3. Places

3.1 Introduction

3.1.1 The system of plan making introduced by the 2004 Planning and Compulsory Purchase Act brought in the concept of ‘spatial planning.’ This was an attempt to recognise that Planning is more than just controlling the development of land. Instead it was intended that wider issues would be examined looking at how places are used and how other public services influence the quality of places – this is widely referred to as ‘place shaping.’

3.1.2 The Core Strategy, as it then was, examined four aspects to being ‘spatial’ which were: geographical, so that plans set out where things might happen; integrated, so that plans were joined up with other public services; locally distinctive, in so far as bespoke Borough policies were produced, and finally, deliverable, so there was more of an emphasis on delivery.

3.1.3 The ‘Place’ chapters of the Core Strategy (now known as the Local Plan) were introduced as part of this spatial approach to integrate development management with the actions of other bodies, both public and private that had a bearing on the future quality of the place. This was done through a clear vision about how they might evolve in the future and giving a clear framework for future actions expressed as Priorities for Action. However, five years on, it is arguable how successful this has been as an approach in terms of actual delivery. The Council believes that delivery could be strengthened by adopting a different approach.

3.1.4 The ‘Place’ chapters usefully integrate the different spatial functions of ‘what,’ ‘when,’ where,’ and ‘how’ and these are brought together into a vision of how the
Place would develop over the lifetime of the plan. However, since the Local Plan (formerly Core Strategy) was adopted in 2010 there have been some important changes in the direction of planning policy introduced by successive Governments. The most important of these has been the National Planning Policy Framework (NPPF, March 2012) with its emphasis on the delivery of sustainable development. The Government’s definition of sustainable development is to meet the needs of the present without compromising the ability of future generations to meet their own needs (page 2) or, in other words, to ensure that better lives for ourselves does not mean worse lives for future generations. Sustainable development requires economic, environmental and social roles for planning (paragraph 7). The NPPF requires the planning system to “play an active role in guiding development to sustainable solutions” (paragraph 8).

3.1.5 A further change has been the Deregulation Act 2015 which removed the requirement for Local Plans to have regard to the (Sustainable) Community Strategy produced by the Council, in other words, to be a spatial expression of the Council’s Community Strategy. The change in emphasis towards delivery is reflected in paragraph 154 of the NPPF which states that Local Plans “should address the spatial implications of economic, social and environmental change... only policies that provide a clear indication of how a decision maker should react to a development proposal should be included in the plan”. Paragraph 154 also states that, “Local Plans should be aspirational but realistic.” The key would therefore appear to be to ensure that the ‘Place’ chapters, if they are retained, assist more in the delivery of sustainable development, in whatever form this might take with a clearer indication as to what development might be acceptable and how this is linked in with the wider area.

3.1.6 Each Place chapter currently has a vision that sets how that Place should develop during the lifetime of the plan, a portrait of the area that describes its unique context, and a set of priorities for action based around Borough-wide planning policy objectives like ‘keeping life local’ and ‘fostering vitality’.

3.1.7 How delivery of the vision for each Place will be monitored is set out for each chapter and progress is reported annually in the Monitoring Report. However, as explained above, the Place chapters were originally intended to provide a spatial expression of the Council’s Community Strategy. This means they contain a number of wider aspirations which cannot be delivered through land use planning alone and, following the adoption of the National Planning Policy Framework in 2012, it may no longer be appropriate for these to be included in the Local Plan. Similarly the new emphasis on the delivery of sustainable development means that it may be better to ensure that site allocations are included within a Place and there is a closer relationship expressed with the wider area, perhaps in terms of public realm improvements or showing key linkages that could be strengthened or how access could be improved.

3.1.8 As a result the Place chapters may be more effective if they change from following a template based on Borough-wide planning policy objectives to identifying the specific changes required to enhance each area and how these can be delivered. This could entail each Place chapter focussing on indentifying, for example:
• infrastructure requirements – transport, social and community facilities;

• regeneration and development opportunities, including where appropriate site allocations;

• how the area’s unique characteristics can be enhanced through specific projects like public realm improvements, and in facilitating the work of other bodies like residents’ associations and business forums.

