelsea-Hackney line and Imperial Wharf	Annual	TfL
CT2(e)	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.	Improvements to West London line, including and West Brompton and improved interchange.	Annual	TfL
CR1 - Street Network				
CR1(a)	To establish traditional street patterns within regeneration and large scale development schemes which are permitted within the plan period.	The number of new roads adopted by the Council. NI 5: Overall/general satisfaction with local area.	Annual	RBKC Street Naming and Numbering National Indicator: RBKC Performance Report.
CR1(b)	To improve connectivity within the Borough.	Changes in the Space Syntax map.	Reviewed every 5 years	Planning and Borough Development
CR1(c)	To improve accessibility of the street network within the Borough.	The number of street improvement schemes completed.	Annual	Statistical analysis of Local Implementation Plan.
CR1(d)	That 100% of all new streets are built to adoptable standards.	The number of new streets adopted and the number of new streets yet to be adopted.	Annual	RBKC Street Naming and Numbering
CR1(e)	That no new gated developments are created within the plan period.	The number of applications approved for gated development.	Annual	Acolaid development control administration system.
CR1(f)	That there are no reductions in the number of existing rights of way within the plan period.	Use of policy and achievement of its aims.	Annual	AMR
Policy CR2 - Three-Dimensional Street Form				
CR2(a)	To establish traditional high quality street character and street form in all new or proposed streets within the plan period.	The number of new roads adopted by the Council.	Annual	Statistical analysis of road adoption records.
CR2(b)	To establish traditional high quality street character and street form in all new or proposed streets within the plan period.	Building height and street width.	Annual	Statistical analysis of road adoption records.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CR2(c)	To establish traditional high quality street character and street form as a result of new development within the plan period.	The percentage of appeals where CR2(c) was a reason for refusal.	Annual	Acolaid development control administration system.
CR2(d)	To establish active street frontages and natural surveillance on all streets.	The percentage of appeals where CR2(d) was a reason for refusal.	Annual	Acolaid development control administration system.
CR2(e)	To establish well defined open spaces within the Borough.	The percentage of permissions incorporating open space where CR2(e) was the reason for refusal.	Annual	Acolaid development control administration system.
Policy CR3 - Street and Outdoor Life				
CR3(a) & (b)	To provide successful and safe street markets throughout the plan period.	The number of new market stalls and number of vacant market stalls.	Annual	RBKC Street Trading Statistics
CR3(c)	To provide pedestrian friendly outdoor environments within the borough.	The number of street improvement schemes carried out.	Annual	Statistical analysis of Local Implementation Plan.
CR3(d)	To provide opportunities for outdoor life in the borough within the plan period.	The number of pavement cafes given planning permission.	Annual	Acolaid development control administration system.
CR3(e) & (f)	To provide successful and well-managed special events in the borough.	The number of special events given planning permission.	Annual	Acolaid development control administration system.
Policy CR4 - Streetscape				
CR4(a)	To ensure repaving secured by way of development is York stone, to ensure high standards of environmental cleanliness and to continue to remove non-essential street furniture by 2028.	Section 106 agreements secured that include York stone paving. Percentage of appeals where CR4 was a reason for refusal. NI195a (Improved street and environmental cleanliness: levels of litter). NI195b (Improved street and environmental cleanliness: levels of litter). NI195b (Improved street and environmental cleanliness: levels of litter).	Annual	Acolaid development management administration system.
CR4(b), (c) & (d)	To provide attractive and pedestrian friendly streets within the borough.	Number of environmental improvements secured within S106 agreements.	Annual	AMR

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CR4(e) & (f)	To maintain appearance of the streetscene through resisting all inappropriate advertisement.	The proportion of appeals upheld where CR4(e) or (f) is the reason for refusal. The number of appeals where CR4(e) or (f) is the reason for refusal. Number of enforcement investigations resulted in removal of unauthorised advertising and street furniture. Number of incidents of removal of unauthorised street furniture on the highway.	Annual	Acolaid development management administration system. Council's Highways Enforcement team.
CR4(g)	To maintain high quality streetscapes and front gardens.	The percentage of applications for crossovers and forecourts that were refused stating CR4(g) as the reason for refusal.	Annual	Acolaid development management administration system.
CR4(h)	To increase the amount of public art in the borough over the plan period.	The number of new public art features created through development.	Annual	Acolaid development management administration system.
Policy CR5 - Parks, Gardens, Open Spaces and Waterways				
CR5(a), (b)&(d)	To improve the quality of the borough's parks, gardens, open spaces and waterways within the plan period.	The amount of completed new public open space created. Number of parks and open spaces with an adopted Management Plan.	Annual	Acolaid development management administration system. Monitoring from RBKC Parks and Leisure Department
CR5(c)	To protect the borough's existing high quality garden squares.	Proportion of appeals dismissed where CR5(c) is cited as the reason for refusal.	Annual	Acolaid development management administration system.
CR5(e)	To deliver on site external play space.	Proportion of appeals dismissed where CR5 (e) is cited as the reason for refusal. Number of proposals which include the provision of external play space. Proportion of major residential developments which include the provision of external play space.	Annual	Acolaid development management administration system. S106 and CIL monitoring.
CR5(f)	To improve biodiversity and wildlife habitats within the borough.	Improvements in biodiversity in the borough.	Annual	Core Output indicator 8

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CR5(g)	To protect the open spaces bounding the Royal Hospital.	The proportion of appeals dismissed where CR5(g) is cited as the reason for refusal.	Annual	Acolaid development management administration system.
CR5(h) & (j)	To improve access to all waterways within the borough. Resist residential moorings on the Thames and Grand Union Canal where have a detrimental effect on character of area.	The number of additional waterside walks, cycle ways and new access points created through development. Has the Cremorne Wharf been maintained as a "Safeguarded Wharf"? Thames Estuary Partnership Action Plan Annual Review shows update on implementation process of Action Plan. Proportion of appeals dismissed where CR5(j) or (k) is cited as the reason for refusal. Number of new residential moorings permitted.	Annual	Acolaid development management administration system. Biodiversity of tidal stretch of the River Thames monitored through the Thames Tidal Thames Habitat Action Plan by the Thames Estuary Partnership Biodiversity Action Group.
Policy CR6 - Trees and landscape				
CR6(a), (b), (c) & (h)	To maintain a high level of trees in the borough.	The number of additional Tree Preservation Orders approved. The percentage of appeals where CR6 (a), (b) or (h) was cited as the reason for refusal.	Annual	Acolaid development management administration system.
CR6(d), (e) & (f)	To improve the townscape character though high quality landscaping.	The percentage of appeals where CR6 (d), (e) or (f) was cited as the reason for refusal.	Annual	Statistical analysis of the Arboricultural records
CR6(g)	To increase the number of street trees by 200 trees by 2028.	The number of street trees planted annually.	Annual	Statistical analysis of the Arboricultural records
Policy CR7 - Servicing				
CR7(a), (b) & (c)	To only establish visually unobtrusive servicing facilities.	The number of planning applications for uses greater than 1,000m ² with on-site servicing. Percentage of appeals where CR7 was a reason for refusal.	Annual	Acolaid development management administration system.
	Provision of coach management plan for suitable developments. Provision of coach drop-off and pickup facilities for new hotel development and extensions of an appropriate size.	Number of planning applications resulting in the creation of new hotels, or extensions to existing hotels (with a floor area greater than 1,000 sq m) with coach facilities and a coach management plan.	Annual	Authority's Monitoring Report

