

Section 2 Delivery Strategy

Chapter 17 Policies and Actions

17.1 Introduction

17.1.1 This section of the plan sets out the policies and actions to deliver the seven Strategic Objectives which are set out in Chapter 3.

17.1.2 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. These criteria represent the non-strategic policies. Any policies in a neighbourhood plan, where one exists, should be in ‘general conformity’ with the strategic element of each policy set out in the Local Plan and once made the policies in the neighbourhood plan will take precedence over the non-strategic policies of this Local Plan. More information can be found in National Planning Practice Guidance on Neighbourhood Planning.
- Corporate and Partner actions follow. This section summarises other strategies, plans and actions by the Council and partners that will also play a part in delivering the strategic objective.

17.2 Infrastructure and Planning Contributions (Community Infrastructure Levy and s106)

17.2.1 A Local Plan should be “realistic about what can be achieved and when (including in relation to infrastructure)” and local planning authorities need to pay “careful attention to providing an adequate supply of land, identifying what infrastructure is required and how it can be funded and brought on stream at the appropriate time. The Local Plan should make clear, for at least the first five years, what infrastructure is required, who is going to fund and provide it, and how it relates to the anticipated rate and phasing of development.”⁴³

17.2.2 Delivery of infrastructure is critical to the delivery of all the strategic objectives of the Local Plan. Planning, through the use of Community Infrastructure Levy (CIL) and planning obligations (s106), is a prime way that the Council can gain the necessary resources to administer and assist delivery of vital infrastructure. The infrastructure schedule is set out in Chapter 25, 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 has prepared an Infrastructure Delivery Plan (IDP)⁴⁴ with partners and infrastructure providers, which will be regularly monitored and reviewed.

⁴³ NPPG Local Plans paragraph 018

⁴⁴ RBKC Local Infrastructure Delivery Plan 2016

- 17.2.3 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 Plan and to provide a robust base for CIL.
- 17.2.4 The Council's CIL Charging Schedule, Instalments Policy and Regulation 123 List came into effect on 6 April 2015. The Regulation 123 List sets out the types of infrastructure that may be wholly or partly funded by CIL. CIL is a mandatory charge levied on the net increase in floorspace arising from development in order to fund infrastructure that is needed to support development in the area. CIL runs alongside S106 agreements which will continue to operate. Communities will be consulted on how to spend a neighbourhood portion⁴⁵ of the levy revenues arising from the development that takes place in their area to ensure that the use of the neighbourhood portion matches the priorities expressed by the local community. The neighbourhood portion amounts to 15% of the CIL receipts arising from development that takes place in that area or 25% in areas with a made neighbourhood plan. This amount will not be subject to an annual limit as set out in NPPG on CIL.
- 17.2.5 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. Planning obligations should only be used where it is not possible to address unacceptable impacts through planning conditions. They must comply with the Community Infrastructure Levy Regulations 2010 (as amended)⁴⁶ and the NPPF. The Planning Obligations SPD sets out the type of planning obligations that will be negotiated through S106 agreements.
- 17.2.6 Subject to the S106 tests, planning contribution measures may include:
1. Environmental improvements - to buildings, the street (including townscape enhancements), improvements for inclusive design, utility provision, nature conservation and biodiversity measures, flooding and drainage and mitigating the effects of a development proposal
 2. Economic initiatives - securing jobs for local residents, apprenticeships, work placements, community based initiatives, employment training schemes, the provision of small business units and support for local procurement 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 Central Activities Zone (CAZ)⁴⁷ or in other circumstances,

⁴⁵ 15% of CIL revenues where there is no neighbourhood plan and 25% where a neighbourhood plan has been made

⁴⁶ Regulation 122 of the CIL Regulations 2010 (as amended). Replicated in the NPPF paragraph 204 and NPPG Planning Obligations paragraph 001

⁴⁷ The boundaries of the CAZ are shown on the Proposals Map

- 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, cultural place making such as 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 C1 Infrastructure Delivery and Planning Contributions

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, through the use of planning contributions, 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. Where development generates a need either because of its individual or cumulative impact, compensatory or mitigatory measures will be sought to secure the necessary infrastructure, or improvements to the proposals submitted to enable the development to proceed, in accordance with advice in national guidance.

Planning Contributions

Community Infrastructure Levy will be applied in accordance with the Regulations and planning obligations will be negotiated on a case by case basis in accordance with current legislation, national policy and guidance.

In determining what planning obligations would make development acceptable in planning terms, account will be taken of the proposed development, 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. Where the development is unable to deliver all the policy requirements for reasons of viability or where enabling development is necessary to bring development forward, a viability study will be required to accompany the planning application. S106 contributions will be reviewed in the context of this viability study. The applicant will fund the independent assessment of the viability study, or other technical studies requiring independent assessment, prior to the application being determined.

17.3 Planning Enforcement

- 17.3.1 The NPPF states that effective enforcement is important as a means of maintaining public confidence in the planning system and suggests that Councils should consider publishing

a Local Enforcement Plan to manage enforcement proactively, in a way that is appropriate in their area. A Local Enforcement Plan should set out how the Council will monitor the implementation of planning permissions, investigate alleged cases of unauthorised development and take action where it is appropriate to do so. The Council intends to publish a Local Enforcement Plan as a separate document to the Local Plan.

Policy C2 Planning Enforcement

The Council will investigate reported breaches of planning control in accordance with its Local Enforcement Plan, once adopted. Cases will be prioritised according to the level of harm identified and the resources available. Enforcement action will be carried out proportionately in relation to the breach of planning control identified and the harm being caused.

Where informal negotiations (where appropriate) fail to resolve the identified breach of planning control, and where it is considered appropriate and expedient to do so having regard to the provisions of the development plan and any other material considerations, formal action will be taken.



Chapter 18 Keeping Life Local

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

18.1 Introduction

- 18.1.1 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.
- 18.1.2 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
- 18.1.3 Keeping Life Local is an integral part of the Local Plan’s central vision CV1. It lies at the heart of the Royal Borough’s residential quality of life.

CO1

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.

18.2 What this means for the borough

- 18.2.1 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.
- 18.2.2 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.
- 18.2.3 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.
- 18.2.4 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.
- 18.2.5 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.

18.3 Planning Policies

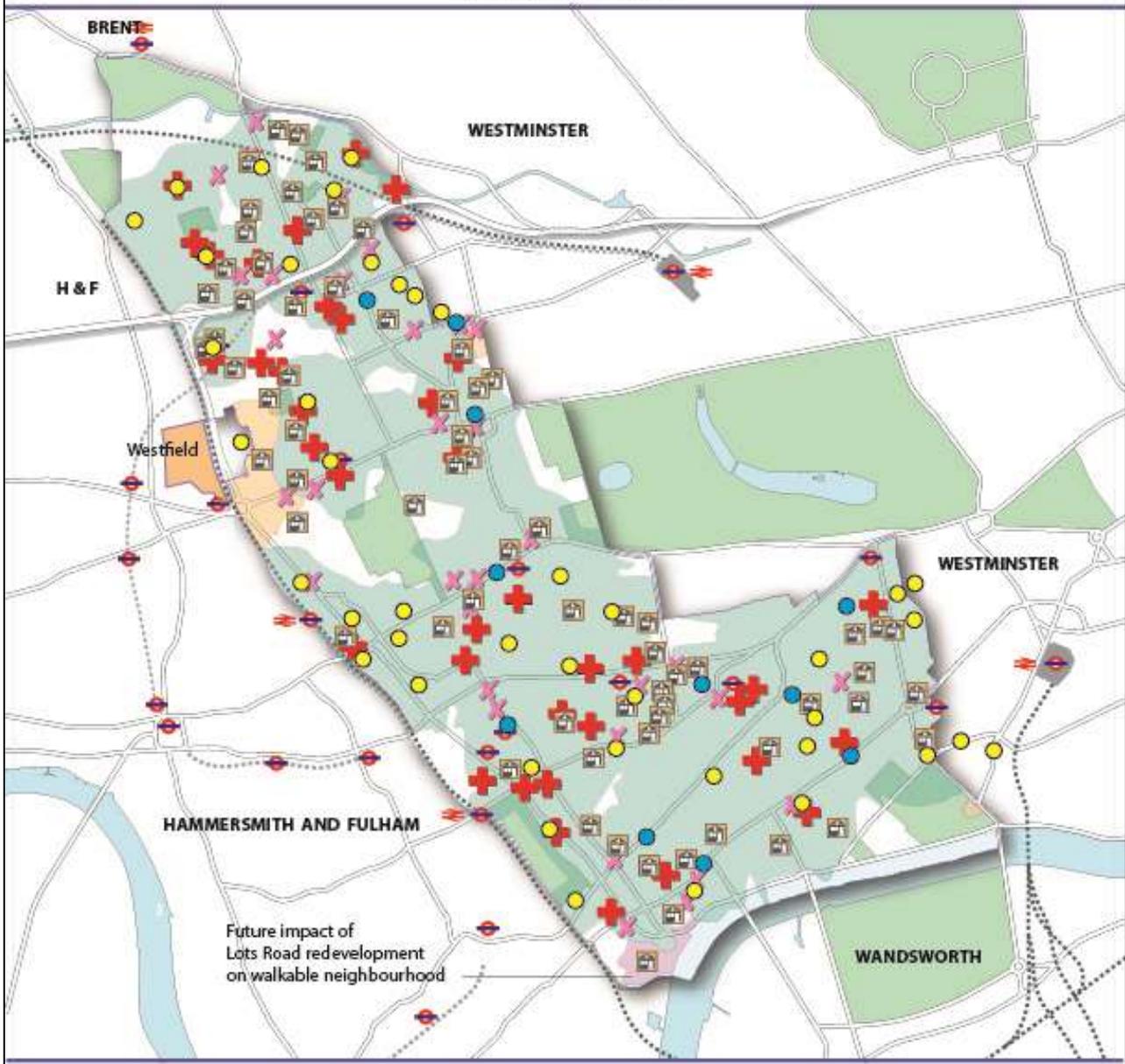
Social and Community Uses

- 18.3.1 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.
- 18.3.2 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
-  Higher Order Centres
-  Areas within 400m or 5mins walk of neighbourhood centres outside of the Royal Borough



18.3.3 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.

- 18.3.4 For the purposes of the Local Plan, social and community uses are defined as including: care homes/care facilities and elderly people's homes⁴⁸; 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.
- 18.3.5 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 means⁴⁹.
- 18.3.6 Should any of these uses change to a different use class (for example to *sui generis*), they would be considered under policy CK1.
- 18.3.7 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 CK1

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;

⁴⁸ As defined by Class C2 of the Town and Country Planning (Use Classes Order) 1987 (as amended)

⁴⁹ See Corporate and Partner Action Number 2 at the end of this chapter.

- 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

- 18.3.8 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.
- 18.3.9 The Council will use walkable neighbourhood indicators to assess accessibility to local shopping facilities. National indicators⁵⁰ 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
- 18.3.10 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 Ladbroke 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.
- 18.3.11 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.
- 18.3.12 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.
- 18.3.13 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.
- 18.3.14 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

⁵⁰ Manual for Streets, Department for Transport (2007)

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.

- 18.3.15 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.
- 18.3.16 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.
- 18.3.17 In applying this policy individual shops will be protected, but the swap of other uses within the A use class⁵¹ (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 CK2

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 19

⁵¹ Town and Country Planning (Use Classes Order) 1987 (as amended)

Walkable Neighbourhoods and Neighbourhood Facilities

- 18.3.18 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.
- 18.3.19 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.
- 18.3.20 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).
- 18.3.21 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.
- 18.3.22 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 hour⁵². It is also used by NHS Kensington and Chelsea as an appropriate distance for residents to travel to General Practitioners⁵³.

Policy CK3

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.

18.4 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

⁵² Manual for Streets, Department for Transport (2007)

⁵³ Kensington and Chelsea PCT 10 Year Primary Care Strategy (2008)

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 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 19 Fostering Vitality

Town centres, retail, arts and culture and business

19.1 Introduction

- 19.1.1 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 are under pressure from higher value 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.
- 19.1.2 Fostering vitality is an integral part of the Local Plan's central vision CV1. It lies at the heart of the Royal Borough's reputation as a national and international destination.

CO2 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.

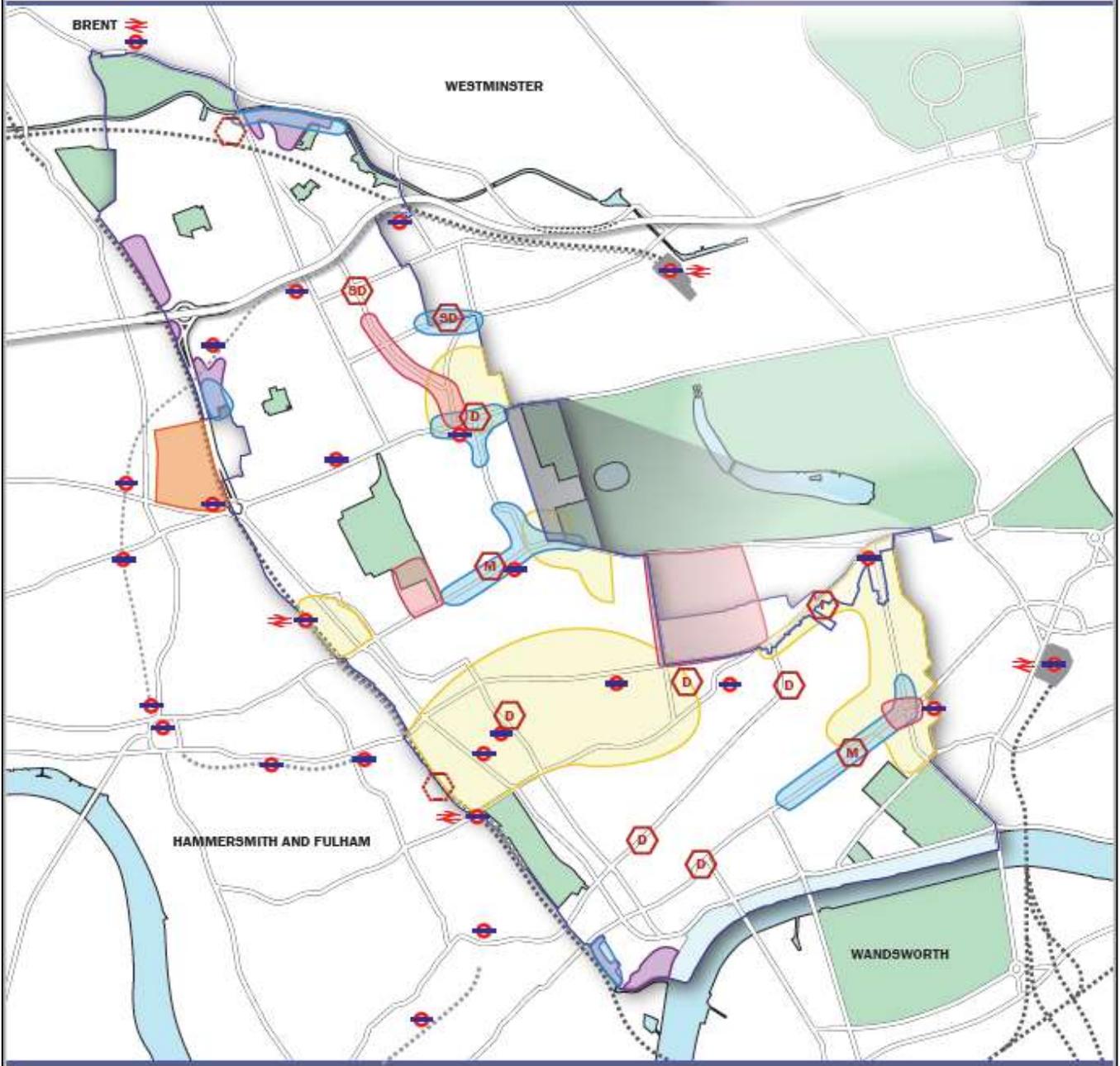
19.2 What this means for the borough

- 19.2.1 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, Earl's Court Road, 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.
- 19.2.2 The Council will direct new shopping, and other A Class town centre uses into existing town centres where ever possible. The scale of such uses will reflect the nature and the function of the centre in which it lies. The Council will, however, continue to recognise the positive contribution that such uses can have elsewhere within the borough. Properly planned and of an appropriate scale, A class uses can add activity and provide the local services needed by an area, without harming the vitality of nearby centres.
- 19.2.3 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, a highly accessible location with its own cultural use proposed.
- 19.2.4 The strength of South Kensington as an area which offers an exceptional cultural experience will be supported further by the designation of the museums as a Strategic Cultural Area, and the inclusion of the museums complex within the Mayor's Central Activity Zone (CAZ).

FOSTERING VITALITY

Town Centres, Retail, Arts and Culture and Business

- | | | |
|--|---|--|
|  Employment zones |  Westfield/Shepherd's Bush |  International |
|  Concentration of Cultural Uses |  Central Activities Zone (CAZ) |  Major |
|  Concentration of Hotels |  Town centres |  District |
|  Concentration of Offices |  Possible larger centre |  Special District |



19.2.5 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 Latimer, Lots Road and Kensal Employment Zones play in providing a mix of office, of light industrial, and of warehousing uses will continue to be supported. Whilst not enjoying the same accessibility levels of the town centres, the success of the Employment Zones rests on the diversity of the business uses within them. This can include large standalone premises, co-working hubs as well as the small office, workshop or hybrid use. Similarly, the important role that smaller offices have throughout the borough will continue to be recognised. It is these premises that are of particular value to the borough's thriving creative and cultural business sector.

19.3 Planning Policies

Location of Town Centre Uses

- 19.3.1 The Council has published an update to its original Retail and Leisure Needs Assessment⁵⁴. This predicts retail need up to 2028, the end of the plan period. While long term forecasts may be more susceptible to uncertainty, the Council is satisfied that need until 2023 can be estimated to an acceptable degree of accuracy. The Local Plan, therefore, seeks to plan for, and accommodate, retail need to 2023 only. The Council will review retail and leisure need on a regular basis, and where necessary amend the Local Plan accordingly.
- 19.3.2 The Retail and Leisure Needs Assessment (RLNA) of 2016 paints a very different picture from that of 2009. It concludes that whilst the borough's centres may be successful places they are currently trading at, or close to, equilibrium. The RLNA has considered the impact of adjoining centres including Westfield London, the increasing role of e-shopping, the impact of the 2008 recession on the retail sector as well as future estimates of local expenditure. It concludes that, at just 700 sq m, there will not be a significant need for additional comparison retail floorspace across the borough to 2023. This figure may rise to 21,000 sq m (net) by 2028, but remains significantly less than the 145,000 sq m of comparison need to 2028, identified in 2009. The need for additional convenience floorspace has held up a little better, with a predicted need of 9,000 sq m (net) by 2023 or 11,000 by 2028. The RLNA also considers the ability to accommodate this need within existing centres by 2028. It concludes that the re-occupation of currently vacant units, (reducing the overall vacancy rate to 5%) could accommodate some 11,300 sq m (gross) of commercial space, or a little over a third of all retail floorspace needed.
- 19.3.3 The Council does recognise the uncertainty implicit within any assessment of future retail need. As such it remains prudent to identify a number of sites either within, or immediately adjoining, a centre which may have the capacity to accommodate new retail floorspace. These sites have been allocated within each of the Place chapters, and where appropriate, the site allocations.
- 19.3.4 The Council endorses the 'town centre first' approach and 'sequential test' for new town centre uses as set out within the NPPF and the London Plan. The NPPF definition of an edge-of-centre site for retail purposes (within 300m of a town centre boundary) is not however, considered to be relevant within this 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.

⁵⁴ RBKC, Retail and Leisure Needs Study, Nathaniel Lichfield and Partners, May 2016

- 19.3.5 The Keeping Life Local Strategic Objective (Chapter 18) 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 existing deficiency are in the Latimer and Kensal areas and the area of the Earl's Court Exhibition Centre Strategic Site.
- 19.3.6 Some progress has been made since the adoption of the Core Strategy in 2010 in addressing this deficiency. The planning permission for the development of the Earl's Court Strategic Site is currently in the process of being implemented. In Kensington and Chelsea this includes the creation of a new neighbourhood town centre, its function being to serve the day to day needs of those living in the vicinity. Across the boundary in Hammersmith and Fulham a larger centre has been consented. This includes a significant amount of housing, retail floorspace, business uses, hotel floorspace, and a cultural destination. Any future expansion of either centre must be assessed against the relevant national, regional and local policies with care being taken to ensure that the vitality of existing centres is not harmed.
- 19.3.7 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.
- 19.3.8 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 400 sq m 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 is usually to be considered a 'small shop' with regard to the restrictions for Sunday Trading (280sq.m (net)). Such units are unlikely to have a detrimental impact on the health of adjoining centres. Given the nature of the borough's retail sector and the tightly knit network of centres across it, the Council is concerned that out of centre proposals that include a net increase of more than 400 sq m (gross external) retail floorspace may have the potential to cause harm. A retail impact assessment will allow the Council to assess each such proposal on its merits. The nature of the assessment should be proportionate to the scale of the development proposed.

Policy CF1 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 shops and new shop floorspace within town centres;
- b. require new retail development with a floor area of 400sq.m (gross external) or more to be located within existing and proposed town centres, or where no suitable sites can be identified within these centres, within sites immediately adjoining them;
- c. permit new shops (A1) of less than 400sq.m (gross external) in areas of retail deficiency as shown on the plan within Chapter 18 (Keeping Life Local);
- d. support 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 the NPPF, 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 and when within an Employment Zone, support the business function of that area.

Character of Town Centres

- 19.3.9 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.
- 19.3.10 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), Brompton Cross (Fulham Road (East) in the London Plan) and Earl's Court Road.
- 19.3.11 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.

- 19.3.12 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.
- 19.3.13 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).
- 19.3.14 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 18 (Keeping Life Local).
- 19.3.15 The Neighbourhood Centres are: Barlby Road, Ladbroke Grove (North), Golborne Road (North), North Pole Road, St Helen's Gardens, Ladbroke Grove Station, All Saints Road, Talbot Road, Latimer Road Station, Westbourne Park Road, Clarendon Cross, Holland Park Avenue, Holland Road, Napier Road, Kensington High Street (West), Thackeray Street, Pembroke Road, Earl's Court Road North, Kensington High Street (Warwick Road), Stratford Road, Gloucester Road, Cromwell Road, Gloucester Road (South), Old Brompton Road (West), Old Brompton Road (East), The Billings, Fulham Road (Old Church Street), Walton Street, Lowndes Street, Pont Street, Sloane Avenue, Elystan Street, Chelsea Manor Street, Lower Sloane Street and the World's End.
- 19.3.16 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 30.
- 19.3.17 Each of the designated centres are considered to be a "key shopping area" in terms of Schedule 2, Part C of the General Permitted Development Order 2015 (as amended)⁵⁵.
- 19.3.18 The Retail and Leisure 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 increasingly homogeneous retail sector. As such the Council will continue to monitor the health of the borough's centres very carefully.
- 19.3.19 The Council endorses the view of the Retail Commission⁵⁶ 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'. Ninety-two per cent of the shopping floorspace within Knightsbridge, 81 per cent of Kensington High Street and 68 per cent of King's Road (East) is occupied by multiple retailers⁵⁷, although many of these are top name international brands which have a limited representation in Britain.
- 19.3.20 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 twenty-eight per cent⁵⁸ of the total retail floorspace of the centre being occupied by multiple retailers. The Council cannot however, be complacent, and

⁵⁵ The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

⁵⁶ A Balance of Trade: Everyone can help, Report of the Commission on Retail Conservation to RBKC, May 2007

⁵⁷ GLA, London-wide Town Centres Health Check, 2013 Analysis Report (Annexes), March 2014

⁵⁸ *ibid*

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.

- 19.3.21 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 and its position within the town centre hierarchy, it must be of an appropriate scale and provide a mix of shop unit sizes.
- 19.3.22 The Council endorses the view of the Retail Commission⁵⁹ 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 a mix of unit sizes. This will only normally be suitable within major shopping developments (with a net increase in retail floor area of 1,000sq.m gross or more), where the viability of the wider scheme is not jeopardised.
- 19.3.23 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 and to help support a dynamic, competitive and diverse town centre.

Policy CF2 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 relate to the size, role and function of that 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 1 Spatial Strategy (Chapters 5-15); and
- b. require a range of shop unit 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.

Diversity within Town Centres

- 19.3.24 The Glossary to the National Planning Policy Framework (NPPF) lists the main town centre uses. These include shops as well as banks, building societies and other professional services, leisure and entertainment facilities, the more intensive sport and recreation uses (including cinemas, restaurants, bars and pubs, night-clubs, casinos, health and fitness centres); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities). The NPPF also notes that housing may be an appropriate town centre use when on upper

⁵⁹ A Balance of Trade: Everyone can help, Report of the Commission on Retail Conservation to RBKC, May 2007 and Response to Report from Retail Commission: A Balance of Trade, September 2007

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 18).

- 19.3.25 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. These supporting uses can play an important role in ensuring that a centre offers something that the internet cannot.
- 19.3.26 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 those visiting the centre. 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. This is an approach supported by the provisions of the NPPF and not diminished by the recent liberalisation of the relevant statutory instruments. The Council will continue to have regard to the mix of uses within particular parts of a centre whenever planning permission is required.
- 19.3.27 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 30. These will be reviewed as necessary.
- 19.3.28 The Council recognises that restaurants and drinking establishments continue to have an important role in supporting the diversity of the borough's town centres and in providing a useful day-to-day service to our residents. Care must be taken to ensure that an over concentration of such uses does not harm the function of a centre. In addition the Council recognises that such uses can be unneighbourly and cause particular problems to the quiet enjoyment of our residential areas. The impact of such uses on residential amenity are considered elsewhere in the Local Plan.
- 19.3.29 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.
- 19.3.30 In 2015 the GPDO⁶⁰ was amended and removed the need for planning permission for changes of uses from shops to estate agents and other Class A2 uses. The Council will monitor the effects of the GPDO on the vitality and viability of the town centres and where appropriate will consider using Article 4 directions to ensure that the health of town centres is maintained.

⁶⁰ The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)

- 19.3.31 In 2016 the St Quintin and Woodlands Neighbourhood Plan was made. This Plan takes a different approach to Council's Local Plan with regard to the appropriate balance of uses within the St Helens Gardens, North Pole Road and Barlby Road Neighbourhood Centres. Within these centres any change of use between an A1, A2, A3, D1 and D2 use will be permitted, subject to amenity considerations (Policies S1 and S2 of the Neighbourhood Plan.)

Policy CF3 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 complementary 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, Earl's Court Road 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 a 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, Earl's Court Road and Portobello Road town centres, unless the change is to a town centre use and where 50 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 a hot food takeaway (Class A5) and the change is to a town centre use and where 50 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 shop 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

- 19.3.32 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 Road Places, in Chapters 6 and 10 respectively, as it is considered to be an initiative that will greatly assist in generating increased footfall in this part of the borough.

Policy CF4 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.

Business uses

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

Offices

- 19.3.34 There are some 4,000 office occupiers within the Borough⁶¹, occupying nearly 720,000 sq m of business floorspace⁶². Whilst this stock of premises is widely distributed across the borough, there are particular concentrations around Kensington High Street, South Kensington, Knightsbridge, Notting Hill Gate and within the Employment Zones.
- 19.3.35 The borough has a cross section of business types. However, in the same way as the City of London is known for its financial and insurance services, so Kensington is known for its music, fashion and creative businesses. Some of these are of national and international significance. The borough is, for example, home to the four major record labels, some 400 associated independent studios and production facilities, providing an estimated 28 per cent of all the country's employment in the music publishing sector.
- 19.3.36 The importance of the borough's office sector was recognised by the Government in 2013 when the Council was one of only two authorities in the country granted a borough-wide exemption to the office to residential permitted development rights. This exemption was on the grounds that the borough's businesses had been shown to be both "locally" and "nationally significant." They employ an estimated 20,300 people, have a turnover of £5.8 billion and an economic output of £1.5 billion (GVA).⁶³

⁶¹ Office Market Review and Viability in RBKC, 2014, Frost Meadowcroft

⁶² Frost Meadowcroft Report: Office Market Review (2014)

⁶³ TBR: Impact of Proposed Change to Permitted Development 2013

- 19.3.37 One of the strengths of the borough's office sector is its diversity, both in terms of location and in terms of premises type. A larger office in, for example, a town centre location, will serve a different need from a shared workspace within an Employment Zone. It is the Council's ambition to support this diversity through the provision of a wide range of office types in different locations with a distribution across the borough. The borough can build upon its strengths as an increasingly popular location for the creative sector, whilst retaining the premises required by the more traditional accounting, legal or real estate sectors. Reconfiguration and re-provision of business floorspace within a single property, or within a number of properties within the immediate area, may allow the more efficient uses of space without reducing this diversity. Land use swaps which result in the migration of office floorspace from one area to another, or one type of area to another, will reduce diversity. This will be particularly problematical when the loss of floorspace is from an accessible high value area within a town centre. The Council will have regard to the benefits associated with an uplift in the quantum of the business floorspace over the swap sites, over and above that which could reasonably be expected to have come forward over the lifetime of the plan. This will be assessed against the dis-benefits associated with any loss of diversity.
- 19.3.38 There is a forecast demand of 45,000 sq m of additional office floorspace between 2016 and the end of the plan period in 2028⁶⁴. When including the B1(a) floorspace which has been lost since 2016 this translates to a net demand of 47,100 sq m.
- 19.3.39 The Council recognises that the development pipeline would suggest that this demand is likely to be accommodated over the plan period, with some further B class floorspace likely to be forthcoming through the intensification of business uses on existing sites. However, given the differential in value between office and residential land such windfalls are likely to be relatively modest. Any loss of the existing business stock will hinder the Council's ability to meet this need.
- 19.3.40 Land owners may seek to reconfigure existing office floorspace in order to allow an increase in value through the introduction of residential uses on a site. It is essential that the overall quality of the existing floorspace is not degraded by, for example, the re-provision of floorspace within a basement with little or no natural light.
- 19.3.41 The Council wishes to meet the objectively assessed need for new office floorspace within the plan period. As a 'town centre use', offices are subject to the requirements of the NPPF. The Council, therefore, seeks to direct new large office⁶⁵ premises to town centre locations, to edge of centre sites⁶⁶, to other accessible areas or to the Employment Zones. This will assist in the provision of the range of premises needed, support the continued vitality of the borough's town centres and ensure 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 office premises benefiting from, as well as contributing to, the range of facilities which may be available from an accessible town centre location. Large scale office proposals may be appropriate in other areas including within the Employment Zones, when shown to meet the requirements of the sequential test. The Council recognises 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.

⁶⁴ London Office Policy Review, (2017), GLA.

⁶⁵ A large office is one with a floor area of more than 1,000 sq m (GEA)

⁶⁶ For office development the NPPF defines an edge of centre location as one within 500 metres of a public transport interchange.

- 19.3.42 An 'accessible location', is one with a Public Transport Accessibility Level (PTAL) score of 4 or greater.
- 19.3.43 While medium-size offices⁶⁷ 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.
- 19.3.44 The availability of small and very small business premises⁶⁸ across the borough is also valued as these are the premises which are in demand by both the creative sector and 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 may, 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.

Industrial and warehouse uses

- 19.3.45 The borough's light industrial and warehousing sectors are much smaller in scale, estimated by the GLA⁶⁹ to be some 4.5 ha. Much of this is made up by studios and hybrid workshop/office uses, rather than traditional factories, workshops or warehouses.⁷⁰ The general industrial sector is smaller, located largely in the north of the borough.
- 19.3.46 The borough's remaining stock of light industrial premises continues to decline as property owners make the use of the freedoms offered within the GPDO and convert to higher value B class office uses. Uses evolve organically, and it has become increasingly difficult to distinguish the light industrial from the hybrid use, the workshop or the makerspace. This is a pattern which reflects the changing nature of the borough from an area with a small but functionally important manufacturing base to one now increasingly sought by entrepreneurs, by creative professionals and by small business employers. The Council does not wish to hinder this process.
- 19.3.47 There are a number of car repair garages and MOT centres across the borough which serve a particular need for many of the borough's residents. This is akin to a form of social and community use. The Council recognises that these uses may not sit neatly within the use classes order. Their "use" will depend on the actual operation, and whether neighbourly or not. In many cases these garages may be best considered to be a *sui generis* use. Where planning permission is required, such uses will be protected.
- 19.3.48 The borough contains a small number of storage and distribution uses. Whilst these are not of a scale that serve a strategic function they do provide a particular service which is used by both residents and by the small businesses scattered across the borough. As with industrial premises, this dwindling sector is under pressure from changes of use to higher value uses. Whilst loss to office uses may see a change of function it will ensure that the important business function is retained.

⁶⁷ A medium sized office is one with a floor area of between 300 and 1,000 sq m (GEA)

⁶⁸ A very small and small office premises have floor area of less than 100 sq m and between 100 and 300 sq m respectively (All GEA)

⁶⁹ London Industrial Land Supply and Economy Study, GLA 2015

⁷⁰ RBKC Commercial Property Study, Peter Brett Associates, 2013

- 19.3.49 Where an applicant can demonstrate that there are no strong economic reasons to retain a warehouse use, the loss to a non-business use may be appropriate. However, the Council will have regard to the length of time that the warehouse has been in operation and must be satisfied that the warehouse use is established. Where this is not the case, the Council will have regard to the contribution that the previous use had in meeting the ambitions of the Local Plan.

Employment Zones

- 19.3.50 The borough's Employment Zones continue to evolve from concentrations of industrial, warehousing and office uses to highly dynamic employment areas so popular with the creative industries. If these areas are to become the innovation districts of the future they must be allowed to provide a wide range of premises to attract the widest range of businesses and occupiers. To this end, the Council will support the provision of a spectrum of business types and premises which encourage the successful start-up company, and which then allows this start up to grow and to thrive. There is a need for micro-offices for start-up businesses, the premises suitable for the larger well established businesses, and for everything in between.
- 19.3.51 Whilst many of the business uses within the Employment Zones do still fall within the traditional classification of office, light industrial or warehouse use, many do not. The Council does not wish to constrain the evolution of such uses and supports flexibility within the B class uses in these areas and across the borough.
- 19.3.52 A range of non-business uses will be welcomed within the borough's Employment Zones where they help provide the range of facilities used by those working within, and visiting the Employment Zones. These are the uses which are often an integral part of the new models of business premises and could include shops, cafes and other A class uses, gyms, or cultural spaces. They are the uses which may help create vibrant and exciting places. Places which thrive through the linkages associated with the synergies of a creative sector. Whilst these supporting uses have value, it is essential that a balance is retained and these uses are only encouraged where they support the business function of these areas. For clarity it should be noted that the Employment Zones have not been identified as locations for new town centres. Any new town centre use with a floor area greater than 400 sq m will also be subject to the sequential test and an impact assessment.
- 19.3.53 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 offices, will be replaced by higher value uses such as housing (including student accommodation). It is therefore essential that the function of the Employment Zones is clear – that these are commercial areas, areas whose function is to accommodate a range of B class business types which support the local and the wider economy.
- 19.3.54 The Council does, however, recognise that the introduction of some residential floorspace within an Employment Zone can help bring forward new business development and deliver housing supply. In order to ensure that business uses are maximised, residential uses will only be permitted when they can be shown to be necessary to enable a significant uplift in business floorspace. As well as being a significant uplift, this floorspace must be of at least equal quality to that being re-provided with no more residential floorspace being provided than that necessary to enable the uplift. It is also essential that the commercial character and function of an Employment Zone is not jeopardised by the introduction / expansion of residential uses. This will normally be ensured through appropriate design, through the retention of the business function of ground floor frontages and through ensuring that any mixed use development within an Employment

Zone is business led. If the Council is not satisfied that the business function can be retained, the introduction of residential floorspace will be resisted.

- 19.3.55 The St Quintin and Woodlands Neighbourhood Plan takes a different approach to the Council's Local Plan with regard to what is seen as appropriate uses within the part of the Freston/Latimer Road Employment Zone which lies north of the Westway. In this area any A1, A2, A3, A4, D1 or D2 use will be encouraged "where such uses contribute to the vitality of the street and to the wider neighbourhood area" or where "increase employee numbers on sites" (Policies LR2 and LR3 of the Neighbourhood Plan). In addition Policy LR1 allows residential uses on the upper floors in redeveloped buildings at Units 1-14 Latimer Road provided that the ground (and any mezzanines) remain a commercial use.
- 19.3.56 The protection of offices as set out in Policy CF5 includes the protection of both units and floor space.

