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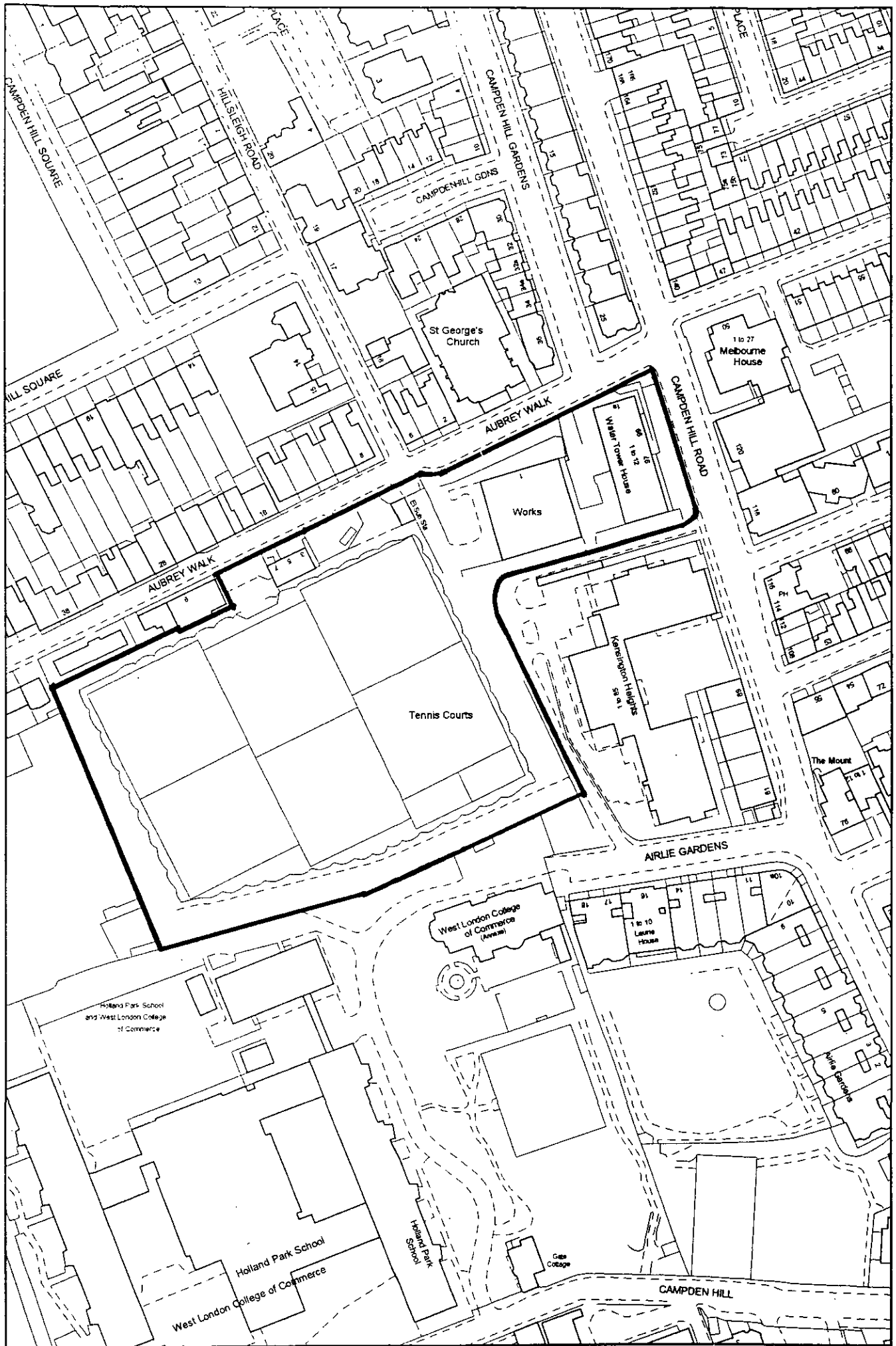
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1 THE PLAN AREA, TRENDS AND PRESSURES

Introduction

- 1.1** The Royal Borough of Kensington and Chelsea is one of the smaller London boroughs in terms of area and population, but because of its history and position close to the centre of London it is the location for a wide variety of activities. The Borough covers an area of five square miles and extends from Chelsea Embankment in the south, through Kensington, Notting Hill and Ladbroke Grove up to Kensal Green in the north. It is bounded to the east by Kensington Gardens and to the west by the West London Railway Line.
- 1.2** It is primarily a residential area providing a high quality residential environment. The Borough is home to a resident community of some 150,000 people but thousands more come into the Borough each day to work and visit. In addition around 30,000 visitors stay each night. The environmental quality of the Borough is reflected in the fact that conservation areas cover over 70% of it making Kensington and Chelsea one of London's most attractive and desirable residential areas.
- 1.3** As an historic area of London on the borders of the West End, the Borough plays host to a number of international attractions and institutions many of which are rooted in its character and tradition. The major shopping streets of Knightsbridge, King's Road, Kensington High Street and Portobello Road, along with the Earls Court Exhibition Centre, the South Kensington Museums, Kensington Palace and Holland Park have an important international attraction for tourists. The Borough is also home to a number of institutions with international reputations including world famous hospitals and universities. These features contribute to the economic wellbeing and national and international standing of the Borough.

Population trends

- 1.4** The steady decline in the Borough population during this century has begun to be reversed. From 220,000 at the beginning of the 1960s down to 140,000 in 1981, the total population increased to 150,000 in 1991 and is predicted to continue climbing to over 170,000 in 2011. Nearly 50% of all households in the Borough are made up of single people compared with a Greater London average of 30% and those with one or two persons make up 77% of the total.

Housing trends

- 1.5** The number of new dwellings built in the Borough is sensitive to cyclical changes in the national economy. Hence during the early 1980s, there was an average annual completion rate of 268 dwellings which fell by 50% to 133 in the late 1980s. Homelessness has remained a concern, with the number of homeless people accepted by the Council averaging 500 per annum between 1988 and 1992. Kensington and Chelsea has the highest overall dwelling vacancy rate (12%) of any London Borough. This is in part due to changing ownership, reflecting the high level of mobility in the Borough (20% of the resident population changed address in the year before the Census) and to housing being kept empty prior to improvement or being vacant on Census night because the occupier was away from the Borough for a period of time. The number of properties in multiple occupation has declined dramatically from 4,000 in 1981 to 800 in 1991.

Offices and Industry trends

- 1.6** The market for office and industrial floorspace in Kensington and Chelsea is linked to the performance of the central London market (which is comprised mainly of the City of Westminster and City of London, but not Kensington and Chelsea). The Inner West London area of Kensington and Chelsea and Hammersmith and Fulham, is regarded as a fringe office location and is over-shadowed by neighbouring Westminster which, in 1985, had seven times the amount of office floorspace.
- 1.7** Central London and fringe areas experienced a boom in office development during the late 1980s in response to the deregulation of the financial services sector and growth in employment. Into the beginning of the 1990s, the combination of a contracting economy and the time lag of office completions produced an enormous oversupply of office space throughout London. This was translated into a dramatic rental decline and extremely low levels of development activity during the early 1990s. The pattern of market activity is reflected in the amount of office floorspace permitted during the period in Kensington and Chelsea. Permitted floorspace rose from a trough of 11,700 square metres in 1987 to 37,000 in 1988 and 1989 reaching a peak of 60,000 in 1990 before dropping steadily to 18,000 in 1993. However, evidence of implementation rates indicates extremely low activity after 1989.
- 1.8** Future predictions suggest that there will be little interest in office development in Kensington and Chelsea until after 1997 or even 2000. Historically low rents and high availability in the West End and City making re-centralisation attractive will inhibit growth in the fringe areas for several years. There is likely to be even less activity in the second-hand office market as occupiers 'trade up' leaving a considerable surplus of supply into the next century.

- 1.9** Two implications of the above changes for planning in the Borough are that there will be a need for flexibility to allow the change of use of vacant offices to other uses and that an opportunity will exist to promote the diversity of the North Kensington economy including consolidation and expansion of the industrial base.

Development Pressure

- 1.10** Despite the reduction in office development during the 1980's and early 1990's, the residential nature of the Borough is threatened with increasing demand for changes of use from residential and associated uses to those which are more commercially profitable. The development of new buildings and extensions to existing buildings encouraged by increasing demands for floorspace, brings greater pressure for construction on open space and gardens which detract from the appearance of the townscape and deplete the availability of natural landscape for future generations.

High Density Development

- 1.11** The Borough has areas with some of the highest residential densities in the country. Such settlement often dates from Victorian and Edwardian times and is accepted as part of the character of many parts of the Borough. The high residential density places demand on the limited amount of open space, parking space, travel facilities and local services available. Consequently, particular care must be given to ensure that new infill buildings and extensions safeguard the light, privacy and outlook of others.

Traffic

- 1.12** In common with most parts of London, large volumes of traffic use Borough roads and considerable problems of congestion result. This is unsatisfactory causing deterioration in the environment and generates pollution to the detriment of those who live and work in the Borough and those making essential trips through it. Motor traffic accounts for the bulk of air pollution and transport in London contributes the major share of carbon dioxide, black smoke, carbon monoxide, nitrogen oxides and volatile organic compounds. Although many of the solutions to the problem of traffic lie outside its control, the Council will seek traffic restraint and the promotion of other modes of travel.

Hotels and Tourism

- 1.13** The Borough has a history of providing a considerable amount of London's visitor accommodation. In 1992, the London Tourist Board found that 14% of all hotels and guesthouses and 17% of all bedspace in London were based in the Borough. The heaviest concentrations are in Earls Court stretching eastward toward South Kensington tube station and in Knightsbridge, adjacent to Olympia and in the vicinity of Kensington High Street and Notting Hill Gate tube stations.

- 1.14** During the 1970s the adverse consequences for residential amenity of so much hotel provision became apparent (noise and disturbance of arrival and departure at unsocial hours, traffic movements of taxis and coaches, and associated use of restaurants and bars) and planning policies were tightened to limit further growth. These policies incorporated in the District Plan have been successful during the 1980s in reducing the overall amount of hotel floorspace up to 1987 and stabilising it up to 1991.