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CL1 - Context and Character				
CL1(a), (b), (f), (g), (h), (i)	All development will be designed to respect context and character of the Royal Borough within the plan period.	Percentage of appeals dismissed where CL1(a), (b), (f), (g), (h) or (i) is the reason for refusal.	Annual	Acolaid development management administration system.
CL1(c)	All development optimises development.	Percentage of appeals dismissed where CL1(c) is the reason for refusal.	Annual	Acolaid development management administration system.
CL1(d) & (e)	To improve the Borough's riverside and canalside environments	The number of developments approved that include waterside improvements	Annual	Acolaid development management administration system.
Policy CL2 - Design Quality				
CL2(a) & (b)	All new development will be of high quality architectural and urban design.	The number of design awards granted. Building for Life Assessments. Core Output Indicator H6. Percentage of appeals where CL2(a) or (b) was the reasons for refusal. The number of developments that used architectural competitions to design the proposal.	Annual	Royal Borough of Kensington and Chelsea and RIBA design awards. Core Output indicators.
Policy CL3 - Heritage Assets - Conservation Areas and Historic Spaces				
CL3(a), (b) & (c)	To preserve or enhance the character and appearance of the Borough's heritage assets throughout the plan period.	Percentage of appeals where CL3(a), (b) or (c) is the reason for refusal.	Annual	Acolaid development management administration system.
CL3 (b)	To ensure that uses which contribute to the character of conservation areas is protected.	Loss of non-residential uses within conservation areas where these uses are considered to contribute to the character of that area. Percentage of appeals dismissed where CL3(a), (b) or (c) is the reason for refusal.	Annually	Acolaid development management administration system for applications and for prior approval notifications. RBKC out of centre land use surveys.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CL3(d)	That 100% of all applications made within conservation areas are full planning applications. To preserve or enhance the character and appearance of the Borough's heritage assets throughout the plan period.	The percentage of full planning applications within conservation areas. The number of conservation areas with Proposal Statements less than five years old. The percentage of developments granted planning permission within conservation areas.	Annual	Acolaid development management administration system.
Policy CL4 - Heritage Assets – Listed Buildings, Scheduled Ancient Monuments and Archaeology				
CL4(a) & (b)	The Borough's heritage assets will be preserved or enhanced throughout the plan period.	The number of listed buildings in the borough. The number of buildings on the 'Buildings at Risk' register.	Annual	English Heritage Listed Buildings and Buildings at Risk registers.
CL4(c), (d), (f)	Preserve special architectural features of listed buildings.	Percentage of appeals where CL4(c) or (d) cited as the reason for refusal.	Annual	Acolaid development management administration system.
CL4(e)	Preserve or enhance the listed buildings within the Borough.	Percentage of appeals for the change of use of listed building where CL4(e) cited as the reason for refusal.	Annual	Acolaid development management administration system.
CL4(g)	The Borough's archaeological assets will be preserved throughout the plan period.	Percentage of appeals for the change of use of listed building where CL4(g) cited as the reason for refusal.	Annual	Acolaid development management administration system.
Policy CL5 - Living Conditions				
CL5	To ensure that residential amenity is protected and that new housing developments include external amenity space (private open space, communal open space, balconies and roof gardens).	Percentage of permissions where CL5 cited as a reason for refusal.	Annual	Acolaid development management administration system.
Policy CL6 - Small-scale Alterations and Additions				
CL6(a), (b) & (c)	To ensure that all alterations and additions maintain the existing quality and character of the Borough's buildings.	Percentage of appeals where CL6 cited as a reason for refusal.	Annual	Acolaid development management administration system.

Policy	Target	Monitoring Indicator	When	Measured How	Measured by whom	Trigger for review
Policy CL7 – Basements						
CL7 (a), (b) & (c)	All permissions to be granted within the limits on extent set out in the policy.	<p>Number of permissions for basement proposals, including a break down by size and type.</p> <p>Number of relevant applications granted over a two year period which do not comply with the limits set out in the policy.</p> <p>Appeals upheld on grounds of extent specified in the policy.</p> <p>Number of enforcement notices served relating to basement development being built not in accordance with the approved drawings.</p>	Annually	<p>Through planning data on Acolaid/ Crystal Reports.</p> <p>Appeal analysis.</p> <p>Acolaid enforcement monitoring system.</p>	Department of Planning and Borough Development	<p>More than 50% of relevant appeals allowed and/or enforcement notices quashed over a two year period where the extent of the basement is considered to be a principal issue and this was not supported by the inspector.</p> <p>More than 25% of relevant applications granted over a two year period which do not comply with the limits set out in the policy.</p>
CL7 (d)	Basements should not cause loss, damage or long term threat to trees of townscape or amenity value.	<p>Number of permissions for basement proposals which include the loss or damage to a tree of townscape or amenity value.</p> <p>Number of enforcement investigations relating to damage to trees during construction phase of development.</p> <p>Damage to trees of townscape and amenity value post construction.</p> <p>Number of enforcement notices served, and where challenged, quashed.</p>	Annually	<p>Aerial photos of before and after for basement permissions.</p> <p>Acolaid enforcement monitoring system.</p> <p>Through planning data on Acolaid/ Crystal Reports.</p> <p>Appeal analysis.</p>	Department of Planning and Borough Development	<p>More than 50% of relevant appeals allowed and/or enforcement notices quashed over a two year period where the impact on trees is considered by the Council to be a principal issue but where this was not supported by the Inspector.</p> <p>More than 25% of relevant applications granted over a two year period which do not comply with the limits set out in the policy</p>

Policy	Target	Monitoring Indicator	When	Measured How	Measured by whom	Trigger for review
CL7 (e) & (f)	In assessing harm to a heritage asset, the Council will apply the tests in national policy.	Proportion of appeals upheld on grounds of impact on the heritage asset. Number of enforcement investigations relating to damage to the fabric of listed building during construction phase of development. Number of enforcement notices served, and where challenged, quashed.	Annually	Through planning data on Acolaid/ Crystal Reports. Acolaid enforcement monitoring system.	Department of Planning and Borough Development	More than 50% of relevant appeals allowed and/or enforcement notices quashed over a two year period where the impact upon a heritage asset is considered by the council to be a principal issue but where the council's view on this matter was not supported by the Inspector.
CL7 (g) & (h)	Improve the character or appearance of the building, garden or wider area with sensitively designed and discreetly sited external manifestations such as light wells.	Proportion of appeals upheld where the reason for refusal related to external manifestations of basements.	Annually	Through planning data on Acolaid/ Crystal Reports	Department of Planning and Borough Development	More than 50% of relevant appeals allowed and/or enforcement notices quashed over a two year period where the Council considered impact upon character and appearance to be a principal issue but where this was not supported by the Inspector.
CL7 (i)	Ensure that the basement does not increase the volume and flow of surface water run-off through appropriate use of SuDS.	Proportion of applications which include an element of basement development which have an effective SuDS. Proportion of appeals upheld in relation to the provision of SuDS.	Annually	Through planning data on Acolaid/ Crystal Reports	Department of Planning and Borough Development	More than 50% of relevant appeals allowed and/or enforcement notices quashed over a two year period where the Council consider the provision of SuDS to be principal issue but where this was not supported by the Inspector. More than 25% of relevant applications have not demonstrated the provision of an effective SuDS.