Policy CF5 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 deliver this the Council will, with regard to:

Offices

- a. protect offices and office floorspace throughout the borough, except where:
 - i. the office is within an Employment Zone and is being replaced by a light industrial use, workshop or other use which 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, small and medium-sized offices anywhere in the borough save for ground floor level of town centres;
- c. require new large scale office development to be located within a town centre, other accessible areas or within an Employment Zone unless the development would meet the requirements of the sequential test and not have a detrimental impact on traffic generation in the area;
- d. require all new business floorspace over 100sq.m to be flexible, capable of accommodating a range of unit sizes;

Industrial and Warehouse Uses

- e. protect all general and light industrial uses and warehousing throughout the borough unless where the loss is to an alternative B Class business use;
- f. protect vehicle repair garages and MOT centres 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. require there be no net loss of business floorspace unless to uses which support the function of the zone;
- j. support A class and other town centres uses where they help support the business function of the Employment Zones;
- k. resist residential uses including for student housing or any form of living accommodation, unless the use can be shown to be necessary to support a significant uplift in both the quantity and the quality of the business use on the site;
- l. promote employment zones as centres for innovation, locations for large and small businesses and for workshops (whether stand alone or part of large business centres).

Creative and Cultural Businesses

- 19.3.57 As a share of total employment in the borough, the cultural and creative sector is unusually large, accounting for around 15,000 people across over 2,500 firms.⁷¹ These industries are well represented across the borough, but particularly within the Employment Zones and the town centres⁷².
- 19.3.58 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.
- 19.3.59 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, co-working spaces and lower cost units can all help the creative and cultural sector set up, expand and thrive within the borough.
- 19.3.60 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, 8 and 9).

Policy CF6 Creative and Cultural Businesses

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

Arts and Culture uses

- 19.3.61 The borough contains a number of major arts and cultural attractions, including the Natural History, Science and Victoria and Albert museums, 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,

⁷¹ Evidence to inform Article 4 Direction to restrict the future relaxation of planning regulations to allow changes of use from office to residential. TBR (2016)

⁷² 16 RBKC, Employment Land Review Update, Roger Tym and Partners, September 2009

nine cinemas and eight smaller theatres, as well as being home to more than six hundred arts organisations and artists⁷³.

- 19.3.62 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.
- 19.3.63 The South Kensington cultural institutions' international reputation and their strategic 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 12 million visits being made to the Natural History, the Victoria and Albert and Science museums in 2015⁷⁴.
- 19.3.64 The borough's arts and cultural uses include museums, art galleries, auction houses, 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.
- 19.3.65 The requirements of arts and cultural operators change over time. Sometimes 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. The temporary and meanwhile use of vacant buildings and sites by creative, cultural and community organisations will also be supported, particularly where they help activate and revitalise town centre locations.
- 19.3.66 The Council recognises that in a climate of reduced core funding, the borough's cultural institutions need to expand their own sources of revenue. Ancillary retail and cafes associated with these institutions can therefore play a significant role.

Policy CF7 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 on site, or if this is not possible, 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;

⁷³ RBKC, Arts Strategy 2004 – 2008,

⁷⁴ Association of Leading Visitor Attractions (2015)

- 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

- 19.3.67 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 borough⁷⁵. About half of this is spent in the borough's shops. A quarter relates to stays in hotels. With an estimated 19,300 "visitor" rooms⁷⁶ the borough is one of London's main providers of visitor accommodation. In 2014 19,210 people were employed in the "accommodation" and "food and beverage service activities", the concentration of those employed in the "accommodation" sector being nearly three and a half times greater than one would expect in London.⁷⁷
- 19.3.68 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 2036. The need within the borough has been identified as being 2,700 additional rooms.⁷⁸
- 19.3.69 The upgrading of existing hotels can have considerable benefits to the nature of the borough's stock of visitor accommodation. It can keep the borough's hotel offer relevant and, by allowing overnight stays, can ensure that the vitality of our town centres is supported. Often refurbishment will not require planning permission, but where it does it is essential that it is not at the expense of existing permanent residential units or of the living conditions of those living nearby. Refurbishment which results in the loss of a modest number of bedspaces or floorspace may be appropriate where it can be shown to be necessary to allow the quality of the of the remaining rooms, or of the associated facilities, to be improved significantly.
- 19.3.70 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. 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. This is not to say that the expansion of existing hotels elsewhere within the borough will necessarily be inappropriate. Thoughtfully designed and managed, such expansion could make a significant contribution to meeting the need for additional rooms and not harm the character of residential areas.

⁷⁵ RBKC, Study of the Visitor Economy, 2009.

⁷⁶ Understanding the demand and supply of visitor accommodation in London to 2036, GLA, August 2013. This figure is for "all rooms". This includes 15,280 "serviced rooms"

⁷⁷ Evidence to inform Article 4 Direction to restrict the future relaxation of planning regulations to allow changes of use from offices to residential, TBR (2016)

⁷⁸ Understanding the demand and supply of visitor accommodation in London to 2036, GLA, August 2013

Policy CF8 Hotels

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

To deliver this the Council will:

- a. protect hotels and hotel bedrooms across the borough;
- 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, within the Earl's Court Exhibition Centre site allocation; close to major tourist attractions; in areas which enjoy excellent links to Central London; or within other areas where the new hotel would support the function of the area;
- c. encourage the upgrading and expansion 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 unacceptable harm to amenity or to the residential character of an area.

Other forms of visitor accommodation

- 19.3.71 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 CF9

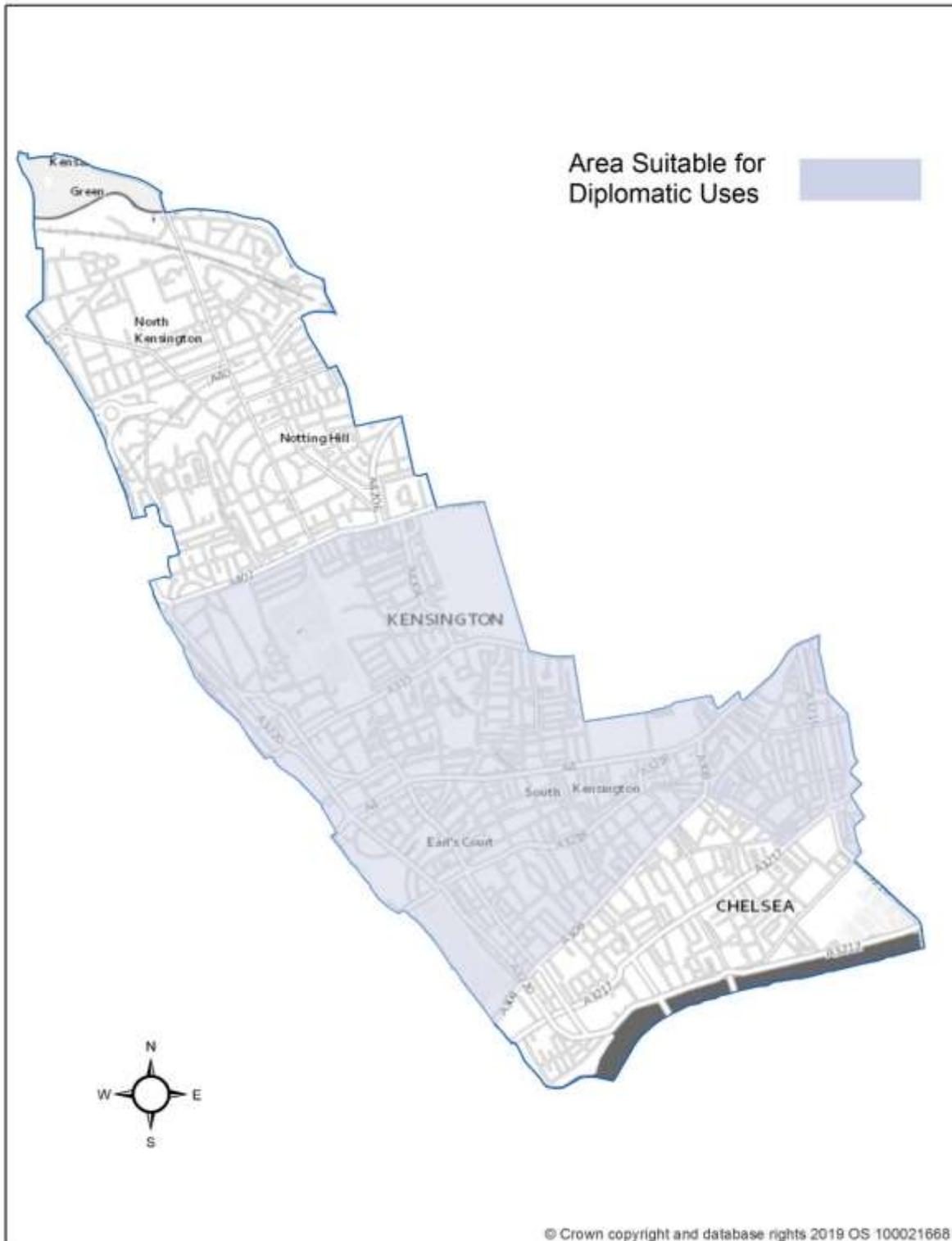
Temporary Sleeping Accommodation The Council will resist the provision of holiday lets and other temporary sleeping accommodation where it involves the loss of permanent residential accommodation.

Diplomatic and Allied Uses

- 19.3.72 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 Map. The area suitable is 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 CF10
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 Map.



Area Suitable for Diplomatic Uses

South Kensington Strategic Cultural Area

- 19.3.73 In recognition of its outstanding universal value as a visitor destination, the Council and the London Plan have designated the museums complex as a Strategic Cultural Area⁷⁹. A vision for the area forms part of the South Kensington Place (Chapter 14) section of the Local Plan.
- 19.3.74 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 21) and Renewing the Legacy (Chapter 22). 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.
- 19.3.75 The boundary of the Strategic Cultural Area is shown on the Proposals Map.

Policy CF11 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

- 19.4.1 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

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

- 19.4.2 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 best meet the interests of the sector to the benefit of local residents and others who live or work 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 is responsible for their implementation.

Corporate and Partner Actions for Fostering Vitality

1. 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.
2. 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.
3. The Council's Economic Development and Regeneration team will work with partners to provide a diverse range of support to residents who wish to start and grow their own business. This will be an ongoing process.

⁷⁹ The designation within the London Plan relates to the South Kensington Museums and to the Royal Albert Hall. The latter does not lie within the Royal Borough, and as such does not form part of this policy.

4. The Council's Economic Development and Regeneration team will work with members of the Worklessness team to support local residents into employment. This will be an ongoing process.
5. The Council's Economic Development Team will work with JobCentre Plus, local health services and partners in the central London Working Capital pilot. This pilot provides access to one-to-one support for long term unemployed leaving the Government's Work Programme.
6. The Council's Market Development Manager will develop the borough's markets. This is an ongoing process.
7. 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.
8. The Council will deliver cultural place-making initiatives to ensure that residents and visitors are aware of the full range of cultural facilities that are available, particularly in King's Road, Kensington High Street, Portobello Road and the South Kensington Strategic Cultural Quarter.

Chapter 20 Better Travel Choices

20.1 Introduction

- 20.1.1 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.
- 20.1.2 Better Travel Choices is an integral part of the Council's vision. It is central to upholding the residential quality of life of the borough.

CO3 Strategic Objective for Better Travel Choices

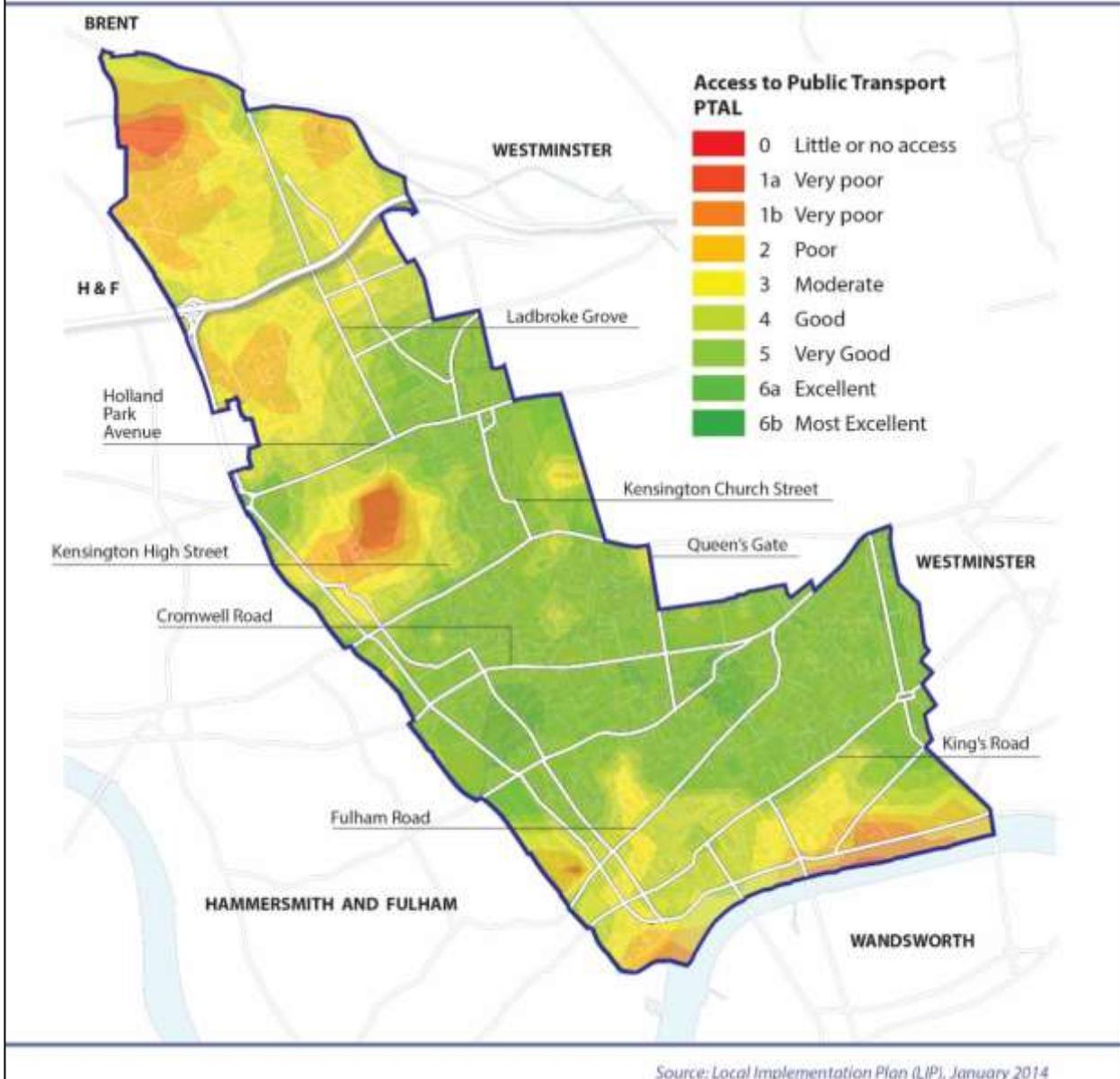
Our strategic objective for better travel choices is for walking, cycling and public transport to be safe, easy, attractive and inclusive for all and preferred by residents and visitors to private car ownership and use.

20.2 What this means for the borough

- 20.2.1 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.
- 20.2.2 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.
- 20.2.3 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.
- 20.2.4 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.

BETTER TRAVEL CHOICES

PTAL (Public Transport Accessibility Level)



20.3 Planning Policies

Improving alternatives to car use

- 20.3.1 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.
- 20.3.2 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 accessibility 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
- 20.3.3 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.
- 20.3.4 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.
- 20.3.5 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.
- 20.3.6 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.

- 20.3.7 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.
- 20.3.8 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.
- 20.3.9 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.
- 20.3.10 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
- 20.3.11 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.
- 20.3.12 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.

- 20.3.13 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.
- 20.3.14 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 CT1 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 cycling 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 redevelopment 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

20.3.15 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.

20.3.16 A new station on the West London line at Westway Circus would significantly improve access for local residents to public transport, both on the West London line and, through interchanges, the wider London Overground and Underground network Crossrail 2 would provide access to the Underground network for parts of Chelsea, where access is currently poor. If implemented, a new Crossrail station at King's Road would put 5,000 more homes in Chelsea within walking distance of an underground station, make it much easier for patients, staff and visitors to reach the area's three hospitals, and help to maintain the vitality and viability of the area's businesses by making access easier for customers and staff. A new Elizabeth Line station at Kensal Canalside Opportunity Area would unlock significant regeneration opportunities.

Policy CT2 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 Canalside Opportunity Area to establish a Elizabeth Line Station, subject to approval by Network Rail and DfT;

b. support the creation of a new station on the West London line at Westway Circus, as proposed by the St Quintin and Woodlands Neighbourhood Plan;

c. protect the safeguarded route and associated land for the Elizabeth Line (Crossrail 1) and Crossrail 2, including for the latter a station located between 250 King's Road and 151 Sydney Street near Chelsea Old Town Hall on the King's Road;

20.4 Corporate and Partner Actions

Introduction

- 20.4.1 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

- 20.4.2 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 borough's roads and pavements. These principles are incorporated with the Council's Streetscape Guidance (2012).

RBKC Second Local Implementation Plan 2014-2017

- 20.4.3 This sets out how the Council intends to implement the Mayor of London's Transport Strategy as well as other sub-regional and local transport-led priorities.

Mayor's Transport Strategy 2010

- 20.4.4 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 2015

- 20.4.5 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 subregion, 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 the Elizabeth Line and Crossrail 2), 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 21 An Engaging Public Realm

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

21.1 Introduction

- 21.1.1 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 Borough, being central to our success as an attractive place to live, work and visit. Enhancing the public realm will be a key part of maintaining the success of the borough as a whole.
- 21.1.2 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.
- 21.1.3 An Engaging Public Realm is an integral part of the Local Plan's central vision. It is regarded as critical by residents to their quality of life, and also underpins the national and international reputation of Kensington and Chelsea.

CO4 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.

21.2 What this means for the borough

- 21.2.1 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.
- 21.2.2 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.
- 21.2.3 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 groundbreaking approach to clutter reduction and streetscape improvements.
- 21.2.4 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 area⁸⁰.

- 21.2.5 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 and Kensal.

21.3 Planning Policies

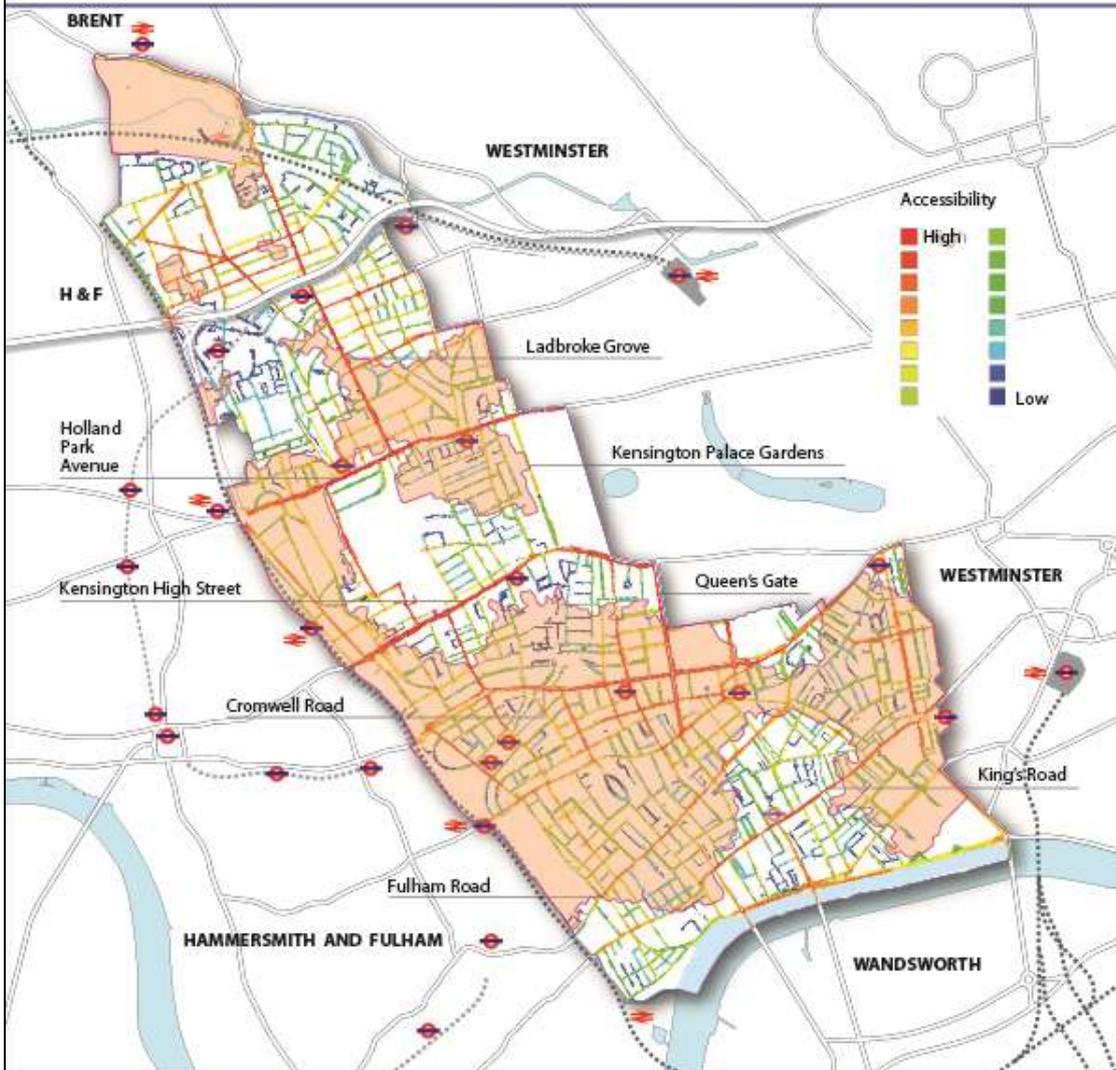
Street Network

- 21.3.1 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 road safety, reduces the need to travel, improves the accessibility to London's transport system and to local services and this aids social inclusion.
- 21.3.2 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.
- 21.3.3 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.
- 21.3.4 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.
- 21.3.5 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.
- 21.3.6 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).

⁸⁰ Provisional scores for the National Indicators via the Place Survey 2009

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

Policy CR1 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

- 21.3.7 Streets⁸¹ 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.
- 21.3.8 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.
- 21.3.9 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.
- 21.3.10 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 whereas softer boundary treatments are more common in public spaces

⁸¹ 'street' means the space between buildings, in some instances this could be a public square or place

Policy CR2 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

- 21.3.11 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.
- 21.3.12 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 employment⁸².
- 21.3.13 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.
- 21.3.14 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.
- 21.3.15 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

⁸² The Royal Borough of Kensington and Chelsea: Ten-year Parks Strategy 2006/2015. Better City Life

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 CR3 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

- 21.3.16 Much of the borough lies within one of 38 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.

- 21.3.17 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 art⁸³.
- 21.3.18 Advertising hoardings and freestanding adverts can have a negative impact on visual amenity and can also have serious implications for public and road safety.
- 21.3.19 Front gardens offer a valuable contribution to the streetscape. The loss of front gardens to offstreet parking has long had harmful effects upon visual amenity and townscape quality. It can also reduce public safety.
- 21.3.20 Public art can promote civic pride and help create of a sense of place and promote local distinctiveness. To achieve high standards of both concept and execution the Public Art Panel advises and comments on proposed public art projects in the borough.

Policy CR4 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;

⁸³ RBKC Streetscape Guide 2012

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. Where such provision is not appropriate, the Council may seek planning contributions for the provision of public art. New public art proposals should be developed in consultation with the Public Art Panel.

Parks, Gardens, Open Spaces and Waterways

- 21.3.21 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.
- 21.3.22 There are 100 garden squares⁸⁴ within the borough. There are also 15 open spaces on England's Registered Parks and Gardens⁸⁵, including Kensington Gardens, Holland Park, Brompton and Kensal cemeteries and Kensington Roof Gardens, the latter being the only roof garden on the national register.
- 21.3.23 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. The NPPF provides for the designation of Local Green Spaces. The designation of LGSs will be considered in the borough through neighbourhood plans or other development plan documents.
- 21.3.24 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 space⁸⁶. In spite of this, there is a strong green amenity to the area, with numerous garden squares and street trees.
- 21.3.25 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 communal⁸⁷ to the adjacent development, rather than public - as the garden square tradition of this borough demonstrates. The provision of new publicly accessible open space will therefore be assessed on a case by case basis, using the up-to-date information from on-going audits of play and open space. Planning 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.

⁸⁴ The London Squares Preservation Act 1931 seeks to protect certain squares, gardens and enclosures in Greater London. It should be consulted for any proposed development in garden squares within the borough.

⁸⁵ Register of Parks and Gardens of Special Historic Interest in England compiled by English Heritage

⁸⁶ PPG17: Planning for Open Space, Sport and Recreation 2002

⁸⁷ such as a private garden square

- 21.3.26 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.
- 21.3.27 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.
- 21.3.28 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 underutilised. 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 CR5 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;
 - iv. Local Green Spaces where these are designated in a neighbourhood plan or other development plan document.
- 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 development to make planning contributions towards improving existing or providing new publicly accessible open space which is suitable for a range of outdoor activities and users of all ages;
- 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 landbased) are not adversely affected.

Trees and Landscape

- 21.3.29 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.
- 21.3.30 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.
- 21.3.31 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.
- 21.3.32 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.
- 21.3.33 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 CR6 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

- 21.3.34 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.
- 21.3.35 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.
- 21.3.36 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.

21.4 Corporate and Partner Actions

Introduction

- 21.4.1 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 2016-2025

- 21.4.2 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 a vision to ensure all residents will have easy access to a green, open space for relaxation, leisure and quiet reflection that is safe and pleasant to use. 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

- 21.4.3 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

- 21.4.4 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

- 21.4.5 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.

Sport England Strategy 2016 – 2021

- 21.4.6 In December 2015 the Government published Sporting Future: A New Strategy for an Active Nation. In response to this Sport England's Strategy 'Towards an Active Nation Strategy 2016-21' aims to increase the number of people who engage in sport and activity, not for its own sake but for the wider benefits it can bring, in terms of physical and mental wellbeing and individual, community and economic development.

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's Arboricultural Team will deliver the Tree Strategy.

6. The Planning and Borough Development Directorate 's Arboricultural Team will 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 its 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 the Canal and River Trust 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 22 Renewing the Legacy

Conservation, quality and design

22.1 Introduction

22.1.1 The borough has a large number of historic buildings and townscapes. Over 4,000 buildings are 'listed' and there are over 100 garden squares. Conservation areas cover more than 73 per cent of the borough. The built environment is 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 to local distinctiveness both within the borough and to London as a whole.

22.1.2 Renewing the Legacy is an integral part of the Local Plan's central vision.

CO5 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.

22.2 What this means for the borough

22.2.1 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.

22.2.2 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.

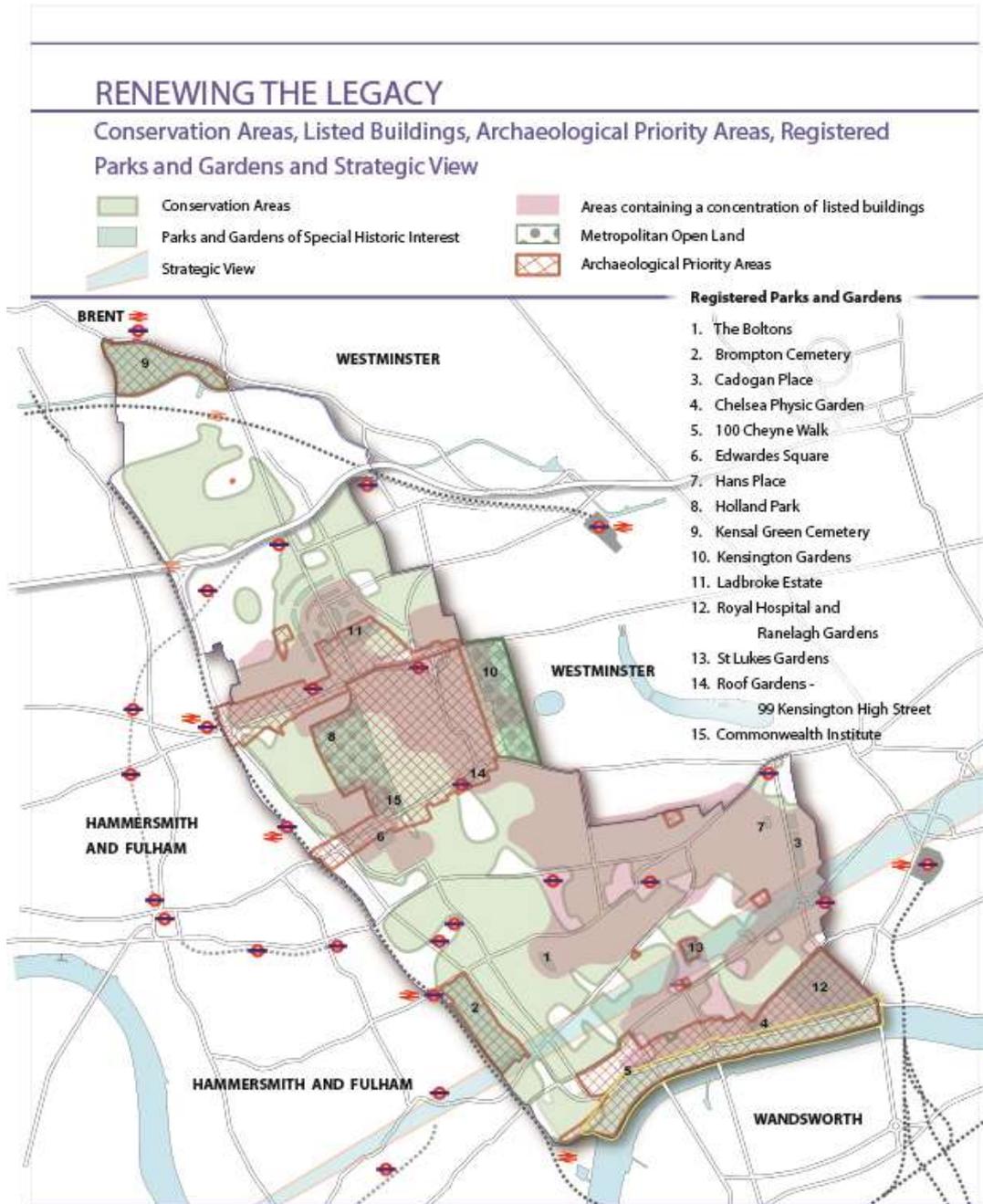
22.2.3 Maintaining and improving the mixed-use and architectural character, quality, inclusivity and setting of the Royal Borough's exceptional built environment is vital. Past approaches, where no worsening was good enough, are no longer acceptable. The prevailing philosophy will be to drive up the quality of design to improve the quality of the borough's built environment. The local context is of primary importance in achieving this.

22.2.4 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.

22.3 Planning Policies

Context and Character

22.3.1 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.



22.3.2 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.

- 22.3.3 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.
- 22.3.4 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.
- 22.3.5 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.
- 22.3.6 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.
- 22.3.7 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.
- 22.3.8 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.
- 22.3.9 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.
- 22.3.10 Backland sites - sites surrounded by other development with limited or no street frontage may be difficult to difficult to integrate into the surrounding context.
- 22.3.11 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.
- 22.3.12 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 CL1 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

- 22.3.13 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.
- 22.3.14 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 diversity⁸⁸. 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 city⁸⁹.

- 22.3.15 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.
- 22.3.16 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 24 'Respecting Environmental Limits'.
- 22.3.17 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 CL2 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.

⁸⁸ 'By Design: urban design in the planning system towards better practice, CABI, 1 May 2000

⁸⁹ Vitruvius proposed that the creations of architecture should display three qualities: utilitas, firmitas and venustas. These were rendered into English in 1624 by Sir Henry Wotton as 'commodity, firmness and delight'. It is difficult to better this description, but we have used more conventional language for the 21st century.

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.

Heritage Assets - Conservation Areas And Historic Places

- 22.3.18 The historic environment is central to the character of the borough and the Council has a duty⁹⁰ to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.
- 22.3.19 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 in conservation area appraisal documents, needs to be assessed to ensure that the character and appearance of the area is conserved.
- 22.3.20 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.
- 22.3.21 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.
- 22.3.22 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.
- 22.3.23 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.
- 22.3.24 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.

⁹⁰ s.72 of the Planning (Listed Buildings and Conservation Areas Act) 1990.

Policy CL3 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

- 22.3.25 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.
- 22.3.26 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.
- 22.3.27 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.
- 22.3.28 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.
- 22.3.29 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.

- 22.3.30 Listed buildings are best used for their original purpose. Where that original purpose has become obsolete, sensitive adaptation can be possible.
- 22.3.31 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.
- 22.3.32 Archaeological remains constitute some of the most important surviving evidence of the borough's past, but are a finite and fragile resource. Such remains (and their settings) should not be harmed, directly or indirectly, without clear justification taking into account the significance of the remains and the need for the development, to ensure the borough's past is not needlessly lost. An Archaeological Priority Area (APA) is a defined area where, according to existing information, there is significant known archaeological interest or particular potential for new discoveries. APAs have been categorised into one of Tiers 1-3 while all other areas within the borough will be regarded as being in Tier 4. Tier levels indicate when there is a need to understand the potential impact of the proposed development on the heritage asset's significance.
- 22.3.33 The Borough has two Tier 1 APAs and five Tier 2 APAs which are set out in the Proposals Map. Any major development proposal within these areas must be accompanied by desk based archaeological assessments and where necessary field evaluation. For small developments (those below the threshold of major development) within APAs and major developments outside of APAs (Tier 4) pre-application advice should be sought from GLAAS about the need to undertake a desk based archaeological assessments and where necessary field evaluation. Guidelines on consulting the Greater London Archaeological Advisory Service (GLAAS) are available from Historic England⁹¹. As a minimum the Greater London Historic Environment Record should have been consulted and the heritage assets assessed using appropriate expertise where necessary.

⁹¹ <https://historicengland.org.uk/images-books/publications/greater-london-archaeological-priority-area-guidelines/>

Policy CL4 Heritage Assets - Listed Buildings, Scheduled Ancient Monuments and Archaeology

The Council will require development to protect the heritage significance of listed buildings, scheduled ancient monuments and Archaeological Priority Areas.

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 Archaeological Priority Areas, 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;
 - iii. better reveal or reinterpret archaeological remains and discoveries for the local community;
- 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 field evaluation for major developments proposed in Archaeological Priority Areas;
- h. require desk based archaeological assessments and where necessary field evaluation for small developments within Archaeological Priority Areas and major developments outside of Archaeological Priority Areas unless pre-application advice has been obtained from the Greater London Archaeological Advisory Service that this is not necessary.

Living Conditions

- 22.3.34 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.
- 22.3.35 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.

- 22.3.36 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.
- 22.3.37 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.
- 22.3.38 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.
- 22.3.39 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.
- 22.3.40 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.
- 22.3.41 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 CL5 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.

Small Scale Alterations And Additions

- 22.3.42 There is great pressure for the adaptation of buildings in the borough.
- 22.3.43 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.
- 22.3.44 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 quality townscape. Their control is, therefore, a matter of strategic importance.
- 22.3.45 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 CL6 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.

Basements

- 22.3.46 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.
- 22.3.47 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.

- 22.3.48 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.
- 22.3.49 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 Wales⁹². 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.
- 22.3.50 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.
- 22.3.51 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).
- 22.3.52 '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.
- 22.3.53 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.
- 22.3.54 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 planting⁹³. 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 biodiversity⁹⁴ and allow water

⁹² ONS, Census 2011

⁹³ Trees and Basements, RBKC, February 2014 and Basement Visual Evidence, RBKC, February 2014

⁹⁴ Impact on Basement Development on Biodiversity, RBKC, February 2014

to drain through to the 'Upper Aquifer'⁹⁵⁹⁶. This policy takes into account the London Plan⁹⁷ and the Mayor of London's Housing SPG⁹⁸ both of which emphasise the important role of gardens. The National Planning Policy Framework (NPPF)⁹⁹ also supports local policies to resist inappropriate development of residential gardens and excludes private gardens from the definition of previously developed land.