Synopsis

- 1.15** The Borough is primarily a residential area. By virtue of the Borough's location and history, a diversity of activities compete for space and attention and sometimes conflict with the residential character and needs of the Borough. Therefore, in order to ensure that the Borough continues to provide a high quality residential environment for local people and London as a whole, the Council has adopted the following Overall Aim.

OVERALL AIM:

TO MAINTAIN AND ENHANCE THE CHARACTER AND FUNCTION OF
THE ROYAL BOROUGH AS A RESIDENTIAL AREA AND TO ENSURE
ITS CONTINUING ROLE WITHIN THE METROPOLITAN AREA
AS AN ATTRACTIVE PLACE IN WHICH TO LIVE AND WORK.

2 NATIONAL CONTEXT

- 2.1** Central Government issues national land use planning policy in the form of legislation, Planning Policy Guidance notes and Circulars. In preparing the UDP the Council has had regard to the relevant national policies.

3 REGIONAL/LONDON-WIDE CONTEXT

- 3.1** Planning in London must take account of those matters which have a London-wide dimension. Issues such as employment growth, housing provision and its location and the development of the transport system are addressed jointly by the London Boroughs, either through the London Planning Advisory Committee (LPAC) or as part of the London and South East Regional Planning Conference (SERPLAN). The Secretary of State takes account of views expressed by these bodies when preparing Strategic Guidance for London (RPG3).

3.2 Regional Guidance for the South East is set out in Regional Planning Guidance note 9. It proposes that planning policies should be directed towards the following broad objectives:

- Enhanced Economic Performance. A key objective is to provide a framework for economic growth to maintain and develop the South East's competitive position in Europe and to give employment to its people. Maintaining and enhancing London's role as a major world city and national capital is an important part of this. Planning policies should provide for development and regeneration in order to replace recent job losses and to achieve economic growth;
- Sustainable Development and Environmental Improvement. To achieve development that is compatible with the objectives of sustainable development, planning policies should aim to provide for development that avoids damage to the global, regional and local environment, or helps to improve that environment;
- Opportunity and Choice. Planning policies have an important part to play in facilitating opportunity and choice. Economic prosperity is essential in order to offer people improved opportunities and quality of life. The Region needs sufficient housing to meet the requirements of its population. Its transport system must provide for the economic and social needs for access; and new development should be located in ways likely to provide people with a choice of means to travel.

3.3 Strategic Guidance for London (RPG3) was issued by the Secretary of State for the Environment in July 1989 "to assist the London Boroughs to prepare their Unitary Development Plans". The planning objectives for London as set out in RPG3 (paragraph 10) are to:

- foster economic growth bearing in mind the importance for the national economy of London's continuing prosperity,
- contribute to revitalising the older urban areas,
- facilitate the development of transport systems which are safe, efficient and have proper respect for the environment,
- maintain the vitality and character of established town centres,
- sustain and improve the amenity of residential districts,
- allow for a wide range of housing provision,
- give high priority to the environment, maintain the Green Belt and Metropolitan Open Land, preserve fine views, conservation areas, surrounding countryside and the natural heritage.

3.4 RPG3 recognises that some of these objectives may generate diverse pressures. When this occurs the planning process must strike a balance between the needs of development and the interests of conservation.

3.5 The UDP supports the overall objectives of both Regional and London-wide Guidance and includes policies which will contribute to the achievement of these objectives.

4 THE BOROUGH'S OVERALL STRATEGY

- 4.1** The Plan aims to strike a balance between the Borough's strategically important function of providing a high quality residential environment close to the centre of London and the needs of commercial development. Its policies are to be viewed in terms of their contribution to the Overall Aim of the Plan (see paragraph 1.15).
- 4.2** The Plan addresses the question of balance through policies which:
- (i) protect permanent residential accommodation from change to other uses and seek to increase the supply of new housing;
 - (ii) give due regard to the Borough's legacy of Georgian, Victorian and Edwardian buildings and to all buildings and areas of architectural and historic interest;
 - (iii) guide offices, shops, restaurants, hotels, industry and embassies to appropriate locations; and
 - (iv) aim to check the growth of through traffic, protecting residential areas and shopping streets from its effects and bringing net benefits to the environment through traffic management.
- 4.3** The need to protect and enhance the residential character of the Borough means that any further intensification of development will be resisted if it is likely to affect adversely the Borough's residential quality, as the high quality of the residential environment is Kensington and Chelsea's main contribution to the Region. RPG3 outlines the importance of protecting the character of residential areas (paragraph 53). To this end, the Council will require all new development to support or enhance the residential character of the Borough.
- 4.4** There is a real need to provide more housing in London. The total resident population has been falling at a faster rate than the working population. If the length and volume of journeys to work are not to increase, more homes are needed accessible to central London workplaces. To cater for the differing needs of the population a variety of housing is required in terms of price and size. There is a continuing problem of homelessness and shortage of affordable housing which requires particular attention.
- 4.5** RPG9 and RPG3 stress the importance of maintaining and improving London's international competitiveness, particularly with regard to the Single European Market. London's ability to hold its place as an international commercial centre depends not only on adequate floorspace for commercial activity but also on the total quality of life associated with living and working in the city. In this respect the Borough's primary contribution to London's international attraction is the quality residential area that it provides close to central London workplaces. The Council therefore considers it to be of the greatest importance that this residential role is maintained and enhanced.

- 4.6** There will need to be some further growth of commercial floorspace within London and the Council supports this being encouraged to locate in association with the regeneration of the East of London. RPG3 expresses concern at the imbalance of development pressure between the west and east of London. Potential sites for any new development in Kensington and Chelsea are limited. In order to strengthen the Borough's residential role priority will be given to the provision of new housing.
- 4.7** London's economic vitality is dependent upon the effective movement of people and goods throughout London and the South East. This requires a safe and efficient transport system. The proximity of Kensington and Chelsea to central London means that a large volume of traffic travels through and within the Borough each day. High levels of road traffic have significantly adverse effects on the safety and residential character of many of its roads. Such issues cannot be resolved in isolation from the rest of the metropolitan area. In order to tackle the traffic problems faced by Kensington and Chelsea, a co-ordinated approach to London's transportation system as a whole is required. Public transport in particular has a vital role to play in this respect.
- 4.8** The Council has therefore proposed the following Principal Strategic Policies:

STRAT 1

TO GIVE PRIORITY TO THE PROTECTION AND ENHANCEMENT OF THE RESIDENTIAL CHARACTER AND AMENITY OF THE ROYAL BOROUGH.

STRAT 2

TO SEEK AN INCREASE IN RESIDENTIAL PROVISION WITHIN THE ROYAL BOROUGH BY RESTRICTING THE LOSS OF LAND AND BUILDINGS WITH EXISTING RESIDENTIAL USE AND ENCOURAGE THE PROVISION OF ADDITIONAL PERMANENT RESIDENTIAL ACCOMMODATION ON SUITABLE SITES AND BUILDINGS WHERE APPROPRIATE.

STRAT 3

TO SEEK THE CONTINUED ECONOMIC GROWTH OF THE METROPOLITAN AREA BY SUPPORTING CHANGE AND DEVELOPMENT IN THOSE PARTS OF LONDON AND THE ROYAL BOROUGH THAT ARE RECOGNISED AS HAVING CAPACITY FOR ADDITIONAL COMMERCIAL OR INDUSTRIAL ACTIVITY.

STRAT 4

TO SEEK A SAFE, EFFICIENT AND ENVIRONMENTALLY ACCEPTABLE TRANSPORT SYSTEM FOR THE METROPOLITAN AREA, WHILST PROTECTING THE RESIDENTIAL CHARACTER, AMENITY AND QUALITY OF THE ROYAL BOROUGH.

STRATEGIC POLICIES



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STRAT 5

TO SEEK TO ENSURE THAT ALL DEVELOPMENT PRESERVES OR ENHANCES THE RESIDENTIAL CHARACTER OF THE ROYAL BOROUGH.

STRAT 6

TO PROTECT LISTED BUILDINGS AND TO PRESERVE OR ENHANCE THE CHARACTER OR APPEARANCE OF CONSERVATION AREAS, AREAS OF METROPOLITAN IMPORTANCE, AREAS OF LOCAL CHARACTER, AND OTHER BUILDINGS OR PLACES OF INTEREST.

STRAT 7

TO PROMOTE HIGH ENVIRONMENTAL AND ARCHITECTURAL DESIGN STANDARDS IN NEW DEVELOPMENTS AND ALTERATIONS AND IN ADDITIONS TO EXISTING BUILDINGS.

STRAT 8

TO PROTECT LONDON'S SKYLINE AND STRATEGIC VIEWS, PARTICULARLY THE STRATEGIC VIEW OF ST PAUL'S CATHEDRAL FROM KING HENRY'S MOUND.

STRAT 9

TO PROTECT THE RIVER THAMES AND ITS SETTING, TO ENHANCE ITS CHARACTER AND AMENITY, AND ENSURE THAT THE INTEGRITY OF THE RIVER FLOOD DEFENCES IS MAINTAINED.

STRAT 10

TO HAVE REGARD FOR NATURE CONSERVATION AND THE PROTECTION OF THE NATURAL HABITAT AND WILDLIFE ENVIRONMENT IN THE CONSIDERATION OF ALL PROPOSALS.

STRAT 11

TO ENSURE THAT PEOPLE WITH SPECIAL MOBILITY NEEDS HAVE EQUALITY OF PHYSICAL ACCESS THROUGHOUT THE BOROUGH.

STRAT 12

TO PROTECT ANCIENT MONUMENTS AND SITES OF ARCHAEOLOGICAL INTEREST.

STRAT 13

TO ENSURE THE CONTRIBUTION OF THE ROYAL BOROUGH TO THE DWELLING STOCK OF GREATER LONDON IS NOT DIMINISHED AND IS INCREASED WHEREVER APPROPRIATE.