Policy	Target	Monitoring Indicator	When	Measured How	Measured by whom	Trigger for review
CL7 (j)	Require provision of 1 metre of soil.	<p>Proportion of applications which include an element of basement development which have included the provision of 1 metre of soil.</p> <p>Proportion of appeals upheld in relation to the provision of 1m of soil.</p>	Annually	Through planning data on Acolaid/ Crystal Reports	Department of Planning and Borough Development	<p>More than 50% of relevant appeals allowed and/or enforcement notices quashed over a two year period where the Council considered the provision of a metre of soil to be a principal issue but where this was not supported by the inspector.</p> <p>More than 25% of relevant applications granted over a two year period which do not provide a metre of soil on the top of the basement beneath the garden.</p>
CL7(k) & (l)	Ensure that construction impacts are appropriately mitigated.	<p>Enforcement cases relating to Construction Traffic Management Plans.</p> <p>Number of enforcement notices served, and where challenged, quashed.</p> <p>Complaints made to Environmental Health with regard noise and vibration.</p> <p>Number of s60 notices served.</p> <p>Percentage of appropriate large developments where the developer has entered into a voluntary s61 agreement with the Council in order to mitigate the potential impact.</p>	Annually	<p>Through enforcement data on Acolaid/ Crystal Reports.</p> <p>Environmental Health noise complaints.</p>	The Council – Department of Planning and Borough Development and Environmental Health	More than 50% of enforcement notices quashed over a two year period where the construction impacts were included by the Council as a key reason for the notice, but where this aspect was not supported by the inspector.

Policy	Target	Monitoring Indicator	When	Measured How	Measured by whom	Trigger for review
CL7 (m)	Ensure that basements are designed to minimise damage to and safeguard the structural stability of the application building, nearby buildings and other infrastructure including London underground tunnels and the highway.	Properties with newly created basements under imminent danger of collapse under the London Building Act.	Annually	Through Building Control Acolaid data.	The Council – Department of Planning and Borough Development and Building Control.	The Council will review the effectiveness of the policy when any building is shown to be in imminent danger of collapse.
CL7 (n)	Ensure that basements are protected from sewer flooding.	<p>Proportion of applications which include an element of basement development which have included the provision of a suitable pumped device.</p> <p>Number of sewer flooding incidents reported to Thames Water.</p> <p>Proportion of appeals upheld where ground of appeal includes absence of provision of the suitable pumped devices.</p>	Annually	Reported by Thames Water	The Council – Department of Planning and Borough Development (Flooding Officer)	<p>More than 50% of relevant appeals allowed and/or enforcement notices quashed over a two year period where the protection of sewer flooding was considered by the Council to be a principal issue but where this was not supported by the Inspector.</p> <p>More than 25% of relevant applications granted over a two year period which do not include the provision of a suitable pumped device.</p>
		Number of basements built within the Borough under permitted development rights.	Annually	Through planning data on Acolaid/ Crystal Reports.	Department of Planning and Borough Development.	The Council will review the effectiveness of the policy if there is a doubling in the number of basements built under permitted development when compared to the 12 months before the adoption of CL7.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CL8 - Existing Buildings – Roof Alterations/Additional Storeys				
CL8(a), (b)	All roof alterations will respect the architectural style and character of the building. All roof alterations will have a positive impact on the Borough's skyline.	Percentage of appeals where CL8 cited as the reason for refusal.	Annual	Acolaid development management administration system.
Policy CL9 - Existing Buildings – Extensions and Modifications				
CL9	All extensions and modifications will respect the architectural style and character of the building.	Percentage of appeals where CL9 cited as the reason for refusal.	Annual	Acolaid development management administration system.
CL9(b), (f)	All extension heights will have a positive impact on the Borough's skyline.	Percentage of appeals where CL9 cited as the reason for refusal.	Annual	Acolaid development management administration system.
CL9 (j)	New conservatories will respect the architectural style and character of the building.	Percentage of appeals dismissed where CL9 cited as the reason for refusal.	Annually	Acolaid development management administration system.
Policy CL10 - Shopfronts				
CL10(a)	All new shopfronts and alterations will have a positive impact on the streetscene.	Percentage of appeals where CL10 cited as the reason for refusal.	Annual	Acolaid development management administration system.
Policy CL11 - Views				
CL11(a), (b), (c)	All new buildings and extensions heights will have a positive impact on the Borough's skyline	Percentage of appeals where CL11 cited as the reason for refusal.	Annual	Acolaid development management administration system.
CL11(a)	To maintain the strategic and local vistas views and gaps.	Percentage of appeals dismissed where CL11(a) cited as the reason for refusal.	Annual	Acolaid development management administration system.
Policy CL12 - Building Heights				
CL12(c)	That new buildings respect the setting of the Borough's townscape. That 100% of application for tall buildings are full planning applications.	The number of full and outline applications for tall buildings. Percentage of appeals dismissed where CL12 cited as the reason for refusal.	Annual	Acolaid development management administration system.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CH1: Housing Targets				
CH1(a)	To deliver the required provision of housing.	Housing trajectory (Core Output Indicator H1). Plan period and housing targets (Core Output Indicator H1) Net additional dwellings (previous years, current year, future years). Core Output Indicator H2a-c).	Annual	London Development Database and analysis of likely future housing developments.
CH1(b)	To deliver the required level of affordable housing.	Gross affordable housing completions (Core Output Indicator H5)	Annual	London Development Database
CH1(c)	To deliver the required level of affordable housing.	Net affordable housing completions – including % of intermediate housing as a % of the overall completions and as a % of overall stock (the latter via the census).	Annual	London Development Database
Policy CH2: Housing Diversity				
CH2(a)	To deliver the required housing completion rate.	Housing completions by tenure by ward.	Annual	Housing completions survey
CH2(b)	All new developments to be Lifetime Home standard and 10% to meet wheelchair accessibility standards.	Number of Lifetime Homes completed.	Annual	London Development Database
CH2(c)	To meet needs through delivery of extra care housing	Number of new sheltered housing and extra care homes.	Annual	London Development Database
CH2(d)	Prevention of further loss of HMOs	Number of s106 agreements requiring studio retention in perpetuity.	Annual	Acolaid development management administration system.
CH2(e)	No loss of hostels except for to affordable housing.	Net loss of residential hostel bed spaces.	Annual	London Development Database
CH2(f)	No schemes where there is a loss of five or more residential units.	Total residential losses in excess of five residential units.	Annual	London Development Database
CH2(g)	Prevention of further loss of housing stock through amalgamation	Number of s106 agreements including restriction on further amalgamation clause.	Annual	Acolaid development management administration system.
CH2(h)	Provision of outdoor amenity space in housing schemes.	Number of incidences of use of policy criterion as reason for refusal.	Annual	Acolaid development management administration system.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CH2(i)	Securing of maximum reasonable amount of affordable housing.	Net and gross affordable housing completions – including % of intermediate housing as a % of the overall completions and as a % of overall stock (the latter via the census).	Annual	London Development Database
CH2(j)	Securing of commuted sums for affordable housing for schemes between 800m ² and 1200m ² .	Committed sum payments towards affordable housing fund secured from developments between 800m ² and 1200m ² .	Annual	Acolaid development management administration system.
CH2(k)	Securing of maximum reasonable amount of affordable housing.	Net and gross affordable housing completions – including % of intermediate housing as a % of the overall completions and as a % of overall stock (the latter via the Census).	Annual	London Development Database
CH2(l)	Securing off-site affordable housing in wards other than those listed.	Percentage of off-site provision of affordable housing provided within the named wards.	Annual	London Development Database
CH2(m)	All off-site affordable housing to be secured through a linked s106 agreement	Number of s106 agreements linking development sites to provide off-site affordable housing concurrently.	Annual	Acolaid development management administration system.
CH2(n)	All affordable housing to be integrated within developments.	Degree of integration of both tenure and appearance	Annual	London Development Database and photos from Summer Starts and Completions Survey.
CH2(o)	Securing equal amenity provision for all affordable housing	Equivalence of different aspects of amenity across tenures	Annual	Site visits
CH2(p)	Receipt of viability assessment for all schemes where less than 50% affordable housing is proposed.	Number of viability assessments submitted alongside affordable housing scheme applications.	Annual	Acolaid development management administration system.
CH2(q)	Require appropriate split between social rented and intermediate housing provision.	Net and gross affordable housing completions – including % of intermediate housing as a % of the overall completions and as a % of overall stock (the latter via the census).	Annual	London Development Database
CH2(r)	All provision to be at ‘usefully affordable’ point.	Cost to occupier of shared ownership affordable housing and whether it is around the mid-point between the cost of social rented housing and the cost of entry level market housing.	Annual	Social rented housing costs (Housing Department) Market housing (Planning Department)