- 22.3.55 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.
- 22.3.56 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 block¹⁰⁰. 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.
- 22.3.57 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 1948¹⁰¹. This is to ensure consistency and fairness of approach
- 22.3.58 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 trees¹⁰² 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.
- 22.3.59 The significance¹⁰³ of heritage assets¹⁰⁴ needs to be identified so that the significance is not harmed.
- 22.3.60 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

⁹⁵ Royal Borough of Kensington and Chelsea Residential Basement Study Report, Alan Baxter and Associates, March 2013

⁹⁶ Due to the impermeable London Clay which lies beneath the gravel terraces there is a local perched water table which is fed by precipitation within the Thames Valley. This is known as London's Upper Aquifer

⁹⁷ Policy 3.5 of the London Plan, GLA, July 2011

⁹⁸ Para 1.2.18, 1.2.22 and 1.2.25 Housing Supplementary Guidance (SPG), GLA, November 2012

⁹⁹ Para 53 and Annex 2: Glossary, NPPF, March 2012

¹⁰⁰ Urban blocks are generally bound by roads on all sides and can contain a mix of uses

¹⁰¹ The Town and Country Planning Act 1947 came into effect on 1st July 1948

¹⁰² Works to trees should be carried out in accordance with BS 5837 2012 and the Council's Trees and Development SPD

¹⁰³ The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significant derives not only from a heritage asset's physical presence, but also from its setting (as defined in the NPPF)

¹⁰⁴ A building, monument, site, place area or landscape identified as having a degree of significance meriting age interest (as defined in the NPPF). These include listed buildings, scheduled ancient monuments, conservation areas, sites of archaeological interest and non-designated heritage assets (explained in footnote below)

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 building¹⁰⁵. 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 care¹⁰⁶¹⁰⁷. The link between the listed building and the basement should be discreet and of an appropriate design.

- 22.3.61 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.
- 22.3.62 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) and (h) of the Local Plan requires development to protect the significance of Archaeological Priority Areas.
- 22.3.63 The impact of basements on non- designated heritage assets¹⁰⁸ must be assessed on their merits to avoid harm to their significance.
- 22.3.64 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.
- 22.3.65 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.
- 22.3.66 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 guidance¹⁰⁹, taking the cumulative

¹⁰⁵ London Terrace Houses 1660-1860, English Heritage

¹⁰⁶ Royal Borough of Kensington and Chelsea Residential Basement Study, Alan Baxter and Associates, March 2013 (9.2.6)

¹⁰⁷ RBKC Basements, Basements in Gardens of Listed Buildings, Alan Baxter and Associates, February 2014

¹⁰⁸ In addition to the national and statutory designations, a local planning authority may formally identify heritage assets that are important to the area. Such a designation will be material when assessing an application. A non-designated heritage asset may also be of value, and make an important positive contribution to the environment. Guidance is available in English Heritage's practice guide to PPS5

¹⁰⁹ There are a number of relevant acts and regulations including Control of Pollution Act (COPA) 1974, Environmental Protection Act 1990 and Noise Emission in the Environment by Equipment for use Outdoors

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.

- 22.3.67 Basement development can affect the structure of existing buildings. Guidance on this will be set out in a forthcoming Basements SPD (see paragraph 22.3.71).
- 22.3.68 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'¹¹⁰ (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.
- 22.3.69 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.
- 22.3.70 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

Regulations 2001. The guidance includes British Standard 5228-1 2:2009: Code of practice for noise and vibration control on construction and open sites

¹¹⁰ Sewers often surcharge to just below manhole cover level and so connecting a basement via gravity connection provides a new low point for the surcharging sewer to discharge to. To reduce the risk of flooding, waste water from basements should be pumped

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).

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

Policy CL7 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

- 22.3.73 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.
- 22.3.74 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.
- 22.3.75 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 CL8 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

- 22.3.76 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.
- 22.3.77 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.

- 22.3.78 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.
- 22.3.79 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.
- 22.3.80 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.
- 22.3.81 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 CL9 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

- 22.3.82 Shopfronts¹¹¹ 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.
- 22.3.83 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.
- 22.3.84 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.
- 22.3.85 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.
- 22.3.86 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.
- 22.3.87 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.
- 22.3.88 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.

¹¹¹ Shopfronts refer to ground floor entrances of class A uses and other commercial and non-commercial uses typically found within town centres and shopping parades

Policy CL10 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

- 22.3.89 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.
- 22.3.90 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
- 22.3.91 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.

- 22.3.92 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.
- 22.3.93 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 CL11 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

- 22.3.94 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.
- 22.3.95 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).
- 22.3.96 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.

- 22.3.97 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.
- 22.3.98 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).
- 22.3.99 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.
- 22.3.100 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.
- 22.3.101 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.
- 22.3.102 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.
- 22.3.103 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.
- 22.3.104 Very tall buildings, more than four times the height of their context, characterise central metropolitan areas which is not characteristic of the borough.
- 22.3.105 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.
- 22.3.106 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.

- 22.3.107 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 CL12 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.

22.4 Corporate and Partner Actions

Introduction

- 22.4.1 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

Historic England: National Heritage at Risk Register

- 22.4.2 There is a combined Heritage at Risk Register that combines Grade I, II and II* listed buildings at risk, including places of worship, and structural scheduled monuments which are at risk and vulnerable.

- 22.4.3 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 Historic England 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 'Historic England's Heritage at 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 powers¹¹²;
6. The Planning and Borough Development Directorate will continue to produce additional and update existing design guides and 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 regeneration;
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, including as part of Building Regulations;
9. The Council will encourage architectural competitions to help select architects for developments on major sites, leading to better quality design

¹¹² An Article 4 Direction is made and confirmed by the Council in consultation with the Government. It serves to restrict permitted development rights.

Chapter 23 Diversity of Housing

Affordable and Market Housing, Housing Mix, Estate Renewal

23.1 Introduction

- 23.1.1 Median house prices in the Royal Borough are the highest in the country with the affordability ratio (median sale prices to median earnings) almost five times the national average. Affordability is therefore a significant issue and the delivery of a substantial number of new homes at a price that our residents and people working locally can afford remains a key housing issue in the borough. Demand for all types of housing is insatiable further exacerbating issues of affordability. However many houses are built, we cannot begin to satisfy demand, either for private sale or 'affordable' homes¹¹³. Our strategic focus is therefore on increasing the supply of housing and 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.
- 23.1.2 In terms of the Local Plan 'vision', the housing policies will have a positive impact by facilitating improvements in the 'areas of change' 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.
- 23.1.3 Diversity of housing is an integral part of the Local Plan's central vision. It is central to stimulating improvements in the 'areas of change', and vital to the residential quality of life.

CO6 Strategic Objective for Diversity of Housing

Our strategic objective is to boost the supply of housing to further the aim of sustainable development including a diversity of housing that at a local level, will cater for a variety of housing needs, and is built for adaptability and to a high quality.

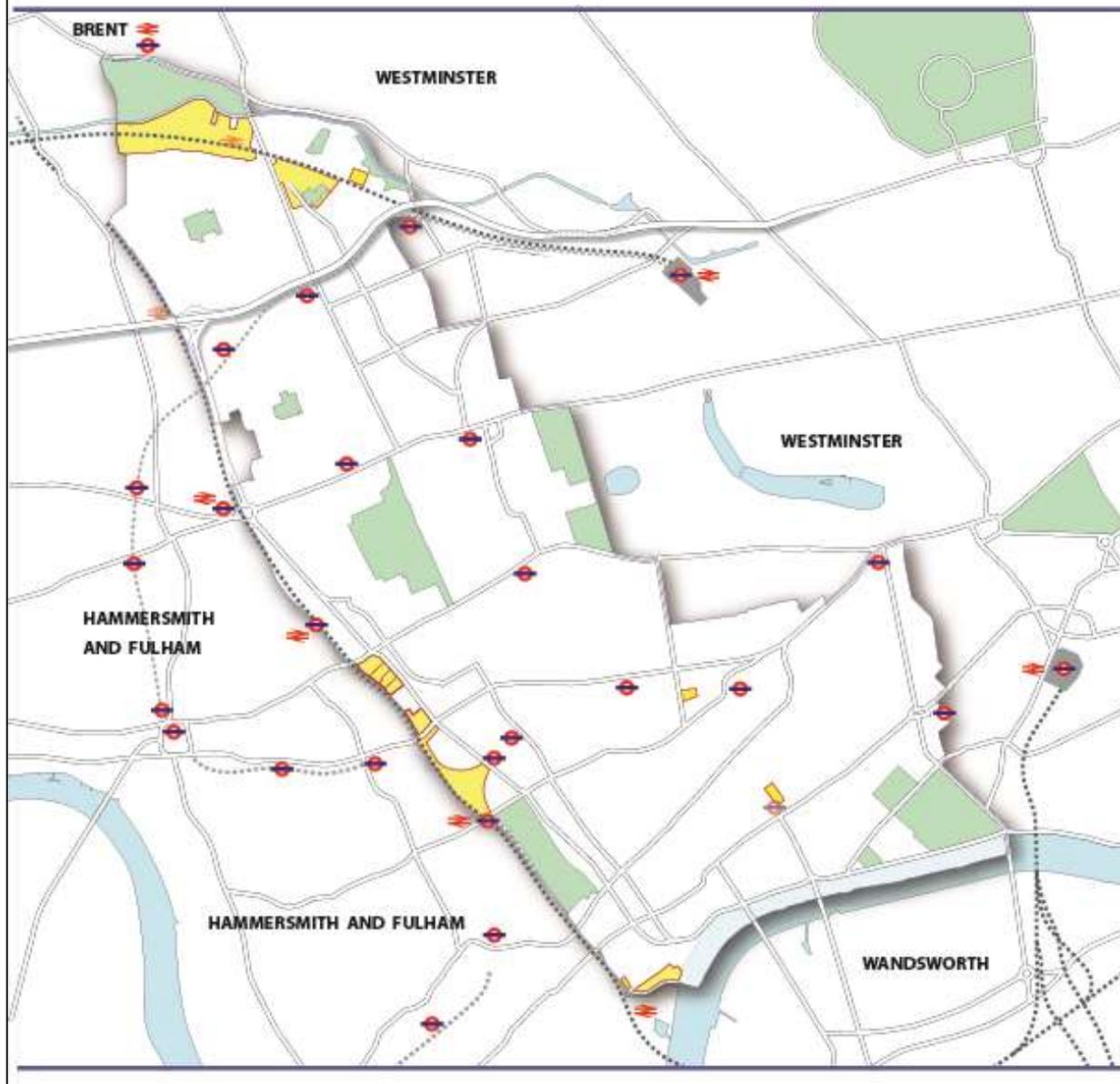
23.2 What this means for the borough

- 23.2.1 The strategic objective means that there will be a better mix of housing types and tenures throughout the borough, and more housing overall.

¹¹³ Affordable Housing is defined in the Glossary.

DIVERSITY OF HOUSING

 Site allocations



23.3 Policies

Housing Targets

- 23.3.1 The Council supports boosting the supply of new homes both to cater for the demand for private homes and much needed affordable homes in the borough. Evidence set out in the borough's 2015 Strategic Housing Market Assessment (SHMA)¹¹⁴ identifies an objectively assessed need (OAN) of 11,291 dwellings over the period 2015-2035, or 575 dwellings per annum. These figures are based on the GLA's long-term migration household projections plus an allowance for vacant dwellings and second homes. This is set out in the SHMA (based on the DCLG 2012 household projections and the GLA short term migration scenario) but are assessed as the most realistic for using the longer term migration trend data determined at the London level.
- 23.3.2 The London Plan 2016 (as amended) sets out a housing target of 733 dwellings per annum¹¹⁵ that the borough should seek to meet and exceed. The target is capacity based and exceeds the annual OAN by about 27%. The target is for ten years between 2015 and 2025 and has been rolled forward¹¹⁶ to 14 years (1 April 2015 – 31 March 2029) giving a target of 10,262 dwellings to the end of the plan period. The target is derived from monitoring evidence and the London Strategic Housing Land Availability Assessment (SHLAA) 2013 which was developed in partnership with London Boroughs. The Mayor of London has committed to revise the target by 2019/20¹¹⁷. The new London SHLAA 2017 indicates that the capacity in Kensington and Chelsea has reduced significantly to approximately 488 dpa. This work will inform a new target for the borough to be determined through the London Plan Review.
- 23.3.3 In accordance with the NPPF¹¹⁸, the Council must ensure that the Local Plan meets the full OAN for market and affordable housing. It must also demonstrate a 5 year supply of specific deliverable¹¹⁹ sites sufficient to meet the borough's housing target plus an additional 5% buffer (moved forward from later in the plan period) to ensure choice and competition in the market for land. Over the first two years of the plan period from 2015-2017, the borough has a backlog of 935 dwellings against its current target. Where there is a record of persistent or significant under delivery, the NPPF expects that local planning authorities should add a buffer of 20% to the 5 year housing supply. The purpose of a 20% buffer is to improve the prospect of achieving the planned supply by bringing sites forward from later in the plan period. However, in Kensington and Chelsea, there is no additional supply that could realistically be brought forward from later in the plan period. The allocated supply in years 6-12 of the trajectory relies on the 2 strategic brownfield sites at Kensal Canalside and Earl's Court, which have required significant infrastructure and enabling works before they can start to deliver housing. The remainder of the supply will largely come from annual windfall allowances for small sites and vacant units coming back into use. No part of this supply could be brought forward to boost delivery in the first 5 years of the plan period. There is little evidence of other large windfall sites which could help to boost the supply in the first 5 years of the plan period.
- 23.3.4 Given the constraints on the borough's housing supply and without a supply of sites that could be brought forward, even if it were considered by a decision maker that the Council had a persistent record of under delivery or significant under delivery measured against

¹¹⁴ Available from www.rbkc.gov.uk/planningpolicy

¹¹⁵ Table 3.1 London Plan 2016 (as amended)

¹¹⁶ Policy 3.3D Increasing Housing Supply, London Plan 2016 (as amended)

¹¹⁷ Paragraph 3.24 London Plan 2016 (as amended)

¹¹⁸ Paragraph 47, NPPF 2012

¹¹⁹ Deliverable is defined in the Glossary

the Housing Delivery Test, the application of a 20% buffer will do little to improve the prospects of achieving the housing requirement. Rather it would potentially undermine the policies elsewhere in the Plan for the protection of commercial, cultural and community uses in the borough.

- 23.3.5 For these reasons, a 5% buffer should be applied in Kensington and Chelsea in calculating the 5 year housing land supply for the purposes of the Local Plan Partial Review. For the same reasons, dealing with the backlog in the first 5 years of the plan period after adoption would also not be deliverable. Spreading the backlog over the plan period (the 'Liverpool' approach) would better reflect the trajectory for the delivery of sites in the housing land supply set out in Chapter 28.
- 23.3.6 Therefore, adding the undersupply of 935 dwellings spread over the plan period together with a 5% buffer results in a five year housing requirement of 4,258 dwellings from 2017-2022.
- 23.3.7 The Housing Trajectory at 1 April 2017 shows a total development pipeline of 8,979 net additional units for the 12 year period 2017/18 to 2028/29¹²⁰. Further information on the housing trajectory and delivery from site allocations is provided in Chapter 28. The housing trajectory is based on a combination of the capacity from site allocations, the development pipeline of planning permissions, those sites where pre-application responses have identified a potential for housing development, assumptions on windfall from small sites and vacant buildings returning to use. It is estimated that 4,410 of these units will be delivered within the first five year period from 1 April 2017 to 31 March 2022 enabling the borough to demonstrate a five year housing land supply including an additional 5% buffer (moved forward from later in the plan period) to ensure choice and competition in the market for land as required by the NPPF.
- 23.3.8 The Local Plan also identifies a supply of specific, developable sites or broad locations for growth for years 6-12 of the plan period. The site allocations in the Local Plan are expected to deliver about 2,958 units in this period with the largest site Kensal Canalside likely to deliver 2,488 units in this period. Given the extremely dense built up character of the borough and limited number of large sites, in common with other inner-London boroughs, the Council also relies on a supply of housing from small windfall sites which is taken from the small sites estimate provided in the London SHLAA. These have, historically, provided an important supply of housing for the borough. However, overall the housing supply identified in the trajectory in Chapter 28 is insufficient to meet the housing requirement for years 6-12 of the plan period. A total supply of 4,569 is demonstrated against a requirement of 5,474 dwellings for the period 1 April 2022 to 31 March 2029. The Council intends to address this current shortfall through an early review of the Plan against the revised London Plan housing target.

Amalgamations

- 23.3.9 Given the overwhelming need for additional homes across the borough and London as a whole, planning policies should resist the loss of existing homes. Evidence suggests that in recent years a significant number of existing homes have been joined together to create a smaller number of larger units. Prior to August 2014 the Council considered that planning permission was not required for schemes resulting in the loss of fewer than five units. Monitoring of Certificates of Lawful Use or Development relating to the loss of residential units through amalgamations indicates that around 290 residential units were lost between 2009/10 and 2013/14 due to amalgamations. Evidence for the 2014/15 financial year sourced from Council tax records indicates a further 93 units were lost

¹²⁰ The housing trajectory will be updated annually in the Monitoring Report

through amalgamations. Together this adds up to nearly 400 dwellings, which is equivalent to the borough's combined net completions over three years from 2011/12 to 2013/14. It should also be noted that the losses could be of an even greater magnitude as applying for a Certificate of Lawful Use or Development for something that was not considered development¹²¹ is not mandatory.

- 23.3.10 The Council considers that the impact of amalgamations in reducing the number of residential units across the borough has significant planning consequences that render them a material change of use. Consequently, the Council is of the view that all such proposals should be subject to planning permission so that impacts of the proposed change of use can be assessed against development plan policies.
- 23.3.11 Policy CH1 b. resists the loss of units through amalgamations with some exceptions. The combination of the significant loss of smaller units resulting from amalgamations, the borough's increased housing target, residential completions at levels consistently below target, and the need to be in general conformity with the requirements of the London Plan which protects existing residential densities, all support the approach proposed in Policy CH1.
- 23.3.12 Criterion b. recognises that combining two residential units resulting in the net loss of one residential unit may be acceptable up to the specified maximum floorspace limit of 170 sq m gross internal area (GIA). The floorspace limit based on an analysis of planning application data is considered appropriate to restrict a large proportion of losses through amalgamations. It also recognises that the traditional housing stock in the borough typically has large areas dedicated for circulation which reduce the habitable floorspace. This approach has been taken as it can help serve a need by providing family sized accommodation in the borough and enable families to stay and expand without moving home. The SHMA 2015 supports 50% of new housing to be family sized accommodation (3 to 4 bed plus units). Limiting the extent of amalgamations can also help improve sub-standard accommodation and meet the nationally described space standards¹²². For the policy to be effective, criterion c. ensures that a stepped approach to amalgamations cannot be applied.

Restrict very large units

- 23.3.13 In recent years the borough has seen an increase in planning applications for 'super-prime' developments. These are very large luxury, high-end, high-specification developments with multi-million pound sales values known as prime and super prime housing. There is no fixed definition of prime or super prime housing. The borough's SHMA 2015 concludes that super prime properties are those valued at more than £10 million and prime properties between £2 million and £10 million. This approach is supported by research prepared by central London estate agents with the prime residential market identified as that for properties priced over £2 million but slightly different from a recent report prepared by Westminster City Council which identified super prime properties as those over £5 million.
- 23.3.14 In terms of new build housing within the borough, for properties to achieve these prime and super prime values, the Council has seen an increase in the number of very large residential units coming forward for development which are significantly above the nationally described space standards.

¹²¹ As defined in section 55 of the Town and Country Planning Act 1990 (as amended)

¹²² Adopted by the London Plan 2016 (see Table 3.3)

- 23.3.15 There are clear aspirations at the regional level that London retains and extends its role as a global city and this includes continuing to attract significant overseas investment in London's economy and infrastructure. The vision for the borough also seeks to 'enhance the reputation of our national and international destinations'. Whilst this is focused more on the unique retail and cultural offer of the borough there is an argument that different London boroughs should fulfil different roles and that the prime residential market is important for encouraging economic growth and making London an attractive city in which to invest.
- 23.3.16 However, the provision of these larger units has an impact on the ability of the borough to meet its housing supply targets as the sites for these developments are often capable of accommodating a much larger number of smaller units. Given the increase in the borough's housing supply target to 733 units per annum in the 2015 London Plan, the borough is under increasing pressure to ensure that the delivery of new housing is optimised on all sites. The number of residential units delivered on a site can be optimised by taking into account the London Plan policy on housing density. In addition the provision of new very large units to meet the requirements of prime and super prime buyers is unlikely to contribute to meeting local housing needs as identified through the borough's SHMA. This approach may reduce the opportunities within the borough for catering to the market for international investors from new build developments but opportunities will continue to remain within the second-hand market.
- 23.3.17 Linked to the issue of very large units is the phenomenon of homes in the borough being bought purely as investments with the intention of leaving them unoccupied or for occasional use only – so-called 'buy to leave' housing. Having reviewed Council tax records, the electoral register, census data, empty homes data and information on the usage of utilities, the Council's report on Buy to Leave, 2015 found evidence that there are empty homes or they are seldom occupied. The Council is concerned about the impact that large numbers of empty properties will have on the sense of community in these areas and the ability of local businesses and services to survive when the number of potential customers is in decline. The buy to leave homes are normally very large units and therefore restricting the size of units together with the restrictions on amalgamations may also help address this issue in the new build market.

Protection of Residential Uses

- 23.3.18 To achieve the annual housing target in Policy CH1, it is important to protect residential units and floorspace 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 Policy CH1.
- 23.3.19 Arts and cultural uses referred to in Policy CH1 include museums, art galleries, exhibition spaces, theatre, cinemas and studios. Policy CH1 refers to very small offices, which have a floorspace of 100 square metres or less.

Policy CH1 Increasing Housing Supply

The Council will boost the supply of homes in the borough.

To deliver this the Council will:

Housing Target

- a. seek to meet and exceed the London Plan target for new homes in the borough, which is currently a minimum of 733 net additional dwellings a year.

Amalgamations

- b. resist the loss of residential units through amalgamations of existing or new homes unless the amalgamation will result in the net loss of one unit only and the total floorspace of the new dwelling created will be less than or equal to 170 sq m gross internal area (GIA);
- c. 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.

Restrict very large units

- d. optimise the number of residential units delivered in new developments by taking into account the London Plan policy on housing density.

Protection of Residential Uses

- e. protect market residential units 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 the 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;
 - vi. where proposals meet criterion b. above.
- f. resist the net loss of 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.

Affordable Housing

- 23.3.20 With the highest median house prices in the country, the issue of providing new affordable homes for those on low and moderate incomes who wish to live in Kensington and Chelsea is a key planning policy issue. With significant reductions in the availability of government funds to subsidise the building of affordable homes over the last few years, the majority of provision is made through Section 106 planning obligations cross funded by the sale of private market housing.

Affordable Housing Target

- 23.3.21 Locally, the Council's SHMA estimates that the overall net annual need for affordable housing is 1,171 units per annum. This figure is around twice as large as the objectively assessed need (OAN) figure of 575 dwellings per annum. It should be noted that there is little relationship between the two figures, with the OAN based on projected net growth in households and the affordable housing requirement based on working through the backlog of existing affordable housing need.
- 23.3.22 Despite the distinction in methodology, a comparison of the two figures makes it clear that the primary objective of the revised affordable housing target should be to ensure that the Council achieves the maximum reasonable amount of affordable housing in all instances.
- 23.3.23 In order to set a planning policy target that achieves the maximum reasonable amount of affordable housing, the Council must take account of need but also deliverability. Firstly, the Council's housing target of 733 dwellings per annum is based on housing capacity which is limited. Furthermore, even if the borough's entire housing requirement for the next fifteen years were to be delivered as affordable homes, the cumulative affordable need figure for the same period could still not be met. The second issue that must be taken into account is the economic viability of delivering affordable housing. Paragraph 173 of the NPPF requires that new developments should not be subject to such a scale of obligations and policy burdens that their ability to be viably developed is threatened.
- 23.3.24 The London Plan requires boroughs to set an overall target in the Local Plans for the amount of affordable housing provision needed together with separate targets for the different types of affordable tenures. Such targets may be expressed in absolute or percentage terms. The Council considers that since the annual housing target is absolute, the overall affordable housing target should be set as a percentage. Such an approach will provide certainty to applicants on the level of affordable housing expected in each scheme as opposed to an overall number of affordable homes per annum with uncertainty about how it will be distributed across sites.
- 23.3.25 The revised NPPF broadens the definition of affordable housing to include starter homes, discounted market sales housing and other affordable routes to home ownership. It also proposes that planning policies should expect 10% of all homes on major housing development are to be affordable home ownership products. Home ownership products are part of the wider intermediate tenure and include starter homes, discounted market sales housing and other affordable routes to home ownership. These will be defined in the revised NPPF.
- 23.3.26 The Council's Affordable Housing Target Viability Study, 2016 update and its update of April 2017 demonstrates that a proportion of affordable housing is viable in all residential developments, and all mixed use developments with 30% of commercial floor space. However, the level of viability varies significantly by area. The range for a generally viable affordable housing target is shown to be between 35% and 40% in the majority of the borough. The Viability Study update April 2017 and Policy CH2 have factored in the

proposed broader definition of affordable housing to include starter homes, discounted market sales housing and affordable private rent housing and also include a minimum of 10% affordable home ownership products.

- 23.3.27 The Mayor's Affordable Housing and Viability SPG, August 2017 makes it clear that the Mayor is committed to a long-term strategic aim of half of all new homes in London being affordable. Supported by the Council's Affordable Housing Target Viability Study, 2016 (as well as the update of April 2017) and the 'threshold approach'¹²³ in the Mayor's SPG the policy sets a borough wide minimum target of 35% without the use of public subsidy. Schemes providing at least this level of affordable housing on-site, meeting the specified tenure mix, and other planning requirements and obligations do not need to submit a financial viability appraisal. This approach would negate the need for protracted negotiations and offer consistency and certainty for applicants. In-line with the Mayor's SPG all applicants should explore the use of grant and other public subsidy to increase the level of affordable housing to the Mayor's strategic aim of 50%. This approach would help maximise the provision of affordable housing and cater to the overwhelming need.

Affordable Housing Threshold

- 23.3.28 National policy requires that contributions for affordable housing should not be sought from developments of 10-units or fewer, and which have a maximum combined gross floorspace of no more than 1000 sq m¹²⁴ (gross internal floorspace - GIA). This measure was introduced to tackle the disproportionate burden of developer contributions on small-scale developers, custom and self-builders.
- 23.3.29 The London Plan normally requires boroughs to seek affordable housing on sites which have a capacity to provide 10 or more homes applying the London density guidance in the London Plan. The London Plan policy further encourages boroughs to seek a lower threshold through the development plan process where locally justified.
- 23.3.30 The Council's evidence on the Affordable Housing Target Viability Study 2015 included a range of typologies including a scheme comprising four houses and another with five flats. The floorspace of these schemes ranges between 600 sq m and 629 sq m GIA¹²⁵. Despite the national policy stated above the evidence together with the extremely high land values suggests that a local floorspace threshold enabling maximisation of affordable housing should be set. Therefore to further support scheme viability, the larger of the two figures from the Viability Study i.e. 629 sq m GIA rounded up to 650 sq m or 5 units is taken as a suitable threshold. Schemes which meet or exceed this threshold are required to provide affordable housing in-line with Policy CH2. It is considered that setting the threshold at 650 sq m is generally unlikely to affect the exemption in the national policy intended for custom and self-builders as these typically involve building a single unit. In terms of small scale developers, the extremely high land values in the borough mean that affordable housing contributions are not a disproportionate burden on development. There is a strong reliance in the borough on small sites due to its uniquely dense and historic character and most of these are high end developments where it would be viable to provide a contribution for affordable housing.

¹²³ The SPG introduces a 'threshold approach', whereby schemes meeting or exceeding 35% affordable housing without public subsidy are not required to submit viability information nor be subject to review mechanisms where an agreed level of progress has been made on implementing the permission within two years of the permission being granted.

¹²⁴ Policy set out in WMS of 28 November 2014 and Paragraph 23 NPPG on Planning Obligations

¹²⁵ See Chapter 28 for detailed calculations.

Affordable Housing Tenure Split

- 23.3.31 Affordable housing¹²⁶ provision currently consists of three different types of tenure – social rent, affordable rent and intermediate which meet the requirements of households whose needs are not met by the market. Eligibility for each of these types of housing is primarily determined with regards to income. The revised NPPF includes social rent and affordable rent within a broad definition of affordable housing for rent.
- 23.3.32 Affordable housing for rent in accordance with the Government's rent policy typically meets the needs of those on the lowest incomes and is let to people on the Council's housing register. Affordable housing for rent can only be let through Councils or private registered providers. The rents are subject to rent controls nationally of no more than 80% of market rent. The Council has an adopted housing policy for new affordable rent tenancies to ensure that they remain affordable to those in housing need. Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels. The eligibility is linked to household income levels which are set in the London Plan and revised annually in the London Plan Monitoring Report. Starter Homes, discounted market sales housing and other affordable routes to home ownership are all considered to be part of the wider intermediate tenure.
- 23.3.33 In terms of the existing affordable housing tenure types, the London Plan requires that the Council sets a separate target for the provision of social/affordable rented housing and intermediate housing. Policy 3.11 'Affordable Housing Targets' of the London Plan proposes a strategic target of 60% of affordable housing provision as social/affordable rent and 40% for intermediate rent or sale. The Royal Borough is a borough of contrasts with extreme wealth and deprivation and its housing stock caters to those on the opposite end of the spectrum. The Council considers there is a need to increase the provision of intermediate housing which caters to those in between and a 50:50 tenure split in criterion c. of Policy CH2 supports this. The SHMA 2015 included various scenarios for the affordable housing tenure split including one similar to the 50:50 tenure split in criterion c. The 50% intermediate tenure can include intermediate rent and a minimum of 10% affordable home ownership products as proposed by the Government.
- 23.3.34 The updated evidence on the need for each type of tenure is set out in the borough's SHMA. The level of need for each tenure is determined by the affordability threshold which is calculated as the entry level monthly cost. The lowest cost market tenures start at £1,712 for a one bed which is equivalent to a gross household income of £68,480 (assuming 30% of gross income is spent on housing costs) rising to £95,320 for a two bed unit. Given that the median average wage of a borough resident is just under £40,000¹²⁷ this indicates that market housing will be unaffordable to a significant proportion of borough residents.
- 23.3.35 The tenure mix in Policy CH2 has been tested for viability and can be delivered with no impact on the overall affordable housing target. The Council's viability evidence demonstrates that the tenure mix is viable and deliverable and has the flexibility to deliver a mix of intermediate products as set out in national policy.
- 23.3.36 In almost all cases in the borough, affordable housing is negotiated as part of a s106 agreement associated with a development scheme including market housing as set out in Policy CH2. 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.

¹²⁶ Affordable housing and various tenures are defined in Annex 2 of the NPPF and included in the Glossary for ease of reference

¹²⁷ www.nomisweb.co.uk/reports/lmp/la/1946157252/report.aspx

Off-site provision of Affordable Housing and Payments in Lieu

- 23.3.37 Where schemes meet the affordable housing threshold, national guidance states that policies should require on-site provision unless off-site provision or a financial payment can be robustly justified.
- 23.3.38 The London Plan stresses maximisation of affordable housing provision on individual sites. The London Plan policy supports provision on-site and in exceptional circumstances off-site (where a robust justification can be demonstrated for on-site provision being inappropriate in terms of the policies in this Plan). Where neither on-site or off-site contribution is possible, it provides guidance on the exceptional circumstances where cash in lieu of provision ring fenced, and if appropriate 'pooled', to secure efficient delivery of additional affordable housing on identified sites elsewhere may be accepted (paragraph 3.74). The criteria for these exceptional circumstances are tailored to address the specific requirements for the borough as follows:
- secure a significantly higher level of provision; and/or
 - better address priority needs, including a greater need for one bed, followed by two bed affordable homes as indicated in the Council's most up-to-date published needs assessment.
- 23.3.39 The question then arises about calculating the cash in lieu payment. The Council's Affordable Housing Target Viability Study 2015 update recommended an approach for calculating the value of payments in lieu for affordable housing taking into account difference in sale values and build costs across the borough. The approach put forward is based on the principle that replacing on-site affordable housing provision with a payment in lieu should be financially neutral for the developer. To achieve this an alternative option for calculating the payment in lieu sum is proposed which is calculated by deducting the residual land value of a scheme that incorporates a viable percentage of affordable housing on-site from a scheme that assumes 100% private housing i.e. the difference in residual land value between the two schemes is the value of the payment in lieu. This approach allows for the most accurate assessment of the value of the payment in lieu based on the principle of the provision of off-site affordable housing being a financially neutral option for the developer.
- 23.3.40 The Council intends to spend affordable housing payments in lieu on projects such as 'Hidden Homes', to deliver more affordable housing.

Viability Assessments

- 23.3.41 Given the significant level of need for affordable housing, it is essential that the Council ensures that it is securing the maximum reasonable amount of affordable housing on all schemes. Therefore schemes which propose affordable housing at levels below the target for affordable housing in Policy CH2 are required to submit an open book financial viability appraisal. Viability appraisals should be submitted in an open book format so that the Council can test and vary assumptions and observe the impacts on overall scheme viability. This will also help ensure that the Council's planning decisions are based on robust and consistent evidence. In addition, recent Information Commissioner's Office and First Tier Tribunal decisions on requests to release financial appraisals, submitted as part of planning applications under the Environmental Impact Regulations 2004, have been upheld. Therefore in the interest of increasing public trust in the planning process confidential information in financial viability appraisals should be kept to the minimum.

- 23.3.42 Valuations should be done on a residual value¹²⁸ basis as this allows account to be taken of planning policies, and that provisions maybe put in place for re-appraising the viability of schemes to take account of economic uncertainties. Such an approach is also supported by policies and guidance set out in the London Plan which in requiring the maximum reasonable amount of affordable housing supports the use of the residual value approach.
- 23.3.43 The Mayor's Draft Affordable Housing and Viability SPG, November 2016 supports the use of 'Existing Use Value plus' approach in viability appraisals. It states "*The Mayor considers that the Existing Use Value plus*"¹²⁹ (EUV+) *approach is usually the most appropriate approach for planning purposes...*". The Council supports this approach as it allows policy considerations to be included at the outset in the process of determining viability. The Council also supports the 'Existing Use Value plus' approach where a development site includes existing affordable housing, which should be included in any viability appraisal at its Existing Use Value rather than using other measures of Benchmark Land Value, such as Market Value or Alternative Use Value.
- 23.3.44 The Council supports using a review mechanism when financial viability assessments demonstrate that current market conditions will support less than the target for affordable housing in Policy CH2. The further financial viability assessment as part of the review mechanism should be based upon the actual known finances of the scheme. Such an approach would be in accordance with paragraphs 50 and 205 of the NPPF which require flexibility to take account of changes in market conditions.
- 23.3.45 National policy provides an incentive for brownfield development on sites containing vacant buildings¹³⁰. Generally known as the vacant building credit, it requires that the developer should be offered a financial credit equivalent to the existing gross floorspace of relevant vacant buildings when the local planning authority calculates any affordable housing contribution which will be sought. Affordable housing contributions may be required for any increase in floorspace. It is considered that vacant building credit does not apply to development in the borough. This is because given the central London location and highly dense character of the borough all sites are brownfield and the vacant building credit will not bring forward more development. Where affordable housing targets are not met only viable levels of affordable housing are required following consideration of detailed viability appraisals. As previously mentioned the borough also has the highest property values in the UK and development has always come forward in the borough without the need to incentivise it. Applying vacant building credit would run counter to the London Plan's objective of maximising the provision of affordable housing. This approach has been endorsed by the Mayor's Draft Affordable Housing and Viability SPG, November 2016.
- 23.3.46 Should the vacant building credit be applied, the Council will take the approach that where a building benefits from being deemed 'in use' as per the CIL regulations, it will not be deemed as a vacant building for the purposes of the vacant building credit. The Council will also ensure that the floorspace not subject to the vacant building credit will provide the maximum reasonable amount of affordable housing.
- 23.3.47 The Council may introduce guidance in terms of the information and assumptions which should be included within financial appraisals to speed up the consideration of viability issues as part of the planning application process.

¹²⁸ Residual Land Value is defined in the Glossary

¹²⁹ Existing Use Value plus is defined in the Glossary

¹³⁰ Policy set out in WMS of 28 November 2014 and Paragraph 26 NPPG on Planning Obligations

23.3.48 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.

Policy CH2: Affordable Housing

The Council will seek the maximum reasonable amount of affordable housing.

To deliver this the Council will require:

- a. developments to provide a minimum of 35% of all residential floorspace as affordable housing on sites that provide 650 sq m or more of gross residential floorspace (gross internal area), once the threshold is met all gross residential floorspace is liable for an affordable housing contribution;
- b. overall 50% of the affordable housing provision to be affordable housing for rent and 50% to be intermediate including intermediate rent and affordable home ownership products;
- c. provision of affordable housing to be on-site unless exceptional circumstances justified by robust evidence exist which support provision off-site or providing a payment in lieu;
- d. 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;
- e. where a qualifying scheme providing 650 sq. m or more gross residential floorspace (gross internal area) does not provide 35% as affordable floorspace on-site, the applicant must demonstrate all of the following:
 - i. the maximum reasonable amount of affordable housing is provided through the provision of an open book financial viability assessment;
 - ii. supporting evidence for the exceptional site circumstances or other public benefits to justify the reduced affordable housing provision;
 - iii. to calculate payments in lieu for affordable housing, two viability assessments comparing residual land values on a site-by-site basis – one reflecting the maximum reasonable amount of affordable housing provision on-site and the second with 100% private housing;
- f. affordable housing and market housing to be integrated in any development and have the same external appearance;
- g. the affordable and market housing to have equivalent amenity in relation to factors including views, siting, daylight, noise and proximity to open space, playspace, community facilities and shops.