STRAT 14

TO SEEK TO MAXIMISE THE RESIDENTIAL CAPACITY OF THE BOROUGH IN LINE WITH STRATEGIC GUIDANCE FOR LONDON.

STRAT 15

TO ENCOURAGE AN ADEQUATE AND CONTINUING SUPPLY OF LAND FOR NEW HOUSING THROUGH THE DEVELOPMENT OF VACANT AND UNDER-USED LAND FOR RESIDENTIAL USE IN APPROPRIATE LOCATIONS.

STRAT 16

TO SEEK AN INCREASE IN THE AMOUNT AND RANGE OF SIZES AND TYPES OF DWELLINGS TO MEET THE NEEDS OF THOSE SEEKING PERMANENT ACCOMMODATION IN THE ROYAL BOROUGH, WHILST MAINTAINING THE OVERALL QUALITY OF THE RESIDENTIAL ENVIRONMENT.

STRAT 17

TO SUPPORT AND MAINTAIN THE EXISTING DIVERSE AND VIBRANT LOCAL ECONOMY AND TO FOSTER ECONOMIC GROWTH WHERE APPROPRIATE WHILST PROTECTING THE ROYAL BOROUGH FROM DEVELOPMENT INAPPROPRIATE TO THE RESIDENTIAL ENVIRONMENT BY ITS NATURE OR THE SCALE OF ACTIVITIES GENERATED.

STRAT 18

TO ENCOURAGE LARGE-SCALE BUSINESS DEVELOPMENTS TO LOCATE IN THOSE PARTS OF LONDON AND THE ROYAL BOROUGH WHICH HAVE THE CAPACITY FOR ADDITIONAL ECONOMIC ACTIVITY WITHOUT HARMING AMENITY.

STRAT 19

TO SECURE THE PROVISION OF A RANGE OF BUSINESS PREMISES SUITABLE FOR A VARIETY OF BUSINESS ACTIVITIES, WHILST GIVING PRIORITY TO THE PROVISION OF SMALL UNITS IN THE ROYAL BOROUGH.

STRAT 20

TO SUPPORT AND ENCOURAGE THE IMPROVEMENT OF THE PUBLIC TRANSPORT NETWORK FOR THE METROPOLITAN AREA.

STRAT 21

TO SEEK THE REDUCTION OF NON-ESSENTIAL TRAFFIC MOVEMENT WITHIN THE METROPOLITAN AREA.

STRAT 22

TO SEEK AN IMPROVEMENT IN ACCESS AND MOVEMENT FOR ESSENTIAL TRAFFIC.

STRAT 23

TO SEEK TO PROMOTE A SAFE AND EFFICIENT TRANSPORT NETWORK FOR ALL MODES OF TRAVEL INCLUDING WALKING.

STRAT 24

TO SUPPORT THE MAINTENANCE OF A STRATEGIC LONDON ROAD NETWORK AND TO ENSURE A CONSISTENT ROAD HIERARCHY BETWEEN THE ROYAL BOROUGH AND ADJOINING BOROUGHES.

STRAT 25

TO SUPPORT MEASURES TO REDUCE THE IMPACT OF VEHICLE EMISSIONS.

STRAT 26

TO SUPPORT THE DEVELOPMENT OF A STRATEGIC CYCLE NETWORK.

STRAT 27

TO ENCOURAGE THE APPROPRIATE USE OF RAIL AND WATER FOR CROSS-LONDON PASSENGER AND FREIGHT TRANSPORT.

STRAT 28

TO SUPPORT AN EFFECTIVE LONDON-WIDE CONTROL OF NIGHT-TIME AND WEEKEND LORRY MOVEMENT.

STRAT 29

TO SEEK TO ENHANCE THE VITALITY AND VIABILITY OF PRINCIPAL AND LOCAL SHOPPING CENTRES AND TO ENSURE THAT THEY REMAIN THE FOCUS OF THE PROVISION OF SHOPPING FACILITIES IN THE ROYAL BOROUGH.

STRAT 30

TO ENSURE THE CONTINUED ENHANCEMENT OF THE INTERNATIONAL, NATIONAL AND REGIONAL RETAIL ROLE OF THE PRINCIPAL SHOPPING CENTRES.

STRAT 31

TO ENSURE THAT THE NEEDS OF THOSE WHO LIVE AND WORK IN THE ROYAL BOROUGH ARE MET BY SHOPS AND SERVICES WHICH ARE EASILY ACCESSIBLE.

STRAT 32

TO PROTECT AND ENCOURAGE SOCIAL AND COMMUNITY FACILITIES WHICH ARE EASILY ACCESSIBLE TO MEET THE NEEDS OF THOSE WHO LIVE, WORK AND STUDY IN THE ROYAL BOROUGH.

STRAT 33

TO RESTRICT FURTHER NEW HOTEL DEVELOPMENT IN ORDER TO PROTECT THE RESIDENTIAL CHARACTER OF THE ROYAL BOROUGH.

STRAT 34

TO ENSURE THE CONTINUED CONTRIBUTION OF SPORTS, LEISURE AND RECREATION PROVISION, INCLUDING ARTS, CULTURAL AND ENTERTAINMENT FACILITIES IN THE ROYAL BOROUGH, TO THE LOCAL AND METROPOLITAN AREA.

STRAT 35

TO MAINTAIN AND INCREASE THE PROVISION AND QUALITY OF OPEN SPACE OF LOCAL AND METROPOLITAN VALUE.

STRAT 36

TO ENCOURAGE THE PROVISION OF A CONTINUOUS THAMES PATH ALONG THE RIVERSIDE AND THE MAINTENANCE AND IMPROVEMENT OF ACCESS TO THE RIVER.

STRAT 37

TO SEEK THE APPROPRIATE ALLOCATION AND PROVISION OF LAND FOR PUBLIC UTILITIES PROVIDING INFRASTRUCTURE OR SERVICES TO MEET THE NEEDS OF THE COMMUNITY IN THE LOCAL AND METROPOLITAN AREA.

STRAT 38

TO ENCOURAGE APPROPRIATE AND NEW METHODS OF DISPOSING OF AND RECYCLING LONDON'S WASTE AND THE CONSEQUENT CONSERVATION OF NON-RENEWABLE RESOURCES.

CONSERVATION AND DEVELOPMENT



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GENERAL POLICIES

Part I Policies and Reasoned Justifications

- i. London's physical environment is diverse. Some areas are run down or heavily congested and in desperate need of improvement. At the other extreme, London boasts some of the finest buildings and urban landscapes in the world. The quality of London's physical environment is of great importance to people living in the Capital. It is also important in determining London's overall image as a city attractive to residents, visitors and investors.
- ii. The importance of protecting and enhancing the overall quality of the environment is emphasised by both Regional Guidance for the South East (RPG9) and Strategic Guidance for London (RPG3). The Royal Borough's unique residential character is a major contributor to London's diversity and vitality. A large part of the Borough derives its character and townscape from its heritage of eighteenth, nineteenth and early twentieth century buildings. The Council has designated 35 conservation areas, some centred on the major estates and on the many garden squares. Encompassing 70% of the Borough, these conservation areas vary in character and their appeal often depends on subtle aspects of the local scene. The Borough also contains some 3,800 buildings which are listed for their special architectural or historic interest. The Council considers that this special character should be protected and that all new development should contribute to the enhancement of Kensington and Chelsea's environmental quality.
- iii. Areas of distinctive architectural character and historic interest such as the strategically important view of St Paul's Cathedral must be protected from obtrusive development (RPG3 paragraph 70). The Proposals Map identifies those parts of the Borough to be protected under this policy.
- iv. The special character and amenity of the River Thames is one of London's greatest assets. It is also an important wildlife habitat. Therefore, any development proposals on or near the River must be considered with this in mind whilst ensuring that the integrity of the River flood defences is maintained.
- v. The Council is concerned that people with special mobility needs are not prevented from using services or buildings to which the public have access, because of building design or location.
- vi. As an historically rich city, London has a variety of archaeologically significant areas. Such areas are particularly sensitive to new developments. Therefore proposals likely to have an impact on such sites must take this into account.
- vii. In order to contribute to London's overall environmental quality, the Council proposes the following strategic policies:

STRAT 5

TO SEEK TO ENSURE THAT ALL DEVELOPMENT PRESERVES OR ENHANCES THE RESIDENTIAL CHARACTER OF THE ROYAL BOROUGH.

STRAT 6

TO PROTECT LISTED BUILDINGS AND TO PRESERVE OR ENHANCE THE CHARACTER OR APPEARANCE OF CONSERVATION AREAS, AREAS OF METROPOLITAN IMPORTANCE, AREAS OF LOCAL CHARACTER, AND OTHER BUILDINGS OR PLACES OF INTEREST.

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TO PROTECT LONDON'S SKYLINE AND STRATEGIC VIEWS, PARTICULARLY THE STRATEGIC VIEW OF ST PAUL'S CATHEDRAL FROM KING HENRY'S MOUND.

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TO HAVE REGARD FOR NATURE CONSERVATION AND THE PROTECTION OF THE NATURAL HABITAT AND WILDLIFE ENVIRONMENT IN THE CONSIDERATION OF ALL PROPOSALS.

STRAT 11

TO ENSURE THAT PEOPLE WITH SPECIAL MOBILITY NEEDS HAVE EQUALITY OF PHYSICAL ACCESS THROUGHOUT THE BOROUGH.

STRAT 12

TO PROTECT ANCIENT MONUMENTS AND SITES OF ARCHAEOLOGICAL INTEREST.

LOCAL POLICIES

1 OBJECTIVES

- 1.1** A large part of the Borough derives character and townscape value from its heritage of buildings of architectural and historic character, many of which also lie within areas designated as conservation areas. These are areas of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance.
- 1.2** The policies of this chapter are intended to ensure the provision of an environment which can satisfy the needs of modern life, whilst maintaining its quality, and to allow change in a sensitive way so that social and economic well-being is maintained.
- 1.3** There are four overall objectives for conservation and development:
- (A) To protect or enhance areas of character throughout the Borough, both in terms of use and the physical environment.
 - (B) To ensure that all development respects local character, is of a high standard of design, takes into account people with special mobility needs and does not adversely affect residential amenity.
 - (C) To preserve or enhance the Borough's conservation areas and listed buildings.
 - (D) To protect or enhance the natural environment and to preserve the archaeology of the Borough.