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CH2(s)	All pitches at the site to be protected	Net additional gypsy and traveler pitches (Core Output Indicator H4).	Annual	London Development Database
Policy CH3: Protection of Residential Uses				
CH3(a)	Protection of all market residential use and floorspace except for the reasons within Policy CH3	Percentage of qualifying development refused where this policy is quoted as a reason for refusal.	Annual	Acolaid development management administration system.
CH3(b)	Protection of all affordable housing floorspace and units.	Percentage of qualifying development refused where this policy is quoted as a reason for refusal.	Annual	Acolaid development management administration system.
CH3(c)	Permitted new residential floorspace in all cases except for those set out in Policy CH3.	Percentage of qualifying development refused where this policy is quoted as a reason for refusal.	Annual	Acolaid development management administration system.
Policy CH4: Estate Renewal				
CH4(a) & (e)	Provision of maximum reasonable amount of affordable housing.	Net and gross affordable housing completions within estate renewal schemes – including % of intermediate housing as a % of the overall completions and as a % of overall stock (the latter via the census).	Annual	London Development Database
CH4(b) & (e)	All existing tenants provided with a new home.	Percentage of existing tenants provided with new home as art of any estate renewal.	Annual	Housing register
CH4(c) & (e)	Reprovision of housing to be provided according to housing needs.	Net and gross affordable housing completions within estate renewal schemes – including % of intermediate housing as a % of the overall completions and as a % of overall stock (the latter via the census).	Annual	London Development Database
CH4(d) & (e)	Funding secured and assessed, supported by an assessment of what is financially viable.	Percentage of estate renewal scheme applications supported by financial appraisal.	Annual	Acolaid development management administration system.
Policy CE1 - Climate Change				
CE1(a) to (i)	26% reduction in carbon dioxide emissions against 1990 levels by 2020; 60% reduction in carbon dioxide emissions against 1990 levels by 2050 (Climate Change Act 2008).	Boroughwide carbon dioxide emissions.	Annual	Defra/AEA Technology Plc Environmental Statistics

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CE1(a) to (i)	7.7% reduction in carbon dioxide emissions per capita per annum (Performance report 2009).	Carbon dioxide reduction per capita in local authority area.	Annual	National Indicator 186
CE1(a) to (d)	20% increase in energy generation from renewable sources (London Plan Policy 4A.7)	Energy generation from renewable sources in kWh/year including a record of type, location and output.	Annual	Core Output Indicator E3 and information extracted from planning application.
CE1(a) to (c)	0 appeals allowed.	Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.	Annual	Extracted from planning application information.
CE1(d)	0 appeals allowed.	Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.	Annual	Extracted from planning application information.
CE1(e)	CCHP, or similar, proposed at all the strategic site allocations, Notting Hill Gate and Latimer.	Have the strategic site allocations and development at Notting Hill Gate and Latimer delivered a CCHP plant or similar to form part of a district heat and energy network? Include details of the location and available capacity of the system.	Annual	Extracted from planning application information.
CE1(f)	100% of all proposed CCHP or similar.	Percentage of proposed CCHP plant or similar which connects to or is able to connect to existing or planned CCHP plant of similar.	Annual	Extracted from planning application information.
CE1(g)	0 appeals allowed.	Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.	Annual	Extracted from planning application information.
CE1(h)	0 appeals allowed.	Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.	Annual	Extracted from planning application information.
CE1(i)	None set	What progress has been made to explore opportunities to further reduce carbon dioxide emissions and mitigate or adapt to climate change?	Annual	Interview with Planning Policy Manager
Policy CE2 - Flooding				
CE2(a) & (f)	0 planning applications should be granted	Number of planning applications granted contrary to Environment Agency advice.	Annual	Core Output Indicator E1/ Core Output Indicator 7