Housing Size Mix and Standards

23.3.49 In accordance with the NPPF, the borough has updated its evidence base on local housing requirements through the 2015 SHMA. This is shown as a breakdown by bedroom size of the objectively assessed need (OAN) for all types of housing. The evidence as presented in the table below is of a 50/50 split between smaller (1-2 bedrooms) and larger (3-4+ bedroom) units.

Dwelling Size	Percentage
1 Bed	23%
2 Bed	29%
3 Bed	30%
4+ Beds	18%

Summary of Dwelling Size Requirements taken for SHMA

- 23.3.50 The SHMA also identifies the specific needs for those in need of affordable housing by tenure as shown in the table below.

Dwelling Size	Number	Percentage
1 Bed	575	49%
2 Bed	240	21%
3 Bed	184	15.5%
4+ Beds	171	14.5%
Total	1,170	100%

Summary of Dwelling Size Requirements for Affordable Homes

- 23.3.51 The need for different size homes within the affordable sector varies greatly from general housing needs with a significant requirement for 1 and 2 bed homes at 70% of the total need with the remainder split between 3 and 4 beds.
- 23.3.52 The policy recognises that the needs identified in the SHMA 2015 could change over time. Therefore the policy refers to 'current' evidence in relation to housing need. This approach allows for the policy to reflect changes in the evidence of the need for different dwelling types over time.
- 23.3.53 The Government's Housing Standards Review¹³¹ was seeking to set consistent standards for housing across the country. The nationally described space standards and 'optional' access standards have been adopted by the Mayor of London in the London Plan with further guidance available in the Mayor's Housing SPG May 2016.
- 23.3.54 The Council's SHMA 2015 identifies that 12% of the borough's population is estimated to have some form of limiting long-term health problem or disability. It forecasts an increase in the number of older people with disabilities, including wheelchair needs. It estimates (based on modelling) that the current unmet need for wheelchair accessible accommodation in the borough is nearly 300. The SHMA findings therefore support the need for more accessible housing in the borough.
- 23.3.55 The London Plan requires that ninety percent of new housing should meet Building Regulation requirement M4 (2) 'accessible and adaptable dwellings' and ten per cent of new housing should meet Building Regulation requirement M4 (3) 'wheelchair user dwellings', i.e. is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users. The National Planning Practice Guidance states that Local Plan policies for wheelchair accessible homes M4 (3) (b) should only be applied to those dwellings where the local authority is responsible for allocating or nominating a person to live in that dwelling.
- 23.3.56 The relevant category of Building Regulations will be secured through planning condition and each dwelling will need to meet all the requirements set out in Part M of the Building Regulations. Approved Document Part M provides clear guidance on how to meet these requirements. The access standards do not apply to dwellings resulting from a conversion or change of use. The standards apply to all tenures. The standards do not apply to

¹³¹ Written Ministerial Statement March 2015

specialist forms of housing which are not in the C3 use class such as student housing, care homes and houses in multiple occupation.

- 23.3.57 Where compliance with the access 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.
- 23.3.58 The London Plan has adopted the nationally described space standards which apply to conversions and change of use as well as new build. It should be noted that the London Plan strongly encourages a minimum floor to ceiling height of 2.5m for at least 75% of the gross internal area. This is in response to the unique heat island effect of London and the distinct density and flatted nature of most of its residential development.
- 23.3.59 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 which may include communal space. Exposure and access to greenspaces can have a wide range of social, environmental, economic and health benefits¹³². 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 stress¹³³. External amenity space and green spaces benefit people of all ages. Green roofs also provide ecological benefits.

Policy CH3: Housing Size Mix and Standards

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

To deliver this the Council will require:

- a. new residential developments to include a mix of types 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. new residential developments to be designed to meet the housing standards on space and access as set out in the London Plan;
- c. housing schemes to include outdoor amenity space.

Specific Housing Needs

Older People's Housing

- 23.3.60 In Kensington and Chelsea adults aged over 65 is the fastest growing household group with the share of those aged 65 and over increasing from 14% in 2012 to 23% in 2037, a rise from 10,900 to 20,000 in absolute terms. Whilst an ageing population is a national issue, it is notable that the projected proportion in Kensington and Chelsea is notably higher than the London projected average of 14%. This growth has implications in terms of a reduction in the economically active population, as well as increasing health, care

¹³² Morris, N (2003) Health, Well-Being and Open Space: Literature Review, Edinburgh College of Art and Heriot-Watt University

¹³³ Morris, 2003, DCLG 2006 cited in Ward Thompson, C (2006), Woodland and a Healthy Society

and housing support needs. In terms of households, the SHMA shows a projected increase of 55% from 16,750 over 65 households in 2014 to 25,938 in 2035. However, the most important trend in terms of needs is the anticipated accelerated increase in over 85 households who are most likely to need specialist accommodation.

- 23.3.61 It is recognised that the majority of older people will prefer to remain in their own home and support for this is provided in relation to new housing through requirements to meet the 'optional' Part M Building Regulations 2015 for accessible and adaptable dwellings (Policy CH3). However, evidence in the London and borough SHMA also suggest that a proportion of older Londoners are interested in a move to specialist housing where this is made available.
- 23.3.62 Annex 5 of the London Plan also provides indicative benchmarks on the amount of specialist accommodation needed each year for older people over the next 10 years. The benchmark for the borough is set at 100 units of specialist older people provision per annum, with the majority (60%) provided for private sale. The need forecasts for specialist older people's housing is set out in the Council's SHMA, and is slightly lower than the London Plan benchmarks at 87 units per annum over the next ten years.
- 23.3.63 The Council's SHMA¹³⁴ estimates current supply of specialist elderly accommodation in the borough is 1,350 units incorporating both sheltered and extra care housing. There are also residential and nursing care homes which provide care services for older people. In 2013 the Council published its 'Modernising Older People's Housing and Accommodation with Care Services Strategy' which outlined the vision to improve the quality, quantity and choice of housing and accommodation with care services for older people. The evidence underpinning the strategy identifies that there is currently a lack of choice in terms of extra care and sheltered housing which is likely to lead to ongoing demand for expensive care home services. The Council's housing and adult social care service therefore supports an increase in the capacity of specialist provision by encouraging the development of new extra care housing. Extra care housing can meet the needs of a range of older people who are able to be diverted away from residential and nursing care, and retains a degree of independent living. Alongside the delivery of new extra care housing provision, the borough also needs good quality, accessible housing for older people in which care can be delivered if required, but not by on-site services. This so-called 'sheltered' or 'retirement' housing supports independent living but also meets aspirations to live in safe and secure communities.

Extra Care Housing

- 23.3.64 The level of care provided within older people's housing can influence the way in which planning permissions are assessed particularly in terms of their planning use class. Aside from nursing and care homes which clearly fall within the C2 use class (residential institutions), there are two other main types of housing for older people: extra care housing and retirement housing. The key difference between these latter two types is the level of on-site care and communal facilities with extra care providing higher levels which can cater for a wider range of physical, sensory or mental health needs. In either case, it is important to note that the provision of extra care housing will contribute to meeting the Council's annual housing supply target.
- 23.3.65 The Mayor's Housing SPG¹³⁵ acknowledges that there has been some debate over how to categorise specialist older persons accommodation in terms of the Use Class Order and whether it is C2 or C3 use. The SPG provides further guidance and commentary on

¹³⁴ Table 9.4 SHMA 2015

¹³⁵ Paragraph 3.7.17 of the Mayor's Housing SPG May 2016

the view to take on the use class. Ultimately it is not for planning policy to classify use classes and a view will have to be taken on a case-by-case basis using available guidance. The Council's Affordable Housing Viability Study Update July 2016 indicates that the Council should continue to apply Policy CH2 to seek affordable housing on these schemes, with the same site-specific viability caveats that apply to all other residential developments.

Houses in Multiple Occupation (HMOs)

23.3.66 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 borough SHMA 2015 estimates that according to the latest Local Authority Housing Statistics (LAHS) (2013-14), there are 4,434 HMOs in the borough, amounting to nearly 16% of the private rented stock. Whilst significant this is a lower proportion than neighbouring authorities, especially when compared to the 29% that make up Hammersmith and Fulham's private rented 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 accommodation¹³⁶. 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 residence¹³⁷.

23.3.67 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.

Self build and custom build

23.3.68 The Government is keen to support and encourage individuals and communities who want to build their own homes, and is taking proactive steps to stimulate the growth of the self build market. Paragraph 50 of the NPPF sets out how councils should plan for the needs of different groups in the community including those who wish to build their own homes. Policy 3.8 (Housing Choice) of the London Plan also requires boroughs to make appropriate provision for custom build housing having regard to local need.

23.3.69 The density of existing development and the need to protect and enhance the historic townscape, together with very high land values throughout the borough will significantly limit the opportunities available for self build. However, the Council recognises that such proposals will contribute to increasing the overall housing supply and if designed to a high quality can have a positive impact on the overall townscape.

¹³⁶ Fordham Research (2009), Royal Borough of Kensington and Chelsea: Strategic Housing Market Assessment

¹³⁷ Information from Imperial College, August 2009

- 23.3.70 Self build homes have the potential to make a small contribution to increasing the supply of housing in the borough, coming forward on small sites which may not be of interest to larger developers. The Council would therefore offer support to such proposals where they are meeting local housing need subject to meeting the requirements of the development plan as a whole.

Build to Rent

- 23.3.71 The borough SHMA 2015 indicates that the private rented sector is the largest single tenure in the borough housing 36% of households according to the 2011 Census, higher than the London average. The sector is mostly occupied by single person households working in 'high end' industries and occupations such as financial, real estate and professional activities, occupying management, administrative and professional posts.
- 23.3.72 The Mayor's Affordable Housing and Viability SPG, August 2017 recognises that long term, purpose built, private rented "build to rent" developments in block ownership and managed as a single development could make a particular contribution to meeting housing need. Such schemes are beneficial in a number of ways; they have the potential to accelerate delivery and not compete with nearby for sale developments; they can offer longer term tenancies/more certainty over long term availability; they can ensure high quality management through single ownership; and they can ensure a commitment to, and investment in, place making. They can also meet a wide range of needs, including those of singles, sharers, families and older people. The definition in the Mayor's Affordable Housing and Viability SPG, August 2017 will be used in classifying a scheme as build to rent including a covenant that homes to be held as build to rent for at least 15 years.
- 23.3.73 Build to Rent schemes will be expected to provide intermediate rent or affordable private rent housing subject to a viability appraisal in-line with the Mayor's Affordable Housing and Viability SPG. The Council's Affordable Housing Viability Study Update, April 2017 demonstrates that 35% affordable private rent or intermediate rent would be generally viable in build to rent schemes in the borough. The Government's consultation on Planning and Affordable Housing for Build to Rent recognises that a different approach for Build to Rent as set out in the Mayor's Affordable Housing and Viability SPG may be suitable for London.
- 23.3.74 The Mayor's Draft Affordable Housing and Viability SPG, November 2016 provides guidance on the distinct economics including the affordable component of such schemes compared to mainstream for sale housing developments including a reliance on annual revenue through rent rather than upfront capital receipts and inherently lower returns. The Council recognises the benefits they can bring in providing a choice of rental accommodation both in the private rental market and particularly in affordable housing tenures and supports build to rent.

Student Accommodation

- 23.3.75 The most significant higher education institute within the borough is Imperial College with over 16,000 students. The borough SHMA 2015 estimates that there are over 13,000 students living in the borough of which nearly half are overseas students and a similar proportion are postgraduates. There has only been a very limited increase in the number of purpose built student accommodation units granted planning permission between 1999 and 2013 (232 units). Nearly half of the students living in the borough are in the private rented sector.
- 23.3.76 There would be an additional 265 students per annum in the borough based on London

wide work done by the London Academic Forum on student housing requirements¹³⁸. However, the actual demand for student housing is less clear, as it depends on the proportion of purpose built versus existing private rented sector HMOs that are required.

- 23.3.77 The Mayor's Housing SPG recognises the pressure for student accommodation on a relatively small number of boroughs due to the clustering of higher education institutions in and around central London. However, it notes that student accommodation should not compromise the capacity to meet more general housing requirements. It refers to the London Plan which encourages a more dispersed distribution of student accommodation to reduce pressures on central boroughs and utilise development and regeneration potential in accessible locations outside central London.
- 23.3.78 Where purpose built student accommodation is proposed the providers should have an undertaking with a specified academic institution(s) that specifies that the accommodation will be occupied by students of that institution(s). If no such undertaking is in place the Council will require providers to maximise affordable student accommodation in-line with the guidance in the Mayor's Housing SPG.

Other groups

- 23.3.79 In addition to meeting the needs of the borough's growing elderly population the NPPF requires the Local Plan to meet the needs of other groups with specialist needs within the community. The groups identified by the SHMA include households with disabilities and wheelchair requirements (Policy CH3), families, students and service personnel. The type of housing that may be suitable for these groups includes sheltered accommodation, supported housing, refuges and hostels.
- 23.3.80 The Council will support the provision of housing to meet specialist needs where the proposed accommodation would meet an identified need as set out in the SHMA i.e. accommodation for homeless families, victims of domestic violence, and other identified groups.
- 23.3.81 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.

Policy CH4: Specific Housing Needs

The Council will ensure that new housing development meets the housing needs of a range of specific groups.

To deliver this the Council will:

- a. support the provision for older people's housing including new extra care and sheltered housing to meet identified local needs;
- b. resist the loss of existing older people's housing unless the loss is to improve substandard accommodation or increase the existing provision on the site;

¹³⁸ Paragraph 9.37 Borough SHMA 2015

- c. 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;
- d. support self build by providing serviced plots subject to availability;
- e. support build to rent schemes in particular those that include intermediate rent or affordable private rent as part of the affordable housing component;
- f. require student housing to not compromise the provision of general housing;
- g. require purpose built student accommodation to have an undertaking with a specified academic institution(s) that specifies that the accommodation will be occupied by students of that institution(s);
- h. resist the loss of supported housing which meets identified community needs;
- i. resist the loss of residential hostels except where the site will be utilised as a different form of affordable housing.

Estate Renewal

- 23.3.82 Following the tragic fire at Grenfell Tower on 14 June 2017, the Council decided to end the three new estate regeneration projects which were being worked on in the borough at Silchester, Barlby-Treverton and Warwick Road estates. It was also pledged by the Leader that any estate regeneration projects on the affected estates would be co-designed in conjunction with the residents living within the relevant estate and put to a binding vote with projects only going ahead with the majority of residents in support. Following these commitments, the Council commits to an early review of the Local Plan, at least in part, to consider issues related to North Kensington, the Latimer 'Place', estate regeneration and housing supply, to be adopted within three years of this Local Plan's adoption. In the meantime, all policies in the development plan (the London Plan, the Local Plan and any relevant neighbourhood plans) will continue to apply. As a result, the following text and policy has been carried forward from the Consolidated Local Plan 2015.
- 23.3.83 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 more¹³⁹. The Council has a legal duty to re-house all existing Council tenants.
- 23.3.84 Estate renewal proposals differ from other types of applications because often the sale of market housing is used to fund the reprovided 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.

¹³⁹ The range of options under review is detailed within various Stock Options publications and the Housing Strategy. The Council plans to reach a view on the best available option by Autumn 2009

Policy CH5: 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.

Gypsy and Traveller accommodation

- 23.3.85 The Council has prepared a Joint Gypsy and Traveller Accommodation Needs Assessment (GTANA)¹⁴⁰ with LBHF. The GTANA has been prepared in line with the 2007 GTANA Guidance, the National Planning Policy Framework (NPPF), the Planning Policy for Traveller Sites (PPTS) and the Draft Guidance to Local Housing Authorities on the Periodical Review of Housing Needs: Caravans and Houseboats. The Joint GTANA concludes that there will be a requirement for three additional pitches in the first five years, nine in total across RBKC and LBHF over the plan period.
- 23.3.86 There is one Gypsy and Traveller site in the borough at Stable Way which has existed since 1974 and is now jointly managed by the Council and the London Borough of Hammersmith and Fulham (LBHF). The Stable Way site is a permanent site and currently comprises a total of 20 pitches, of which one is taken up by 'The Hut' Community Centre, resulting in 19 available authorised pitches. The site's freehold is owned by TfL with a lease to the Council. The site was in LBHF until a boundary change in 1995 and it is now within the administrative area of this Council. The site is managed by the Kensington and Chelsea Tenant Management Organisation (KC TMO).
- 23.3.87 Applying the Government's planning definition of Gypsies and Travellers as set out in the PPTS, some of the existing occupiers of Stable Way do not fall under the planning definition of 'Travellers'¹⁴¹, however, many of the occupiers are long established on this site and therefore their accommodation needs need to be appropriately assessed.

¹⁴⁰ RBKC and LBHF (2016) Joint Gypsy and Traveller Accommodation Needs Assessment (GTANA)

¹⁴¹ The definition contained in Planning Policy for Traveller Sites, Annex 1: Glossary does not reflect the ethnicity of Travellers, it is purely for planning purposes for assessing need and determining planning applications.

Therefore, the GTANA considers all arising accommodation needs then applies the PPTS definition to identify accommodation needs in accordance with Government guidance.

- 23.3.88 The shortage and high cost of land in the borough means that there are many competing land uses. The Council has agreed a Joint Site Appraisal Study Methodology (2016) with LBHF to investigate opportunities to provide new gypsy and traveller sites within the two boroughs. A site appraisal for this borough has been undertaken using this methodology. The boroughs will work with partners, registered providers, developers, neighbouring authorities, the Mayor of London and TfL to explore making provision in line with the most up to date needs assessment over the plan period. The Council will continue to work with LBHF and these partners to seek to address the findings from the Joint GTANA by producing an options paper following the completion of both site appraisals. The Council and LBHF will explore all available options in meeting the objectives of national policy in order to identify a NPPF compliant supply of sites during the course of 2018. This will be reported in the Council's annual monitoring report. Any subsequent planning applications should be considered against the criteria set out in the PPTS, the criteria in Policy CH6 and other relevant planning policies and guidance.

Policy CH6 Gypsy and Traveller Accommodation

The Council will work closely with LBHF, the Mayor of London and TfL to protect, improve and, if possible, increase the capacity of the existing Travellers' site at Stable Way which the Councils jointly manage. Additional sites for temporary or permanent use and any applications at Stable Way 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 an acceptable effect on the safety and amenity of occupiers of adjoining land;
- iii. use of the site would be acceptable in terms of amenity, safety and local environment for future and / or current Gypsy and Traveller occupiers;
- iv. the use could be supported by adequate physical and social infrastructure (such as access to education, health, welfare and employment) in the locality.

23.4 Corporate and Partner Actions

Introduction

- 23.4.1 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

- 23.4.2 The Council has an established programme of small scale delivery known as 'Hidden Homes' to maximise opportunities to deliver new homes

Mayor of London (October 2014) Homes for London: The London Housing Strategy

- 23.4.3 The Mayor's London Housing Strategy, adopted October 2014, sets out policies to intended to meet London's housing needs. The statutory document includes plans for building at least 42,000 new homes a year across all tenures, and for improving the housing opportunities of working residents. It sets out a series of priorities and interventions which include increasing opportunities for home ownership, improving the private rented sector, and developing affordable homes to rent for working residents. The strategy also seeks to address homelessness, overcrowding and rough sleeping.
- 23.4.4 The new Mayor will publish an updated Housing Strategy investment prospectus and Supplementary Planning Guidance in due course.

Modernising Older People's Housing and Accommodation with Care Services Strategy 2013

- 23.4.5 In 2013 the Council adopted a strategy for modernising older people's housing and accommodation with care services. The strategy was developed jointly between Housing and Adult Social Care. It outlines the Council's vision to improve the quality, quantity and choice of housing options for older people and to help us to meet future need. This includes developing new retirement housing to replace existing poor quality sheltered housing and more extra care housing.

Older People's Housing Design Guide

- 23.4.6 The 'Older People's Housing Design Guide' provides details on the building design and service provision for two main types of housing for older people: extra care housing and retirement housing. It outlines design standards and considerations required to support the needs and aspirations of older people. The guide has been developed for architects, developers and housing providers delivering homes across housing tenures including homes for private sale and a range of affordable housing tenures. By meeting the standards in the guide, new homes for older people in Kensington and Chelsea are expected to achieve excellence in quality and desirability.

Housing Strategy 2013 - 2017

- 23.4.7 The Council's Housing Strategy sets out how the Council wants to improve both the quality of accommodation and lives of people who live here by:
- Resources – Develop effective asset management and longer term business planning, taking advantage of the new regime for Council Housing finance.
 - Development – Develop new affordable housing where opportunities arise.
 - Housing options – Provide a service that enables people to make informed decisions about their housing options.
 - Vulnerable residents – Support people who are vulnerable with appropriate accommodation and advice services.
 - Employment and training – Enable people in social housing to access employment and training opportunities.
- 23.4.8 The Council's Housing Strategy states that "the Council is committed to providing a safe, secure and desirable environment for the Gypsies and Travellers living at the Stable Way

site, in north Kensington. We recognise that a good quality, well-managed site plays an important part in achieving better social, health and educational outcomes for the whole community”.

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 Mayor of London, housing associations, residents and other partners, to deliver estate regeneration 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.
4. The Council's Supporting People programme will continue to provide a range of supported housing and housing support services for vulnerable homeless groups.
5. 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 24 Respecting Environmental Limits

Climate change, flooding, waste, biodiversity, air quality and noise and vibration

24.1 Introduction

- 24.1.1 Changes to our climate have an impact on lifestyles, the economy and our natural and built environments. Furthermore, changes in the world's climate pose a major threat to our long-term well-being. The Council acknowledges that man-made climate change is a global challenge that requires a global response and a call for action at all levels, from governments, local authorities and citizens alike¹⁴². Continued emission of greenhouse gases will cause further warming and long-lasting changes in all components of the climate system, increasing the likelihood of severe and irreversible impacts for people and ecosystems. Locally, there is already an increasing risk of flooding from intense rainstorms, and during heatwaves the elderly may be exposed to life threatening heat stress but there is a lot that the Council, residents and those who work here can do together to reduce their carbon footprint more quickly and in a sustainable way. The Council is determined to contribute to the achievement of international, European, national and regional CO₂ reduction targets. Poor air quality is damaging our health at every stage of life. The report: Understanding the Health Impacts of Air Pollution in London estimates that 25% of early deaths are attributable to high concentrations of nitrogen dioxide (NO₂) and fine particles (PM_{2.5}) within the borough¹⁴³; this equates to approximately 200 early deaths every year due to these pollutants. There is an increasing recognition that the problems caused by air pollution and climate change need to be treated together, not least because the emissions that pollute our air and warm our planet originate from common sources such as vehicles, buildings, power generation and industry. The Council intends to give a high priority to the twin issues of climate change and poor air quality through a joint Air Quality and Climate Change Action Plan (2016-2021)¹⁴⁴.
- 24.1.2 This chapter includes a range of policies to mitigate climate change. Policy CE1 Climate Change, sets out the measures to reduce carbon dioxide emissions, Policy CE2 considers flood risk, its impacts and SuDS, and Policy CE5 addresses Air Quality. However, apart from these more obvious mitigation and adaptation policies, the Local Plan includes policies in different chapters which help mitigate the effects of climate change. The principal policies are, C1 Infrastructure Delivery and Planning Contributions (Chapter 17), CT1 Improving alternatives to car use, CT2 New and enhanced rail infrastructure (Chapter 20), CR4 Streetscape, CL2 Design Quality, and CL7 Basements (Chapter 22). Policies on green infrastructure are also included in chapter 21 (Policy CR5 Parks, Gardens, Open Spaces and Waterways) and Policy CE4 Biodiversity (Chapter 24).
- 24.1.3 “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 (paragraph 93). “Planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking

¹⁴² Air Quality and Climate Change Action Plan 2016-2021, Technical Appendices. RBKC, 2016

¹⁴³ www.london.gov.uk/sites/default/files/hiainlondon_kingsreport_14072015_final.pdf July 2015

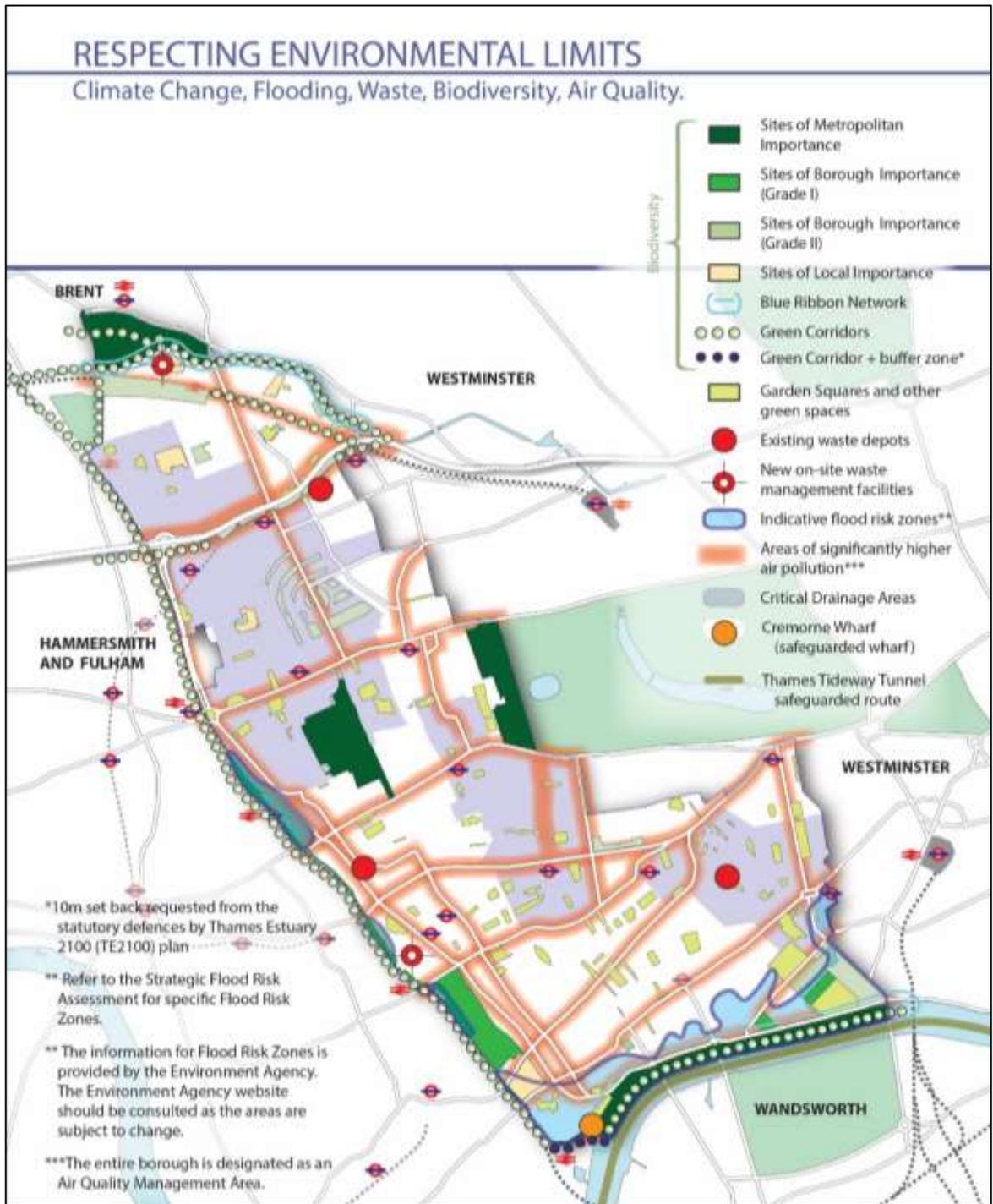
¹⁴⁴ Air Quality and Climate Change Action Plan 2016-2021, RBKC, 2016

into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.” National Planning Policy Framework, March 2012 (paragraph 124).

- 24.1.4 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.
- 24.1.5 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.
- 24.1.6 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, nitrogen dioxide and fine particles 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. Nitrogen dioxide and fine particles are the primary pollutants of concern, and have a variety of health effects associated with exposure. Nitrogen dioxide irritate the airways of the lungs, increasing the symptoms of those suffering from lung diseases. Fine particles can be carried deep into the lungs where they can cause inflammation and a worsening of heart and lung diseases. Three quarters 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.
- 24.1.7 Vehicles, including those passing through the borough, the heating and cooling of buildings, especially the use of old inefficient boilers, the use of biomass and biomass / gas fired Combined Cooling, Heating and Power (CCHP) and Combined Heat and Power (CHP) for heating/electricity generation and comfort cooling 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.
- 24.1.8 Respecting Environmental Limits is an integral part of the Council’s vision. Tackling these issues is central in upholding our residents’ quality of life.

CO7 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.



24.2 What this means for the borough

24.2.1 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 be irreparably damaged, and the cultural, social and economic benefits will be lost¹⁴⁵. We have a statutory duty to contribute to the mitigation of, and adaptation to, climate change¹⁴⁶. Therefore, we need to carefully

¹⁴⁵ Climate Change and the Historic Environment, English Heritage. January 2008. See also Assessment of Heritage at Risk from Environmental Threat: Key Messages Report, English Heritage. November 2013.

¹⁴⁶ Section 19(1A) of the Planning and Compulsory Purchase Act 2004 as inserted by section 182 of the Planning Act 2008.

manage development to ensure that the natural and historic environments do not conflict but complement one another.

- 24.2.2 The borough is designated as an Air 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.

24.3 Planning Policies

Climate Change

- 24.3.1 The Climate Change Act 2008 requires a reduction in CO₂ emissions of at least 34 per cent by 2020 and at least 80 per cent by 2050, against a 1990 baseline. Climate change is emerging as one of the major challenges and one of the biggest health threats of the twenty-first century. The Council acknowledges that urgent action is required to limit temperature rises to 2°C above pre-industrial levels. Global average temperatures have risen by nearly 0.8°C since the late nineteenth century, and have risen by about 0.2°C per decade over the past 25 years¹⁴⁷.
- 24.3.2 The CO₂ emissions in the borough since 2005 have fallen at a lower rate than in other local authorities in London. In 2013, The borough emitted 7.09 tonnes of CO₂ per capita, which was the third highest emission level per capita in Greater London. This was above the national average of 7.0 tonnes. Since 2008 the emissions per capita in the borough have been consistently higher than national levels.
- 24.3.3 According to the latest carbon dioxide emissions data (CO₂) published by the Department for Energy and Climate Change (DECC) for the period 2005-2013, the industry and commercial sector continues to be the largest emitting sector accounting in 2013 for 57% cent of total borough emissions. The sector includes all non-domestic assets; in this borough this includes offices, Council operations, museums, hotels, retail units, schools etc. 31% of CO₂ emissions come from residents' domestic consumption and 12% come from transport¹⁴⁸.
- 24.3.4 Although a higher proportion of the borough's emissions arise from industrial and commercial uses, the Department for Environment, Food and Rural Affairs (DEFRA)'s projections show that a significant proportion of CO₂ savings can be made within the domestic sector¹⁴⁹.
- 24.3.5 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. Where decentralised district heating using CCHP/CHP is proposed careful consideration needs to be given to the air quality implications especially those burning solid or liquid fuel, in line with the Mayor's Sustainable design and Construction SPG, April 2014¹⁵⁰.

¹⁴⁷ Air Quality and Climate Change Action Plan 2016-2021, Technical Appendices. RBKC, 2016

¹⁴⁸ Department of Energy and Climate Change, UK Local Authority and regional carbon dioxide emissions statistics for 2005-2013

¹⁴⁹ Analysis to support climate change indicators for local authorities, April 2008. Prepared by AEA Technology PLC for the Department for Environment, Food and Rural Affairs

¹⁵⁰ See section 4.3 and Appendix 7 of the Mayor's Sustainable Design and Construction SPG, April 2014

- 24.3.6 The borough 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)¹⁵¹. London Plan policy requires designing residential development so that mains water consumption would meet a target of 105 litres or less per head per day¹⁵². This reflects the ‘optional requirement’ set out in Part G of the Building Regulations¹⁵³. Since the London Plan is part of the Council’s development plan, the ‘optional’ requirement applies to new residential development in the borough. Therefore, planning conditions should trigger the ‘optional requirement’ in Part G of the Building Regulations.
- 24.3.7 Following the Housing Standards Review, the Government’s policy¹⁵⁴ is that local planning authorities should not require energy efficiency standards that exceed the energy requirements of Building Regulations for the construction or adaptation of buildings to provide dwellings or the carrying out of any work on dwellings. This national policy is subject to the commencement of amendments proposed to the Planning and Energy Act 2008 in the Deregulation Act 2015. The Government has also withdrawn its commitment to ‘zero carbon homes’¹⁵⁵.
- 24.3.8 The Mayor’s Housing SPG, March 2016 (Paragraph 2.3.57) confirms, however, that the London Plan policy on ‘zero carbon’ homes¹⁵⁶ remains in place. It states that, *“This approach will also help ensure that the development industry in London is prepared for the introduction of ‘Nearly Zero Energy Buildings’ by 2020. (As required by the European Energy Performance of Buildings Regulation which requires periodic review of Building Codes to ensure cost optimal review of energy efficiency standards and that all new buildings are ‘nearly zero energy buildings’ by 2020).”*
- 24.3.9 Paragraph 2.3.58 of the Mayor’s Housing SPG, March 2016 defines ‘zero carbon’ homes as *“homes forming part of major development applications where the residential element of the application achieves at least a 35 per cent reduction in regulated carbon dioxide emissions (beyond Part L 2013) on-site (in line with policy 2.5B). The remaining regulated carbon dioxide emissions, to 100 per cent, are to be off-set through a cash in lieu contribution to the relevant borough to be ring fenced to secure delivery of carbon dioxide savings elsewhere (in line with policy 5.2 E).”*
- 24.3.10 The Council supports the approach in the London Plan and the guidance in the Mayor of London’s Housing SPG, March 2016. The Council policy therefore requires compliance with the London Plan for major residential development. Advice on how to complete an Energy Assessment is provided in the Mayor’s Energy Planning guidance¹⁵⁷.
- 24.3.11 In line with the guidance in the Mayor’s Housing SPG, March 2016, the Council will accept payments in lieu for offsetting any remaining carbon, over and above the 35 per cent reduction on-site, in regulated carbon dioxide emissions (beyond Part L 2013) to meet the zero carbon standard. The carbon offset price¹⁵⁸ of £60 per tonne of carbon dioxide for a period of 30 years will be used.

¹⁵¹ Environment Agency, RBKC Fact Sheet, prepared as part of the Environment Agency’s State of the Environment - London

¹⁵² London Plan Policy 5.15: Water Use and Supplies. Excluding an allowance of 5 litres or less per head per day for external water consumption

¹⁵³ Requirement G2 of Schedule 1 to the Building Regulations 2010. HM Government 2015

¹⁵⁴ Announced in the Written Ministerial Statement of 25 March 2015

¹⁵⁵ Fixing the foundations: creating a more prosperous nation, HM Treasury, July 2015

¹⁵⁶ London Plan Policy 5.2: Minimising Carbon Dioxide Emissions

¹⁵⁷ Mayor of London, Energy Planning, GLA guidance on preparing energy assessments, GLA, 2015

¹⁵⁸ Evidenced by the Mayor’s Housing Standards Viability Assessment, 2015

- 24.3.12 In terms of non-domestic buildings, the Building Research Establishment Environmental Assessment Methodology (BREEAM) tools provide a nationally-recognised sustainable design standard for non-domestic development, incorporating categories such as energy, water, materials, transport, waste, pollution, health and wellbeing, management, land use and ecology. BREEAM pre-assessments should be submitted at the application stage for non-domestic developments, clearly identifying how the requirements set out in the policy will be achieved.
- 24.3.13 The borough contains over 4,000 listed buildings and over 73 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 world¹⁵⁹.
- 24.3.14 Historic England acknowledges the importance of making reasonable alterations to the existing building stock to mitigate climate change and states that often the energy efficiency of the historic buildings can be increased in ways sympathetic to their historic character¹⁶⁰.
- 24.3.15 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 such proposals.
- 24.3.16 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)¹⁶¹. 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.
- 24.3.17 The evidence on climate change shows that we need a policy to ensure that development mitigates against, and adapts to, climate change without inhibiting the Council in achieving a reduction in local air quality pollutants. 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, ensuring that their application of decentralised heating specifically using CHP/CCHP does not inhibit the Council in achieving a reduction in air quality pollutants.