2 PROTECTING OR ENHANCING AREAS OF EXISTING CHARACTER

- 2.1** As well as the Council's designated conservation areas and listed buildings, dealt with in detail in Section 5, there are Areas of Metropolitan Importance and Areas of Local Character which should be protected. This section includes policies for all areas of significance requiring protection. These areas are considered first as they set the general context within which many of the later policies should be considered.

AREAS OF METROPOLITAN IMPORTANCE

- 2.2** The following areas, as shown on the Proposals Map, are considered to be of special character with an importance which extends beyond the Borough's boundary. These are: the Riverside, the South Kensington Museums Area and the Royal Hospital. The following policies recognise their special character.

The Riverside

- 2.3** By virtue of its character and appearance the Thames and foreshore constitutes one of the greatest of all London's areas of metropolitan importance. It is also a site of metropolitan importance for nature conservation. The Council has designated the whole of the Thames within the Borough boundaries as a conservation area and produced a proposals statement. Its detailed guidance should be referred to in consideration of any proposals affecting the Riverside.
- 2.4** The greater part of the stretch of the Thames lying within the Borough is bounded by Chelsea Embankment which carries extremely heavy traffic. As opportunities arise, the Council will implement environmental improvement schemes, to enhance the setting of the Embankment.
- CD1** TO PROTECT OR ENHANCE VIEWS AND VISTAS ALONG THE RIVERSIDE INCLUDING: RIVER VIEWS OF CHELSEA EMBANKMENT AND THE SETTING OF CHELSEA OLD CHURCH AND VIEWS FROM THE THAMES BRIDGES.
- 2.5** In considering proposals for Riverside development, the Council will also take account of views from the opposite bank of the Thames.
- 2.6** The Council will encourage a variety of appropriate riverside uses including transport links, recreation and servicing of boats, providing they are environmentally acceptable (see also Transportation Chapter).

Thames-side Vessels and Structures

- 2.7** The River is an important transport route, and with its foreshore and banks is a unique open space with a special environmental character. Permanently moored vessels and structures can adversely affect this unique character and reduce the River's potential as a navigable waterway. The policy below will also apply to the extension of riverside sites into the River. In considering any applications the Council will take account of LPAC's Thames-side Planning Guidelines for vessels and structures.
- CD2** TO RESIST PERMANENTLY MOORED VESSELS ON THE RIVER, EXCEPT WHERE THEY WOULD NOT HAVE:
- (a) A DETRIMENTAL EFFECT ON THE SPECIAL CHARACTER OF THE RIVER;
 - (b) A DETRIMENTAL EFFECT ON AMENITY ARISING FROM TRAFFIC GENERATION OR SERVICING NEEDS;
 - (c) AN ADVERSE AFFECT ON THE CHARACTER OR APPEARANCE OF THE EXISTING RESIDENTIAL MOORINGS AT BATTERSEA REACH.
- 2.8** Floating structures relating to the River for transport purposes may be permitted. Cadogan Pier has potential for greater use by river traffic.

- 2.9** The only area of residential moorings within the Borough is that at Battersea Reach. Guidelines for the design of replacement boats and existing vessels are contained in the Thames Conservation Area Proposals Statement. The extension of the moorings area would be detrimental to the character of the Riverside particularly if the gap between the areas of moorings were encroached upon.

CD3 TO SEEK TO PROTECT AND ENHANCE THE ESTABLISHED AREA OF RESIDENTIAL MOORINGS AT BATTERSEA REACH.

Riverside Development

- 2.10** The character of the Riverside owes much to the buildings and open spaces which adjoin it. The Royal Hospital and its grounds, the Chelsea Physic Garden and the buildings on Cheyne Walk are of particular importance. The character changes to the west with the World's End Estate and industrial buildings on Lots Road. The high buildings of the World's End Estate are not in character with the remainder of the Riverside and should not be seen as a precedent for similar developments. Any new development should enhance the special character of the Riverside.

CD4 TO REQUIRE ANY DEVELOPMENT ON THE RIVERSIDE TO PRESERVE OR ENHANCE THE WATERFRONT CHARACTER, PROTECT OR IMPROVE PHYSICAL AND VISUAL LINKS BETWEEN THE RIVER AND THE REST OF THE BOROUGH, AND BE OF A HEIGHT NO GREATER THAN THE GENERAL LEVEL OF EXISTING BUILDING HEIGHTS TO THE EAST OF BLANTYRE STREET.

- 2.11** The Thames Path is a long distance walking route proposed by the Countryside Commission in accordance with its statutory responsibilities and approved by the Secretary of State for the Environment. The Council supports the designation of the Thames Path and will ensure, as the opportunity arises, that this path is provided westward to the Borough boundary (from the east side of Battersea Bridge, including a path beneath that bridge). Consideration will also be given to the provision of a bridge over Chelsea Creek to link up with the Riverside Walk at Chelsea Harbour. In implementing the Path proposals the Council will seek to achieve the standards set out in guidance provided by the Countryside Commission.

CD5 TO ENSURE THE PROVISION OF A RIVERSIDE WALK WITHIN APPROPRIATE DEVELOPMENTS.

South Kensington Museums Area

- 2.12** This area (see Proposals Map) contains the South Kensington Museums, Imperial College, Brompton Oratory, and views of the Albert Hall, which is within the City of Westminster.

CD6 TO PROTECT IMPORTANT VIEWS AND VISTAS IN AND AROUND THE SOUTH KENSINGTON MUSEUMS AREA.

2.13 Important views and vistas include the following:

- (a) From the west: through Kynance Mews from Launceston Place; and from Victoria Road along Victoria Grove.
- (b) From the north: from the axial flight of steps south of the Albert Hall.
- (c) From the south: from Harrington Road up Queensberry Place; up the east side of Onslow Square towards the Natural History Museum; from the front of Melton Court up Cromwell Place to the tower of the Natural History Museum and the Colcutt Tower; and from Pelham Place and Thurloe Square towards the tower of the Victoria and Albert Museum.
- (d) From the east: from Princes Gate Mews; and from Fairholt Street and Cheval Place (partly within Westminster).

2.14 The area has a precinct character, but is generally outward-looking rather than enclosing its own space. This makes the preservation or enhancement of the area particularly difficult, not least because of the presence of major roads. The area may be defined by its predominantly cultural and institutional character, stemming from the museums and Imperial College. There are residential uses in close proximity and there is very little commercial intrusion.

CD7 TO PRESERVE OR ENHANCE THE PRECINCT CHARACTER OF SOUTH KENSINGTON BY:

- (a) SAFEGUARDING SKYLINES AND VISTAS TO THE NATURAL HISTORY AND VICTORIA AND ALBERT MUSEUMS, THE COLCUTT TOWER AND BROMPTON ORATORY;
- (b) SEEKING REINFORCEMENTS OF THE AXIAL LAYOUT FORMED BY THE TOWER OF THE NATURAL HISTORY MUSEUM, THE COLCUTT TOWER AND THE ROYAL ALBERT HALL IN ANY REDEVELOPMENT ON THE SITE OF IMPERIAL COLLEGE;
- (c) ENCOURAGING BETTER CONDITIONS FOR VIEWING THE MAIN FACADES WITHIN THE PRECINCT AREA AND PROPOSING ENVIRONMENTAL IMPROVEMENT SCHEMES WHERE APPROPRIATE;
- (d) SEEKING IMPROVEMENTS IN SETTING-DOWN FACILITIES FOR COACH-BORNE VISITORS (SEE ALSO TRANSPORTATION CHAPTER);
- (e) ENCOURAGING GREATER USE OF THE SOUTH KENSINGTON PEDESTRIAN TUNNEL FOR AFFORDING ACCESS TO AND CIRCULATION WITHIN THE PRECINCT AND PROPOSALS TO MAKE IT MORE ATTRACTIVE; AND
- (f) MAINTAINING A PEDESTRIAN ARCADE THROUGH SOUTH KENSINGTON STATION.

2.15 The importance of the wider area is recognised and includes parts of Imperial College and the Albert Hall within the City of Westminster. The institutions, particularly the museums, are keen to promote improvements to the area. The Council will encourage the preparation of a strategy for the enhancement of the South Kensington Museums Area.

Royal Hospital

2.16 The area is dominated by Wren's magnificent Royal Hospital and its grounds. However, the surrounding late Georgian and Victorian terraces and adjacent open spaces also make an important contribution to this part of the Royal Borough.

CD8 TO PROTECT IMPORTANT VIEWS AND VISTAS IN AND AROUND THE ROYAL HOSPITAL.

2.17 Important views and vistas include the following:

- (a) along Chelsea Embankment and from the Embankment northwards towards the Royal Hospital and its ancillary buildings;
- (b) along Royal Avenue from King's Road to the Royal Hospital; and
- (c) along St Leonards Terrace, Franklins Row, Royal Hospital Road and Ormonde Gate.

CD9 TO PROTECT THE OPEN SPACES SURROUNDING THE ROYAL HOSPITAL FROM INAPPROPRIATE DEVELOPMENT BOTH IN THE LANDSCAPED AREAS THEMSELVES AND IN THE NEIGHBOURING STREETS.

METROPOLITAN OPEN LAND

2.18 RPG3 refers to areas of Metropolitan Open Land (MOL), originally defined in the GLDP as strategic open land of value to the whole of London or part of London stretching over several Boroughs. 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. Each area of MOL contains particular leisure uses which the Council will protect and enhance. The Council seeks to protect its areas of MOL (Kensington Gardens, Holland Park and Brompton and Kensal Green Cemeteries) by the following policies.

CD10 TO RESIST DEVELOPMENT ON METROPOLITAN OPEN LAND AND TO PROTECT AND ENHANCE ITS EXISTING USES.