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CE2(b)	100% where required.	Number of Flood Risk Assessments (FRAs) and Exception Tests submitted with qualifying planning applications.	Annual	Extracted from planning application information.
CE2(c)	100% where required.	Number of Sequential Tests undertaken for planning applications within Flood Risk Zones 2 and 3 with qualifying planning applications.	Annual	Extracted from planning application information.
CE2(d)	100% where required.	Percentage of qualifying planning applications which propose flood defences or flood mitigation measures.	Annual	Extracted from planning application information.
CE2(e)	100% where required.	Percentage of qualifying planning applications which propose sustainable urban drainage or similar.	Annual	Extracted from planning application information.
CE2(f)	0 appeals allowed.	Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.	Annual	Extracted from planning application information.
CE2(g)	0 appeals allowed.	Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.	Annual	Extracted from planning application information.
CE2(h)	Minimise the impact of the works on the character of the area and appearance of the area and amenity	Impact of the works associated to the Thames Tideway Tunnel to the area.	Upon receipt of planning application	Extracted from planning application information.
Policy CE3 - Waste				
CE3(a) to (e)	1% reduction from previous year (481kg/household in 2008/9)	Residential household waste per household	Annual	National Indicator 191.
CE3(a) to (e)	28.20% (Performance Report 2009)	Percentage of household waste sent for reuse, recycling and composting.	Annual	National Indicator 192.
CE3(a)	Adoption in 2010/2012	Progress in preparation of Waste DPD	Annual	Local Development Scheme review
CE3(b)	On-site waste management facilities at Kensal Gasworks and the Earl's Court Exhibition Centre site.	On-site waste management facilities delivered and part of the redevelopment of Kensal and Earl's Court.	Upon receipt of planning application	Extracted from planning application information.
CE3(c)	0 appeals allowed.	Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.	Annual	Extracted from planning application information.
CE3(d)	0 appeals allowed.	Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.	Annual	Extracted from planning application information.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CE3(e)	100% where required.	Percentage of qualifying development where a Site Waste Management Plan for demolition and construction waste has been submitted.	Annual	Extracted from planning application information.
Policy CE4 - Biodiversity				
CE4 (a) to (d)	50% of local sites (Performance Report 2009).	Proportion of local sites where positive conservation management has been or is being implemented.	Annual	National Indicator 197.
CE4 (a), (b) and (d)	Increase in species throughout the borough.	Change in designated areas and populations of biodiversity (in numbers of species).	Annual	Core Output indicator 8 information from Greenspace Information for Greater London (GiGL)
CE4 (c)	100% of all qualifying development	Percentage of qualifying development where an Ecological Impact Assessment has been submitted	Annual	Extracted from planning application information.
Policy CE5 - Air Quality				
CE5 (a) to (d)	To reduce boroughwide emissions of NOx	Mean nitrogen dioxide (NOx in micrograms s/n) emissions at identified sites within borough	Annual	National Indicator 194 from the Annual Air Quality Monitoring Progress Reports
CE5 (a) to (d)	To reduce borough-wide emissions of very small particles.	Emissions of very small particles (PM10 and PM2.5 in micrograms/m3) at identified sites within Borough, including the number of daily exceedences per year.	Annual	National Indicator 194 from the Annual Air Quality Monitoring Progress Reports
CE5 (a)	100% of all qualifying development	Percentage of qualifying development where an air quality assessment has been submitted.	Annual	Extracted from planning application information.
CE5 (b)	0 appeals allowed.	Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.	Annual	Extracted from planning application information.
CE5 (d)	0 appeals allowed.	Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.	Annual	Extracted from planning application information.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CE6 - Noise and Vibration				
CE6 (a) to (d)	These should be kept to a minimum	Number of noise and nuisance complaints where planning permission has been granted, including the location and potential noise source.	Annual	Local Indicator 4151 using HHACS data
CE6 (a) to (d)	0 appeals allowed.	Number of planning refusals, where this policy is a reason for refusal, allowed on appeal.	Annual	Extracted from planning application information.
CE6 (d)	None set	Number of tranquil quiet areas designated and reasons for designation?	Annual	Interview with Senior Noise and Nuisance Officer
CE6	Control the impact of noise and vibration sources during both construction and operational phases of development.	<p>Enforcement cases relating to Construction Traffic Management Plans.</p> <p>Complaints made to Environmental Health with regard noise and vibration.</p> <p>Number of s60 notices served.</p> <p>Percentage of appropriate large developments where the developer has entered into a voluntary s61 agreement with the Council in order to mitigate the potential impact.</p>	Annual	Enforcement data on Acolaid and information from the Environmental Health team.
Policy CE7 Contaminated Land				
CE7	All developments on potentially contaminated land will have a remediation strategy as appropriate, and have a validation report confirming that the necessary remediation has taken place.	<p>Number of schemes with a remediation strategy, where of a nature where such a strategy would be required.</p> <p>No of validation reports for schemes where remediation has taken place.</p>	Annual	The Borough's Environmental Health team

Chapter 39

Contingencies and Risks

39.1 Contingencies and Risks

39.1.1 PPS12 requires Councils to show what alternative strategies have been prepared to handle any uncertainty about the delivery of the Local Plan and what would trigger the need for alternatives.

Housing Provision

39.1.2 PPS3 states that local authorities should “identify different delivery options, in the event that housing delivery does not occur at the rate expected” (para 62). It adds that, as part of an implementation strategy, local authorities should identify possible risks and constraints to delivery and develop strategies to address any risks. The Council has tested its future housing growth assumptions exhaustively. However, in the event of any unusual circumstances, the Council has formulated contingency plans for three scenarios.

39.1.3 Monitoring will provide the basis on which the contingency plans within the Local Plan would be triggered, and where necessary undertake an early review of the relevant part of the Local Plan monitoring identifies.

39.1.4 Scenario 1 – There is a significant (more than 20 per cent) shortfall in the actual delivery against the cumulative total. The Council will identify the reason for the shortfall and address any delivery constraint initially through considering amending policies on receipt of evidence and analysis, and encouraging land assembly. If this constraint cannot be overcome, the Council will return to the potential sites identified in the GLA SHLAA and Housing Capacity Study for assessment, and seek to identify further sites which would be suitable, available and achievable in light of changed circumstances.

39.1.5 Scenario 2 – There is a shortfall against the expected provision in a site or allocation. The Council will identify the reasons for this shortfall e.g. a delivery constraint or a false assumption made in the assessment. The Council will encourage land assembly, and consider amending policies on receipt of evidence and analysis, for example relaxing restrictions on office conversions to residential, if this is deemed appropriate from an employment perspective as well as a housing perspective. If the shortfall is significant, and will impact on delivery against cumulative total as in Scenario 1, the Council will seek to identify further sites, again from the SHLAA, which would be suitable.

39.1.6 Scenario 3 – Failure to deliver the level of anticipated development. The Council will seek to identify the reasons for the non-delivery and seek to eliminate any constraint, for example by identifying specific sites and encouraging land assembly. Amending policies, as in Scenarios 1 and 2 will be considered, if deemed appropriate, in addition to the Scenario 1 option of identifying further sites. If this is not possible, the Council will review the spatial distribution of future housing sites and may need to give housing greater emphasis relative to other uses and the anticipated growth in the broad location will be encouraged in other parts of the borough.

Infrastructure

39.1.7 Consultation with internal and external agencies responsible for delivering infrastructure has been undertaken throughout the compilation of the IDP. This will continue, and the IDP will be retained as a ‘live document’, with opportunities to update additional infrastructure requirements as they become known.

39.1.8 The infrastructure schedule (see Chapter 37), which identifies key infrastructure projects required to support the delivery of the Local Plan, will be maintained by the Council. In preparing the IDP, the investment and operational plans and strategies of the relevant infrastructure providers have been consulted. These therefore recognise the resources required to support infrastructure delivery, and consideration has been given to providing a realistic assessment of requirements. Through working with partners, in particular with regular input from the KCP, the risk that infrastructure will not be forthcoming can be mitigated, or addressed at an early stage.

39.1.9 However, the Council recognises that there is a risk that infrastructure may not be provided. Contingency plans are in place where required, as set out in the following schedules. The only major infrastructure item which is considered to affect the quantum of development envisaged on the strategic sites is the non-delivery of a Crossrail station at Kensal. All other quanta of development are not anticipated to be affected by infrastructure not coming forward when envisaged. Monitoring of infrastructure provision and of the IDP will ensure that the infrastructure items are both

required and necessary, and based on the best available information. Where existing or planned infrastructure provision is not adequate to meet the needs generated by a proposal, the Council will secure provision by the use of planning obligations (see policy C1). Where there remain capacity problems, or delivery of infrastructure cannot be overcome through securing appropriate planning obligations, the Council will require the developer to fund improvements prior to the development's occupation (or other relevant trigger).

39.1.10 Although there may be circumstances that the Council cannot foresee that may influence the Local Plan policies, the assessment below demonstrates that each policy has been assessed in terms of the potential known risks and offers contingencies where appropriate.