¹⁵⁹ Heritage Lottery Fund. Written Evidence for Heritage White Paper, 19 January 2006

¹⁶⁰ Climate Change and the Historic Environment, English Heritage, January 2008

¹⁶¹ Environment Agency: RBKC Environmental summary factsheet, quoting REAP (Resources and Energy Analysis Programme) 2004

Policy CE1 Climate Change

The Council recognises the Government's targets to reduce national carbon dioxide emissions by 34 per cent against 1990 levels by 2020 in order to meet a 80 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 major residential development meets the carbon reduction requirements set out in the London Plan;
- b. require an assessment to demonstrate that non-residential development of 1,000 sq m or more meets BREEAM very good with 60 per cent of the unweighted credits available in the energy, water and materials sections and conversions and refurbishments of 1,000sq.m or more non-residential development achieve BREEAM very good rating;
- c. require that carbon dioxide and other greenhouse gas emissions are reduced 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. provision of on-site renewable and low-carbon energy sources;
 - iii. 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 local air pollution in particular on site allocations such as Kensal, Wornington Green, and Earl's Court;
- d. 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;
- e. require development to connect into any existing district heat and energy network, where the necessary service or utility infrastructure is accessible to that development;
- f. require development to incorporate measures that will contribute to on-site sustainable food production commensurate with the scale of development.

Flooding and drainage

Flood Risk

24.3.18 Global temperatures are predicted to continue rising, bringing changes in weather patterns, rising sea levels and increased frequency and intensity of extreme weather for the UK¹⁶². Climate projections show that London will experience warmer, wetter winters and hotter, drier summers in the future. As well as the gradual change in overall climate, we can expect to see more frequent and intense episodes of extreme weather, meaning that we will need to consider adapting our buildings, communities and lifestyles to prepare for more frequent heatwaves, flooding and droughts¹⁶³.

¹⁶²

assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/69257/pb13274-uk-climate-projections-090617.pdf

¹⁶³ climatelondon.org/climate-change/

- 24.3.19 In the medium to longer term it is likely that the height of flood defences along the River Thames will have to be raised¹⁶⁴. Setting buildings back from the river's edge will enable this to be done in a more cost-effective, aesthetically acceptable and more sustainable way¹⁶⁵.
- 24.3.20 The updated Strategic Flood Risk Assessment 2014 (SFRA) and the Surface Water Management Plan 2014 (SWMP) show the flood risk zones in the borough which are Flood Zones 1, 2, and 3 for fluvial and tidal flooding and the Council's designated Critical Drainage Areas. The threat of tidal flooding is low but the consequences could be very significant. Sewer flooding occurred in the Holland and Norland wards in 1981 and 2007¹⁶⁶. Groundwater could also be a potential source of flooding depending on the soil composition, weather and ground conditions. Land use factors such as groundwater extraction for industry use could also affect groundwater levels. The discharge of groundwater to a public sewer will require approval from Thames Water. To ensure that development is directed first to sites at the lowest probability of flooding from all sources, the Council has carried out the 'Sequential Test' on a range of sites¹⁶⁷. However, sites within Flood Risk Zones 2 and 3 and Critical Drainage Areas that are not included within this appraisal may have to undertake a 'Sequential Test'. In some cases, the Exception Test will also be required. As new information becomes available nationally or regionally such as breach analysis and climate change allowances and guidance, this should also be considered both, by the Council and applicants. This is particularly relevant for sites at risk of surface water flooding.
- 24.3.21 Flood Risk Assessments are required for development within Critical Drainage Areas Flood Zone 3 and Flood Zone 2. However, within Critical Drainage areas this is only relevant if the development has any drainage implications which could lead to flooding elsewhere or could be more vulnerable as a result of the development proposed (due to the land use being more vulnerable or to the infrastructure proposed). For example, Flood Risk Assessments will be required for basement applications; when the development is at ground level and could potentially lead to a decrease in the site's permeability or an increase in the site's vulnerability to flooding; or if the proposed development could have an impact on any physical structure which could reduce the effect of flooding in the area (flood risk assets). Most development at first floor level and above may not require a Flood Risk Assessment. However, the requirement for an assessment will need to be considered at an early stage. It will be expected that any proposed flood risk measures and flood risk assets are protected and maintained to remain operational and built to a standard where they would provide adequate protection for the lifetime of the development.
- 24.3.22 There is a wealth of available guidance regarding flood defence and flood mitigation measures which may be suitable for developments contained in Building Regulations and British Standards. Any proposed measures should take into consideration the predicted flood depth in different storm scenarios and reflect site conditions in relation to contributing to, or suffering from, flooding, or both. Measures can affect the materials, layout and design of buildings so it is important that they are shown as part of planning applications.

¹⁶⁴ Environment Agency: TE2100 Local Council Briefing Document – Royal Borough of Kensington and Chelsea, April 2015

¹⁶⁵ London Plan Policy 5.12: Flood Risk Management

¹⁶⁶ RBKC Strategic Flood Risk Assessment. Flood Zones refer to the probability of river and sea flooding, ignoring the presence of defences.

¹⁶⁷ RBKC Sequential Test:

www.rbkc.gov.uk/sites/default/files/atoms/files/RBKC%20Sequential%20Test_0.pdf

24.3.23 The Thames Estuary (TE2100) plan, produced by the Environment Agency, was reviewed in 2014. The TE2100 Local Council Briefing Document specific for the borough was produced in April 2015 and includes key messages and actions to help the Environment Agency deliver the TE2100 Plan. The Council is committed to work with the Environment Agency and others to ensure the recommendations of the TE2100 Plan are implemented in new and existing developments, to keep communities safe from flooding in a changing climate and improving the local environment. The key policy messages for our borough are:

- Raising existing flood defences to the required TE2100 Plan levels in preparation for future climate change impacts or demonstrate how tidal flood defences protecting sites can be raised to the required TE2100 levels in the future through submission of plans and cross-sections of the proposed raising.
- Demonstrating the provision of improved access to existing flood defences and safeguarding land for future flood defence raising and landscape, amenity and habitat improvements.
- Maintaining, enhancing or replacing flood defences to provide adequate protection for the lifetime of development.
- Where opportunities exist, re-aligning or setting back flood defence walls and improving the river frontage to provide amenity space, habitat, access and environmental enhancements.
- Securing financial contributions towards the anticipated costs of flood risk management infrastructure required to protect the proposed development over its lifetime.

Surface Water Run-off and Sustainable Drainage Systems (SuDS)

24.3.24 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 surface water and foul flows from upstream development, may contribute to surface water and sewer flooding, as the Counters Creek sewer catchment does not currently have the capacity to discharge storm water during extreme rainfall. Thames Water is currently looking at improving capacity in the Counters Creek storm water sewer by 2020¹⁶⁸. Moreover, this risk is increased by the use of impermeable surfaces as they decrease the capacity of the ground to drain water. The misuse of drains to discharge construction materials¹⁶⁹, oils and other substances could block them exacerbating the risk of flooding.

24.3.25 There is evidence which shows the lack of capacity of the Counters Creek sewer system and this should be addressed to ensure that residents are protected from future flooding due to further development in its catchment and climate change. Furthermore, surface water run-off and any other flows such as groundwater, which could potentially end up in the sewer system, should be controlled to future proof the capacity of the sewer and reduce flood risk. The use of permeable surfaces and removal of existing impermeable surfaces is necessary as it will have a positive cumulative impact and will future-proof any sewerage infrastructure project. Surface water run-off should be reduced in order to reduce surface and sewer water flooding in the borough. The reduction rate should be maximised taking into consideration the site's constraints. It should be noted that the policy refers to major and minor development. For the purposes of flooding and drainage,

¹⁶⁸ www.thameswater.co.uk/help-and-advice/drains-and-sewers/counters-creek

¹⁶⁹ <https://www.rbkc.gov.uk/environment/drainage-and-flooding>

minor development includes up to 9 dwellings (under half a hectare); up to 999m² of commercial floorspace (under 1 hectare); up to 9 Gypsy/Travellers pitches; household applications; change of use applications (no operational development) and listed building extensions and alterations.

- 24.3.26 The Flood and Water Management Act 2010 and the Flood Risk Regulations 2009 placed new duties on Councils. As a Lead Local Flood Authority (LLFA), the Council has a responsibility for leading the co-ordination of local flood risk management within the borough. This includes ensuring that flood risks from local sources, including surface water runoff, groundwater and ordinary watercourses and their interactions, are identified and managed. The Council has the duty, under Section 9 of the Flood and Water Management Act 2010, to put in place a Local Flood Risk Management Strategy (LFRMS) to manage all sources of flood risks consistent with a risk management approach. The Council adopted the LFRMS in July 2015¹⁷⁰.
- 24.3.27 Local planning authorities should consult the LLFA on the management of surface water (including SuDS); satisfy themselves that the proposed minimum standards of operation are appropriate and ensure through the use of planning conditions or planning obligations that there are clear arrangements in place for ongoing maintenance over the lifetime of the development. SuDS should be designed to ensure that the maintenance and operation requirements are economically proportionate. It is very important that SuDS are well designed from the outset, when the site layout has not been defined to ensure their design will maximise their benefits for water attenuation, water quality, ecology, etc. SuDS should be maintained in order to be effective. Their maintenance is normally the responsibility of the owner or maintenance company.

Water Infrastructure Projects

- 24.3.28 The Thames Tideway Tunnel is a sewerage infrastructure project which will capture the flows of storm sewage from sewer overflow points along the River Thames. The tunnel will run approximately 25 kilometres through the heart of London, and up to 75 meters beneath the River Thames, broadly following the path of the river. A Development Consent Order for the project was granted on the 12 September 2014. The Thames Tideway Tunnel will be built by Bazalgette Tunnel Limited - the 'infrastructure provider'. The importance and London-wide benefits of the Thames Tideway Tunnel are recognised by the Government and the Greater London Authority¹⁷¹. On this basis, the Council will ensure that the impacts of the works associated with the tunnel are carefully managed.
- 24.3.29 To address sewer flooding in the borough, Thames Water is delivering the Counters Creek Sewer Flood Alleviation Scheme. Ofwat approved the funds needed to undertake this Scheme in December 2014. Thames Water's proposal included four elements: a new storm relief sewer to increase the sewer capacity (currently under review); SuDS to reduce surface water run-off; anti-flooding (FLIP) devices to stop the sewers surcharging into lower properties; and, local sewer improvements to increase the capacity of local sewers. Thames Water will continue to investigate the future resilience required for the sewer network, taking into account population growth, development, urban creep and climate change.
- 24.3.30 At a property level, protection from sewer flooding can be achieved by the provision of a suitable pump device, similar to FLIPs. Sewers often surcharge to just below manhole cover level and so connecting a lower ground floor via a gravity connection provides a new low point for the surcharging sewer to discharge to. To reduce the risk of flooding,

¹⁷⁰ www.rbkc.gov.uk/planning-and-building-control/planning-policy/flooding/local-flood-risk-management-strategy

¹⁷¹ London Plan Policy 5.14: Water Quality and Wastewater Infrastructure

waste water from floors lower than the sewer level should be pumped. Fitting only a 'non return valve' is not acceptable as this is not effective in directing the flow of sewage away from the building. This is currently required by Policy CL7 for basement properties.

- 24.3.31 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 reduce and mitigate this risk, especially the risk of surface water and sewer flooding.

Policy CE2 Flooding

The Council will require development to address and reduce flood risk and its impacts.

To deliver this the Council will:

Flood Risk

- a. resist vulnerable development, including self-contained basement dwellings, in Flood Risk Zone 3 and Critical Drainage Areas as defined in the Strategic Flood Risk Assessment and the Surface Water Management Plan;
- 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 Critical Drainage Areas 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 Critical Drainage Areas;
- d. require development at risk from flooding in Flood Risk Zones 2 and 3, in Critical Drainage Areas, or sites greater than 1ha to incorporate suitable flood risk measures to account for site conditions in accordance with Building Regulations, existing guidance and the recommendations of the site-specific Flood Risk Assessment, the Strategic Flood Risk Assessment and the Local Flood Risk Management Strategy. These measures should:
 - i. address all flood depths for the 1 in 100 year storm event plus climate change to ensure the development will remain safe during a flood event throughout its lifetime;
 - ii. take into account access, egress and emergency exit routes;
 - iii. ensure buildings remain safe for occupants in case of flooding, and are protected from sewer flooding through the installation of a suitable pumped device when the new development includes floors below the level of the sewer;
 - iv. apply where required the measures and actions included in the Local Flood Risk Management Strategy Action Plan;
- e. require that flood risk measures and flood risk assets are protected and maintained to remain operational and provide adequate protection for the lifetime of development;
- f. 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 and to implement any other recommendations of the Thames Estuary 2100 plan (TE2100).

Surface Water Run-off and Sustainable Drainage Systems (SuDS)

- g. require major development to achieve greenfield run-off rates and minor development to achieve a reduction of 50% of existing rates, ensuring that surface water run-off is managed as close to its source as possible, through:
 - i. the increase of permeable surfaces;
 - ii. recognising opportunities for SuDS to provide other environmental benefits;
 - iii. factoring all flows into the sewer system (including swimming pools discharges, groundwater or other flows) in the calculations of greenfield run-off rates;

- h. require SuDS to have regard to DEFRA non-statutory SuDS standards and local guidance to ensure SuDS are adequately designed, built and maintained for the lifetime of development;
- i. resist impermeable surfaces in gardens and landscaped areas;
- j. encourage the retrofitting of SuDS in buildings even if the development will not have drainage implications.

Water Infrastructure Projects

- k. support the Thames Tideway Tunnel in principle;
- l. support the provision of water and sewage infrastructure which will lead to a substantial and long-term reduction of local flooding, providing the need outweighs any adverse effects during construction and operation and appropriate mitigation measures are in place.

Waste

- 24.3.32 In 2015-16, the Council collected 79,068 tonnes (26,797,000 tonnes nationally) of Local Authority Collected Waste¹⁷² (including 54,094 tonnes of domestic waste), of which 74.1 per cent was sent to Belvedere Energy from Waste (EfW) plant and 25.9 per cent of this waste was recycled or composted, which is lower than the national average of 44.9 per cent. No waste was sent to landfill. The average residual waste produced per household in 2015-16 was 445kg in the borough, this has decreased from 449kg in 2013-14 and 461 kg in 2014-15¹⁷³. In such a highly built up borough, it is important that well designed and functional refuse and recycling storage space is allocated and integrally designed into all developments to ease collection and keep the streets litter free. Such storage space will need to be fully functional to the end user.
- 24.3.33 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 arising from the new uses.
- 24.3.34 The borough is very accessible by river and rail, which can provide opportunities for sustainable transportation of residual waste. All the borough's residual waste is transported from Wandsworth by barge to Belvedere EfW plant.
- 24.3.35 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.
- 24.3.36 The Waste Management Plan for England confirms a 'waste hierarchy' setting out how waste should be dealt with (prevention, preparing for re-use, recycling, other recovery and disposal) and confirms the importance of the National Planning Policy for Waste (NPPW). The evidence on waste management shows that we need to examine new ways of dealing with waste in the borough including promoting the principles of a circular economy

¹⁷² Household, commercial & industrial waste collected by the Council

¹⁷³ The residual household and domestic waste tonnage are RBKC figures and not the figures submitted to DEFRA by WRWA. The recycling rates are figures submitted to DEFRA.

(i.e reduce, reuse and recycle). Moreover, the Mayor of London requires that the borough meets its waste apportionment figure which is set out in the London Plan¹⁷⁴.

- 24.3.37 The Council is statutorily required to deliver its Local Authority Collected Waste to places as directed by the Western Riverside Waste Authority (WRWA). Currently all of the Local Authority Collected Waste goes to WRWA facilities in Wandsworth for transfer and treatment (Western Riverside Transfer Station near Wandsworth Bridge and Cringle Dock Transfer Station next to Battersea Power Station). Since 2011, recyclables go to a Materials Recycling Facility at Smugglers Way in Wandsworth and residuals are barged down river to the Riverside Resource Recovery Limited (RRRL)'s facility at Belvedere, in the London Borough of Bexley where the waste is incinerated to generate electricity. It is the largest EfW facility in the UK and one of the largest in Europe, which will eventually generate 72MW of power. The WRWA's has stated that the facility can handle 670,000 tonnes of waste per year although the WRWA supplies around 300,000 tonnes of residual waste to it. The contract runs until 2031 meaning that, in reality, waste arisings from the borough and the other WRWA Waste Planning Authorities (WPAs) are dealt with in Bexley. The Belvedere Energy from Waste plant opened in Bexley in May 2012. The Council will continue to work jointly with the WRWA to ensure that existing arrangements can continue and if necessary its apportionment gap can be met at the plan.
- 24.3.38 The London Plan sets out the waste apportionment to be managed by London boroughs. The apportionment figure includes household and commercial & industrial waste, but not other waste streams.
- 24.3.39 The Council has prepared a joint Waste Technical Paper with the other WPAs in the WRWA area. The Waste Technical Paper sets out the waste arisings within the WRWA area for waste streams¹⁷⁵ and the ability to meet the London Plan apportionment. This establishes that the available waste treatment capacity in the borough to help meet the waste apportionment is 30,660 tpa. The Council is safeguarding Cremorne Wharf for future waste use which has an estimated capacity of 23,400 tpa. The capacity in the borough will therefore increase to 54,060 tpa by 2036.
- 24.3.40 The Waste Technical Paper concludes that there is currently a shortfall of 167ktpa of capacity to meet its apportionment within the borough. Including capacity from the safeguarded Cremorne Wharf site, this will reduce to 143,940 tpa by 2036. Due to the constrained nature of the borough and competing land use demands there are currently no opportunities to allocate waste sites. However as a group of WPAs in the WRWA area the apportionment could be met within the WRWA area
- 24.3.41 The Waste Technical Paper also covers other waste streams (construction, demolition and excavation, low level radioactive, agricultural, hazardous, waste water). The London Plan does not set an apportionment target for these. It is concluded in the Technical Paper that there is little or no waste arising from low level radioactive and agricultural waste therefore there is no need for additional management capacity for these waste streams. No additional facilities are required in the borough for waste water treatment during the plan period as this is being addressed by Thames Water through the upgrade and expansion of the Beckton Sewage Treatment Works.
- 24.3.42 In respect of construction, demolition and excavation waste, the Waste Technical Paper forecasts arisings of 175,980tpa in the borough and a total of 507,646tpa in the WRWA area by 2036. There is no existing capacity within the borough to address construction,

¹⁷⁴ London Plan Policies 5.16 (Waste Net Self-sufficiency) and 5.17 (Waste Capacity). The apportionment target covers household and commercial & industrial waste.

¹⁷⁵ Municipal/household, Commercial & industrial, Construction, demolition and excavation, Low Level Radioactive, Agricultural, Hazardous, Waste water.

demolition and excavation arisings. However there is a capacity of circa 1.1million tonnes to manage this waste stream within the WRWA area, indicating between 593,956 tonnes and 627,083 tonnes of surplus capacity to manage this waste stream by 2036.

- 24.3.43 The Council is working jointly with the WPAs in the WRWA area to try to secure pooling of the London Plan apportionment and to manage waste arisings from other waste streams. Ongoing monitoring of arisings and capacity will be required. If it is established that there is a change in available capacity, the Council will need to work with the WPAs in the WRWA area and other London WPAs to manage any shortfall.

Policy CE3 Waste

The Council will plan for the sustainable management of waste streams, including meeting 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. work with the WRWA Waste Planning Authorities (WPAs) and other London boroughs to continue to monitor the pooled arisings, apportionment, available capacity, shortfall and/or surplus capacity for all waste streams;
- b. work in partnership with the GLA and other London boroughs to manage any shortfall to meet the apportionment figure;
- c. safeguard Cremorne Wharf, maximising its use for waste management, water transport and cargo handling purposes;
- d. 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 anaerobic digestion and other innovative waste management facilities which are fully enclosed where practicable);
- e. require other small scale and innovative waste management facilities on residential, commercial or mixed use developments where practicable;
- f. require all new development to provide innovative well designed, functional and accessible refuse and recycling storage space which allows for ease of collection in all developments; such facilities must:
 - i. be within each flat to allow for short term separate storage of recyclable materials;
 - ii. include communal storage for waste, including for separated recyclables, pending its collection;
 - iii. manage impacts on amenity including those caused by odour, noise and dust;
 - iv. set out adequate contingency measures to manage any failure of such facilities in a waste management strategy¹⁷⁶ for the development;
- g. require that development proposals make use of the rail and the waterway network for the transportation of construction waste and other waste;
- h. require applicants for major developments to prepare and implement Site Waste Management Plans for demolition, excavation and construction waste.

¹⁷⁶ See www.lwarb.gov.uk/wp-content/uploads/2015/05/Template-waste-management-strategy-new-build-flats-FINAL.pdf for a template recycling and waste management strategy for new build flats.

Biodiversity

- 24.3.44 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 environment¹⁷⁷.
- 24.3.45 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.
- 24.3.46 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.
- 24.3.47 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 increased¹⁷⁸.
- 24.3.48 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 invertebrates¹⁷⁹. 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 borough wide green infrastructure.
- 24.3.49 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 CE4 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;

¹⁷⁷ London Plan Policy 7.19: Biodiversity and Access to Nature.

¹⁷⁸ Giddens.G, R.B.K.C Borough Breeding Bird Survey 2006 Report.

¹⁷⁹ Revision of Sites of Nature Conservation Importance, June 2009.

- 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

- 24.3.50 Poor air quality is damaging our health at every stage of life. The report: Every Breath We Take – The Lifelong Impacts of Air Pollution¹⁸⁰ underlines the harm that air pollution is causing not only to people with respiratory and cardiovascular diseases, but also impairing lung development in children. The Public Health Outcomes Framework¹⁸¹ identifies the mortality associated with exposure to concentrations of PM2.5 as a key indicator of health.
- 24.3.51 The entire borough is designated as an Air Quality Management Area (AQMA) due to seriously elevated levels of nitrogen dioxide (NO₂) and particulate matter (PM10 and PM2.5) which are harming residents' health. New developments can have an impact on air quality, through building design, construction techniques, energy, heating and cooling systems and vehicle movements associated with the construction and operational phases of the development. Occupants of new developments may also be impacted by poor air quality in the local area.
- 24.3.52 Nitrogen dioxide levels in the borough remain unacceptable. The 2015 Air Quality Annual Status Report¹⁸² shows that four out of the five continuous monitoring sites exceeded the national objective for NO₂ set at 40 µg/m³. The annual average concentrations in 2015 have been recorded as high as 91 µg/m³ at some road side locations.
- 24.3.53 Within the borough the largest source of NO₂ emissions are from vehicle transport (55.7%). 9.5% of this is from heavy goods vehicles (Local Atmospheric Emission Inventory, LAEI 2016)¹⁸³ many of which are associated with vehicle trips to and from construction sites. The second largest source is domestic and commercial gas burning (31.5%). Non Road Mobile Machinery (NRMM) used on construction sites provides a significant source of NO₂ (6.8%)¹⁸⁴. The largest source of PM10 emissions within the borough is from vehicle traffic (56%). It is estimated that 40% of these emissions are from tyre and brake wear with 16% from exhaust emissions. Resuspension of PM10 is the second largest source (22%). Construction sites that operate non-road mobile machinery (NRMM) are a significant source of PM10 at (12%)¹⁸⁵.
- 24.3.54 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

¹⁸⁰ Royal College of Physicians and Royal College of Paediatricians and Child Health, 2016
www.rcplondon.ac.uk/projects/outputs/every-breath-we-take-lifelong-impact-air-pollution

¹⁸¹ www.gov.uk/government/collections/public-health-outcomes-framework

¹⁸² www.rbkc.gov.uk/environment/air-quality/air-quality-reports-and-documents

¹⁸³ data.london.gov.uk/dataset/london-atmospheric-emissions-inventory-2013

¹⁸⁴ data.london.gov.uk/dataset/london-atmospheric-emissions-inventory-2013

¹⁸⁵ www.rbkc.gov.uk/sites/default/files/atoms/files/AQCCAP_Technical%20Appendices.pdf

of 40 micrograms per cubic meter. Daily exceedances of the 24 hour fine particle (PM10) objective continue to occur at some roadside locations.

Updating and Screening Assessment report: RBKC 2015

- 24.3.55 Some carbon reduction measures for energy generation and spatial heating introduced may have an adverse impact on local air quality. The use of 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 Combined Cooling, Heating and Power (CCHP) and Combined Heat and Power (CHP) increases NO₂ and particle emissions¹⁸⁶ therefore, their use in an Air Quality Management Area is undesirable. There are sustainable energy, heating and cooling sources that reduce CO₂, NO₂ and PM10 emissions which should be used instead. Diesel generators, which can be used routinely or to feed electricity to the grid also emit high levels of NOx and particulates. This is also undesirable in an Air Quality Management Area and Smoke Control Area. Poor construction techniques have a negative impact on local air quality. Fugitive emission of construction dust elevates local PM10 and PM 2.5 concentrations and the use of non-road mobile machinery (NRMM) such as diesel generators and construction transport both emit high levels of both PM10 and NO₂ if left uncontrolled.
- 24.3.56 The Kensington and Chelsea Joint Health and Wellbeing Strategy 2016-2021 highlights the need to tackle air pollution in the borough to improve health and wellbeing. The Strategy stresses that air pollution in the borough disproportionately affects vulnerable groups, notably young children and people living with chronic heart and lung diseases and that mitigating this impact is one of the Council's 'population health priorities'¹⁸⁷.
- 24.3.57 The evidence on air quality shows that we need to ensure that development proposals address the potential impact on air quality both as individual development proposals alongside their combined cumulative impact with neighbouring developments. In accordance with the requirements set out in the Air Quality SPD (2009) the Council will require that applicants for planning permission for major development (as defined in the London Plan) demonstrate a reduction in the expected emissions from a development relative to its previous or current use. Any air quality assessment and low emission strategy must set out the potential impact of the development on local air quality for both the construction and operational phases of the development. Given the ongoing exceedances of air pollutants throughout the borough, every opportunity must be taken to improve air quality. Where a development is likely to result in increased emissions, developers will be expected to include proposals for the reduction/mitigation of these emissions in a detailed emissions assessment. Construction management plans also play a role in controlling emissions during demolition and construction. The Council has a specific policy to take decisive action to reduce emissions of greenhouse gases and air pollutants which is set out in the Air Quality and Climate Change Action Plan 2016-2021¹⁸⁸. Air quality improvements can be made as part of public realm improvements such as greening initiatives.

¹⁸⁶https://www.london.gov.uk/sites/default/files/gla_migrate_files_destination/Sustainable%20Design%20%26%20Construction%20SPG.pdf (paragraph 4.3.23).

¹⁸⁷<https://www.rbkc.gov.uk/committees/Meetings/tabid/73/ctl/ViewMeetingPublic/mid/669/Meeting/7082/Committee/1553/Default.aspx>

¹⁸⁸ www.rbkc.gov.uk/environment/air-quality/air-quality-and-climate-change-action-plan-2016-2021

Policy CE5 Air Quality

The Council will carefully control the impact of development on air quality, including the consideration of pollution from vehicles, construction and the heating and cooling of buildings. The Council will support measures to improve air quality and will require development to be carried out in a way that minimises the impact on air quality and mitigates exceedances of air pollutants.

To deliver this the Council will:

- a. require an air quality assessment for all major developments;
- b. require developments to be 'air quality neutral' and resist development proposals, which would materially increase exceedance levels of local air pollutants and have an unacceptable impact on amenity or health, unless the development mitigates this impact through physical measures, or financial contributions to implement proposals in the Council's Local Air Quality and Climate Change Action Plan;
- c. resist biomass combustion and combined heat and power technologies/CCHP, which may lead to an increase in 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;
- d. require that emissions of particles and NO_x are controlled during demolition and construction, and risk assessments are carried out to identify potential impacts and corresponding mitigation measures, including on site monitoring, if required by the Council.

Noise and Vibration

- 24.3.58 The dominant sources of noise in the borough are 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.
- 24.3.59 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.
- 24.3.60 Noise sensitive development includes residential dwellings, schools and hospital uses.
- 24.3.61 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.
- 24.3.62 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.
- 24.3.63 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 CE6 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

- 24.3.64 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.
- 24.3.65 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.
- 24.3.66 Developers will need to employ a competent person¹⁸⁹ 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.
- 24.3.67 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.

¹⁸⁹ NPPF definition: a person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation.

- 24.3.68 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 CE7 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.

24.4 Corporate And Partner Actions

Introduction

- 24.4.1 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

Air Quality and Climate Change Action Plan (2016-2021)

- 24.4.2 The Council's Environment, Leisure and Residents Services Department has produced a plan which is a combination of measures aimed at reducing emissions of greenhouse gases and urban air pollutants. The plan includes the Council's aims and objectives for five years to tackle poor air quality and climate change and a list of actions to meet these aims and objectives.

Carbon Management Programme

- 24.4.3 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. The Carbon Management Plan

published in August 2009 set out the Council's ambition to reduce carbon emissions from its own operations by 40 per cent by 2020.

Western Riverside Waste Authority's Waste Management Policy 2018/2019

- 24.4.4 This WRWA's Waste Management Policy¹⁹⁰ seeks to embrace the concepts of waste prevention; reduce waste produced; increase waste re-use; recycle, compost or recover energy from waste that is collected; minimise environmental impact; encourage job opportunities; minimise disruption to others and reduce costs of operations.

Biodiversity Action Plan 2010/11 to 2014/15

- 24.4.5 The Council'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 and Air Quality Plan for Nitrogen Dioxide (NO₂) in UK 2015

- 24.4.6 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. The updated Air Quality Plan for Nitrogen Dioxide (NO₂) aims to achieve the nitrogen dioxide annual mean objective in London by 2025.

The Mayor of London's Ambient Noise Strategy

- 24.4.7 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 Department of Environment, Leisure and Residents Services and the Environmental Health Directorate in particular, will implement the Council's Air Quality and Climate Change Action Plan.
2. The Council as a whole, and the Environment, Leisure and Residents Services Department in particular, will implement the Carbon Management Plan.

¹⁹⁰wrwa.gov.uk/wp-content/uploads/2019/09/WRWA-Annual-Report-2018-2019-WA.379.19.pdf

3. Planning and Borough Development and the 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. Planning and Borough Development along with the 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. Planning and Borough Development will work with Thames Water and Bazalgette Tunnel Limited to ensure that the timely implementation of the Thames Tideway Tunnel has a minimal impact on the borough.
6. 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. 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 Council as a whole, and the Directorate of Planning and Borough Development in particular, will implement the Council's Local Flood Risk Management Strategy.
9. The Environment, Leisure and Residents Services Department will work in partnership with constituent authorities within the Western Riverside Waste Authority to implement its policy.
10. Environment, Leisure and Residents Services, and the Council as a whole, will strive to manage waste as effectively as possible, and aim to increase the recycling rate and reduce recyclate contamination to under 14 per cent. In 2015-16 the recycling rate was 22.9 per cent and the recyclate contamination rate was 14.09 per cent.
11. The 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.
12. The 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.
13. The Department of Transport and Technical Services will implement the Air Quality and Climate Change Action Plan objectives during the life of the Local Plan;
14. The Environment, Leisure and Residents Services Department will work with partners to encourage greater use and provision for lower emission vehicles.
15. The Department 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.

16. The Department of 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.
17. The Department of Transport and Technical Services will provide comments on various consultation documents, including Heathrow Aviation Noise.

Chapter 25 Infrastructure

25.1 Introduction

- 25.1.1 The Infrastructure Delivery Plan (IDP) is part of the evidence base that informs the Local Plan. 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.
- 25.1.2 The IDP will be monitored through the Council's annual Monitoring Report. The IDP is a living document that can regularly be updated as and when new infrastructure requirements should arise and as schemes are completed and new requirements are identified. It is not always possible to identify funders, or answer every question, but those involved will work to continually amend the IDP schedule.
- 25.1.3 Components of the IDP schedule 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 26 (Monitoring) and 27 (Contingencies and Risks).
- 25.1.4 The scope of infrastructure projects and requirements that have been investigated in the IDP are categorised within a number of service areas: Planning & Borough Development; Policy & Partnerships; Transport & Technical Services and TfL; Children's Services; Environment, Leisure and Residents' Services; Libraries; Public Health; NHS; Emergency Services; and Utilities. This is to ensure that the IDP embraces all matters necessary for the achievement of Local Plan policies, proposals and aspirations.

25.2 Infrastructure Schedule

- 25.2.1 The Infrastructure Schedule sets out key infrastructure requirements within the borough. The schedule follows best practice in explaining the where, what, why, who, and when of infrastructure requirements.
- **Where** – its location
 - **What** – name of the piece of infrastructure
 - **Why** – why it is needed, what leads to it being required, e.g. population increase
 - **Specific requirements** – details of what is needed
 - **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
 - **Policy reference** – the Local Plan policy to which this item relates to. In some cases there will be more than one policy and in other cases there may be no specific policy reference.
- 25.2.2 The preparation of an integrated infrastructure plan is essential for local authorities and their partners to fulfil their place shaping role.
- 25.2.3 To produce an effective infrastructure plan partner organisations need to actively engage in the process. Where a funding gap may exist, planning contributions to pay for the necessary costs associated with the development may be sought.