Kensington Gardens

2.19 Kensington Gardens, together with Hyde Park, is managed by the Royal Parks Agency. It is a Site of Metropolitan Importance for Nature Conservation. The skyline of buildings around it is particularly important. Kensington Gardens was included in the Royal Parks Review for the Secretary of State for the Environment. The Council supports the proposals in the Review to preserve and enhance the special character of Kensington Gardens.

CD11 TO REQUIRE NEW BUILDINGS AND EXTENSIONS TO EXISTING BUILDINGS IN THE ROYAL BOROUGH, WHICH CAN BE SEEN FROM KENSINGTON GARDENS AND HYDE PARK, TO BE DESIGNED SO AS NOT TO EXCEED THE GENERAL HEIGHT OF BUILDINGS EXCLUDING POST WAR BLOCKS AND TO PAY REGARD TO THE TREE LINES.

- CD12** TO ENSURE THAT NEW BUILDINGS DO NOT IMPOSE THEMSELVES AS AN UNSYMPATHETIC BACKCLOTH TO KENSINGTON PALACE, PARTICULARLY WHEN VIEWED FROM THE EAST ACROSS THE ROUND POND.

Holland Park

- 2.20** Holland Park, which is owned by the Council, is of particular historic and landscape value. A management strategy has been prepared for the park. It is also included within a conservation area for which there is a proposals statement.

- CD13** TO RESIST PROPOSALS THAT WOULD ENCROACH UPON OR ADVERSELY AFFECT THE SETTING OF HOLLAND PARK.

Cemeteries

- 2.21** Two other principal open spaces in the Royal Borough are the cemeteries, dating back to the 1830's and designated as Metropolitan Open Land. They were conceived as places of beauty, or botanic and other interest. Both have been designated as conservation areas. They are social and historic 'documents', also worthy of conservation as nature reserves, botanic gardens and sculpture parks. The Council will promote their appreciation by, for example, encouraging improved access, landscaping, paths, signs and visitor information, but at the same time ensure that their character is not unduly affected by greater numbers of visitors or new visitor facilities.

- CD14** TO PROMOTE OPPORTUNITIES FOR THE APPRECIATION OF KENSAL GREEN AND BROMPTON CEMETERIES WHILST PROTECTING THEIR SPECIAL CHARACTER.

STRATEGIC VIEWS

- 2.22** Strategic Guidance requires the Council to protect and enhance the designated strategic view of St. Paul's seen from King Henry's Mound in Richmond Park. Protection and enhancement will be achieved by height limitations within the defined areas between view points. The protected field of view is shown on the Proposals Map and further details may be found in Strategic Guidance for London (RPG3), Annex A and the Secretary of State's Direction dated 22nd May 1992. (See also policy STRAT 8.)

- CD15** TO PROTECT THE LONG-DISTANCE VIEW FROM KING HENRY'S MOUND (RICHMOND PARK) TO ST PAUL'S.

AREAS OF LOCAL CHARACTER

2.23 Areas of Local Character contribute to the diversity and interest of the Borough and are found both inside and outside existing conservation areas, and have a distinct character which the Council will seek to preserve or enhance.

The Grand Union Canal

2.24 The Grand Union Canal in the north of the Borough provides a welcome break in the built-up area. It has a unique character which should be protected. It is also a Site of Metropolitan Importance for Nature Conservation. The opportunity will be taken, in connection with any development, to improve the visual appearance of canalside areas, in a manner sensitive to the type of development and the character of the canal. The canal and its towpath also have further potential for transport and leisure activities. These will be encouraged, providing they are not environmentally damaging.

CD16 TO RESIST DEVELOPMENT THAT WOULD ADVERSELY AFFECT THE SETTING OF THE CANAL.

CD17 TO ENCOURAGE USE OF THE CANAL FOR THE MOVEMENT OF FREIGHT AND PASSENGERS AND FOR RECREATION.

CD18 TO ENCOURAGE CANALSIDE DEVELOPMENT WHICH RELATES TO WATER-BASED ACTIVITIES AND RECREATION.

CD19 TO ENCOURAGE IMPROVED ACCESS TO THE CANALSIDE.

2.25 Residential moorings can provide life and colour to the canalside scene, but they should not conflict with other canal users or local amenity.

CD20 TO PERMIT RESIDENTIAL MOORINGS ON THE GRAND UNION CANAL PROVIDING:

- (a) THERE ARE ADEQUATE SERVICES FOR PERMANENTLY MOORED VESSELS;
- (b) OTHER CANAL USERS (BOTH WATER AND LAND-BASED) ARE NOT ADVERSELY AFFECTED; AND
- (c) LOCAL RESIDENTIAL AMENITY IS NOT AFFECTED.

Public Open Space

2.26 Parks and gardens under the control of the Council provide a valuable amenity, wildlife and recreational resource. It is important that all public open space is protected. (See also Leisure and Recreation Chapter.)

Private Open Space

2.27 In addition there are other important open spaces not under the Council's control which contribute significantly to the quality of the urban environment. They are valuable not only because some public access may be afforded, but also for their history, wildlife value and visual amenity. They include some of the Royal Hospital grounds, Burton's Court, the Chelsea Physic Garden, Chelsea Rectory garden, the Moravian Burial Ground, Kelfield Gardens, the grounds of the Duke of York's Headquarters and the grounds of the College of St Mark and St John, Chelsea. (See also Leisure and Recreation Chapter.)

CD21 TO PROTECT AND ENHANCE, AND TO RESIST THE LOSS OF EXISTING PUBLIC AND PRIVATE OPEN SPACE WHICH MAKES, OR IS CAPABLE OF MAKING, A CONTRIBUTION TO AN AREA'S CHARACTER OR APPEARANCE; AND TO RESIST PROPOSALS WHICH WOULD ADVERSELY AFFECT ITS SETTING.

Garden Squares

2.28 There are over 100 garden squares in the Borough, which are major elements in its character providing welcome contrast to the densely built-up townscape. The mature trees, shrubs and other planted areas combine with boundary railings to give areas which are attractive, secluded, relatively peaceful and can provide wildlife habitats. This rather fragile character may be destroyed by even the most minor development. The Council considers that protection of their special character is of great importance. Further policies are set out in the Leisure and Recreation Chapter and Transportation Chapter. Minor proposals relating to the gardens' use as open space will be treated on their merits.

CD22 TO RESIST DEVELOPMENT IN, ON, OVER OR UNDER GARDEN SQUARES, IN ORDER TO PROTECT THEIR EXISTING CHARACTER; AND TO PROMOTE PROPOSALS FOR THEIR ENHANCEMENT.

Gardens of Special Historic Interest

2.29 The following gardens and open spaces are included in the Register of Parks and Gardens of Special Historic Interest in England compiled by English Heritage: The Boltons, Brompton Cemetery, Cadogan Place, Chelsea Physic Garden, 100 Cheyne Walk, Edwardes Square, Hans Place, Holland Park, Kensal Green Cemetery, Kensington Gardens, Ladbroke Square Gardens, Royal Hospital, Chelsea and Ranelagh Gardens and St Luke's Gardens.

CD23 TO PROTECT PARKS AND GARDENS OF SPECIAL HISTORIC INTEREST FROM DEVELOPMENT WHICH WOULD HAVE AN ADVERSE EFFECT ON THE SITE, SETTING OR ENJOYMENT OF ANY PART OF THEIR GROUNDS AND TO ENCOURAGE THE MAINTENANCE OF THEIR HISTORIC CHARACTER.

Other areas of character

- 2.30** The Council has identified other areas of character. All are of interest, but conservation area designation is not necessarily applicable in every case. These are: The Earls Court Road area; Portobello and Golborne Roads; King's Road; and Kensington High Street.
- 2.31** Supplementary Planning Guidance and proposals for these areas will be prepared as the need arises. When adopted, non-statutory guidance will be applied to all development within the area concerned.

AREAS OF DEVELOPMENT

- 2.32** As the majority of the Borough is within conservation areas or the areas of character defined above, the opportunities for development are limited and confined to a number of small sites rather than large areas. Areas of opportunity include vacant land and sites not yet developed under the Westway and areas which are environmentally poor and contain badly maintained buildings caused by blight or lack of investment.
- 2.33** It is in these areas in particular that the Council will look for the provision of new land uses, facilities and amenities to meet needs identified in other parts of the Plan, such as new housing (see Housing Chapter), recreational facilities (see Leisure and Recreation Chapter), and local industry and small offices for new services (see Offices and Industry Chapter). However, because of the limited development land available it will not be possible to cater for all these needs.
- CD24** TO ENCOURAGE THE IMPROVEMENT OF LAND WHICH IS ENVIRONMENTALLY POOR AND BUILDINGS IN POOR CONDITION BY INVESTMENT AND REFURBISHMENT OR NEW DEVELOPMENT.
- 2.34** However, the Council will have regard also to the value to the community of those activities, often small-scale, generally service or craft orientated, whose economic existence depends on a pool of low-cost property. (See Offices and Industry Chapter.)

3 CONTROL OF DEVELOPMENT

3.1 The policies below apply in all parts of the Borough.

Standards of Design

3.2 The Council is concerned that the quality of architectural design of development in all areas of the Borough should be of a high standard. Development may also provide opportunities for environmental benefits such as sitting-out, sports or landscaped areas.

CD25 TO SEEK THAT ALL DEVELOPMENT IN ANY PART OF THE BOROUGH IS TO A HIGH STANDARD OF DESIGN AND IS SENSITIVE TO AND COMPATIBLE WITH THE SCALE, HEIGHT, BULK AND CHARACTER OF THE SURROUNDINGS.

Infill Development

3.3 Infill development is more common than large-scale redevelopment in the Borough. If sensitively handled it may reinforce local character. Its form should therefore largely be determined by its townscape context. Local height, bulk, scale, building lines and materials should be carefully considered in developing appropriate designs.

CD26 TO REQUIRE INFILL DEVELOPMENT TO:

- (a) CONFORM TO THE EXISTING BUILDING LINES AND OVERALL SCALE AND CHARACTER OF THE AREA;
- (b) HAVE RESPECT TO THE FORM AND MATERIALS OF ADJOINING BUILDINGS; AND
- (c) HAVE REGARD TO OPEN SPACES WHICH ARE IMPORTANT TO THE PROPOSED DEVELOPMENT AND THE SURROUNDING AREA.