1. No:	2. Policy	3. Dependency: if this policy is not implemented, what may not happen on the ground as a result?	4. Central to the delivery of the strategy vision?	5. Risk(s): what can get in the way of implementing the policy?	6. Likelihood of risk occurring? (Low, Med, High)	7. Impact on the strategy if risk occurs? (Low, Med, High)	8. Plan B Required? (Yes / No)	9. Potential Alternatives	10. Source from which other options are drawn	11. Reason for selecting Plan B	12. Reason for rejecting other options	13. Implications of Plan B on dependencies	14. Delivery Implications
STRATEGIC SITES													
1	Kensal: Cross Rail Station and significant volumes of development on all four of the Kensal sites	a) Regeneration linked to significant improvements in accessibility may be reduced	Yes	Risk (i) Crossrail unable to deliver a station at Kensal, either as a turn back or as a full station	High	High	Yes	Plan B: Improve local accessibility through bus-based improvements and off site rail improvements, and maintain relatively high development densities	North Kensington Area Action Plan Issues and Options draft February 2008	This would allow the Council to meet its Housing targets and deliver some local regeneration benefits albeit at a reduced density	n/a	The development potential would be limited by bus-based improvements. However, whilst the accessibility of the area as a whole may not be transformed as it would by a rail station, testing indicates that increasing the PTAL from 2-3 to 4 can be achieved by adding one extra bus route. Therefore, this would still unlock development at a greater density	Less development is likely to come forward as the PTAL increase would be achieved using buses. Therefore, road capacity issues would limit the amount of new dwellings. Phase 1 would have an indicative residential capacity of between 1,575 and 1,820 new homes. The Southern Site (North Pole Depot) would still be able to come forward. Development here would be expected to deliver 1,080 to 1,248 new dwellings at PTAL 4. Bridges could still be considered as part of Phase 2 of this scenario.
								Plan C: Accept the 'status quo' and not deliver any significant	North Kensington Area Action Plan Issues and	n/a	This has been rejected as it would fail to deliver	n/a	This option is only likely to stimulate development at

1. No:	2. Policy	3. Dependency: if this policy is not implemented, what may not happen on the ground as a result?	4. Central to the delivery of the strategy vision?	5. Risk(s): what can get in the way of implementing the policy?	6. Likelihood of risk occurring? (Low, Med, High)	7. Impact on the strategy if risk occurs? (Low, Med, High)	8. Plan B Required? (Yes / No)	9. Potential Alternatives	10. Source from which other options are drawn	11. Reason for selecting Plan B	12. Reason for rejecting other options	13. Implications of Plan B on dependencies	14. Delivery Implications
								volume of development	Options draft February 2008		the underpinning strategy		PTAL 3 and on Phase 1. This would limit development to between 783 and 918 new dwellings which whilst contributing to the borough's housing targets, would not stimulate regeneration at a wide scale
		b) The scale of development may be reduced if not all four sites are available	Yes	Risk (i) Gas works is retained as part of the gas infrastructure beyond 2016 and does not come forward for development, reducing development capacity and also impacting on the potential of adjacent site because of the safety cordon requirements	Medium	High	Yes	Plan B: Reduced development on the sites as a whole. In addition, development on the adjacent site would need to take into account the HSE buffer zone which limits residential dwellings	North Kensington Area Action Plan Issues and Options draft February 2008	This would allow the strategy - of using the Kensal sites as a catalyst to regenerate the wider north Kensington area to continue, al be it with the site at a slightly reduced density	n/a	The development potential would be less and thus the regeneration effect upon the area as a whole will be reduced	The prolonged presence of the gas holders will limit development on Phase 1 to between 1,215 and 1,404 new dwellings at PTAL4. The Southern Site (North Pole Depot) would still be able to come forward. As this is not effected by the Consultation Zone, development here would be expected to deliver 1,080 to 1,248 new dwellings at PTAL4. This would indicate the likely capacity of the Strategic Site would be between 2,215 and 2,652 new dwellings

1. No:	2. Policy	3. Dependency: if this policy is not implemented, what may not happen on the ground as a result?	4. Central to the delivery of the strategy vision?	5. Risk(s): what can get in the way of implementing the policy?	6. Likelihood of risk occurring? (Low, Med, High)	7. Impact on the strategy if risk occurs? (Low, Med, High)	8. Plan B Required? (Yes / No)	9. Potential Alternatives	10. Source from which other options are drawn	11. Reason for selecting Plan B	12. Reason for rejecting other options	13. Implications of Plan B on dependencies	14. Delivery Implications
													Developable land will therefore limit residential development to between 1,215 and 1,404 new dwellings at enforcing the HSE Consultation Zones, or 1,575 and 1,820 new dwellings should the gasholders be decommissioned and the Consultation Zones removed. An enlarged Sainsburys store and other non-residential uses together with the re-provision of existing facilities will also be expected
									This option was not explicitly explored as it is not a realistic option	n/a	It is unrealistic to suggest that, taking the safety zone into account, the remaining sites would achieve this objective	n/a	n/a
								Plan C: increase development on remaining sites to compensate					
				Risk (iii) Landowners choose to develop land	Low	Med	No						

1. No:	2. Policy	3. Dependency: if this policy is not implemented, what may not happen on the ground as a result?	4. Central to the delivery of the strategy vision?	5. Risk(s): what can get in the way of implementing the policy?	6. Likelihood of risk occurring? (Low, Med, High)	7. Impact on the strategy if risk occurs? (Low, Med, High)	8. Plan B Required? (Yes / No)	9. Potential Alternatives	10. Source from which other options are drawn	11. Reason for selecting Plan B	12. Reason for rejecting other options	13. Implications of Plan B on dependencies	14. Delivery Implications
2	Worlington Green Estate renewal including the building of additional private homes for sale alongside the replacement social rented dwellings	a) The existing community will miss out on new homes and the opportunity to increase the Borough's housing stock will be missed	Yes	separately and not in partnership Risk (i) Funding is not forthcoming from the HCA	Low	High	Yes	Plan B: The project is delayed until alternative funding sources can be found Plan C: Further private housing is needed to fund any 'gap' which has serious implications in terms of the quality of the resultant scheme	This was not explicitly considered as a separate option	This is the only alternative available that keeps the strategy for the project in tact	n/a	Benefits of redevelopment would be delayed	Other funding sources will have to be found elsewhere or the site will be delayed until another funding stream becomes available
3	Land adjacent to Trellick Tower: redevelopment of vacant site to facilitate improvements to Trellick Tower	a) The maintenance of the adjacent Grade II* listed Trellick Tower will continue to run into disrepair and the full regeneration benefits will	Yes	Risk (i) That the site doesn't generate enough additional revenue to keep up with the	Medium	Medium	No	Plan D: The development fails to go ahead, and existing homes are retrofitted to decent homes	This was considered as part of the process of preparing an SPD for the site, including examining the case for redevelopment through the OSC process	n/a	This has been rejected as it would fail to deliver the underpinning strategy	n/a	n/a

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4	Kensington Leisure Centre: redevelopment for a new academy and refurbishment or replacement of the existing sports centre.	not be realised for this area a) Continued poorer academic achievement with children being educated in neighbouring boroughs	Yes	escalating maintenance costs of Trellick Tower Risk (i) That the funding for the academy is not available	Medium	High	Yes	Plan B: delay implementation until alternative funding sources can be found Plan C: Not provide a school	This was not explicitly considered as a separate option	This is the only alternative available that keeps the strategy for the project in tact	n/a	Benefits of redevelopment would be delayed	Delivery would be delayed	
5	The Former Commonwealth Institute	a) The west end of Kensington High Street may not attract large numbers of visitors to the new cultural attraction. Parts of the vision for Kensington High Street will be difficult to achieve	Yes	Risk (ii) That an academy on the available site cannot be achieved without compromising wider regeneration objectives Risk (i) A scheme which delivers the refurbishment and re-use of the Commonwealth Institute "tent building" cannot be agreed	Negligible	High	Yes	Potential layouts on the site for a school have been tested demonstrating that the risk to the wider regeneration is negligible, so no Plan B developed despite a 'high' impact score	n/a	n/a	n/a	n/a	n/a	n/a