- 25.2.4 The Infrastructure Schedule provides a schedule of infrastructure by service and replicates that in the IDP.
- 25.2.5 The IDP and the associated Infrastructure Schedule will be monitored, and will be updated through the Council's 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 Schedule

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
Planning & Borough Development										
Planning and Borough Development	Borough wide	Sustainable Drainage Systems (SuDS)	Reduce flood risk and its consequences	SuDS schemes across the borough	Multiple lead organisations dependant on whether schemes come forward as part of planning applications or via other routes		£80,000 a year from the Council and £100,000 a year from the Thames Regional Flood and Coastal Committee for 6 years	Short / Medium term: 2017 to 2023	£40,000 from Highways, £40,000 from Planning and Borough Development and £100,000 a year from the Thames Regional Flood and Coastal Committee for 6 years	CE2
Planning and Borough Development	Norland Neighbourhood area	Local Infrastructure as identified in the Neighbourhood Plan	Identified locally through neighbourhood planning process	Traffic calming measures at Clarendon Cross, along Pottery Lane, the north side of St James's Gardens and Queensdale Road; improved Heritage style lighting; improvement of concrete paving to York stone; improvement of mews' road surfaces to setts; and further street tree planting	RBKC (for consulting local communities on NCIL) Lead project organisation currently unknown	Currently Unknown	Currently Unknown	Currently Unknown	Funding to be secured through a possible neighbourhood CIL bid process	Norland Neighbourhood Plan 2.6.50
Planning and Borough Development	St Quintin and Woodlands Neighbourhood area	Local Infrastructure as identified in the Neighbourhood Plan	Identified locally through neighbourhood planning process	Streetscape improvements and other measures to improve the environment of Latimer Road; CCTV in North Pole Road; and subject to successful temporary road closures in St Helen's Gardens (section outside the	RBKC (for consulting local communities on NCIL) Lead project organisation TBC.	Currently Unknown	Currently Unknown	Currently Unknown	Funding to be secured through a possible neighbourhood CIL bid process	St Quintin and Woodlands Neighbourhood Plan Annex D

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
				church), installation of a shared surface on the roadway to allow for a short section of the street to become a car-free area on Saturdays. New station on the West London line at Westway Circus						
Policy & Partnerships										
Policy and Partnerships	Borough wide	Adult and community learning borough wide, from a range of premises and locations.	Improve premises and explore collocation	Future requirements are based on targets at delivering training to adults within the community. It is expected to be possible to meet these requirements from existing locations, but explore possibility of collocation. The need to refurbish run down premises.	RBKC Adult and Community Learning	Currently Unknown	Currently the service is running on £800,000 per year however, more funding would allow increases in the facilities and additional locations.	Long term: By 2028	The Skills Funding Agency, Department for Education	CV1 CK1
Transport & Technical Services and TfL										
Transport & Technical Services	King's Road Crossrail 2 Station	New Underground Station on King's Road	To increase public transport access in the area, and to relieve congestion elsewhere, in line with Local Plan objective.	Provision of new station on King's road as part of Crossrail 2.	Crossrail 2	Crossrail 2	Costs to be confirmed	Long term: Early 2030's	DfT/ Crossrail2	CV1 CP2 CV5 CA9 CT2
Transport & Technical Services	Warwick Road Sites: Warwick Road (including 100 West Cromwell Road)	Landscape/ streetscape improvements to the West Cromwell Road in connection with 100 West Cromwell Road and Warwick Road.	Support the development of the site.	As set out in Supplementary Planning Document.	Private developers/ site owners.	RBKC/ Developer / TfL	£6m Detailed costs from each site currently unknown	Short term: by 2020/21	Private investment, and Planning contributions - S106	CP2 CA5 CV8
Transport & Technical Services	A3220 Earl's Court Road junction with Pembroke Road	Junction improvements	Reduce speeds on Pembroke Road	Re-design of island at junction, changes to road markings on the approach to Earl's Court Road and installation of 3D road markings on	TfL	TfL	£100,000	Short term: 2017/18	TfL	CP2 CT1 CV8 CA4

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
				Pembroke Road to reduce speeds						
Transport & Technical Services	A3220 Edith Grove junction with King's Road (ex Better Junction)	Pedestrian crossing	Address need for pedestrian crossing	Provision of pedestrian crossing facilities	TfL	TfL	£500,000	Short term: 2017/18	Source of funding to be confirmed	CA9
Transport & Technical Services	A3220 Warwick Road / Kensington High Street	Pedestrian crossing	Address need for pedestrian crossing	Provision of pedestrian crossing facilities and improvements to cycle facilities	TfL	TfL	£400,000	Short term: 2017/18	Source of funding to be confirmed	CP2 CV8 CA5
Transport & Technical Services	A3220 Cheyne Walk junction with Battersea Bridge	Pedestrian crossing	Address need for pedestrian crossing	Provision of pedestrian crossing and cycle ASLs	TfL	TfL	£200,000	Medium term: 2018/19	TfL	CT1
Transport & Technical Services	A3220 Warwick Rd j/w Earl's Court Square/ Kempsford Gardens	Signalised junction		Signalising of junction as part of London Cycle Grid	TfL	TfL	£300,000	Short term: 2016/17	TfL	CT1 CP2 CV8 CA4
Transport & Technical Services	A3220 Gunter Grove junction with King's road and Ashburnham Road to Cremorne Road	Pedestrian crossing	Address need for pedestrian crossing	Provision of pedestrian crossings and improvements to cycle facilities	TfL	TfL	£500,000	Short term: 2017/18	TfL	CT1 CP2 CV9
Transport & Technical Services	A4 Cromwell Rd / Gloucester Rd Junction Improvements	Pedestrian crossing	Address need for pedestrian crossing	Provision of pedestrian crossing on east arm and cycle ASLs	TfL	TfL	£300,000	Medium term: 2018/19	TfL	CT1

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
Transport & Technical Services	A3218 Old Brompton Road j/w Warwick Road - Redesign junction	Pedestrian crossing and public realm improvements	Address need for pedestrian crossing	Investigation into whether additional pedestrian crossings can be provided, urban realm improvements	TfL	TfL	£550,000	Short term: 2018/2019	TfL/ Planning contributions - CIL	CT1 CP2 CV8 CA4
Transport & Technical Services	A3220 Earl's Court Road/Square/Bramham Gardens	Cycling crossing	Address need for cycle crossing as part of wider works LCG	Improvements to cycle crossing as part of London Cycle Grid	TfL	TfL	£200,000	Short term: 2017	TfL	CT1 CP2 CV8
Transport & Technical Services	A3220 Holland Road / Warwick Road - Corridor Improvement - Holland Park Roundabout to A4	Congestion reduction	Reduce congestion	Changes to line markings to reduce congestion	TfL	TfL	£20,000	Short term: 2017/18	TfL	CT1
Transport & Technical Services	A4 junction with Grenville Place and j/w Ashburn Gardens	Pedestrian and cycling crossing	Address need for cycle crossing as part of wider works LCG	Provision of new pedestrian crossing and improvements to cycle crossing as part of London Cycle Grid	TfL	TfL	£600,000.00	Short term: 2016/17	TfL	CT1
Transport & Technical Services	A3220 Cheyne Walk junction with Lots Road	Junction improvements	Junction improvements	Junction improvements and provision of Toucan crossing	TfL	TfL	£150,000	Medium term: 2020 Likely to be completed after Lots Road Power station development.	TfL/Developer contributions	CT1 CP2 CV9

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
Transport & Technical Services	A4 Brompton Road from Egerton Gardens to Hans Crescent	Public realm improvements	Collision reduction	Urban realm improvements and collision reduction measures	TfL	TfL	£1,000,000	Short / Medium term: 2018/19 TfL advise this scheme is currently on hold	Source of funding to be confirmed	CT1 CP2 CV13
Transport & Technical Services	A4 West Cromwell Road between Warwick Road and Earl's Court Road (including junctions)	Pedestrian crossing	Address need for pedestrian crossing	Provision of pedestrian crossing on east arm of Warwick Road, improvements to pedestrian facilities at junction, urban realm improvements along West Cromwell Road including new tree planting	TfL	TfL	£3,000,000	Medium term: 2018/19	Planning contributions – S106/ CIL	CT1 CP2 CV8
Transport & Technical Services	A3220 Redcliffe Gardens	Speed reductions	Reduce speed and safety measures	Speed reduction measures	TfL	TfL	£250,000.00	Short term: 2017/18	Source of funding to be confirmed	CT1
Transport & Technical Services	A3220 Holland Park Roundabout and Shepherd's Bush Green	Pedestrian and cycling crossing	Address the need for pedestrian and cyclist crossing facilities	New cycle and pedestrian crossing through roundabout and improvements to cycle connectivity from Shepherd's Bush Green	TfL	TfL	£3,000,000	Medium term: 2020	TfL and Planning contributions – S106 / CIL	CT1
Transport & Technical Services	Borough-wide	Phase 2 of Quietways	To provide routes on lightly trafficked roads	Various engineering interventions, cycle permeability measures and wayfinding	RBKC- Transport and Technical Services	RBKC	Costs to be confirmed	Short / Medium term: 2017-2021	TfL	CT1
Transport & Technical Services	Borough-wide	Mayor of London's Cycle Hire	Bring benefits of cycle hire to the whole borough	Extend to North Kensington	TfL	TfL	Costs to be confirmed	Medium term: by 2020	TfL and Planning contributions – S106 / CIL	CT1
Transport & Technical Services	Borough-wide (residential areas)	Electric vehicle charging points	To ensure we meet residents' demand for EV charging infrastructure.	Additional charging points	RBKC- Transport and Technical Services	RBKC	Costs to be confirmed	Long term: By 2028	LIP, TfL and Planning contributions – S106 / CIL	CT1
Transport & Technical Services	Borough-wide	Cycle parking (LIP scheme 4)	To meet demand for cycle parking	Ongoing programme to add cycle parking where needed	RBKC- Transport and Technical Services	RBKC	Circa £50,000-£100,000 per annum	Long term: By 2028	TfL and LIP	CT1

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
Transport & Technical Services	Borough-wide	Cycling permeability programme (LIP scheme 5)	To remove barriers to cycle routes	Two-way cycle schemes and removal of physical obstructions	RBKC- Transport and Technical Services	RBKC	Circa £70,000 per annum	Long term: By 2028	TfL and LIP	CT1
Transport & Technical Services	Borough-wide	Traffic Signal Modernisation; complementary measures (LIP Scheme 14)	Improved facilities for pedestrians	Pedestrian Countdown signals	RBKC- Transport and Technical Services	TfL	Circa £100,000 per annum	Long term: By 2028	TfL and LIP	CT1
Transport & Technical Services	Borough-wide	Pedestrian Accessibility Programme (LIP Scheme 15)	Improved wayfinding using Legible London	Legible London schemes	RBKC- Transport and Technical Services	RBKC	Circa £50,000 per annum	Long term: By 2028	TfL and LIP	CT1
Transport & Technical Services	Borough-wide	Pedestrian Improvements at Traffic Lights (LIP Scheme 17)	Improved facilities for pedestrians	New "green man" facilities	RBKC- Transport and Technical Services	RBKC	Circa £150,000 per annum	Long term: By 2028	TfL and LIP	CT1
Transport & Technical Services	Borough-wide ward –level area reviews	De-cluttering, tackling congestion, improve safety, improve permeability, improve bus stop accessibility, improve service provision. (LIP Scheme 18)	Comprehensive review of two wards to improve streetscape	Removal of signs and street furniture, existing traffic schemes, and identify new traffic schemes	RBKC- Transport and Technical Services	RBKC	£60,000 for scheme development	Long term: By 2028	TfL and LIP	CT1
Transport & Technical Services	Borough-wide	Air quality monitoring stations	The whole borough is an Air Quality Management Area on the basis that Government health based objectives for certain pollutants are exceeded.	Upgrading air quality monitoring stations at North Kensington, Cromwell Road, Earl's Court Road, King's road and Knightsbridge.	RBKC – Environmental Health (Environmental Quality)	RBKC	£60,000 annually £15,000 annual maintenance	Long term: By 2030/31	RBKC LIP (TfL) Planning Contributions – S106/CIL	CE5 CV10 CV12 CV13 CV14 CV15
Transport & Technical Services	Borough-wide	Air quality monitoring stations	The whole borough is an Air Quality Management Area on the basis that Government health based objectives for certain pollutants are exceeded. PM2.5 is a PHOF key indicator	New equipment to measure levels of PM2.5 and ozone	RBKC – Environmental Health (Environmental Quality)	RBKC	£100,000 set up cost £6,000 annual maintenance	Short term: By 2020/21	RBKC LIP (TfL) Planning Contributions – S106/CIL	CE5
Transport & Technical Services	Borough-wide	Air quality monitoring stations equipment	The whole borough is an Air Quality Management Area on the basis that Government health based objectives for	Replacement of old gas analysers	RBKC – Environmental Health (Environmental Quality)	RBKC	£50,000 set up cost £6,000 annual maintenance	Short term: By 2020/21	RBKC LIP (TfL) Planning Contributions – S106/CIL	CE5

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
			certain pollutants are exceeded.							
Transport & Technical Services	Borough-wide	Air quality monitoring stations	The whole borough is an Air Quality Management Area on the basis that Government health based objectives for certain pollutants are exceeded.	New continuous traffic monitoring sites	RBKC – Environmental Health (Environmental Quality)	RBKC	£20,000 set up cost £3,000 annual maintenance	Long term: By 2030/31	RBKC LIP (TfL) Planning Contributions – S106/CIL	CE5
Transport & Technical Services	Borough-wide	Air quality	The whole borough is an Air Quality Management Area on the basis that Government health based objectives for certain pollutants are exceeded.	Implementation of measures contained within the Council's Air Quality Action Plan	RBKC – Environmental Health (Environmental Quality)	RBKC	£100,000 annually	Long term: By 2030/31	RBKC LIP (TfL) Planning Contributions – S106/CIL	CE5
Transport & Technical Services	Kensal Canalside	Crossrail Station	To assist and facilitate the regeneration of North Kensington, including improving transport accessibility	Two 250m long covered platforms including waiting areas and information systems; supporting track and signalling works; footbridge with escalators/steps/and lifts station building and station forecourt. Refer to the Kensal Development Infrastructure Funding Study (DIFS) for detailed specification.	RBKC, GLA, National Grid, Ballymore, Sainsbury's, Department for Transport, TfL and other site owners	Crossrail Ltd	£100 million Refer to Kensal Development Infrastructure Study for indicative costs.	Medium / Long term: By 2023, at the latest 2026	Planning contribution - S106 and S278 funded	CT2 CV1 CP2 CV5 CA1
Transport & Technical Services	Kensal Canalside	Kensal Canalside bus infrastructure and bus service enhancements	To assist and facilitate the regeneration of North Kensington, including improving transport accessibility	New bus stands; new bus stops; bus network changes and bus capacity enhancements Refer to the Kensal DIFS for detailed specification.	TfL	TfL	In excess of £300,000 Refer to Kensal Development Infrastructure Study for indicative costs.	Medium term: By 2020	Planning contribution - S106 and S278 funded	CV1 CP2 CV5 CA1 CT1
Transport & Technical Services	Kensal Canalside	Canal Way bus infrastructure Indicative from Kensal	To assist and facilitate the regeneration of North Kensington,	New bus stops (U and T) on Canal Way to accommodate up to 49 buses/hr	TfL	TfL	In excess of £75,000	Medium term: By 2020	Planning contribution - S106 and S278 funded	CV1 CP2 CV5 CA1

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
		Development Infrastructure Study (DIFS)	including improving transport accessibility	requiring a 45m bus stop clearway. These stops will require two shelters Refer to the Kensal DIFS for detailed specification.			Refer to Kensal Development Infrastructure Study for indicative costs.			CT1
Transport & Technical Services	Kensal Canalside Barby Street	Barby Street Bus Infrastructure Indicative from Kensal DIFS	To assist and facilitate the regeneration of North Kensington, including improving transport accessibility	New bus stops to serve the re-aligned routes 70 and 316 Refer to the Kensal DIFS for detailed specification.	TfL	TfL	£45,000 Refer to Kensal Development Infrastructure Study for indicative costs.	Medium term: By 2020	Planning contribution - S106 and S278 funded	CV1 CP2 CV5 CA1
Transport & Technical Services	Kensal Canalside	Ladbroke Grove bus infrastructure Indicative from Kensal DIFS	To assist and facilitate the regeneration of North Kensington, including improving transport accessibility	Enhances Bus Stops R and S to accommodate up to 30 buses per hour. These stops will require changes to road markings to accommodate the longer bus stop clearways Refer to the Kensal DIFS for detailed specification.	TfL	TfL	£30,000 Refer to Kensal Development Infrastructure Study for indicative costs.	Medium term: By 2020	Planning contribution - S106 and S278 funded	CV1 CP2 CV5 CA1
Transport & Technical Services	Kensal Canalside	Bus route alignment Indicative from Kensal DIFS	To assist and facilitate the regeneration of North Kensington, including improving transport accessibility	Changes to Route alignments, termination points and peak vehicle requirements. Further details in the Kensal Canalside Bus Strategy. Refer to the Kensal DIFS for detailed specification.	TfL	TfL	£7.5 million Refer to Kensal Development Infrastructure Study for indicative costs.	2024	Planning contribution - S106 and S278 funded	CV1 CP2 CV5 CA1
Transport & Technical Services	Kensal Canalside	Ladbroke Grove/ Canal Way signalised junction	To accommodate traffic demands generated from the development	New signalised junction that realigns Kensal Road to create a cross road layout and with pedestrian crossing. Refer to the Kensal DIFS for detailed specification.	RBKC- Transport and Technical Services	RBKC	In excess of £750, 000 Refer to Kensal Development Infrastructure Study for	Medium term: By 2020	Planning contribution - S106 and S278 funded	CV1 CP2 CV5 CA1

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
							indicative costs.			
Transport & Technical Services	Kensal Canalside	Ladbroke Grove/Barlby Road signalised junction	To accommodate traffic demands generated from the development	New signalised junction with pedestrian crossing facilities on the west and south arms Refer to the Kensal DIFS for detailed specification.	RBKC- Transport and Technical Services	RBKC	£500, 000	Medium term: By 2020	Planning contribution - S106 and S278 funded	CV1 CP2 CV5 CA1
Transport & Technical Services	Kensal Canalside	New road and pedestrian bridge over the Great Western Main Line	To accommodate additional traffic generated by development of the site and a pedestrian and cycle bridge over the canal	New road and pedestrian bridge over the Great Western Mainline connecting the Kensal Canalside and North Pole Sites. The bridge has a width of approximately 140m including ramps. The width is based on two traffic lanes of 6.5m and two footways of 2.5 each. Refer to the Kensal DIFS for detailed specification.	Network Rail	RBKC	£11 million	Medium term: By 2020	Planning contribution - S106 and S278 funded	CV1 CP2 CV5 CA1
Transport & Technical Services	Kensal Canalside	Road widening and extension Canal Way	To accommodate additional traffic generated by development of the site	Widened and extended road between Ladbroke Grove and the bridge access road to accommodate general traffic including HGVs and Buses. Refer to the Kensal DIFS for detailed specification.	RBKC / Developer	RBKC	£2.4 million	Medium term: By 2020	Planning Contributions – direct developer delivery	CV1 CP2 CV5 CA1
Transport & Technical Services	Kensal Canalside	Barlby Street: New road through North Pole site and signalised junction with bridge access road	To accommodate additional traffic generated by development of the site	The road extends from Barlby Road to Sutton Way but does not provide a vehicular access to Scrubs Lane. The width of the road (including footways) is 18m (east of the new road bridge) and 15m (west of the	RBKC / Developer	RBKC	£3.5 million	Medium term: By 2020	Planning Contributions – direct developer delivery	CV1 CP2 CV5 CA1

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
				new road bridge). The road includes a new bus stop and 2.5m wide footways on each side of the road. Refer to the Kensal DIFS for detailed specification.						
Transport & Technical Services	Kensal Canalside	Barlby Street/Barlby Road: New signalised junction at the end of Barlby Street	The junction needs to maintain a vehicular access to adjacent railway land	New signalised junction at the end of Barlby Street with full pedestrian crossing facilities Refer to the Kensal DIFS for detailed specification.	RBKC / Developer	RBKC	£400, 000	Medium term: By 2020	Planning contribution - S106 and S278 funded	CV1 CP2 CV5 CA1
Transport & Technical Services	Kensal Canalside	Raising North Pole site	Required due to levels difference between the two sites	Raising of North Pole Site to allow Barlby Street to align with the GWML road bridge Refer to the Kensal DIFS for detailed specification.	North Pole	North Pole	£16 million	Medium term: By 2020	Planning contribution - S106 and S278 funded	CV1 CP2 CV5 CA1
Transport & Technical Services	Kensal Canalside	Improved pedestrian and cycle route along the Grand Union Canal towpath adjacent to the development	Essential mitigation	5m wide towpath; and sealed gravel surfacing Refer to the Kensal DIFS for detailed specification.	RBKC- Transport and Technical Services	RBKC	£2 million	Medium term: By 2020	Planning contribution - S106 and S278 funded	CV1 CP2 CV5 CA1
Transport & Technical Services	Kensal Canalside	Kensal Green Cemetery: Enhanced footpaths between the new bridges (see W5 & W7) and Harrow Road	Essential mitigation	Works to include resurfacing, potential widening and appropriate street lighting Refer to the Kensal DIFS for detailed specification.	RBKC- Transport and Technical Services	RBKC	£1 million	Medium term: By 2020	Planning Contributions – direct developer delivery	CV1 CP2 CV5 CA1
Transport & Technical Services	Kensal Canalside	Canal Square to Kensal Green Cemetery: New footbridge over the Grand Union Canal	To link Canal Square to footpaths through the Kensal Green Cemetery	Positioned to the east of plot C. Approx. 4.0m wide shared pedestrian & cycle bridge. Approx. 50m length including ramps Refer to the Kensal DIFS for detailed specification.	Developer	Management organisation to be confirmed	£2 million	Medium term: By 2020	Planning Contributions – direct developer delivery	CV1 CP2 CV5 CA1

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
Transport & Technical Services	Kensal Canalside	Signage at Kensal Canalside and North Pole	To provide legible London signs	Up to 4 signs within Kensal Canalside and up to 2 signs within North Pole Refer to the Kensal DIFS for detailed specification.	TfL	TfL	£70,000	Medium term: By 2020	Planning Contributions – direct developer delivery	CV1 CP2 CV5 CA1
Transport & Technical Services	Worlington Green	Improvements to Bus infrastructure		Upgrades to eleven bus stops	TfL and RBKC- Transport and Technical Services	RBKC	£100,000	Medium / Long term: 2018-2028	Planning contributions – S106	CP2 CV6 CA2
Transport & Technical Services	Worlington Green	Reconnection of Portobello Road and Worlington Road to Ladbroke Grove	To improve accessibility, connectivity and urban form	New street alignments	RBKC / Developer	RBKC	Costs to be confirmed	Medium / Long term: After 2021	Developer- S38/S278 funded	CP2 CV6 CA2
Transport & Technical Services	Lots Road Power Station	Road junction improvements	To improve access to Lots Road from the TLRN	Modification to junction	TfL	TfL	£200,000	Delivery timescale to be confirmed	Planning contribution - S106	CP2 CV9 CA6
Transport & Technical Services	Lots Road Power Station	Cycle and pedestrian improvements	To integrate the site with the wider community	Specific requirements to be confirmed	RBKC- Transport and Technical Services	RBKC	£993,000	Delivery timescale to be confirmed	Planning contribution - S106	CA6
Transport & Technical Services	Lots Road Power Station	Streetscape Improvements	To integrate the site with the wider community	Specific requirements to be confirmed	RBKC- Transport and Technical Services	RBKC	£900,000	Delivery timescale to be confirmed	Planning contribution - S106	CA6
Transport & Technical Services	Earl's Court Detailed infrastructure requirements relating to the approved scheme are contained in an agreed S106	Improvements to public transport interchange at Earl's Court and West Brompton Stations.	Improvements to address additional travel demand generated by development of the site	Improved pedestrian routes between the two stations. Improved interchange within each station Refurbishment of existing Warwick Road side of station entrance Refurbishment and reinstatement of existing staircase linking District Line platforms to the Piccadilly Line New entrance and extension to, and refurbishment and reinstatement of, the	RBKC- Transport and Technical Services	TfL	Costs: £1,600,000 £346,500 Cost to be confirmed £750,000	Medium term: by 2023	TfL and Planning contribution - S106	CT1 CP2 CV8 CA4

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
				<p>existing ticket hall, pedestrian tunnel and escalators in order to link the Earl's Court Station with the development</p> <p>Section of Earl's Court pedestrian walkway to be covered</p> <p>Delivery of gateline capacity improvements at West Brompton Station</p> <p>New accessible lift at West Brompton Station</p>			<p>£220,788</p> <p>£1,000,000 (as part of a total of £3,838,619)</p>			
Transport & Technical Services	Earl's Court Detailed infrastructure requirements relating to the approved scheme are contained in an agreed S106	Investigating and contributing to returning the one-way to two-way working	The identified works will improve pedestrian movement, the town centres at Earl's Court and Fulham Road, and are required to assist with development in the area	Potential new north-south link, or other measures	RBKC/ TfL/ Capital & Counties plc.	TfL	£500,000	Short / medium term: By 2023	Planning contributions – S106 and potential further sources of funding TfL, highways authority.	CT1 CP2 CV8 CA4
Transport & Technical Services	Earl's Court Detailed infrastructure requirements relating to the approved scheme are contained in an	A4 improvement scheme between Warwick Road and Earl's Court Road.	As agreed in the approved schemes S106.	A4 improvement scheme between Warwick Road and Earl's Court Road.	RBKC/ TfL/ Capital & Counties plc.	TfL	£1,500,000	Short / medium term: By 2023	Planning contributions – S106 and potential further sources of funding TfL, highways authority.	CT1 CP2 CV8 CA4

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
	agreed S106									
Transport & Technical Services	Earl's Court Detailed infrastructure requirements relating to the approved scheme are contained in an agreed S106	Public transport improvements	As agreed in the approved schemes S106.	Refurbishment and/or improvement of 8 existing off-site bus stops in the vicinity of the site	RBKC/ TfL/ Capital & Counties plc.	TfL	£288,000	Short / medium term: By 2023	Planning contributions – S106 and potential further sources of funding TfL, highways authority.	CT1 CP2 CV8 CA4
Transport & Technical Services	Earl's Court Detailed infrastructure requirements relating to the approved scheme are contained in an agreed S106	Signage and in accordance with "Legible London"	Signage at the perimeter of the site in accordance with principles of Legible London.	Details of signage design and locations to be agreed with the Council	RBKC/ TfL/ Capital & Counties plc.	TfL	£27,000	Short / medium term: By 2023	Planning contributions – S106	CT1 CP2 CV8 CA4
Transport & Technical Services	Earl's Court Detailed infrastructure requirements relating to the approved scheme are contained in an agreed S106	Improved pedestrian links from and through the site and the surrounding area to public transport facilities and improved cycle link to enhance north/south cycle accessibility		Improvements to existing, and the provision of new, cycle routes in the vicinity of the site Safeguard land on-site together with a capped financial contribution of £400,000 to Transport for London, towards the delivery of 2 Mayor of London cycle hire docking stations	RBKC	To be confirmed	£140,000 £400,000	Short / medium term: By 2025/26	Planning contributions – S106	CT1 CP2 CV8 CA4

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
Transport & Technical Services	Gloucester Road Station	Step-free access to stations	Better access and improved safety at stations	Ensure step-free access and accessibility improvements	TfL / RBKC	TfL	£10-25 million	Long term: By 2028	CIL / S106, developer contributions	CT1
Transport & Technical Services	Holland Park Station	Step-free access to stations	Better access and improved safety at stations	Step-free access and accessibility improvements	TfL / RBKC	TfL	£10-25 million	Long term: By 2028	CIL / S106, developer contributions	CT1
Transport & Technical Services	Knightsbridge Station	Step-free access to stations	Better access and improved safety at stations	Step-free access and accessibility improvements	TfL / RBKC	TfL	£30 million	Long term: By 2028	CIL / S106, developer contributions	CT1 CP2 CV12
Transport & Technical Services	Ladbroke Grove Station	Step-free access to stations	Better access and improved safety at stations	Step-free access and accessibility improvements	TfL / RBKC	TfL	£10-25 million	Long term: By 2028	CIL / S106, developer contributions	CP2 CV10 CT1
Transport & Technical Services	Latimer Road Station	Step-free access to stations	Better access and improved safety at stations	Step-free access and accessibility improvements	TfL / RBKC	TfL	£30 million	Long term: By 2028	CIL / S106, developer contributions	CP2 CV9 CT1
Transport & Technical Services	Notting Hill Station – District & Circle Line	Step-free access to stations	Better access and improved safety at stations	Step-free access and accessibility improvements	TfL / RBKC	TfL	£10-25 million	Long term: By 2028	CIL / S106, developer contributions	CP2 CV11 CT1
Transport & Technical Services	Notting Hill Station – Central Line	Step-free access to stations	Better access and improved safety at stations	Step-free access and accessibility improvements	TfL / RBKC	TfL	£60 million, or more	Long term: By 2028	CIL / S106, developer contributions	CP2 CV11 CT1
Transport & Technical Services	Sloane Square Station	Step-free access to stations	Better access and improved safety at stations	Step-free access and accessibility improvements	TfL / RBKC	TfL	£25-60 million	Long term: By 2028	CIL / S106, developer contributions	CP2 CV15 CT1
Transport & Technical Services	South Kensington – Piccadilly Line	Step-free access to stations	Better access and improved safety at stations	Step-free access and accessibility improvements	TfL / RBKC	TfL	£25-60 million	Long term: By 2028	CIL / S106, developer contributions	CP2 CV14 CT1
Transport & Technical Services	Westbourne Park Station	Step-free access to stations	Better access and improved safety at stations	Step-free access and accessibility improvements	TfL / RBKC	TfL	£40 million assuming a lift solution for Step-free access	Long term: By 2028	CIL / S106, developer contributions	CT1 CP2 CV6
Transport & Technical Services	Westbourne Park Station	Opening up rear entrance and partial step-free access.	To enhance safety and pedestrian flow, and regeneration of the wider Golborne and Trellick area	Improvements to rear of station, and additional revenue costs associated with the opening	TfL	TfL	£2.7 million	Long term: By 2028	Planning contributions – S106	CT1 CP2 CV6
Transport & Technical Services	West Brompton Station	Step-free access to stations	Better access and improved safety at stations	Step-free access and accessibility improvements	TfL / RBKC	TfL	Under £10-25 million	Long term: By 2028	CIL / S106, Developer contributions	CP2 CV8 CA6

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
Transport & Technical Services	High Street Kensington Station	Refurbishment of High Street Kensington tube station including Step-free access to station.	Better access and improved safety at stations	Step-free access and accessibility improvements	TfL / RBKC	TfL	Approx. £10-25 million	Long term: by 2028	Planning contributions – CIL/S106	CT1 CP2 CV12
Transport & Technical Services	South Kensington Station – District & Circle Line	Improved access to South Kensington tube station including Step-free access to station from street and from pedestrian foot tunnel	To improve pedestrian flow, safety, accessibility and convenience.	Step-free access and accessibility improvements.	TfL / RBKC	TfL	£25-60 million	Long term: By 2028	Planning contributions - CIL / S106	CT1 CP2 CV14
Children's Services (Education)										
Children's Services	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.	RBKC	RBKC	Costs to be confirmed	Delivery timescale to be confirmed	Play Pathfinder status funding, Extended schools capital and Planning contribution – s106.	CV1 CK1
Children's Services	Children Centres are based across the borough sometimes within schools.	Continued provision of Children's Centres	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. Specific requirements to be confirmed	RBKC	RBKC	Costs to be confirmed	Delivery timescale to be confirmed	DfE, Children's Centres funding, Private and/or voluntary funding.	CV1 CK1
Children's Services	Borough wide	Borough wide coverage of schools – Primary Schools		Specific requirements to be confirmed	RBKC	RBKC	£12.7 million (Primary schools)	Long term: By 2028	RBKC Capital Funding, Child Yield Review, Planning contributions – s106 / CIL	CV1 CK1 CV5 CA1 CV8 CA4

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
										CA5
Children's Services	Borough wide	Borough wide coverage of schools - Secondary Schools		Specific requirements to be confirmed	RBKC	RBKC	£27.63 million (Secondary schools)	Long term: By 2028	Funding sources to be confirmed Likely to include Planning contributions – S106/ CIL/ Direct developer delivery	CV1 CK1
Children's Services	Borough wide	Increase school capacity	To meet future demands	The need to increase capacity for existing popular schools in the borough and meet future demands. Specific requirements to be confirmed	RBKC	RBKC	Costs to be confirmed	Short / Medium / Long term: To 2028 and beyond	Funding sources to be confirmed Likely to include Planning contributions – S106/ CIL/ Direct developer delivery	CV1 CK1
Children's Services	Borough wide	Improve outdoor spaces such as playgrounds for all levels.	To improve outdoor spaces	Specific requirements to be confirmed	RBKC	RBKC	Costs to be confirmed	Delivery timescales to be confirmed	Funding sources to be confirmed Likely to include Planning contributions – S106/ CIL/ Direct developer delivery	CV1 CK1
Children's Services	Borough wide	Refurbishments to all school kitchens		Refurbishments to all school kitchens (rolling programme) to increase capacity for staff and pupils- various locations. Specific requirements to be confirmed	RBKC	RBKC	Costs to be confirmed	Long term: To 2028 and beyond	RBKC Capital Funding	CV1 CK1
Children's Services	AP Hub School	Alternative Schooling Provision and 6th form Free School		Specific requirements to be confirmed	RBKC	RBKC	Costs to be confirmed	Short term: 2018	Funding sources to be confirmed Likely to include Planning contributions – S106/ CIL/ Direct developer delivery	CV1 CK1
Children's Services	Borough wide	Childcare providers in North and South of borough will seek	Childcare expansion to accommodate governments plans for 30 hour free childcare	Specific requirements to be confirmed	Lead delivery organisation to be confirmed	Management organisation to be confirmed	Costs to be confirmed	Short term: 2016 - 2019	DFE Capital grant contributions	CV1 CK1

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
		to expand their footprint to increase capacity to enable increase demand for childcare								
Children's Services	Kensal Canalside	New Primary School	Required as a result of population increase from development (see Kensal DIFS)	3FE primary school. A 2FE primary school is required to 2028 with a 1FE extension required by 2030	Lead delivery organisation to be confirmed	Management organisation to be confirmed	£13.7 million	Long term: 2FE by 2028 1FE extension by 2030	Planning Contributions - S106, direct developer delivery Mainstream Funding	CV1 CK1 CV5 CA1
Children's Services	Kensal Canalside	Extension to secondary school	Required as a result of population increase from development (see Kensal DIFS)	300 person secondary school extension Refer to the Kensal DIFS for detailed specification.	Lead delivery organisation to be confirmed	Management organisation to be confirmed	£10.6 million	Long term: by 2027	Planning Contributions - S106, direct developer delivery Mainstream Funding	CV1 CK1 CV5 CA1
Children's Services	Kensal	New Replacement primary School at Barlby site		Replacement primary School	RBKC	RBKC	£39 million (for both replacement primary school and special school)	Short/ Long term: 2019	Planning Contributions - S106, Capital Programme and Government grants	CV1 CK1
Children's Services	Kensal	New special school at Barlby site	The need for Special Educational Needs (SEN) requirements	New special school	RBKC	RBKC	£39 million (for both replacement primary school and special school)	Short term: 2020	Planning Contributions - S106, Capital Programme and Government grants	CV1 CK1
Children's Services	Wornington Green	Education Facilities		Specific requirements to be confirmed	Lead delivery organisation to be confirmed	Management organisation to be confirmed	Costs to be confirmed	Costs to be confirmed	Funding sources to be confirmed	CV1 CK1 CV6 CA2
Children's Services	Earl's Court	Education provision - Delivery of day nursery facility	As set out in the approved schemes S106	Delivery of day nursery facility of 290 sqm GIA with a total registered capacity for up to 30 children	RBKC/ Capital & Counties plc	RBKC	Onsite delivery	Medium term: By 2023	Direct developer delivery	CV1 CK1 CV8 CA4

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
	scheme are contained in an agreed S106									
Children's Services	Earl's Court Detailed infrastructure requirements relating to the approved scheme are contained in an agreed S106	Education provision – Primary School	To meet the primary education needs of the development	Increase capacity of existing facilities or provide new facilities (subject to the progress of the delivery of a primary school in the application 2 site boundary)	RBKC/ Capital & Counties plc	RBKC	£707,729	Medium term: By 2025/26	Planning contributions – s106 / direct developer delivery	CV1 CK1 CV8 CA4
Children's Services	Earl's Court Detailed infrastructure requirements relating to the approved scheme are contained in an agreed S106	Education provision – Secondary School	To meet the secondary education needs of the development	Increase capacity of existing facilities or provide new facilities	RBKC/ Capital & Counties plc	RBKC	£190,433	Medium term: By 2025/26	Planning contributions – s106 / direct developer delivery	CV1 CK1 CV8 CA4
Environment, Leisure and Residents' Services										
Environment, Leisure and Residents Services	Kensal Canalside: Canal	Canal environmental improvements.	To assist regeneration of the Kensal area	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	British Waterways	Costs to be confirmed, dependent on scale of development	Medium / Long term: 2021/22 to 2030/31	Planning Contributions - S106, and other	CP2 CV5 CA1

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
				Refer to the Kensal DIFS for detailed specification.						
Environment, Leisure and Residents Services	Portobello Road (Market)	Improvements to enliven the area, e.g. electricity points for traders. Improve services for market, including storage, toilets	To close the gap between Portobello Road and Golborne Road and improve the market	Specific requirements to be confirmed	RBKC / Market Traders	RBKC	£206,000	Short / Medium term: 2016/17 to 2025/26	Funding source to be confirmed	CP2 CV10
Environment, Leisure and Residents Services	Maxilla Gardens	Improve quality of existing Maxilla Gardens.	Improve open space	Environmental enhancements	Westway Development Trust	Management organisation to be confirmed	£130,000	Delivery timescale to be confirmed	Funding source to be confirmed	CR5 Westway SPD
Environment, Leisure and Residents Services	Notting Hill Gate	Public Realm improvements throughout Notting Hill Gate	To facilitate redevelopment of Notting Hill Gate and provide enhancements	Please see Notting Hill Gate SPD	RBKC	RBKC	£3 million	Delivery timescale to be confirmed	Planning Contributions - S106/ CIL and TfL	CP2 CV11 CR4 CR4 Notting Hill Gate SPD
Environment, Leisure and Residents Services	Portobello/Ladbroke Grove	Enhancements to public realm and redevelopment	To provide clear wayfinding and improve public realm to aid legibility in the area.	Enhanced pedestrian way finding to Portobello Market	RBKC and Westway Development Trust	Westway Development Trust	£411 ,000	Short / Medium term: 2016/17 to 2025/26	Funding source to be confirmed	CP2 CV10 CR4
Environment, Leisure and Residents Services	Portobello	Provision of new youth activity area	To provide new youth facilities for the local population	Specific requirements to be confirmed	Westway Development Trust	Westway Development Trust	£178, 000	Delivery timescale to be confirmed	Funding source to be confirmed	CV1 CK1
Environment, Leisure and Residents Services	Worlington Green	Play space and public open space	Generated as part of current development proposals	Reinstatement of an improved Athlone Gardens and community facility. Play space and play equipment. Community hall/youth facility. Walking, cycling and public realm improvements	RBKC. Catalyst Housing Group. Homes and Communities Agency	Catalyst Housing Group	Costs to be confirmed	Short term: By 2020/2021 -Project is underway	Homes and Communities Agency/ Catalyst Housing Group	CP2 CV6 CA2 CR4 CR5 Worlington Green SPD
Environment, Leisure and Residents Services	Warwick Road (5 sites including 100 West	Public open space. Community sports hall.	Generated as part of current development proposals	As set out in existing adopted SPD	Developers and site owners.	RBKC , developer and TfL	Costs to be confirmed	Short / Medium term: 2016/17 to 2025/26	Planning contributions – S106 and private investment	CP2 CV8 CA5 CK1 CR5