Backland Development

3.4 The development of 'backland' sites, that is, the gardens or open land behind buildings, is inevitably difficult to achieve successfully. Access is a major problem and the amenities of adjoining properties need to be protected. The open and landscaped character of the land may be detrimentally affected.

CD27 TO RESIST THE DEVELOPMENT OF BACKLAND SITES IF:

- (a) THERE WOULD BE INADEQUATE VEHICULAR ACCESS, OR
- (b) THE AMENITY OF ADJOINING PROPERTIES WOULD BE ADVERSELY AFFECTED, OR
- (c) THERE WOULD BE A LOSS OF OPEN SPACE, OR
- (d) THE CHARACTER OF THE AREA WOULD BE HARMED.

Plot Ratio for Non-Residential Development

- 3.5** Plot ratio is used to assess the maximum quantity of accommodation which may be provided in non-residential developments, and is a planning tool which can indicate building bulk and levels of activity likely to be generated by development of a site. Plot ratio is not an exact control. In assessing what would be an acceptable building bulk for a site, the plot ratio standard will be the starting point. However, it cannot of itself be the determining factor, because, for example, a building with above average floor-to-ceiling heights will have a greater building bulk, but will have the same plot ratio as a lower building. The emphasis will be on the design and compatibility with adjoining buildings, the effect on the character and amenity of the area and on traffic. The Council is concerned that development to high plot ratios allowed in the past has had harmful consequences for the character and environment of the Borough. The Council will therefore be seeking lower plot ratios in new development in order to achieve a reduction in the intensity of development and thereby protect the residential character and quality of environment of the Borough. In all cases critical examination of the massing, traffic generation, access to public transport and employment density of the scheme will also be undertaken.
- 3.6** No standard could be expected to be universally applicable, however a plot ratio of up to 2:1 will normally be acceptable. In areas which derive their character from low intensity of building, a plot ratio lower than 2:1 will be expected; on the other hand plot ratios of up to 2.5:1 may be appropriate in areas of more intensive existing development. Over 2.5:1 may be justified only on townscape grounds.
- 3.7** This plot ratio assessment may also apply to extensions to existing buildings.
- 3.8** Guidance on the calculation of plot ratio is contained in the Planning Standards Chapter.

Sunlight and Daylight

- 3.9** Sunlight and daylight are valued elements in a good quality living and working environment. This is particularly the case in the Borough, where historic patterns of development have resulted in buildings often very close together. This helps to give the Borough its special character, but means less light within buildings and also within gardens and open spaces.
- 3.10** Badly designed developments can make adjoining properties and their gardens gloomy and unattractive. Where particular owners or occupiers will experience a loss of light as a result of a proposed development, this may be material to the consideration of the proposal. However, the aim of the Council's policies is to protect the quality of the area's environment generally, safeguarding those amenities which ought to be protected in the public interest.

- 3.11** In considering development proposals the Council will not be seeking to ensure that they meet any particular minimum or maximum standard. Where proposals affect the light conditions in and around adjoining property, the extent to which it involves a significant and unreasonable worsening of light conditions for those properties will be assessed, taking account of the prevailing general standard of light in that local environment. Where existing buildings or spaces have poor light conditions, any worsening of light would only be justified on exceptional grounds. In some situations it will be appropriate to take the opportunity offered by development to achieve an improvement in light conditions where these presently fall below the standard generally prevailing in the area, or where it would otherwise be appropriate to do so. The 'good neighbourliness' of an existing property will also be relevant, for example some buildings are situated very close to the property boundary and would impose significant and unreasonable constraints on adjoining properties if standards were rigidly applied.
- 3.12** Within new developments, the Council will be seeking good light conditions, taking into account the general levels of light in the immediate area, and the character of its built form and spaces, as well as the fact that people generally look for better standards of light now than in the past.
- 3.13** These policy aims do not stand in isolation and must be weighed with other planning objectives. Conservation and design considerations will often justify closer spacing of buildings to protect the traditional character and close-knit urban fabric of the Borough.
- 3.14** The Council's policies will be relevant to most developments, to impact on existing residential and non-residential properties and sites, and to the light conditions within proposed residential development and non-residential development. In the case of non-residential development, existing and proposed, it will be necessary to assess whether the occupants have a reasonable expectation of a particular standard of daylight and/or sunlight. Schools, hospitals, hotels, and many small workshops and offices will usually benefit from good light conditions. Light, including sunlight, is also important to the enjoyment of gardens and open spaces, and these will normally be included in the assessment.
- CD28** NORMALLY TO RESIST DEVELOPMENT WHICH SIGNIFICANTLY REDUCES SUNLIGHT OR DAYLIGHT ENJOYED BY EXISTING ADJOINING BUILDINGS AND AMENITY SPACES.
- CD29** NORMALLY TO REQUIRE DEVELOPMENT TO BE DESIGNED TO ENSURE GOOD LIGHT CONDITIONS FOR ITS BUILDINGS AND SPACES.
- 3.15** In assessing developments, the Council will, where necessary, have regard to the guidelines in "Site Layout Planning for Daylight and Sunlight: a Guide to Good Practice", published by the Building Research Establishment. A summary of the most relevant parts of the BRE guide is contained in the Planning Standards Chapter.

Privacy

- 3.16** The Borough has the highest residential density in Great Britain, and where good standards of privacy exist, within buildings and open spaces, it is a highly valued amenity. In assessing development proposals the Council will seek to protect the existing privacy of residents and, where appropriate, the working population and to ensure good standards of privacy within new development. Buildings in the Borough, however, are often close together and some loss of privacy as a result of development may be unavoidable. Where particular owners or occupiers will experience a loss of privacy, this will be material to the consideration of the proposal. However the aim of the Council's policies is to safeguard those amenities which deserve to be protected in the public interest.
- 3.17** In considering development proposals the Council will not be seeking to ensure that they meet any particular minimum or maximum standard. Where proposals, including extensions to existing buildings, affect the privacy of adjoining property, the extent to which they involve a significant and unreasonable worsening of overlooking to those properties will be assessed, taking account of the prevailing general standards of privacy in that local environment.
- 3.18** In some situations it will be appropriate to take the opportunity offered by development to achieve an improvement in privacy conditions where these presently fall below the standard generally prevailing in the area, or where it would otherwise be appropriate to do so. The 'good neighbourliness' of an existing property will also be relevant, for example some buildings are situated very close to the property boundary and would impose significant and unreasonable constraints on adjoining properties if standards were rigidly applied.
- 3.19** Within new developments, the Council will be seeking good standards of privacy for future occupants, taking into account the general levels of privacy in the immediate area, and the character of its built form and spaces, as well as the fact that people generally look for better standards of privacy now than in the past. A distance of about 18 metres between opposite habitable room windows reduces inter-visibility to a degree acceptable to most people. This distance may be reduced if windows are at an angle to each other. A lesser distance is normally acceptable where windows face the public highway.
- 3.20** A common cause of loss of privacy, in the Borough is the construction of terraces or balconies above garden level. Where existing levels of privacy are good, development involving new, direct overlooking from a balcony or terrace into an adjoining habitable room window or private garden below should be avoided, especially at first floor level. Where residential accommodation already has access to a garden this will be taken into account in considering the proposal to add a balcony or terrace. Generally, the size, position and angle of view into adjoining properties and gardens will be taken into account, along with the existing levels of privacy.

3.21 These policy aims do not stand in isolation and must be weighed with other planning objectives. Conservation and design considerations will often justify closer spacing of buildings to protect the traditional character and close-knit urban fabric of the Borough.

3.22 In the case of non-residential development, existing and proposed, it will be necessary to assess whether the proposed occupants have a reasonable expectation of a particular standard of privacy. Privacy, is also important to the enjoyment of gardens and open spaces, and these will normally be included in the assessment.

CD30 TO REQUIRE DEVELOPMENT TO BE DESIGNED TO ENSURE SUFFICIENT VISUAL PRIVACY OF RESIDENTS AND THE WORKING POPULATION.

3.23 Where appropriate the Council will attach conditions to planning permissions to ensure that developments do not significantly reduce the privacy enjoyed by adjoining properties. These include requiring the use of obscured glass, prohibitions on the insertion of windows in particular facades, requiring windows to be kept fixed shut, and the provision of planting boxes on terraces.

Views and Vistas

3.24 As well as the views and vistas highlighted below, the skylines and roofscape of large areas of the Royal Borough are sensitive to ill-considered change. Existing high buildings will not be considered as precedents. The Council's policies on views and vistas are contained in other sections of the Conservation and Development Chapter: that is Areas of Metropolitan Importance, Areas of Local Character and Conservation Areas and Listed Buildings.

3.25 In all these views and vistas, a building erected immediately to one side, or immediately behind the building can be as damaging to a view as a building built in front.

3.26 The Council will produce Supplementary Planning Guidance for those areas where skylines and vistas are important to the Borough's townscape and historic character.

High Buildings

CD31 TO RESIST A NEW HIGH BUILDING WHICH WOULD SIGNIFICANTLY EXCEED THE HEIGHT OF NEIGHBOURING BUILDINGS AND WHICH WOULD HARM THE SKYLINE.

- 3.27** The Council will also take account of:
- (a) the effect on aviation. (The Council is required to consult with the Secretary of the Civil Aviation Authority in respect of any proposed building, structure, erection or works exceeding 90 metres in height within the area shown on the safeguarding map for London (Heathrow));
 - (b) wind turbulence;
 - (c) disruption of telecommunications beam channels;
 - (d) the proximity of high chimneys;
 - (e) the location of existing underground tunnels and proposed routes for new Underground lines which might affect the potential siting or depth of deep foundations. (See also Transportation Chapter.)