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6	Warwick Road sites	a) Reduction in housing provision, and the possibility the Borough may not meet its housing targets	Yes	Risk (i) Primarily the recession	High	High	Yes	There are no Plan Bs that the Council can implement that would counter the international recession. We would have to accept that the development may be delayed	n/a	n/a	n/a	n/a	n/a
7	Earl's Court Exhibition Centre: mixed use redevelopment including an exhibition or convention use	a) The Earl's Court cultural 'brand' is lost if no exhibition centre or convention use is included in the redevelopment.	Yes	Risk (i) The exhibition or convention uses require too high a cross-subsidy from the development, forcing up development volumes to unacceptable levels	Negligible	High	Yes	It is the ambition of the Council to retain an international convention or exhibition centre in Earl's Court. However, these facilities may be provided within the Kensington Olympia site, and therefore a cultural facility of at least national significance would address the Council's ambition to retain the cultural brand. Therefore, no Plan B is needed despite the 'high' impact score	n/a	n/a	n/a	n/a	n/a

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		b) The Earl's Court one-way system does not receive sufficient investment to be returned to two-way working .	Yes	Risk (i) The comprehensive development including the decking over of rail tracks is so expensive that there is insufficient funding or support from TfL to return the one-way system to two-way working.	Medium	Medium	No	n/a	n/a	n/a	n/a	n/a	n/a
		c)	Yes	Risk (i) The different sites are not developed comprehensively but come forward in a piecemeal manner	Med	Med	Yes	Strategic Site comes forward on its own. The Policy and supporting text in chapter 26 takes this into account.	n/a	n/a	n/a	n/a	n/a
8	Lots Road Power Station	a) Reduction in housing provision, and the possibility the Borough may not meet its housing targets	Yes	Risk (i) Primarily the recession	Low	Med	No	The risks have been assessed as low as pre-enabling works have begun and a formal start on site is expected shortly	n/a	n/a	n/a	n/a	n/a
DEVELOPMENT MANAGEMENT POLICIES													
Keeping Life Local													
9	Social and Community Uses (Policy CK1)	a) Lower residential quality of life	Yes	Risk (i) Loss of social and	Medium	Medium	No	n/a	n/a	n/a	n/a	n/a	n/a

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10	Local Shopping Facilities (Policy CK2)	a) Lower residential quality of life	Yes	community uses to residential Risk (i) Closure of existing shopping facilities due to the recession thus increasing areas of deficiency	Low	Medium	No	n/a	n/a	n/a	n/a	n/a	n/a
11	Walkable Neighbourhoods (Policy CK3)	a) Lower residential quality of life	Yes	Risk (i) Changing of strategy by education and PCT which means they need to consolidate facilities	Low	Medium	No	n/a	n/a	n/a	n/a	n/a	n/a
Fostering Vitality													
12	Location of new shop uses (Policy CF1)	a) The viability and diversity of the Borough's accessible areas which contain the mix of uses need by residents and visitors to the Borough may decline. The vision to create a borough that contains a diverse mix of uses will be difficult to achieve if our town centres are not the driver for this. The Latimer and Kensal areas will not benefit from new centres which will serve the day-to-day needs of residents, with residents having to make do with existing provision in the area. These centres will only be	Yes	Risk (i) Policies unsuccessful in implementing the town centre first approach to new town centres. Large scale residential development in the Latimer and Kensal areas does not occur.	Low	Med	No	n/a	n/a	n/a	n/a	n/a	n/a

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13	Retail Development with town centres(Policy CF2)	required if the redevelopment of the areas occur a) The town centres maintaining their distinct characters and functions will be difficult to achieve. The vision to create a borough that contains a diverse mix of uses will be difficult to achieve if our town centres are not the driver for this	Yes	Risk (i) Centres therefore decline relatively to our competitors	Low	Medium	No	n/a	n/a	n/a	n/a	n/a	n/a
14	Diversity of uses within town centres (Policy CF3)	a) The retail expenditure that cannot be accommodated within existing centres, or by the expansion of the existing centres, will "leak" to neighbouring borough's where it will not contribute to the borough's economy. This could result in the Boroughs town centres not being as large or as "successful" as they could be if all the "need" could be accommodated within them (be this by expansion or greater intensification)	Yes	Risk (i) We are unable to accommodate the additional retail floorspace "needed" within the borough because there are not enough suitable sites available	High	Mid	Yes	Although a Plan B is desirable, there are no other options to allow existing centres to grow because of built environment constraints and therefore a Plan B is not required	n/a	n/a	n/a	n/a	n/a
15	Street Markets (Policy CF4)	a) The character of the Borough's town centres which contain street markets will not be as vibrant and diverse.	Yes	Risk (i) There is no longer adequate demand from the stall holders to maintain the Borough's markets.	Low	Med	No	n/a	n/a	n/a	n/a	n/a	n/a

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16	Location of Business Uses (Policy CF5)	a) Large scale offices will not be concentrated in town centres and other areas well served by public transport. This will harm the Council's ambition to minimise traffic generation as well as the Council's ambitions to maintain a diverse mix of lower value uses within the employment zones	Yes	Risk (i) Permission is granted for large offices in the employment zones and other areas which are not well served by public transport	Low	Med	No	n/a	n/a	n/a	n/a	n/a	n/a
17	Creative and Cultural Businesses (Policy CF6)	a) Low value land uses such as light industrial uses and small offices will be unable to compete with higher land value uses within the Employment Zones. Diversity of uses within the Employment Zones contributes to the drivers of uses sought by the Council, and articulated in the Fostering Vitality vision.	Yes	Risk (i) The gradual ingress of higher value land uses into the Employment Zones, causing the erosion of their function due to raising land values and remaining areas for low value business uses.	Medium	Med	No	n/a	n/a	n/a	n/a	n/a	n/a
18	Arts and Culture uses (Policy CF7)	a) The Borough sees its gradual degradation from an area which contributes to London as a world city and which makes the borough such an interesting place to live.	Yes	Risk (i) Arts and cultural uses are gradually replaced by higher value uses such as retail.	Negligible	High	Yes	With the work the Borough is undertaking on Exhibition Road, the risk of it occurring is negligible, so no Plan B has been prepared, even though the impact would be considerable.	n/a	n/a	n/a	n/a	n/a
19	Hotels (Policy CF8)	a) The Borough will see a decline in its hotel	Yes	Risk (i) Loss of hotels to higher	Medium	Low	No	n/a	n/a	n/a	n/a	n/a	n/a

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		stock, and will therefore be able to play less of a contribution to London's role as a world city.		value residential accommodation.									
20	South Kensington Strategic Cultural Area (Policy CF9)	None	Yes	None	Low.	Low	No	n/a	n/a	n/a	n/a	n/a	n/a
Better Travel Choices													
21	Improving alternatives to car use (Policy CT1)	a) Lower reduction in car use.	Yes	Risk (i) Lack of public funding of alternatives; developers insisting for value reasons on including parking.	med	low	No	n/a	n/a	n/a	n/a	n/a	n/a
22	New Rail Infrastructure (Policy CT2)	a) Fail to achieve higher levels of accessibility and related regeneration	Yes	Risk (i) Crossrail unable to deliver a station at Kensal, either as a turn back or as a fill station.	High	High	Yes	See Kensal Plan B	North Kensington Area Action Plan Issues and Options draft February 2008	This would allow the strategy of using the Kensal sites as a catalyst to regenerate the wider north Kensington area to continue, albeit with the site at a slightly reduced density.	n/a	The development potential of the Kensal site would be less without a Crossrail Station, and the accessibility of the area as a whole may not be transformed by a rail station, but would still be improved by bus-based improvements.	Less development at Kensal will result in less opportunity to fund works such as connecting links over the railway. It could dissuade the Gas Site from coming forward as development value may not outweigh development costs.
An Engaging Public Realm													
23	Street Network (Policy CR1)	a) Fragmented and disjointed street network would remain in the borough.	Yes	Risk (i) That proposals for larger scale development may not come forward due to the recession.	Low	Med	No	n/a	n/a	n/a	n/a	n/a	n/a
24	Three Dimensional Street Form (Policy CR2)	a) New development will jar against the historic built fabric.	Yes	Risk (i) That proposals will be of lesser quality due to the recession,	Low	Med	No	n/a	n/a	n/a	n/a	n/a	n/a