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
	Cromwell Road)	Crèche, education contributions.								Warwick Road Planning Brief
Environment, Leisure and Residents Services	Lots Road/ World's End Estate	River path provision	To improve pedestrian links and connectivity of the area, and help development of the area.	Footpath access and provision to be included within development.	RBKC	RBKC	Costs to be confirmed	Short / Medium term: 2016/17 to 2025/26	Planning contributions – S106 and direct developer delivery	CP2 CV9 CA6 CA7
Environment, Leisure and Residents Services	Along the Westway	Lighting and public art along the Westway, including hanging gardens	To provide environmental enhancements in order to meet the vision of improving the Westway.	Environmental enhancements and as indicated in the Westway SPD	RBKC	RBKC/ Highway Agency	Costs to be confirmed	Long term: By 2030/31	Planning contributions – S106	Westway SPD
Environment, Leisure and Residents Services	Along the Westway	Maintenance / improvements to public realm under and alongside the motorway to include the provision of public green space, pathways and community art projects.	To provide environmental enhancements in order to meet the vision improving the Westway.	Environmental enhancements	Westway Development Trust	Management organisation to be confirmed	£225,000 per annum	Timescale to be confirmed	Source of funding to be confirmed	CR4 Westway SPD
Environment, Leisure and Residents Services	Notting Hill Gate	Enhanced pedestrian way finding to Portobello Market	To provide good design and clear wayfinding, in order to allow for the improvement and redevelopment of the area.	Specific requirements to be confirmed	RBKC	RBKC	Costs to be confirmed	Delivery timescale to be confirmed	Source of funding to be confirmed	CP2 CV11 Notting Hill Gate SPD
Environment, Leisure and Residents Services	Notting Hill Gate	The provision of a CCHP network, or similar, and other green infrastructure, e.g. Street trees and living roofs	To deliver cooling, heat and power in an environmentally friendly way.	Specific requirements to be confirmed	RBKC / Esco	Management organisation to be confirmed	Costs to be confirmed	Delivery timescale to be confirmed	Planning contributions – S106/ CIL	CE1 Notting Hill Gate SPD
Environment, Leisure and Residents Services	Knightsbridge	Public realm improvements	To allow rebalancing between north and south of the street, to encourage people to stay longer	Enhancements to public realm	RBKC	RBKC/ Private	Costs to be confirmed	Short term: By 2020/21	Planning contributions – S106/ CIL (cross sublimation)	CP2 CV13 CR4
Environment, Leisure and Residents Services	South Kensington - Station, Exhibition Road	Public realm improvements and improvements to station	To provide shared space at Exhibition Road, improvements to South Kensington Tube, along Thurloe Road, and to give greater pedestrian emphasis. Also including improving the customer facing	Works include shared space arrangements, step-free access to station (see transport sectional above) and pedestrian enhancements.	RBKC and City of Westminster	RBKC and TfL	£13 million	Short term: 2016/17 to 2020/21 Works are underway	Planning contributions – S106/ CIL and private	CT1 CP2 CV14

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
			environment within the museum subway							
Environment, Leisure and Residents Services	Westway Sports Centre	Sports provision	To improve sports/leisure provision for a growing population and re-provide pitches lost at the Kensington Leisure Centre.	Provide additional outdoor sports pitches, extension to Climbing Centre, sports hall and improved riding arena.	RBKC and Westway Development Trust	Westway Development Trust	£1.15 million	Delivery timescale to be confirmed	Source of funding to be confirmed	CK1 CP2 CV9 Westway SPD
Environment, Leisure and Residents Services	Westway Sports Centre	Sports provision	To improve sports/leisure provision for a growing population and re-provide pitches lost at the Kensington Leisure Centre.	New youth activity area (outdoor or indoor)	Westway Development Trust	Westway Development Trust	£290,000	Delivery timescale to be confirmed	Source of funding to be confirmed	CK1 CP2 CV9 Westway SPD
Environment, Leisure and Residents Services	Maxilla Site	Community Hub, new offices for local community groups and charities.	Provide community space		Westway Development Trust	Westway Development Trust	£2.15 million	Delivery timescale to be confirmed	Source of funding to be confirmed	Westway SPD
Environment, Leisure and Residents Services	Borough Wide	Mini recycling banks	To provide better street based recycling facilities to residents	New recycling bins	RBKC	RBKC/ SUEZ	Approximately £60,000	Long term: by 2030/31	Source of funding to be confirmed	CE3
Environment, Leisure and Residents Services	Borough Wide	CCTV	To improve community safety through enhanced CCTV Coverage and capabilities	To provide, additional, new and improved CCTV equipment and coverage across the borough	RBKC	RBKC	Costs to be confirmed	Long term: by 2030/31	Source of funding to be confirmed	
Environment, Leisure and Residents Services	Borough Wide	New waste collection and recycling collection vehicles	To ensure sufficient capacity to collect and dispose of resident's waste	New collection and street sweeping vehicles	RBKC	RBKC/ SUEZ	Costs to be confirmed	Long term: by 2030/31	Source of funding to be confirmed	CE3
Environment, Leisure and Residents Services	Borough Wide	Museums	To enhance the borough's museums	Enhancements to existing museums such as Leighton House	RBKC	RBKC	Costs to be confirmed	Long term: by 2030/31	Source of funding to be confirmed	CK1 CP2 CV12 CV14
Environment, Leisure and Residents Services	Borough Wide	Sustainability measures to community / public buildings	To make public and community buildings more sustainable	Installing community energy schemes	RBKC	RBKC	Costs to be confirmed per installation/measure	Long term: by 2030/31	Source of funding to be confirmed Likely to be a combination of Planning contributions S106 / CIL and capital funding	CE1

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
Environment, Leisure and Residents Services	Borough Wide	Open space improvements / mini allotments	To improve underused and neglected areas of open space. Provide food growing facilities for residents, schools and community groups	Installing food growing gardens (community kitchen gardens)	RBKC	RBKC	£50,000 to £100,000 per annum	Long term: by 2030/31	Source of funding to be confirmed	CE1 CE2
Environment, Leisure and Residents Services	Tri-Borough	Improved facilities for the Coroners and Mortuary services	To update and improve the equipment and facilities to deal with the population increase and changing population	New technology and expansion of service	WCC	Management organisation to be confirmed	Costs to be confirmed	Long term: by 2030/31	Source of funding to be confirmed	CK1
Environment, Leisure and Residents Services	Cremorne Gardens	Infrastructure improvements		Kiosk /Café	RBKC	RBKC	Costs to be confirmed	Short / Medium term: Feasibility study - 2017/18	Planning contributions – S106/ CIL	CK1
Environment, Leisure and Residents Services	Holland Park	Infrastructure improvements	Poor drainage eroding paths. Improved drainage will have a SuDS element to fit with the natural park environment	Improve park drainage	RBKC	RBKC	To be costed	Short term: 2016/17 to 2020/21	Source of funding to be confirmed	CR5
Environment, Leisure and Residents Services	Holland Park	Play space	Current playground is at the end of its shelf life and some equipment is beyond repair	Design and build a flagship adventure playground	RBKC	RBKC	Approximately £400,000	Short term: 2016/17 to 2019	Parks Capital Budget and Planning contributions s106 / CIL	CR5 CE2
Environment, Leisure and Residents Services	Portobello Squares (Tavistock Gardens, Colville Square and Powis Square)	Powis Square improvements – i.e. new railings, new playground etc.	Colville Square and Tavistock have been improved in recent years. Powis Square infrastructure is old and beginning to fail	Improve infrastructure	RBKC	RBKC	£200,000	Short term: By 2017/18	Parks Capital Budget	CR5
Environment, Leisure and Residents Services	Westfield Park	Infrastructure improvements		Improve buildings and infrastructure (specifically drainage) Playground improvements	RBKC	RBKC	Playground element will be done first and will cost approx £150,000	Short term: By 2017/18	Parks Capital Budget	CR5
Environment, Leisure and Residents Services	Wornington Green	Temporary park		Construction of temporary park	RBKC	RBKC	Final scheme cost to be confirmed Available budget approximately £1.5 million	Short term: By 2020/21	Planning contributions – S106 and developer delivery	CA2 CR5

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
Environment, Leisure and Residents Services	Chelsea Gym	Extension to Chelsea Gym		Increase floor area and create larger station gym to increase capacity.	Lead delivery organisation to be confirmed	Management organisation to be confirmed	£1.35 million	Short term: By 2020/21	RBKC Capital Funding (Corporate Funding)	CK1
Environment, Leisure and Residents Services	Borough wide	Noise mitigation	The noise action plans identify the locations of 23 Important Areas in RBKC classed as requiring action.	This includes acoustic barriers, quiet road surfaces and speed reduction measures.	RBKC	TBC	Costs to be confirmed per measure defined	Short term: 2016/17 to 2020/21	Source of funding to be confirmed	CK1 CE6
Environment, Leisure and Residents Services	Borough wide	Museums		Phase 3 of refurbishment of Leighton House: including the redevelopment of Perrin Wing at the east end of the house.	RBKC	RBKC	Costs to be confirmed Feasibility study and income generation report completed	Long term: By 2030/31	Capital Programme	CK1 CP2 CV12 CV14
Environment, Leisure and Residents Services	Borough wide	Infrastructure may be required to assist in meeting government climate change targets.	To meet targets on emissions and carbon reduction as set out in National indicators and legislation.	Implementing the borough's Climate Change Strategy: 2008- 2015: Putting buildings and land holdings in order	RBKC – TELS Climate Change Strategy	Management organisation dependant on measures implemented	Annual budget of £50,000 for Climate Change Initiatives	Long term: By 2030/31	Capital Strategy Programme/ Other grant funding bids/ Funding from the Carbon Trust	CE1
Environment, Leisure and Residents Services	Kensal Canalside	Energy Centre	As per policy requirements	Specific requirement to be confirmed Refer to the Kensal DIFS for detailed specification.	Developer	Developer	£5.7 million	Medium / Long term : 2020/21 to 2030/31	Planning contributions – Direct developer delivery	CV5 CA1 CE2
Environment, Leisure and Residents Services	Kensal Canalside	Primary heat pipework	As per policy requirements	Specific requirement to be confirmed Refer to the Kensal DIFS for detailed specification.	Developer	Developer	£4.15 million	Medium / Long term: 2020/21 to 2030/31	Planning contributions – Direct developer delivery	CV5 CA1
Environment, Leisure and Residents Services	Kensal Canalside	Primary heat substations	As per policy requirements	Specific requirement to be confirmed Refer to the Kensal DIFS for detailed specification.	Developer	Developer	£881, 000	Medium / Long term: 2020/21 to 2030/31	Planning contributions – Direct developer delivery	CV5 CA1
Environment, Leisure and Residents Services	Worlington Green	Play space and play equipment	Required as part of development	Specific requirement to be confirmed	Developer	Developer	Costs to be confirmed	Short term: 2016/17 to 2020/21	Planning contributions – Direct developer delivery	CV6 CA2 CK1 CR5
Environment, Leisure and Residents Services	Worlington Green	Public Realm improvements, including public art	Required as part of development	Specific requirement to be confirmed	Developer	Developer	Costs to be confirmed	Short term: by 2020/21	Planning contributions – Direct developer delivery	CP2 CV6 CA2 CK1
Environment, Leisure	Land Adjacent	Public Realm improvements	Required as part of development	Specific requirement to be confirmed	Developer	Developer	Costs to be confirmed	Short term:	Planning contributions –	CP2 CV6

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
and Residents Services	to Trellick Tower							2016/17 to 2020/21	S106 / Direct developer delivery	CA3 Trellick – Edenham SPD
Environment, Leisure and Residents Services	Land Adjacent to Trellick Tower	Provision of open space	Required as part of development.	Specific requirement to be confirmed	Developer	Developer	Costs to be confirmed	Short term: 2016/17 to 2020/21	Planning contributions – S106 / Direct developer delivery	CP2 CV6 CA3 Trellick – Edenham SPD
Environment, Leisure and Residents Services	Warwick Road Sites	Community sports hall and swimming pool	As part of any development As set out in Supplementary Planning Document	Specific requirements to be confirmed	Lead delivery organisation to be confirmed	Management organisation to be confirmed	Costs to be confirmed	Short term: by 2020/21	Funding sources to be confirmed	CP2 CV8 CA5
Environment, Leisure and Residents Services	Warwick Road Sites	Landscape improvements to the West Cromwell Road in connection with 100 West Cromwell Road site	As part of any development As set out in Supplementary Planning Document	Specific requirements to be confirmed	Lead delivery organisation to be confirmed	Management organisation to be confirmed	Costs to be confirmed	Short term: by 2020/21	Funding sources to be confirmed	CP2 CV8 CA5
Environment, Leisure and Residents Services	Warwick Road Sites	Streetscape improvements to Warwick Road in connection to all development sites	As part of any development As set out in Supplementary Planning Document	Specific requirements to be confirmed	Lead delivery organisation to be confirmed	Management organisation to be confirmed	Costs to be confirmed	Short term: by 2020/21	Funding sources to be confirmed	CP2 CV8 CA5
Environment, Leisure and Residents Services	Lots Road Power Station	Streetscape improvements	As part of development	As per planning permission	Developer	Developer	Costs to be confirmed	Short term: By 2020/21	Planning contributions – S106 / Developer delivery	CP2 CV9 CA7
Environment, Leisure and Residents Services	Warwick Road Sites	Social and community facilities	As part of any development As set out in Supplementary Planning Document	Specific requirements to be confirmed	Lead delivery organisation to be confirmed	Management organisation to be confirmed	Costs to be confirmed	Short term: by 2020/21	Funding sources to be confirmed	CP2 CV8 CA5
Environment, Leisure and Residents Services	Lots Road Power Station	Community facilities	As of development	As per planning permission	Developer	Developer	Costs to be confirmed	Short term: By 2020/21	Planning contributions – S106 / Developer delivery	CP2 CV9 CA6
Environment, Leisure and Residents Services	Earl's Court Detailed infrastructure requireme	Social and community facilities - secured as part of redevelopment. Additional new public open space,	The infrastructure identified will assist the objective of keeping life local, allowing meeting the needs of the new population resulting from development and	Off-site public realm and streetscape improvements to West Cromwell Road, Warwick Road and Old Brompton Road and subject to	RBKC	RBKC	Costs to be confirmed	Medium term: By 2023	Planning contributions S106 / CIL/direct developer delivery	CP2 CV8 CA4

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
	nts relating to the approved scheme are contained in an agreed S106	including considering opportunities to create biodiversity	mitigating against impacts of the development	a Section 278 Agreement On-site open space with public access in accordance with agreed drawings and specification. This includes: the Lost River Park; Green space; Civic spaces Children's and young people's play space Brompton Cemetery improvement works abutting Old Brompton Road			Onsite delivery Onsite delivery £350,000			
Environment, Leisure and Residents Services	Earl's Court Detailed infrastructure requirements relating to the approved scheme are contained in an agreed S106	The provision of a CCHP network, or similar.	To provide cooling, heat and power in an environmentally friendly way.	The provision of Decentralised Energy Network Provision of energy centre	RBKC	RBKC/ Esco.	To be costed. Onsite delivery	Medium term: By 2025/26	Direct developer delivery	CP2 CV8 CA4
Environment, Leisure and Residents Services	Earl's Court Detailed infrastructure requirements relating to the approved scheme are contained in an agreed	Social and community facilities – secured as part of development	To retain Earl's Court's long standing brand as an important cultural destination	Provision of 150 sqm GIA floorspace for community use purposes. To be made available to the council or suitable operator(s) on reasonable terms. Increase capacity of existing facilities or provide new facilities to meet the leisure needs of the development	Capital & Counties plc.	RBKC/ Other	Onsite delivery £934, 684	Medium term: By 2023	Planning Contributions – S106 / Direct developer delivery	CK1 CP2 CV8 CA4

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
	S106									
Environment, Leisure and Residents Services	Earl's Court Detailed infrastructure requirements relating to the approved scheme are contained in an agreed S106	Social and community facilities – Delivery of a cultural facility on site	To retain Earl's Court's long standing brand as an important cultural destination	Delivery of a minimum 1,500 sqm GIA for cultural use purposes.	RBKC/Capital & Counties plc.	To be confirmed	Onsite delivery £500,000	Medium term: By 2025/26	Planning Contributions – S106 / Direct developer delivery	CK1 CP2 CV8 CA4
Environment Leisure and Residents Services	Borough wide	Climate change mitigation and adaptation	A combination of measures aimed at reducing greenhouse gas emissions, managing risks and increasing resilience	See Air Quality and Climate Change Action Plan (2016-2021)	RBKC – ELRS	RBKC – ELRS	Costs to develop carbon reduction projects from the AQCCAP Approximately £100,000 annually	Short / Medium term: 2016-2021	Capital Strategy Programme/ Bids/ Carbon offsetting/ GLA/Funding from the Carbon Trust	CE1 CE2 CE5
Environment, Leisure and Residents Services	Chelsea Farmers' Market	New public square Detailed Infrastructure to be determined through planning process	As part of development	Subject to development proposals	Subject to development proposals	Subject to development proposals	Subject to any development proposals	Short term: By 2020/21	Subject to any development proposals	CP2 CV15 CA9
Library Services										
Libraries	Borough wide	Planned capital refurbishment programme for all libraries	To ensure library buildings are fit for purpose	Planned capital refurbishment programme for all libraries not otherwise being re-provided, commencing with refurbishment and spatial layout and to ensure library buildings are fit for purpose	RBKC	RBKC Tri-Borough Libraries & Archives	Estimated to be £100,000 per annum	Medium term: by 2025/26	Capital Projects Funding from Corporate Funding; Heritage Lottery Fund; Arts Council England	CK1

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
Libraries	Central Library	Remodelling of the central library to provide improved community facilities and realise income generating potential	To ensure library buildings are fit for purpose	Subject to business case and return on investment	RBKC	RBKC Tri-Borough Libraries & Archives	Capex estimation at £100,000 – dependent on option selected	Medium term: by 2018/19	Capital Projects Funding from Corporate Funding	CK1
Libraries	Kensal Library	Reprovide Kensal library in a more suitable and sustainable location, possibly collocated with other community facilities	To ensure library buildings are fit for purpose	Increase in usable space; improved accessibility particularly for disabled and elderly users	RBKC	RBKC Tri-Borough Libraries & Archives	To be worked up depending on options available	Long term: by 2030/31	CIL/s106 Arts Council England Capital Projects Funding from Corporate Funding	CK1 CV5 CA1 CA2 CV6 CA3
Libraries	Brompton Library and Archive Centre	Provision of new library and dedicated borough archive facilities, probably as part of a wider cultural offer in Earl's Court	Replaces existing outmoded library and provides borough archive facility (Currently existing service is limited by location in central library)	Specific requirements to be confirmed	RBKC	Tri-Borough Libraries & Archives	Costs to be confirmed	Long term: by 2030/31	Arts Council England, Heritage Lottery Fund, s106/CIL, Capital Projects funding from corporate resources	CK1
Public Health and NHS										
Public Health and NHS	Borough wide	Infrastructure requirements within NHS Estate Strategy for provision of GP premises, practice-based commissioning, acute and non-acute healthcare, mental health care, dental and other primary care services	To support population in the borough Requirements are population and health needs based. Needs are demonstrated to government and funding is agreed	Primary Care requirement = 4.7 WTE GPs Primary Care Space requirement = 770 m ² .	NHS	NHS	Primary Care capital cost requirement =£2.4m, Secondary Care cost requirement = £4.4m, Total capital requirement = £6.8m (£680,000 per annum), dependent on NWL Estate Strategy and level of provision	Long term: By 2030/31	Government grant funding mainly/ revenue funding from any lease or commercial lease/ Planning contributions - S106/ CIL	CK1
Public Health and NHS	King's Road and Sloane Square: NHS	King's road/ Sloane Square/ Fulham Road West: there is limited GP	Provision within Stanley or Hans Town Wards is required. GP Primary Care Facility required	Subject to Out of Hospitals Service Strategy. Possible co- location opportunity at the	NHS	NHS	£1.5 million	Long term: By 2030/31 Delivery timescales	S106/ CIL Health contributions for period 2011-2021 .	CK1 CP2 CV15

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
	requirement	provision (with exception of hospital). (S).	allowing provision in under-provided area.	Royal Hospital site. Estimated healthcare space requirement 750m ² GIA.				to be confirmed		
Public Health and NHS	Lots Road/World's End: NHS requirements Detailed infrastructure requirements relating to the approved scheme are contained in an agreed S106.	Lots Road Power Station Redevelopment comprising 420 homes and includes a new GP "doctor's" surgery.	Expansion and enhancement of existing healthcare premises to meet current under-provision.	Facility to meet local population needs	NHS	NHS	£1.2 million	Short term: By 2020/21	Planning contributions - S106/ CIL / Direct developer delivery,	CK1 CP2 CV9 CA6
Public Health and NHS	Notting Hill Gate: NHS requirements	GP Primary Care Facility to be located in the Holland Park, Notting Hill Gate Area.	To accommodate the services of two existing GP Practices. Potential patient list including future expansion = 20,000 patients.	New GP-led Integrated Primary Care Centre for Health and Wellbeing. Notional space	NHS	NHS	£1.96 million to £3.3 million	Short term: By 2020/21	Planning contributions - S106	CK1 CP2 CV11 Notting Hill Gate SPD
Public Health and NHS	Notting Hill Gate: NHS requirements	Possible hub for Out of Hospitals Services Strategy	To provide infrastructure to facilitate integrated health and social care teams and delivery of out of hospital clinical services supported by Integrated IT Support Systems. Co-location opportunities to be explored	Specification: 1,650m ² GIA. Possible phased development with minimum space 980m ² ramping up to 1,650m ²	NHS	NHS	Hospitals Service Strategy: Provision at cost: £0.9 million	Long term: By 2030/31	Planning contributions - S106/ CIL	CK1 CP2 CV11 Notting Hill Gate SPD
Public Health and NHS	Portobello Road/Notting Hill Gate: NHS requirements	St Charles Centre for Health & Wellbeing	To provide infrastructure to facilitate integrated health and social care teams and delivery of out of hospital clinical services supported by Integrated IT Support Systems	Possible hub for Out of Hospitals Services Strategy	NHS	NHS	£0.9 million	Short term: By 2020/21	NHS, Planning contributions - S106/ CIL	CK1 CP2 CV10
Public Health and NHS	Portobello Road/	Refurbishment of Piper House to provide supported		Refurbishment and remodelling of	NHS	NHS	£1.653 million	Short / Medium term:	RBKC Capital Funding	CK1 CP2 CV10

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
	Notting Hill Gate	living and registered care accommodation		existing building for Adult Social Care				2016/17 to 2025/26 Delivery timescales to be confirmed		
Public Health and NHS	Borough wide	Premises improvements to social services- Adult services premises- to increase capacity and improve service		Renewal of existing premises to support increased population	NHS	NHS	£0.464 million	Long term: By 2030/31	RBKC Capital Funding	CK1
Public Health and NHS	Violet Melchett Clinic	Expansion plans for Violet Melchett Clinic to create a Health Hub to accommodate a larger patient list		Comprising up to 4 GP practices as well as delivery of Out of Hospital services	NHS	NHS	£3-5 million	Short term: 2017/18	NHS / CCG	CK1
Public Health and NHS	Kensal Canalside	Primary health care facilities, generic GP surgery extension (reinforce existing facilities)	Required as a result of population increase from development See DIFS	4 GPs required to support the population Refer to the Kensal DIFS for detailed specification.	NHS	NHS	£4.8 million	Medium / Long term: 2020/21-2030/31	NHS / CCG	CK1 CP2 CV5 CA1
Public Health and NHS	Worrington Green	Healthcare facilities	Required as part of development	Specific requirement to be confirmed	Developer	Developer	Costs to be confirmed	Short term: by 2020/21	Planning contribution – S106, Developer delivery	CK1 CP2 CV6 CA2
Public Health and NHS	Warwick Road Sites	Health facilities	As part of any development As set out in Supplementary Planning Document.	Specific requirements to be confirmed	NHS	NHS	Costs to be confirmed	Short term: by 2020/21	Funding sources to be confirmed	CK1 CP2 CV8 CA5
Public Health and NHS	Earl's Court	Increase capacity of existing facilities or to provide new facilities	The major development in the area will require additional facilities to meet the needs of the new population. Expansion to enable adequate GP provision.	Possible expansion of Abingdon Health Centre to accommodate growth	RBKC/NHS	NHS	£744,000	Medium term: By 2025/26	Planning contributions S106 / CIL/direct developer delivery and NHS	CK1 CP2 CV8 CA4

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
	agreed S106									
Emergency Services										
Emergency Services	Worlington Green: Metropolitan Police Service requirements	Neighbourhood Policing Facilities	Increased population from development, and MPS need to be closer to community	Dependent on overall nature development, population increase and needs	Metropolitan Police Service	Metropolitan Police Service	Cost is dependent on size of team.	Short term: by 2020/21	Metropolitan Police Service and planning contribution – S106/ CIL	CP2 CV6 CA2
Emergency Services	Kensal Canalside	Neighbourhood Policing Facilities	Currently 4 SN Teams based at Lancaster Grove. With Kensal development could spread these therefore additional capacity required	Additional SNT premises. Refer to the Kensal DIFS for detailed specification.	Metropolitan Police Service	Metropolitan Police Service	Costing is dependent on size of team	Long term: By 2030/31	Metropolitan Police Service and planning contribution – S106/ CIL	CP2 CV5 CA1
Emergency Services	Worlington Green or Latimer Area	Neighbourhood Policing Facilities	Possible increasing 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	Metropolitan Police Service	Metropolitan Police Service	Cost is dependent on size of team	Short / Medium term: By 2025/26	Metropolitan Police Service and planning contribution – S106/ CIL	CP2 CV6 CA2
Emergency Services	Borough wide	Policing Facilities	Possible introduction of custody suites for dedicated custody resource within borough.	Custody suite: specific requirement to be confirmed	Metropolitan Police Service	Metropolitan Police Service	Cost to be confirmed	Long term: By 2030/31	Metropolitan Police Service and planning contribution – S106/ CIL	
Emergency Services	Kensal Canalside	Police station reinforcement (enhancement to existing facilities)	Required as a result of population increase from development	Reinforcement / extension to existing police stations including custody suite, crime investigation area. Approximately 160m ² Refer to the Kensal DIFS for detailed specification	Metropolitan Police Service	Metropolitan Police Service	£1.1 million	Long term: By 2028-2029	Metropolitan Police Service and planning contribution – S106/ CIL	CP2 CV5 CA1
Emergency Services	Kensal Canalside	Ambulance station extension (enhancement to existing service provision)	Required as a result of population increase from development	Ambulance station extension of approx. 100m ² Refer to the Kensal DIFS for detailed specification	London Ambulance Service	London Ambulance Service	£500,000	Long term: By 2030/31	Metropolitan Police Service and planning contribution – S106/ CIL/Direct	CP2 CV5 CA1

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
									developer delivery	
Emergency Services	Chelsea Fire Station	Re-provide / Relocate	Listed station is reaching the end of its "fit for purpose" life span as determined by the LFEP A Asset Management Plan 2011.	New site / new station	London Fire and Emergency Planning Authority	London Fire and Emergency Planning Authority	To be costed Dependant on exact nature of provision	Short / Medium term By 2022	LFEP A Funding / CIL	CK1 CP2 CV15
Emergency Services	Kensington Fire Station	Minor refurbishment	Upgrades required as facilities are ageing	Minor refurbishment works as required	London Fire and Emergency Planning Authority	London Fire and Emergency Planning Authority	£28,000	Short / Medium term: By 20/22	LFEP A Funding / CIL	CK1
Emergency Services	North Kensington Fire Station	Refurbishment	Upgrades required as facilities are ageing	Refurbishment works as required	London Fire and Emergency Planning Authority	London Fire and Emergency Planning Authority	£791,000	Short / Medium term By 2022	LFEP A Funding / CIL	CK1 CA1
Utilities										
Utilities	Kensal Green	Substation	1. To enhance electricity supply to the capital and traction supply to Crossrail. 2. Supply electrical needs to operate Crossrail.	Substation	National Grid	National Grid	Substation: £30 million depending on the design. Crossrail transformers : £2 million depending on design	Short term: By 2018	Funding source to be confirmed	CP2 CV5 CA1
Utilities	Counters Creek Storm Relief Sewer (Counters Creek Catchment)	Sewerage upgrades within the catchment which provides foul and surface water drainage for part of north London	Storm relief sewerage upgrades are required to address existing capacity constraints experienced during storm conditions which can result in sewer flooding.	Upgrades of the sewerage network within the Counters Creek catchment	Thames Water	Thames Water	£250 million for all of the elements of the scheme including: A new storm relief sewer to increase the sewer capacity (currently under review); Sustainable drainage systems to reduce surface	Short term: 2020	TWUL (Regulated by Ofwat)	CE2

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
							water run-off (Arundel Gardens); Anti-flooding (FLIP) devices to stop the sewers surcharging; and, Local sewer improvements (Queensdale Road)			
Utilities	Borough wide	Thames Tideway Tunnel	The Thames Tunnel will capture the flows of storm sewage from 34 combined sewer overflow points that currently discharge into the River Thames	The tunnel will run approximately 32 kilometres (20 miles) through the heart of London, at a depth ranging from approximately 30 metres at its western end (Acton Storm Tanks) to 67 metres at the eastern end (Abbey Mills Pumping Station), broadly following the path of the river. The tunnel would run through the borough with proposed connections provided to the existing sewer network at Cremorne Wharf Depot and Chelsea Embankment (near the Royal Hospital Chelsea)	Tideway on behalf of Bazalgette Tunnels Ltd	Tideway on behalf of Bazalgette Tunnels Ltd	£4.1 Billion	Development Consent Order granted in September 2014. Construction began in 2016. Medium term: Completion expected in 2022	Privately funded (Regulated by Ofwat)	CE2
Utilities	Kensal Canalside	One of four National Grid deep electricity tunnels that will be built between Wimbledon and Kensal Green.	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, these will house 400kv cables to secure electricity supplies to London. 12.4km in length, will be bored at a depth ranging from 20 to 60m below ground	EDF/ National Grid	EDF/ National Grid	£127 million (total project value = £600 million).	Short term: Between 2016/17 and 2020/21	Private	CP2 CV5 CA1

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
				through the borough from Kensal. Refer to the Kensal DIFS for detailed specification						
Utilities	Kensal Canalside	Primary electricity substation	Critical enabling	33kv Substation Refer to the Kensal DIFS for detailed specification	UK Power Networks	UK Power Networks	£1.12 million	Short / Medium term: By 2020-2022	Developer funding	CP2 CV5 CA1
Utilities	Kensal Canalside	Electricity cable network	Critical enabling	HV Cable network: Various loads Refer to the Kensal DIFS for detailed specification	UK Power Networks	UK Power Networks	£748,000	Medium / Long term: Between 2021-2030	Developer funding	CP2 CV5 CA1
Utilities	Kensal Canalside	Electricity cable network	Critical enabling	LV Cable network: Various loads Refer to the Kensal DIFS for detailed specification	UK Power Networks	UK Power Networks	£991,000	Medium / Long term: Between 2021-2030	Developer funding	CP2 CV5 CA1
Utilities	Kensal Canalside	Electricity substation	Critical enabling	11kv Substations Refer to the Kensal DIFS for detailed specification	UK Power Networks	UK Power Networks	£9.4 million	Medium / Long term: Between 2021-2030	Developer funding	CP2 CV5 CA1
Utilities	Kensal Canalside	Existing electricity substations	Critical enabling	Removal of existing substations Refer to the Kensal DIFS for detailed specification	UK Power Networks	UK Power Networks	£151,000	Short term: By 2020	Developer funding	CP2 CV5 CA1
Utilities	Kensal Canalside	Electricity cable diversions	Critical enabling	Diversion of cabling prior to development of associated plot Refer to the Kensal DIFS for detailed specification	UK Power Networks	UK Power Networks	£169,000	Short term: By 2020	Developer funding	CP2 CV5 CA1
Utilities	Kensal Canalside	Gas infrastructure	Critical enabling	Low pressure pipe network Refer to the Kensal DIFS for detailed specification	National Grid Gas	National Grid Gas	£154,000	Medium / Long term: Between 2021-2030	Developer funding	CP2 CV5 CA1
Utilities	Kensal Canalside	Gas infrastructure	Critical enabling	Pressure Reducing Station (PRS) Refer to the Kensal DIFS for detailed specification	National Grid Gas	National Grid Gas	£150,000	Short term: By 2020 - 2021	Developer funding	CP2 CV5 CA1
Utilities	Kensal Canalside	Gas infrastructure	Critical enabling	Divert existing medium pressure mains diversion Refer to the Kensal DIFS for detailed specification	National Grid Gas	National Grid Gas	£557,000	Short term: By 2020 - 2021	Developer funding	CP2 CV5 CA1

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
Utilities	Kensal Canalside	Telecoms	Critical enabling	Distribution cables and cabinets Refer to the Kensal DIFS for detailed specification. Refer to the Kensal DIFS for detailed specification	Openreach and Virgin Media	Openreach and Virgin Media	£482,000	Medium/ Long term: 2021 - 2030	MUSCO/ ESCO/ Utility funding	CP2 CV5 CA1
Utilities	Kensal Canalside	Potable Water	Critical enabling	Upgrade of 210m of 300mm dia. to 450mm diameter in Ladbroke Grove Refer to the Kensal DIFS for detailed specification	Thames Water / Developer	Thames Water	£314,000	Medium/ Long term: 2021 - 2030	Developer funding	CP2 CV5 CA1
Utilities	Kensal Canalside	Potable Water	Critical enabling	Upgrade of 220m of 150mm dia to 300mm dia in Ladbroke Grove and Barby Road Refer to the Kensal DIFS for detailed specification.	Thames Water / Developer	Thames Water	£285,000	Medium term: By 2024	Developer funding	CP2 CV5 CA1
Utilities	Kensal Canalside	Potable Water	Critical enabling	On-site water mains Refer to the Kensal DIFS for detailed specification.	Thames Water / Developer	Thames Water	£866,000	Medium/ Long term: 2021-2030	Developer funding	CP2 CV5 CA1
Utilities	Kensal Canalside	Potable Water	Critical enabling	Diversion of 160m of 150mm main Refer to the Kensal DIFS for detailed specification.	Thames Water / Developer	Thames Water	£89,000	Short term: By 2020	Developer funding	CP2 CV5 CA1
Utilities	Kensal Canalside	Sewerage and Drainage	Critical enabling	Foul water pipe network Refer to the Kensal DIFS for detailed specification	Thames Water / Developer	Thames Water	£1.13 million	Medium/ Long term: 2021 - 2030	Developer funding	CP2 CV5 CA1
Utilities	Kensal Canalside	Sewerage and Drainage	Critical enabling	Surface water pipe network Refer to the Kensal DIFS for detailed specification	Thames Water / Developer	Thames Water	£1.13 million	Medium/ Long term: 2021 - 2030	Developer funding	CP2 CV5 CA1
Utilities	Kensal Canalside	Sewerage and Drainage	Critical enabling	Surface water attenuation and hydro brakes Refer to the Kensal DIFS for detailed specification	Thames Water / Developer	Thames Water	£8.2 million	Medium/ Long term: 2021 - 2030	Developer funding	CP2 CV5 CA1
Utilities	Kensal Canalside	Sewerage and Drainage	Critical enabling	Diversion of 415m of trunk sewer (1327mm x 838mm)	Thames Water / Developer	Thames Water	£939,000	Short term: 2020	Developer funding	CP2 CV5 CA1

Service	Where	What	Why	Specific requirements	Lead delivery organisation	Management organisation	Cost	When	Sources of funding	Policy Ref
				Refer to the Kensal DIFS for detailed specification						

Chapter 26 Monitoring

26.1 Introduction

- 26.1.1 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 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.
- 26.1.2 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. 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.

26.2 Core Policies

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CP 1: Quanta of Development				
CP1 (1)	733 additional new homes a year to be provided	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 86,600m ² to 2028.	Net change of office floorspace implemented.	Annual	Acolaid development management administration system.
CP1 (3)	A net increase in 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 delivery plan.	The amount of s106/CIL contributions gained towards infrastructure provisions set out in the infrastructure delivery plan.	Annual	Acolaid development management administration system.
Policy CP 2: Places				
CP2	The target is to achieve the visions, principles and priorities set out in each of the Place chapters.	Progress with the delivery of the visions and priorities will be monitored.	Annually.	Dependent on the nature of the visions, principles and priorities.
Policy CP 3: Quality of development and diversity of uses				
CP4	The Borough's townscape is to be preserved. To resist the loss of diversity of uses across the Borough.	The number and nature of design awards. Appeals lost when reason for refusal included harm to the Borough's townscape. Number of applications and pre-applications considered by the AAP. Loss of non-residential floorspace both granted and completed.	Annual	Authority's Monitoring Report RBKC and RIBA design awards. AAP reports.