Landscaping

3.28 The Council considers that open spaces, both large and small, make a vital and significant contribution to the character of the Borough. It is important that where open space forms part of a development, it is landscaped to a high standard. Landscaping may be defined as the treatment of space around and between buildings. This includes all the components of external spaces - hard and soft surfacing, boundaries, street furniture, lighting and service provision, trees and other planting. The aim of good landscaping should be both to enhance the appearance of a development and to minimise its impact on the surrounding area. Where appropriate, the Council will require that Planning Obligations are entered into in order to achieve implementation of landscaping.

CD32 TO ENSURE THAT WHERE OPEN SPACE FORMS PART OF A PROPOSAL IT IS DESIGNED AND LANDSCAPED TO A HIGH STANDARD.

3.29 As well as displaying aesthetic benefits, landscaping should be functional. It can serve a variety of purposes - minimise vandalism, increase privacy, improve safety and security, reduce maintenance, provide sitting-out areas, make efficient use of space, provide protection from the effects of weather and microclimate, provide wildlife habitats and minimise the intrusiveness of noise and air pollution. With thought given at the outset to the intended function of a particular area, features, materials and species can be chosen that fulfil the desired role. Developments in the past have often left small areas unbuilt upon. These can be eliminated to a large degree by good design. Where unavoidable these areas should be landscaped to a high standard.

3.30 A well-designed open space should take into account all characteristics of the site and surrounding influences. Existing features can add maturity, visual continuity and act as wildlife habitats in a development. Wherever possible such features should be retained and utilised fully in the new design.

Security and Safety in Design

3.31 The Council will require that development takes user safety into account. This will include consideration for proper street lighting, traffic and parking provision, and the location and design of pedestrian access routes.

CD33 TO REQUIRE THAT THE DESIGN OF NEW AND ALTERED BUILDINGS OR AREAS ADEQUATELY TAKES INTO ACCOUNT THE SAFETY AND SECURITY OF THE USERS OF THE FACILITIES AND THAT OF NEIGHBOURING RESIDENTS.

3.32 The Council will also have regard to the standards set out in the "Police Architectural Liaison Manual of Guidance" published by the Home Office.

Noise

3.33 The residential amenity of the Borough can be adversely affected by noise created by certain types of development. Dwellings may also suffer noise nuisance from external sources such as roads or railways or by the transmission of noise through walls and floors from other dwellings.

3.34 The Council will seek to ensure that all development with noise nuisance potential is sited away from residential and other noise sensitive areas.

CD34 TO RESIST PROPOSALS WHERE THE NOISE GENERATED WOULD CAUSE SIGNIFICANT DISTURBANCE TO SURROUNDING PROPERTIES.

CD35 TO ENSURE THAT RESIDENTIAL DEVELOPMENTS INCLUDE ADEQUATE PROTECTION OF THE INTERNAL ENVIRONMENT FROM THE EFFECTS OF NOISE.

3.35 The Council will ensure that policy CD35 is applied to proposals for the subdivision of existing buildings for residential purposes.

Access For All

3.36 The Council will ensure that all non-domestic developments (see Glossary) are designed and built to mobility and wheelchair standards. The provision of features such as wide doors, ramps and lifts enables all members of the community to make use of the development whether they have a disability, are elderly, pushing a pram, or carrying a heavy weight. Wherever possible such considerations will also apply to changes of use, alterations and extensions to such buildings. Car parking associated with the development should include bays of appropriate width and be suitably close to the development. (See Planning Standards Chapter.) The Council will also seek mobility and wheelchair standard housing in housing developments. (See policy H28 of the Housing Chapter.)

CD36 TO REQUIRE THAT ALL NON-DOMESTIC DEVELOPMENTS, INCLUDING WHERE POSSIBLE, CHANGES OF USE, ALTERATIONS, AND EXTENSIONS TO EXISTING BUILDINGS ARE ACCESSIBLE TO PEOPLE WITH SPECIAL MOBILITY NEEDS, INCORPORATING LEVEL ACCESS INTO THE BUILDING.

- 3.37** Exceptions may be allowed for on listed buildings and some buildings in conservation areas to avoid damage to their architectural or historic interest.
- 3.38** The Council will ensure that in its own works adequate access and facilities for people with special mobility needs will be provided.
- 3.39** People with special mobility needs include those with physical disabilities and/or sensory impairment; the elderly; and people with small children, prams and buggies. (See Planning Standards Chapter for details of designing for access.)

Internal Access

- 3.40** The Council will encourage internal access in buildings which are open to the public or used for employment or education purposes for people with special mobility needs, through negotiations and Part M of the Building Regulations together with other relevant legislation. Developers should refer to the Director of Building Services for more information on internal provision.

Per Cent for Art

- 3.41** The Council's policy for Per Cent for Art is contained in the Leisure and Recreation Chapter (see policy LR30 and paragraph 4.12 of the Leisure and Recreation Chapter).

Development and Planning Standards

- 3.42** The Council will use the standards set out in the Planning Standards Chapter to assess whether development proposals are in accordance with the policies of the Plan.

CD37 TO HAVE REGARD TO THE STANDARDS SET OUT IN THE PLANNING STANDARDS CHAPTER IN DETERMINING APPLICATIONS FOR DEVELOPMENT.

- 3.43** The standards set out are those which the Council consider will be likely to achieve development in accordance with the policies of the Plan and will in appropriate cases provide the basis for deciding planning applications and for determining conditions attached to planning permissions.

4 ALTERATIONS AND EXTENSIONS TO BUILDINGS

- 4.1** The majority of planning applications received by the Borough are for alterations and extensions to buildings. This section sets out the policies which will be applied when considering such applications. These policies apply in addition to those in the "Control of Development" Section.

Additional Storeys and Roof Level Alterations

(See also Views and Vistas and High Buildings).

- 4.2** Additional storeys and roof level alterations will very often have an adverse effect on the character and appearance of buildings, on the skyline and may conflict with policies relating to car parking. Such proposals will, therefore, be judged in relation to:
- (a) their effect upon the character of the street or terrace, the skyline as seen from neighbouring houses and streets, and daylighting and sunlighting to neighbouring houses and gardens; and
 - (b) the design relationship of any additional storey to the building.

The Council's policies on additional storeys and roof level alterations are generally restrictive and CD38 indicates those circumstances in which planning permission will be refused. CD39 gives the limited circumstances in which permission may be granted. Policies CD38 and CD39 should therefore be read as a pair.

CD38 NORMALLY TO RESIST ADDITIONAL STOREYS AND ROOF LEVEL ALTERATIONS ON:

- (a) 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;
- (b) BUILDINGS OR TERRACES THAT ALREADY HAVE AN ADDITIONAL STOREY OR MANSARD;
- (c) BUILDINGS THAT INCLUDE A ROOF STRUCTURE OR FORM OF HISTORIC OR ARCHITECTURAL INTEREST;
- (d) BUILDINGS WHICH ARE HIGHER THAN SURROUNDING NEIGHBOURS;
- (e) 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;
- (f) BUILDINGS WHICH, BY THE NATURE OF THE ROOF CONSTRUCTION AND ARCHITECTURAL STYLE ARE UNSUITABLE FOR ROOF ADDITIONS, E.G. PITCHED ROOFS WITH EAVES;

- (g) MANSION BLOCKS OF FLATS WHERE AN ADDITIONAL STOREY WOULD ADD SIGNIFICANTLY TO THE BULK OR UNBALANCE THE ARCHITECTURAL COMPOSITION;
- (h) TERRACES WHICH ARE ALREADY BROKEN ONLY BY ISOLATED ROOF ADDITIONS.

4.3 Terraces 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 adjoining terrace.

CD39 NORMALLY TO PERMIT ADDITIONAL STOREYS AND ROOF LEVEL ALTERATIONS IN THE FOLLOWING CIRCUMSTANCES:

- (a) 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 RE-UNITE THE GROUP; AND
- (b) THE ALTERATIONS ARE ARCHITECTURALLY SYMPATHETIC TO THE AGE AND CHARACTER OF THE BUILDING.

4.4 The Council will continue to produce detailed non-statutory guidance on roof additions and alterations in Conservation Area Proposals Statements and other reports.

4.5 Principles for the design of roof additions are illustrated in Figures 2.6 and 2.7 in the Planning Standards Chapter.

Roof Terraces

4.6 Terraces on roofs of main buildings or extensions can provide a valuable small area of open space for residents. They can also result in serious intrusion into the privacy and quiet enjoyment of neighbouring residential properties, and be visually intrusive. It is normally inappropriate to set back a mansard roof to provide a terrace.

CD40 TO RESIST THE INTRODUCTION OF ROOF TERRACES IF:

- (a) SIGNIFICANT OVERLOOKING OF, OR DISTURBANCE TO, NEIGHBOURING PROPERTIES OR GARDENS WOULD RESULT; OR
- (b) ANY ACCOMPANYING ALTERATIONS OR ROOF ALTERATIONS ARE NOT TO A SATISFACTORY DESIGN, WOULD BE VISUALLY INTRUSIVE OR WOULD HARM THE STREET SCENE.

4.7 Account will be taken of whether the residential unit has access to any other amenity space.

Rear Extensions

4.8 Buildings in the Borough are frequently difficult to extend without offending the light, *privacy and outlook of adjoining buildings*. The rear 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. Whilst the rear elevations of buildings are generally subordinate to the front, they often have a simple dignity and harmony which makes them attractive.