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25	Street and Outdoor Life (Policy CR3)	a) The level of street life will be less if this policy does not happen. Therefore this policy may impact on 'Fostering Vitality'.	Yes	however, the Council can refuse such developments. Risk (i) That opportunities to create 'places' do not arise due to the recession.	Low	Med	No	n/a	n/a	n/a	n/a	n/a	n/a
26	Streetscape (Policy CR4)	a) We would fail to maintain the present very high streetscape standards	Yes	Risk (i) Developers refuse to contribute	Low	Med	No	n/a	n/a	n/a	n/a	n/a	n/a
27	Parks, Gardens, Open Spaces and Waterways (Policy CR5)	a) There would be a degradation in the quality of the waterway, parks, gardens and open space.	Yes	Risk (i) That proposals for development may not come forward due to the recession.	Low	Med	No	n/a	n/a	n/a	n/a	n/a	n/a
28	Trees and Landscape (Policy CR6)	a) Likelihood of a greater loss of trees in the borough.	Yes	Risk (i) Very little	Low	Med	No	n/a	n/a	n/a	n/a	n/a	n/a
29	Servicing (Policy CR6)	a) Likelihood of unsatisfactory servicing impacting negatively on busy town centre environments undermining their quality	Yes	Risk (i) Site constraints	Low	Med	No	n/a	n/a	n/a	n/a	n/a	n/a

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Renewing the Legacy													
30	Context and Character (Policy CL1)	a) Development proposals fail to achieve high standards of design.	Yes	Risk (i) That in Planning Inspectorate do not support the exceptional standards we are seeking	Med	Medium	No	n/a	n/a	n/a	n/a	n/a	n/a
31	New Buildings, Extensions and Modifications to Existing Buildings(Policy CL2)	a) Development proposals fail to achieve high standards of design.	Yes	Risk (i) That in Planning Inspectorate do not support the exceptional standards we are seeking	Low	Med	No	n/a	n/a	n/a	n/a	n/a	n/a
33	Historic Environment (Policy CL3)	a) The identity of the Borough is undermined because of a failure to protect its historic fabric.	Yes	Risk (i) That in Planning Inspectorate do not support the exceptional standards we are seeking	Low	Med	No	n/a	n/a	n/a	n/a	n/a	n/a
32	Historic Assets (Policy CL4)	a) The identity of the Borough is undermined because of a failure to protect its historic fabric.	Yes	Risk (i) That in Planning Inspectorate do not support the exceptional standards we are seeking	Low	Med	No	n/a	n/a	n/a	n/a	n/a	n/a
33	Amenity (CL5)	a) The high quality residential life of the Borough is undermined because of a failure to protect amenity.	Yes	Risk (i) That in Planning Inspectorate do not support the exceptional standards we are seeking	Low	Med	No	n/a	n/a	n/a	n/a	n/a	n/a

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34	Small-scale Alterations and Additions (Policy CL6)	a) Small scale incremental changes leading to a degradation of the Borough's character	Yes	Risk (i) That in Appeals the Inspectorate do not support the exceptional standards we are seeking	Low	Med	No	n/a	n/a	n/a	n/a	n/a	n/a
Diversity of Housing													
35	Housing Targets (Policy CH1)	a) Much needed housing in the borough will not be provided	Yes	Risk (i) Recession.	High	Med	Yes	There are no Plan Bs that the borough can implement that would counteract international recession. We have to accept that development may be delayed.	n/a	n/a	n/a	n/a	n/a
36	Housing Diversity (Policy CH2)	a) Housing in the borough will not be further diversified	Yes	Risk (i) Failure to achieve good affordable housing through viability assessments especially as part of the recession Risk (ii) Failure to provide for an appropriate mix of sizes of dwellings	Med	Med	No	n/a	n/a	n/a	n/a	n/a	n/a
37	Residential Amenity (Policy CH3)	a) Reduction in Quality of Life for new and existing residents	Yes	Risk (i) Increasing need for external living as part of climate change	High	Med	No	Policy as drafted provides sufficient controls	n/a	n/a	n/a	n/a	n/a

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38	Estate Renewal (Policy CH4)	a) Regeneration of North Kensington	Yes	Risk (i) Recession and the failure to find alternative sources of funding. Risk (ii) Public opposition	High	High	Yes	Plan B: Delay Plan C: Refurbishment	This was not explicitly considered as a separate option. Interim Issues and Options	This is the only alternative available that keeps the strategy for the project in tact n/a	n/a	Benefits of redevelopment would be delayed n/a	Delivery would be delayed n/a	
Respecting Environmental Limits														
39	Climate Change (Policy CE1)	a) Although RBKC's individual contribution is small, taken with others, the importance of meeting national carbon targets to mitigate climate change is essential	Yes	Risk (i) Failure of Building Regs to be amended to require higher standards of CO ₂ reduction and lower use of water. Risk (ii) Viability assessments, especially during the recession, show the policy is not feasible.	Med	Med	No	n/a	n/a	n/a	n/a	n/a	n/a	n/a
40	Flooding (Policy CE2)	a) Development takes place in a way that is not flood adapted	Yes	Risk (i) That in appeals the Planning Inspectorate and Environment Agency do not	Low	Med	No	n/a	n/a	n/a	n/a	n/a	n/a	n/a

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				support this policy									
		a) Development takes place that does not reduce water runoff levels	Yes	Risk (i) That in appeals the Planning Inspectorate and Environment Agency do not support this policy	Low	Med	No	n/a	n/a	n/a	n/a	n/a	n/a
41	Waste (Policy CE3)	a) Insufficient provision for waste management	Yes	Risk (i) Failure to find appropriate sites outside of the borough.	High	High	Yes	The risks with achieving a site specific solution are such that waste will be dealt with in a separate DPD, not in the Core Strategy.	n/a	n/a	n/a	n/a	n/a
42	Biodiversity (Policy CE4)	a) Existing biodiversity is not protected efficiently and/or opportunities to attract biodiversity are lost.	Yes	Risk (i) Insufficient knowledge among both developers and planners to deliver the policy - regarded as a low priority.	Med	Med	No	n/a	n/a	n/a	n/a	n/a	n/a
43	Air Quality (Policy CE5)	a) Continued increase in poor air quality	Yes	Risk (i) That in appeals the Planning Inspectorate do not support this policy	Low	Med	No	n/a	n/a	n/a	n/a	n/a	n/a
44	Noise (Policy CE6)	a) Degraded residential quality of life	Yes	Risk (i) That in appeals the Planning Inspectorate do not support this policy	Low	Med	No	n/a	n/a	n/a	n/a	n/a	n/a