26.3 Monitoring Places

- 26.3.1 For Places we will monitor delivery of the visions, principles and priorities set out in each chapter annually in the Monitoring Report.

26.4 Monitoring Strategic Sites

- 26.4.1 Kensal Gasworks

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CA1: Kensal Canalside				
CA1(a)	Deliver 3,500 new residential units by 2031. Deliver 10,000m ² of office floorspace by 2028 Deliver at least 2,000 sqm of non-residential and social and community floorspace by 2031.	The number and nature of new dwellings in the Kensal Gasworks Strategic Site. The amount of new Class B1 office floorspace in the Kensal Gasworks Strategic Site. The amount of new non-residential floorspace in the Kensal Canalside Opportunity Area.	Annual	Information extracted from planning application information.
CA1(b)	Elizabeth Line station opened and operational by 2026	The provision of a station on the Elizabeth Line which is open and operational in the Kensal Canalside Opportunity Area	Annual	Information extracted from planning application information and information from Crossrail Limited.
CA1(c)	Deliver a supermarket on the site of a scale similar to the existing.	Net change of retail floorspace on the site.	Annual	Information extracted from planning application information.
CA1(d) (v)	On-site renewable energy sources are operational on the Kensal Canalside Opportunity Area by 2028.	The presence of on-site renewable energy sources to form part of a district heat and energy network on the site.	Annual	Information extracted from planning application information.
CA1(e) (g) (v)	On-site waste management facilities as part of the Kensal Gasworks development to deal with the development's waste arisings.	The presence of an on-site waste treatment facility.	Annual	Information extracted from planning application information.
CA1 (f)	Comprehensive redevelopment of the site.	Has the site been developed in a comprehensive manner?	Annual	Information extracted from planning application information
CA1 (g)	High environmental standards in terms of construction and building materials.	Percentage of planning permissions refused which are not in compliance with Policy CA1.	Annual	Information extracted from planning application information.
CA1 (h)	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 (h) (s)	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 (h) (s)	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 (h) (q)	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(h) (q)	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 (j)	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.
CA1 (k)	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.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CA1 (l)	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.
CA1 (m)	A suitable setting for the designated heritage assets	Has development provided a suitable setting for the designated heritage assets including the Grade I Registered Park and Garden of Historic Interest?	Annual	Planning application information.
CA1(p)	Provide affordable housing	The number and type of housing proposed as part of planning application for the redevelopment of the site.	Annual	Acolaid development management administration system.
CA1(r) (t)	Improvements to public realm and public spaces	The nature of the public realm at Wormwood Scrubs, Kensal Green Cemetery and the Grand Union Canal	Annual	Acolaid development management administration system.
CA1(s)	Improvements to Ladbroke Grove junctions	The nature of the road junctions on, and surrounding the development site.	Annual	Information extracted from Transportation Department datasets
CA1(w)	Development will be liable to make planning contributions in accordance with the CIL Regulation 123 List and other relevant Local Plan policies and SPDs.	Planning contributions meet requirements of the CIL Regulation 123 List and other relevant Local Plan policies and SPDs.	Annual	Planning application information

26.4.2 Worrington Green

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CA2: Worrington Green				
CA2(a)	a minimum of 281 residential (C3) units;	Residential units by tenure, size and total floorspace.	Annual	Planning application information.
CA2(b)	Minimum of 9,186 sqm of publicly accessible open space by 2023.	The area of replacement public open space.	Annual	Planning application information.
CA2(c)	The refurbishment or relocation of an improved community facility including the provision of the existing community and leisure facilities currently provided by. 2023.	Has an improved community facility including the provision of the existing community and leisure facilities been provided?	Annual	Planning application information.
CA2(d)	Approximately 2,000 sq m of Class A uses (as defined by Town and Country Planning (Use Classes) Order 1987) by 2023.	A1 to A5 uses provided, by floorspace.	Annual	Planning application information.
CA2(e)	The provision of on-site renewable energy sources to form part of a district heat and energy network by 2023.	The provision of on-site renewable energy sources.	Annual	Planning application information
CA2(f)	The re-provision of the storage units on Munro Mews by 2020 at a similar or improved standard/ quantum as that which currently exists	The nature and floorspace of the storage units on Munro Mews.	Annual	Planning application information.
CA2(g)	Housing provision that meets the needs of the existing local community.	The nature of the newly provided housing.	Annual	Local housing need assessments in the area.
CA2(i) CA2(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 until 2023.	The amount of publicly accessible open space that has been provided during the construction.	Annual	Planning application information.
CA2(j)	The reconnection of Portobello Road and Worrington Road to Ladbroke Grove.	Are Portobello Road Worrington Road connected to Ladbroke Grove?	Annual	Planning application information.
CA2(x) to (y)	other contributions as identified in the Planning Obligations Supplementary Planning Document and site specific supplementary planning document.by 2022.	Have sufficient s106 financial contributions been received?	Annual	Planning application information.

26.4.3 Land Adjacent to Trellick Tower

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CA 3: Land Adjacent to Trellick Tower				
CA 3 (a)	Provision of a minimum of 60 residential units by. 2021.	Residential units by tenure, size and total floorspace.	Annual	Acolaid development management administration system.
CA 3 (b)	A suitable setting for the designated heritage assets including Grade II* listed Trellick Tower	Has development provided a suitable setting for the designated heritage assets including Grade II* listed Trellick Tower?		Planning application information.
CA 3 (c)	New social and community uses, by 2021.	The net change in social and community uses provided.	Annual	Acolaid development management administration system.
CA 3 (d)	Improvements to the public realm and open spaces around the site.	Quality of the public realm and open spaces around the site.	Annual	Planning application information.
CA 3 (e)	Development will be liable to make planning contributions in accordance with the CIL Regulation 123 List and other relevant Local Plan policies and SPDs.	Planning contributions meet requirements of the CIL Regulation 123 List and other relevant Local Plan policies and SPDs.	Annual	Planning application information.

26.4.4 Earl's Court Exhibition Centre

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CA 6: Earl's Court Exhibition Centre				
CA4 (a)	Provide 900 dwellings by 2023	Residential units by tenure, size and total floorspace.	Annual	Acolaid development management administration system.
CA4 (b)	Provide 10,000 sqm of office floor space by 2023.	The amount of office floorspace proposed as part of planning application for the redevelopment of the site.	Annual	Acolaid development management administration system.
CA4 (c)	Provide retail to serve day-to-day needs by 2023.	The amount of retail of a nature which serve day-to-day needs of those living, visiting and working within the site.	Annual	Acolaid development management administration system.
CA4 (d) and (t)	Provide a significant cultural facility, in the Earl's Court and West Kensington Opportunity Area by 2023.	The size and nature of the significant cultural facility, provided as part of planning application for the redevelopment of the Earl's Court and West Kensington Opportunity Area.	Annual	Acolaid development management administration system.
CA4 (e) & (f)	Provide a balanced mix of uses, including hotel, leisure and social and community uses by 2023.	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.
CA4 (g)	Provide on-site waste management facilities by 2023.	The nature of the waste facilities proposed as part of planning application for the redevelopment of the site.	Annual	Acolaid development management administration system.
CA4 (h)	New development is low or carbon neutral in nature and the provision of on-site renewable energy sources by 2028.	The proposed development is low or carbon neutral in nature and a district heat and energy source is provided.	Annual	Acolaid development management administration system.
CA4 (i)	Provide a new urban quarter, which is well linked with its surroundings through improved east-west connections by 2023.	Integration of the new development with its surroundings and the provision of improved east-west connections.	Annual	Acolaid development management administration system.
CA4 (j) and (n)	Significantly improved residential amenity, pedestrian environment and public transport access in the area of the one-way system by 2023.	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.
CA4(k)	A new open square fronting onto Warwick Road, with active frontages by 2023.	The presence of an open urban square fronting onto Warwick Road, with active frontages on the ground floor.	Annual	Acolaid development management administration system.
CA4 (l)	Provide social and community facilities by 2023.	The presence of social and community facilities as part of the redevelopment of the site.	Annual	Acolaid development management administration system.
CA4 m)	Provide new public open space and opportunities to create biodiversity by 2023.	The presence of new open space and measures to create biodiversity as part of the redevelopment of the site.	Annual	Acolaid development management administration system.
CA4(o) And (p)	Improve tube, bus and rail access by 2023.	Nature of tube, bus and rail access provided.	Annual	Acolaid development management administration system.
CA4 (q)	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.	Level of contributions received	Annual	Acolaid development management administration system.
CA4(r)	Improved pedestrian connectivity from and through the site and surrounding area to public transport facilities, and improved north/south cycle links by 2023.	Nature of pedestrian and north/south cycle links provided.	Annual	Acolaid development management administration system.
CA4 (s)	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.
CA4 (t)	Provide education facilities or contributions by 2023.	The scale and nature of education facilities provided.	Annual	Acolaid development management administration system.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CA4 (v)	Development will be liable to make planning contributions in accordance with the CIL Regulation 123 List and other relevant Local Plan policies and SPDs.	Planning contributions meet requirements of the CIL Regulation 123 List and other relevant Local Plan policies and SPDs.	Annual	Acolaid development management administration system.

26.4.5 Warwick Road

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CA 5: Warwick Road Sites				
CA5 (a)	Provide 1,219 dwellings by 2028	Residential units by tenure, size and total floorspace.	Annual	Acolaid development management administration system.
CA5 (a) (i)	255 residential (C3) units on the Former Territorial Army site;	Residential units by tenure, size and total floorspace.	Annual	Acolaid development management administration system.
CA5 (a) (ii)	163 residential units (C3) on the Former Empress Telephone Exchange;	Residential units by tenure, size and total floorspace.	Annual	Acolaid development management administration system.
CA5 (a) (iii)	a minimum of 375 residential (C3/C2) units of which a minimum are 283 C3 residential units on the former Homebase site;	Residential units by tenure, size and total floorspace.	Annual	Acolaid development management administration system.
CA5 (a) (iv)	Provide 450 dwellings, including affordable housing units, on the 100 / 100A West Cromwell Road site by 2028.	Residential units by tenure, size and total floorspace.	Annual	Acolaid development management administration system.
CA5 (b)	Provide on-site public open space, including outdoor play space on the northern four sites.	Area of public open space on site.	Annual	Acolaid development management administration system.
CA5 ((c) (g), (i) and (j))	Provide leisure, social and community uses (Class D1), provision of car parking and open amenity space on the 100 / 100A West Cromwell Road site by 2028.	Nature and floorspace of leisure, social and community uses (Class D1), together with car parking and open amenity space provided on the site?	Annual	Acolaid development management administration system.
CA5 (d)	Provide non-residential uses to provide active frontages at ground floor level on the northern four sites by 2020	Presence of non-residential uses at ground floor level on the northern four sites?	Annual	Acolaid development management administration system.
CA5 (f)	Provide affordable housing by 2020	Residential units by tenure, size and total floorspace	Annual	Acolaid development management administration system.
CA5 (g)	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.
CA5 (h)	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.
CA5 (i)	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.
CA5 (j)	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.
CA5 (k)	Provide landscape improvements to 100/100A West Cromwell Road by 2028	Nature of landscape improvements for the 100 West Cromwell Road site	Annual	Acolaid development management administration system.
CA5 (l)	Provide streetscape improvements to Warwick Road by 2028.	Nature of landscape improvements delivered as part of planning permissions for the 100 West Cromwell Road site	Annual	Acolaid development management administration system.
CA5 (m)	Provide pedestrian and cycle improvements by 2028.	Nature of pedestrian and cycle improvements provided as part of planning permissions for the sites	Annual	Acolaid development management administration system.
CA5 (n)	Provide floorspace for Safer Neighbourhoods unit by 2028.	Presence of Safer Neighbourhoods unit	Annual	Acolaid development management administration system.
CA5 (o)	Provide a contribution to facilitate the return of the Earl's Court one-way system to two-way working by 2020.	Nature and amount of financial contribution to facilitate the return of the Earl's Court one-way system to two-way working	Annual	Acolaid development management administration system.

CA5 (p)	Development will be liable to make planning contributions in accordance with the CIL Regulation 123 List and other relevant Local Plan policies and SPDs.	Planning contributions meet requirements of the CIL Regulation 123 List and other relevant Local Plan policies and SPDs.		
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26.4.6 Lots Road Power Station

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CA6 Lots Road Power Station				
CA6 (a),	Provide Flexible uses incorporating shops (A1), professional services (A2) or food and drink (A3): 1,029 sq.m,	Quantum and nature of class A floorspace.	Annual	Acolaid development management administration system.
CA6 (b)	Flexible uses incorporating shops (A1), professional services (A2), business (B1) or assembly and leisure (D2): 364 sq.m	Quantum and nature of Flexible A class, B1 or D2 class floorspace.	Annual	Acolaid development management administration system.
CA6 (c)	Business (B1): 3,499 sq.m	Quantum of B1 Floorspace		
CA6 (d)	Flexible uses incorporating non-residential uses (D1) or assembly and leisure (D2): 1653 sq.m	Quantum and nature of class D1 or D2 floorspace.	Annual	Acolaid development management administration system.
CA6 (e)	Provide 420 residential units, including at least 166 affordable units.	The number and nature of residential units provided as part of the redevelopment of the site,	Annual	Acolaid development management administration system.
CA6 (f)	Provision of open space and improvements to Westfield Park.	The nature of open space improvements.	Annual	Acolaid development management administration system.
CA6 (g)	Contribution towards parking facilities, bus stops, river bus services, and travel plans	Contributions made towards transport infrastructure and CiL payments	Annual	Acolaid development management administration system
CA6 (h)	Improvements to the Chelsea Harbour Pier	The nature of the Chelsea Harbour Pier.	Annual	Information extracted from Transportation Department datasets
CA6 (i)	Road junction improvements	The nature of the road junctions on, and surrounding the development site.	Annual	Information extracted from Transportation Department datasets
CA6 (j)	Cycle and pedestrian improvements	The nature of the facilities/ provisions for cyclists and pedestrians.	Annual	Information extracted from Transportation Department datasets
CA6 (k)	Street scape improvements	The nature of streetscape improvements.	Annual	Information extracted from Transportation Department datasets
CA6 (o)	Works and maintenance of Chelsea Creek	How well maintained the Chelsea Creek is.	Annual	Acolaid development management administration system.
CA6 (p)	Adherence to design quality standards	The quality of the design and standards within the scheme.	Annual	Acolaid development management administration system.

26.4.7 Site at Lots Road

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CA7 Site at Lots Road				
CA7 (a)	Provision of at least 55 extra care units	Residential units by tenure, size and total floorspace.	Annual	Acolaid development management administration system.
CA7 (b)	Provide 4000 sq m of commercial floorspace	Quantum and nature of class A and B floorspace.	Annual	Acolaid development management administration system.
CA7 (c)	Provision of active street frontages to Lots Road	The presence of an active street frontage on Lots Road	Annual	Acolaid development management administration system.
CA7 (d)	Development that respects the setting of the Lots Village Conservation Area;	The nature of the development and its impact upon the character and appearance of the surrounding area and the setting of the Lots Village Conservation Area.	Annual	Acolaid development management administration system.
CA7 (e)	Development of a scale and density that is appropriate to its surroundings;	The nature of the development and how well it sits within the existing townscape.	Annual	Acolaid development management administration system

CA7 (f)	Protection of the auction house use	Quantum and quality of A1 Auction house use.	Annual	Forthcoming planning applications and Acolaid development management administration system.
CA7 (g)	Development will be liable to make planning contributions in accordance with the CIL Regulation 123 List and other relevant Local Plan policies and SPDs.	Planning contributions meet requirements of the CIL Regulation 123 List and other relevant Local Plan policies and SPDs.	Annual	Acolaid development management administration system.

26.4.8 Harrington Road

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CA8 Harrington Road				
CA8 (a)	Provision of at least 50 residential units.	The number of residential units provided as part of the redevelopment of the site.	Annual	Acolaid development management administration system.
CA8 (b)	Provision of active street frontages to Harrington Road	The presence of an active street frontage on Harrington Road	Annual	Acolaid development management administration system.
CA8 (c)	Development that provides an appropriate setting for the adjacent listed St Augustine's Church;	The nature of the development and its impact upon the character and appearance of the surrounding area.	Annual	Acolaid development management administration system.
CA8(d)	Development that positively contributes to the character and appearance of the Queen's Gate Conservation Area;	The nature of the development and its impact upon the character and appearance of the surrounding area and the setting of the Lots Village Conservation Area.	Annual	Acolaid development management administration system
CA8(e)	Development of a scale and density that is appropriate to its surroundings;	The nature of the development and how well it sits within the existing townscape.	Annual	Acolaid development management administration system
CA8(f)	Development will be liable to make planning contributions in accordance with the CIL Regulation 123 List and other relevant Local Plan policies and SPDs.	Planning contributions meet requirements of the CIL Regulation 123 List and other relevant Local Plan policies and SPDs.	Annual	Acolaid development management administration system.

26.4.9 Chelsea Farmer's Market

Policy	Target	Monitoring Indicator(s)	Frequency	Source
Policy CA9 Chelsea Farmers' Market				
CA9 (a)	Provision of at least 50 residential units by 2028.	The number of residential units provided as part of the redevelopment of the site.	Annual	Acolaid development management administration system.
CA9 (b)	Provision retail units fronting Sydney Street by 2028.	The presence of retail units fronting Sydney Street.	Annual	Acolaid development management administration system.
CA9 (c) and (e)	Creation of a new public square by 2028.	The presence of a new public square.	Annual	Acolaid development management administration system.
CA9 (d) and (e)	Residential-led mixed use development;	The mix of uses that are given planning consent.	Annual	Acolaid development management administration system
CA9 (f)	Development will be liable to make planning contributions in accordance with the CIL Regulation 123 List and other relevant Local Plan policies and SPDs.	Planning contributions meet requirements of the CIL Regulation 123 List and other relevant Local Plan policies and SPDs.	Annual	Acolaid development management administration system.

26.5 Monitoring Infrastructure and Planning Contributions

Policy	Target	Monitoring Indicator(s)	Frequency	Source
C1: Infrastructure Delivery and Planning Obligations				
C1	To ensure delivery of necessary infrastructure provision to support development.	CIL liabilities issued CIL monies received CIL monies spent Value of development contributions received by type.	Annual	Acolaid.

		Analysis of in-kind and total received, by type of contribution and development. Infrastructure provision as identified within IDP.		
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26.6 Monitoring Enforcement

Policy C2: Planning Enforcement				
C2	To investigate planning enforcement cases	Number of planning enforcement cases investigated	Annual	Authority's Monitoring Report.
	To serve enforcement notices where breaches occur	Number of enforcement notices served		

26.7 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 (c)	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 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				

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CF1(a)	100% located in town centres or meeting the requirements of the sequential test.	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 (gross external) or more.	Annual	Information extracted from approved planning applications that have been built.
CF1(c)	New shops of less than 400m ² provided in all areas of retail deficiency as shown on the plan within Chapter 18 (<i>Keeping Life Local</i>) by 2028.	Progress with development of new shops of less than 400m ² in areas of retail deficiency – floorspace of new units created.	Annual	Information extracted from planning applications/ approved applications that have been built.
CF1(d)	Latimer: 1,000 sq m of additional retail floorspace to be occupied. Kensal: New neighbourhood centre by the end of the plan period.	Progress in the establishment of new centres in Latimer and Kensal.	Annual	Information extracted from planning applications/ approved applications that have been built.
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.
Policy CF3 - Diversity of uses within town centres				
CF3(a)	(i) 100% of approved applications (including appealed decisions and prior approval applications) meeting the criteria (ii) 100% of approved applications (including appealed decisions and prior approval applications) meeting the criteria (iii) 100% of approved applications (including appealed decisions and prior approval applications) meeting the criteria Planning permission may not be required for many of these changes of use.	Number of shops and shop uses within primary retail frontages of: (i) Knightsbridge, King's Road (east and west), Fulham Road, Brompton Cross, Earl's Court Road, 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 front- age 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.
CF3(b)	(i) 100% of approved applications (including appealed decisions and prior approval applications) meeting the criteria. (ii) 100% of approved applications (including appealed decisions and prior approval applications) 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, Earl's Court Road, South Kensington and Kensington High Street unless the change is to another town centre use and where 50% 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.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CF3(c)(d)(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)(e)(d)	100% of approved applications (including appealed decisions) and prior approval applications 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.
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 (and floorspace) refused consisting of the loss offices except where: (i) the office is in an employment zone and being replaced by a light industrial user, workshop or other use which 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, small and medium-sized offices (up to 1000m ²) in the borough.	Number of applications granted and implemented for very small, small and medium 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 large offices, located in line with the criteria detailed in the policy.	Number of applications (and floorspace) granted and implemented for; large offices in higher order centres and other accessible areas, or elsewhere when in accordance with the requirements of the sequential test and where not having a detrimental impact upon traffic generation in the area.	Annual	Information extracted from planning applications that have been implemented.
CF5(d)	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(e)	No loss of light industrial floorspace and warehousing to a non B class use.	Net loss of industrial and warehousing floorspace to a non B class use throughout the borough.	Annual	Information extracted from planning applications that have been implemented.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CF5(f)	No loss of vehicle repair garages within the Borough	Number of planning permissions granted involving the loss of a vehicle repair garage.	Annual	Information extracted from planning applications that have granted.
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 of business floorspace in Employment Zones unless to a uses which supports the character and function of the zone.	Loss of business floorspace of uses which directly support the function and character of the zone.	Annual	Employment Land and Premises Study Information extracted from planning applications that have been implemented.
CF5(j)	In increase in A class and other town centre uses within the Employment Zone which help support the function and character of the zone	Applications (and floorspace) for A class and other town centre uses within the Employment Zone which help support the function and character of the zone	Annual	Information extracted from planning applications that have been implemented.
CF5 (k)	Residential development will only be granted in Employment Zones when shown to be necessary to support a significant uplift in both the quantity and quality of the business uses on the site.	Applications granted when shown to be necessary to support a significant uplift in both the quantity and quality of the business uses on the site	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	Applications granted for loss of hotels or hotel bed spaces	Annual	Information extracted from planning applications that have been implemented.
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				

Policy	Target	Monitoring Indicator(s)	Frequency	Source
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
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(i)	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(j)	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(k)	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(l)	Resist new public car parks.	Use of policy and achievement of its aims.	Annual	AMR
CT1(m)	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(n)	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(o)	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(p)	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 an Elizabeth Line station at Kensal	The provision of an Elizabeth Line station at Kensal.	Annual	Crossrail

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CT2(b)	The creation of a new station on the West London line at Westway Circus	The provision of a new station at Westway Circus	Annual	TfL
CT2(c)	Protect the safeguarded route for Crossrail 2.	Safeguarded route protected, including for new station on King's Road.	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.
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
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 through 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

Policy	Target	Monitoring Indicator(s)	Frequency	Source
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 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 river- side 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.
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	Historic England 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.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CL4(g)	The Borough's archaeological assets will be preserved throughout the plan period.	Percentage of appeals 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. 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>
CL7 (e) & (f)	In assessing harm to a heritage asset, the Council will apply the tests in national policy.	<p>Proportion of appeals upheld on grounds of impact on the heritage asset.</p> <p>Number of enforcement investigations relating to damage to the fabric of listed building during construction phase of development.</p> <p>Number of enforcement notices served, and where challenged, quashed.</p>	Annually	<p>Through planning data on Acolaid/ Crystal Reports.</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 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.</p>

Policy	Target	Monitoring Indicator	When	Measured How	Measured by whom	Trigger for review
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.
CL7 (j)	Require provision of 1 metre of soil.	Proportion of applications which include an element of basement development which have included the provision of 1 metre of soil. Proportion of appeals upheld in relation to the provision of 1m of soil.	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 the provision of a metre of soil to be a principal issue but where this was not supported by the inspector. 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.
CL7(k) & (l)	Ensure that construction impacts are appropriately mitigated.	Enforcement cases relating to Construction Traffic Management Plans. Number of enforcement notices served, and where challenged, quashed. Complaints made to Environmental Health with regard noise and vibration. Number of s60 notices served. 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.	Annually	Through enforcement data on Acolaid/ Crystal Reports. Environmental Health noise complaints.	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.	Proportion of applications which include an element of basement development which have included the provision of a suitable pumped device. Number of sewer flooding incidents reported to Thames Water. Proportion of appeals upheld where ground of appeal includes absence of provision of the suitable pumped devices.	Annually	Reported by Thames Water	The Council – Department of Planning and Borough Development (Flooding Officer)	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. More than 25% of relevant applications granted over a two year period which do not include the provision of a suitable pumped device.
		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 dis- missed where CL9 cited as the reason for refusal.	Annually	Acolaid development management administration system.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
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 CH1: Increasing Housing Supply				
CH1(a)	To deliver the required provision of housing.	Housing trajectory Plan period and housing targets Net and gross housing completions and approvals (previous years, current year, future years).	Annual	London Development Database and analysis of likely future housing developments.
CH1(b)	No approvals for amalgamations where there is the net loss of more than one residential unit.	Net loss of residential units	Annual	London Development Database
CH1(c)	Prevention of further loss of housing stock through the amalgamation of existing dwellings.	Number of s106 agreements including restriction on further amalgamation clause.	Annual	S106 Agreements
CH1(e)	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	London Development Database
CH1(f)	Protection of all affordable housing floorspace and units.	Percentage of qualifying development refused where this policy is quoted as a reason for refusal.	Annual	London Development Database
Policy CH2: Affordable Housing				
CH2(a)	To deliver the required proportion of starter homes.	Proportion of starter homes secured.	Annual	London Development Database
CH2(b)	Securing the maximum reasonable amount of affordable housing.	Net and gross affordable housing completions and approvals.	Annual	London Development Database
CH2(c)	Separate to any starter homes provision, require appropriate split between social/affordable rented and intermediate housing provision.	Net and gross affordable housing completions and approvals – including % of different affordable housing tenures.	Annual	London Development Database
CH2(f(i))	Receipt of viability assessment for all schemes where less than 35% affordable housing is proposed.	Receipt of viability assessments submitted alongside affordable housing scheme applications.	Annual	Acolaid development management administration system.
CH2(f(iii))	Receipt of two viability assessments comparing residential land values where in lieu payments are to be accepted.	Number of viability assessments submitted alongside affordable housing scheme applications.	Annual	Development management administration system
Policy CH3: Housing Size Mix and Standards				

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CH3(a)	Provide a mix of housing types and sizes which meets the needs of the borough.	Percentage of different housing sizes (approvals and completions)	Annual	London Development Database
Policy CH4: Specific Housing Needs				
CH4(a) & (b)	To meet needs of older people through protection and delivery of extra care and sheltered housing.	Number of new sheltered housing and extra care homes approvals and completions.	Annual	London Development Database
CH4(d)	Support for self-build.	The number of self-build serviced plots.	Annual	Acolaid development management administration system
CH4(e)	Build to rent scheme proposals	Completions and approvals of schemes classed as build to rent	Annual	Acolaid, London Development Database
CH4(f)	Student housing proposals	Completions and approvals of student housing	Annual	London Development Database
CH4(i)	Protect housing which meets identified local needs	Net change in the provision of HMOs and hostels (approvals and completions).	Annual	London Development Database
Policy CH4: Estate Renewal				
CH4	Deliver the maximum reasonable amount of affordable housing and meet the needs of existing residents through estate renewal.	Net change in the amount of affordable housing provision.	Annual	London Development Database
Policy CH6: Gypsy and Traveller Accommodation				
CH6	All pitches at the existing site to be protected	Net additional Gypsy and Traveller pitches (Core Output Indicator H4).	Annual	London Development Database
Policy CE1 - Climate Change				
CE1(a) to (f)	34% reduction in carbon dioxide emissions against 1990 levels by 2020; 80% reduction in carbon dioxide emissions against 1990 levels by 2050	Boroughwide carbon dioxide emissions.	Annual	Department for Business, Energy and Industrial Strategy/AEA Technology Plc Environmental Statistics
CE1(a) to (d) (f)	20% increase in energy generation from renewable sources	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(c) to (e)	CCHP, or similar, proposed at all the strategic site allocations, Kensal, Wornington Green, Latimer and Earl's Court.	Have the strategic site allocations 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(e)	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 or similar.	Annual	Extracted from planning application information.
CE1(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.
Policy CE2 - Flooding				
CE2(a), h, j & (f)	0 planning applications should be granted	Number of planning applications granted contrary to Environment Agency advice or Lead Local Flood Authority advice.	Annual	Core Output Indicator E1/ Core Output Indicator 7
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.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
CE2(d)	100% where required.	Percentage of qualifying planning applications which propose adequate flood risk measures.	Annual	Extracted from planning application information.
CE2(e)	100% where required.	Percentage of qualifying planning applications which propose maintenance of flood risk assets and measures.	Annual	Extracted from planning application information.
CE2(g)	100% where required.	Percentage of qualifying planning applications which propose adequate reduction of surface water run-off and SuDS.	Annual	Extracted from planning application information.
CE2(i)	100% where required.	Percentage of qualifying planning applications which propose permeable surfaces in gardens and landscaped areas.	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(j)	100% where required.	Percentage of qualifying planning applications which propose SuDS when not required.	Annual	Extracted from planning application information.
CE2(k)	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.
CE2(l)	100% where required.	Percentage of qualifying planning applications which propose water and sewerage infrastructure.	Annual	Extracted from planning application information.
Policy CE3 - Waste				
CE3(a) to (g)	5kg/household reduction from previous year (445kg/household in 2015/16)	Residential household waste	Annual	National Indicator 191.
CE3(a) to (g)	26.90% (QPRB 2016/17)	Percentage of household waste sent for reuse, recycling and composting.	Annual	National Indicator 192.
CE3(a) and (b)	Meet the London Waste apportionment Gap as established in the WRWA WPA Waste Technical Paper (2016) and future updates. Waste imports/exports and arisings for other waste streams will be monitored with the other WRWA WPAs as part of ongoing joint work.	Tonnes of waste sent for reuse, recycling and composting.	Annual	Extracted from LACW monitoring Data and Waste Data Interrogator
CE3(c)	Safeguard Cremorne Wharf	No loss of Cremorne Wharf.	Upon receipt of planning application	Extracted from planning application information.
CE3(d)	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(e)	Small scale and innovative waste management facilities on residential, commercial and mixed use development where possible	Small scale waste management facilities delivered as part of residential, commercial and mixed use development.	Upon receipt of planning application	Extracted from planning application information.
CE3(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.
CE3(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.
CE3(h)	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.

Policy	Target	Monitoring Indicator(s)	Frequency	Source
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 (NO _x 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/m ³) 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 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.	Enforcement cases relating to Construction Traffic Management Plans. Complaints made to Environmental Health with regard noise and vibration. Number of s60 notices served. 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.	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.	Number of schemes with a remediation strategy, where of a nature where such a strategy would be required. No of validation reports for schemes where remediation has taken place.	Annual	The Borough's Environmental Health team

Chapter 27 Contingencies and Risks for Site Allocations

Housing Provision

- 27.1.1 Contingency and risk with regard to housing provision has been taken into account in Chapter 23 Diversity Housing through the inclusion of the appropriate buffer over the housing target for the first 5 years. A Housing Trajectory is provided in Chapter 28. The housing target is monitored on an annual basis in the Council's Monitoring Report as set out in Chapter 26 Monitoring.
- 27.1.2 With regard to affordable housing provision, the affordable housing target set out in Chapter 23 Diversity of Housing has been set with regard to evidence on the financial viability of development using assumptions with 'built-in' contingencies. In any case, the approach to seek the 'maximum reasonable amount' of affordable housing and consideration of viability issues at planning application stage ensures that the Local Plan policies and implementation have 'built-in' contingencies to ensure that the implementation of the plan is not put at serious risk, as required by the NPPF.

Infrastructure and Site Allocations

- 27.1.3 The NPPG on Local Plans makes clear that where the deliverability of critical infrastructure is uncertain then the Local Plan should address the consequences of this, including possible contingency arrangements and alternative strategies. Delivery and contingencies have been considered as part of the Infrastructure Delivery Plan (IDP).
- 27.1.4 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.
- 27.1.5 The infrastructure schedule (see Chapter 25), 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 the risk that infrastructure will not be forthcoming can be mitigated, or addressed at an early stage.
- 27.1.6 However, the Council recognises that there is a risk that infrastructure may not be provided and, in particular, this may have an impact on the delivery of development set out in the site allocations. Contingency plans relating to the site allocations 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 contributions (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).

27.1.7 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 delivery of the strategy vision?	5. Risk(s): what can get in the way of implementing the policy?	6. Likelihood of risk occurring?	7. Impact on the strategy if risk occurs?	8. Plan B Required?	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
SITE ALLOCATIONS													
1	Kensal: Elizabeth Line Station and significant volumes of development on the Kensal Canalside Opportunity Area.	a) Regeneration linked to significant improvements in accessibility may be reduced	Yes	Risk (i) Network Rail identifies the station and / or additional track cannot be accommodated	Medium	High	Yes	Plan B: Improve local accessibility through bus-based improvements and off site rail improvements, and maintain relatively high development densities	Kensal Canalside Transport and Development Infrastructure Funding Study 2016,	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 extra bus routes.	PTAL increase would be achieved using buses which will make the development less attractive and less financially viable. The size of roads required to access the site would reduce the number of new residential units. The scale of this impact will be established in an SPD for the site that will be produced in 2017.
		b)The scale of development may be reduced if not all sites are available	Yes	Risk (ii) Decommissioning of the Gasholders is not brought forward in line with the proposed development phasing	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	Kensal Canalside Transport and Development Infrastructure Funding Study 2016,	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 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 affected 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 including an enlarged Sainsbury's store and other non-residential uses together with the reprovision of existing facilities. Bridges would still be considered as part of Phase 2 of this scenario
									Plan C: increase development on remaining sites to compensate	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

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 delivery of the strategy vision?	5. Risk(s): what can get in the way of implementing the policy?	6. Likelihood of risk occurring?	7. Impact on the strategy if risk occurs?	8. Plan B Required?	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
				Risk (iii) North Pole Depot is not released for redevelopment	High	High	Yes	Plan B: Reduced development on the sites as a whole. In addition, the potential for bridge links across the railway, and running a bus-link along the southern side of the railway to connect to Hammersmith and Fulham would be removed	Kensal Canalside Transport and Development Infrastructure Funding Study 2016,	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 reduced density and less effective connections	n/a	The development potential would be less and thus the regeneration effect upon the area as a whole will be reduced	The residential units that could have been delivered on the North Pole Depot will not be built. Without a new bridge heavy road engineering will be required to provide adequate access to the northern part of the site, this will reduce the number of residential units that can be delivered, make the development less attractive and reduce development viability. The scale of this impact will be established in an SPD for the site that will be produced in 2017.
								Plan C: increase development on remaining sites to compensate	This option was not explicitly explored as it is not a realistic option	n/a	It is unrealistic to suggest that, the remaining sites would achieve this objective	n/a	n/a
				Risk (iv) The station and bridge are not built at the same time as the High Speed 2 Line and Crossrail station at Old Oak Common.	Medium	High	Yes	Plan B revert to development achievable without a station and a bridge.	Kensal Canalside Transport and Development Infrastructure Funding Study 2016,	Only realistic alternative.	n/a	The development potential would be less and thus the regeneration effect upon the area as a whole will be reduced.	Without a Crossrail station and a new bridge heavy road engineering will be required to provide adequate access to the northern part of the site, this will reduce the number of residential units that can be delivered, make the development less attractive and reduce development viability. The scale of this impact will be established in an SPD for the site that will be produced in 2017.
2	Worlington Green Estate regeneration 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	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	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
								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 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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								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
3	Land adjacent to Trelick Tower:		Yes	No risks have been identified.			No	n/a	n/a	n/a	n/a	n/a	n/a
4	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
5	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
		b) The Earl's Court one-way system does not receive sufficient investment to be returned to two-way working	Yes	Risk (ii) 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 (iii) 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

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6	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
7	Site at Lots Road	a) Reduction in housing provision, and the possibility the Borough may not meet its housing targets	Yes	Risk (i) Both RBKC and LBHF Councils failing to agree comprehensive development of the site.	Med	Med	Yes	Develop only the portion of the site within RBKC	n/a	Cannot agree comprehensive redevelopment with LBHF	n/a	Development potential would be less therefore benefits of comprehensive redevelopment reduced	Delivery would be delayed
8	Harrington Road	a) Reduction in housing provision, and the possibility the Borough may not meet its housing targets	Yes	Risk (i) The site is not brought forward for development	High	Med	No	There are no Plan Bs that the Council can implement that would bring the site for development.	n/a	n/a	n/a	n/a	Delivery may not come forward
9	Chelsea Farmers' Market	a) Reduction in housing provision, and the possibility the Borough may not meet its housing targets	Yes	Risk (i) The site has been identified as a construction site for Crossrail 2	Med	Med	No	The project is delayed until the site is released for development	n/a	n/a	n/a	n/a	Delivery would be delayed