CD41 NORMALLY TO RESIST PROPOSALS FOR REAR EXTENSIONS IF:

- (a) THE EXTENSION WOULD EXTEND REARWARD BEYOND THE GENERAL REAR BUILDING LINE OF ANY NEIGHBOURING EXTENSIONS;
- (b) THE EXTENSION WOULD SIGNIFICANTLY REDUCE GARDEN SPACE OF AMENITY VALUE, OR SPOIL THE SENSE OF GARDEN OPENNESS WHEN VIEWED FROM PROPERTIES AROUND;
- (c) THE EXTENSION WOULD RISE ABOVE THE GENERAL HEIGHT OF NEIGHBOURING AND NEARBY EXTENSIONS, OR RISE TO OR ABOVE THE ORIGINAL MAIN REAR EAVES OR PARAPET;
- (d) THE EXTENSION WOULD NOT BE VISUALLY SUBORDINATE TO THE PARENT BUILDING;
- (e) ON THE SITE BOUNDARY, THE EXTENSION WOULD CAUSE AN UNDUE CLIFF-LIKE EFFECT OR SENSE OF ENCLOSURE TO NEIGHBOURING PROPERTY;
- (f) THE EXTENSION WOULD SPOIL OR DISRUPT THE EVEN RHYTHM OF REAR ADDITIONS. FULL WIDTH EXTENSIONS WILL NOT USUALLY BE ALLOWED (EXCEPT IN SOME CASES AT GARDEN LEVEL);
- (g) THE ADEQUACY OF SUNLIGHT AND DAYLIGHT REACHING NEIGHBOURING DWELLINGS AND GARDENS WOULD BE IMPAIRED, OR EXISTING BELOW STANDARD SITUATIONS MADE SIGNIFICANTLY WORSE (See Planning Standards Chapter);
- (h) THERE WOULD BE A SIGNIFICANT INCREASE IN OVERLOOKING OF NEIGHBOURING PROPERTIES OR GARDENS;
- (i) 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 (SOME EXCEPTION MAY BE ALLOWED AT BASEMENT LEVEL).

Conservatories

4.9 In recent years, conservatories have become an increasingly popular way of adding to domestic accommodation. A small conservatory at garden level at the rear of a property may be considered to be an appropriate garden feature. However, it is important that such proposals fit in with the historic character of the Borough. In considering applications for conservatories their location in relation to the building and garden, their impact on neighbouring properties, their size and detailed design will be considered.

CD42 NORMALLY TO RESIST PROPOSALS FOR CONSERVATORIES IF:

- (a) LOCATED IN FRONT OF THE PROPERTY;
- (b) LOCATED AT ROOF LEVEL;
- (c) LOCATED SIGNIFICANTLY ABOVE GARDEN LEVEL;
- (d) COVERING THE WHOLE WIDTH OF THE PROPERTY;
- (e) OF A SIZE OR DESIGN WHICH IS UNSYMPATHETIC TO THE EXISTING BUILDING;
- (f) LOCATED ON A CORNER SITE;
- (g) INTRUDING ON AN IMPORTANT GAP;
- (h) LIKELY TO INCREASE SIGNIFICANTLY OVERLOOKING OF NEIGHBOURING PROPERTIES AND GARDENS.

Side Extensions and Gaps

4.10 Many streets in the Borough are characterised by the presence of mature rear gardens. This 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 rear frontage. A similar pleasant contrast may occur by a view of the sky or rear elevations of nearby properties. Gaps are often a planned feature of the layout of a Victorian estate. Side extensions may have an unfortunate effect in unbalancing an otherwise symmetrical elevation of a terrace, detached or semi-detached property. Conservation Area Proposals Statements will, where appropriate, identify important gaps and vistas where infilling would be inappropriate. The policy below also applies to free-standing buildings in gaps.

CD43 NORMALLY TO RESIST SIDE EXTENSIONS TO BUILDINGS IF:

- (a) A SIGNIFICANT VIEW OR GAP WOULD BE BLOCKED OR DIMINISHED;
- (b) THE ESTABLISHED FRONT BUILDING LINE WOULD BE BREACHED;
- (c) THE ARCHITECTURAL SYMMETRY OF A BUILDING TERRACE OR GROUP OF BUILDINGS WOULD BE IMPAIRED;
- (d) THE ORIGINAL ARCHITECTURAL FEATURES ON A FORMAL FLANK ELEVATION WOULD BE OBSCURED;
- (e) ACCESS TO THE REAR OF THE PROPERTY OF THOSE ADJOINING WOULD BE LOST OR REDUCED.

4.11 Single storey side extensions at garden level may be permitted where they would not conflict with the above policy, are in a style sympathetic to the original building, and are set back from the original front and rear building lines.

Other Alterations

4.12 Alterations and extensions are often necessary to modernise, adapt or extend the life of a building. If unsympathetically carried out they may individually spoil the appearance of buildings or collectively be detrimental to the townscape.

CD44 TO PERMIT ALTERATIONS ONLY WHERE THE EXTERNAL APPEARANCE OF BUILDINGS OR THE SURROUNDING AREA WOULD NOT BE HARMED.

4.13 Such alterations may include the following: the replacement of windows or glazing patterns; the replacement of panelled front entrance doors; the repair or replacement of stucco other than to the original design; the permanent removal of projecting mouldings; balustrades, chimneys or other architectural details; the permanent fixing of any form of equipment or structure to the facade; the rendering or painting of a brick-faced building; security works including alarms and cameras; shutters or grilles; ventilation/extract ducts and plant; front walls and railings; and signs which are not advertisements.

Telecommunications Apparatus

4.14 Developments in telecommunications have led to changes in the way telephone and television systems operate. Both broadcasting and reception create demands for various forms of antenna (including satellite dishes). The General Development Order and Telecommunications Code Systems Operators' Licences allow certain telecommunications developments to take place without the need for planning permission, but in some cases allow the planning authority to require changes to siting and appearance with the aim of protecting amenity. The Council will use these powers to minimise the impact of telecommunications development. Some domestic satellite dishes may be installed as permitted development under the General Development Order. Where permission is required, the following policy will apply.

CD45 TO PERMIT DOMESTIC SATELLITE DISHES EXCEPT:

- (a) ON LISTED BUILDINGS WHERE THEIR SPECIAL CHARACTER WOULD BE HARMED; OR
- (b) ON THE FRONT AND SIDE OF BUILDINGS IN CONSERVATION AREAS OR WHERE HARM TO THE CHARACTER OR APPEARANCE OF THE AREA WOULD BE CAUSED; OR
- (c) IN OTHER PARTS OF THE BOROUGH WHERE THEY WOULD CAUSE UNACCEPTABLE HARM TO THE APPEARANCE OF THE SURROUNDING AREA.

- 4.15** Where complying with the above policy, new satellite dishes will only be permitted if:
- (a) they are no more than 0.9m in diameter (exceptions may be made in the case of Telecommunications Code Operators);
 - (b) they are located as discreetly as possible on the building concerned, and coloured to blend in with their surroundings;
 - (c) there is not more than one dish per residential building.
- 4.16** In view of the rapidly changing technology in this field, planning permissions will only be granted for a limited period. The Council will prepare planning guidelines on the siting and location of satellite dishes and for the apparatus connected with cable television.

Forecourt and Off-Street Parking

- 4.17** Forecourt parking can be particularly harmful to the appearance of a street, particularly in front of terraced houses, and can increase the apparent width of the road. (See also Transportation Chapter.)

CD46 TO RESIST OFF-STREET CAR PARKING IN FORECOURTS AND GARDENS IF:

- (a) THE PROPOSAL WOULD RESULT IN THE LOSS OF THE GREATER PART OF THE EXISTING FRONT GARDEN SPACE;
- (b) THE PROPOSAL WOULD RESULT IN THE LOSS OF ANY TREES OF AMENITY VALUE (INCLUDING STREET TREES);
- (c) THE PROPOSAL WOULD RESULT IN THE DEMOLITION OF MOST OF THE STREET GARDEN WALL OR RAILING, OR LEAD TO AN UNSIGHTLY BREACH IN IT, PARTICULARLY WHERE THE WALL OR RAILINGS FORM PART OF A UNIFORM MEANS OF ENCLOSURE TO A TERRACE AND AN ESSENTIAL FEATURE OF STREET ARCHITECTURE;
- (d) THE CAR, WHEN PARKED ON THE HARDSTANDING, WOULD OBSTRUCT DAYLIGHT OR OUTLOOK ENJOYED BY A BASEMENT DWELLING.

Mews

- 4.18** The many mews streets in the Borough form an integral part of the nineteenth century pattern of development of this area of London. Indeed, the mews as a feature of the townscape is one of the factors which distinguishes London from other cities. Whilst 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.

- CD47** TO ENSURE THAT THE CHARACTER OF MEWS PROPERTIES IS PRESERVED OR ENHANCED AND TO RESIST INAPPROPRIATE ALTERATIONS AND EXTENSIONS.

5 CONSERVATION AREAS AND LISTED BUILDINGS

Conservation Areas

5.1 *There are currently 35 conservation areas in the Borough, covering over 70% of its area. The Council will consider from time to time whether conservation areas should be extended or new areas designated. The programme of preparing proposals statements for all existing conservation areas will be completed and those in need of review will be updated.*

5.2 A list of conservation areas and Conservation Area Proposals Statements appears in Appendix 1. Conservation areas are identified on Map 4 and also shown on the Proposals Map.

5.3 Each statement identifies the characteristics which contribute to the special nature of the conservation area and includes guidance which ensures its preservation or enhancement. Guidelines for the design of new building work (including extensions and alterations to existing properties), as well as proposals for enhancement work to be carried out by the Council itself, are also included. The preparation or review of Conservation Area Proposals Statements, and the enforcement or implementation of any proposals identified in them, will be carried out in consultation with local amenity groups.

5.4 The Statements will set out detailed guidance to interpret and elaborate on development control policies set out in the Plan. Such detailed guidance will be applied to all relevant planning applications.

CD48 TO PAY SPECIAL ATTENTION TO THE DESIRABILITY OF PRESERVING OR ENHANCING THE CHARACTER OR APPEARANCE OF EACH CONSERVATION AREA.

5.5 In many cases the character of an area depends not only on the fabric of existing buildings, but also on the ambience created by trees and gardens, walls and railings, external features and materials. The mix of land uses may contribute to the character of an area and in retail streets the design of shopfronts and signs are important.

CD49 TO ENCOURAGE AND CONTRIBUTE TO THE IMPROVEMENT OF THE ENVIRONMENT OF CONSERVATION AREAS.

CD50 TO SEEK THE IMPLEMENTATION OF SPECIFIC PROPOSALS WHICH HAVE BEEN AGREED IN CONSERVATION AREA PROPOSALS STATEMENTS AS RESOURCES PERMIT, AND IN CONSULTATION WITH AMENITY GROUPS, COMMERCIAL INTERESTS AND OTHER RELEVANT BODIES.