3.1.9 A further consideration to strengthen the delivery of sustainable development is to have bespoke planning policies for individual Places. However, this raises its own challenges in so far as specific robust evidence would have to be submitted to demonstrate why these policies were appropriate and it would inevitably mean that other areas may be viewed as disadvantaged by having to rely on a Borough wide policy. It might also lead to an inconsistency of approach. The ‘Places’ were also left deliberately without boundaries because of their more fluid integration role, but if more detailed development management policies were introduced this would have to change. There would also inevitably be debates about where a boundary should be drawn.

3.1.10 An alternative option for those areas where there is a pressing need for locally specific policies would be to rely on Neighbourhood Plans coming forward. The Borough currently has one Neighbourhood Plan for Norland and another St Quintin and Woodlands progressing to referendum.

3.2 Existing Local Plan policies

3.2.1 The existing Local Plan policies on Places are included in full in Appendix B.

3.3 Issues and options

**Issue 1: The policy context for the Places chapters has changed since the Local Plan was originally adopted. The Council needs to consider whether to update the Local Plan to reflect the emphasis on the delivery of sustainable development and how this could be best achieved through continuing to focus on specific Places**

**Question 1**
Should the Place chapters be retained or removed? Please give reasons.

**Question 2**
Do you consider the Places have proved effective in the delivery of their visions? What could be done to improve delivery?

**Question 3**
Do you consider it appropriate to include site allocations within the Places? Would it be appropriate to have a single ‘Places and Allocations’ chapter?

**Question 4**
The current site policies have been framed in a very generalised way. Do you
think they should be clearer about what they are seeking to achieve and how this will be delivered?

**Question 5**
Are there other aspects of Place shaping, which can be delivered through land use planning, that should be included?

**Question 6**
Should there be bespoke detailed development management policies for a particular Place? Can you explain how this might be helpful?

**Question 7**
Are there instances where a more flexible or creative approach to the delivery of sustainable development could or should be taken within the Place chapters?

Do you have any other comments, issues or options (reasonable alternatives) you would like to raise regarding this section?

**Issue 2: To improve delivery and to ensure genuine spatial planning, how might the current Places chapters be amended to reflect these aims?**

3.3.1 The second set of questions relate to the existing Places. Leaving aside the questions as to how they might change there are issues regarding whether the current set of Places are the right ones; whether a different geographical area or widened area may assist in the delivery of sustainable development and whether the focus needs to change, particularly in North Kensington.

3.3.2 Currently there is a single overarching Place policy (CP3) which is for the Council to protect, promote and enhance local distinctiveness and economic success of the Places of the Borough, and to improve their character and quality and the way they function. To achieve this aim and to assist in delivering sustainable development a case could be made for certain Places to be removed as they may have failed to make any meaningful contribution to achieving the policy, or perhaps certain Places could be amalgamated or their focus might change to make them more effective.

3.3.3 The Place chapters, currently, fall into three spatial themes:

- National and international destinations where the vision is to enhance their reputation (Knightsbridge, Portobello Road, South Kensington, the King’s Road, Kensington High Street and Earl’s Court);

- North Kensington where the vision is to stimulate regeneration through the provision of better transport, housing and facilities, aiding better health (Kensal, Golborne Trellick, Westway, Latimer)

- Other places like town centres which make an important contribution to residents’ quality of life (Notting Hill Gate, Fulham Road, Lots Road / World’s End).
3.3.4 The Places are varied in what they cover – some describe Places where change is expected (predominantly in the north of the Borough) whilst others have a national/international profile where less change is anticipated (predominantly in the south of the Borough). There might be merit in distinguishing between the different focuses for the Places on this basis. There is also no doubt that the north of the Borough is likely to be the subject of greater change and to ensure that this is properly linked up and coordinated there might be merit to having a single regeneration vision for all these Places rather than individual ones. The greater use of site allocations in these areas might assist in this process.

**Question 1**
Are there some existing Place chapters that should be removed or amalgamated? Can you give reasons for amalgamation, giving a geographical area, or if to be removed, can you give your reasons?

- Kensal
- Golborne Trellick
- Portobello / Notting Hill
- Westway
- Latimer
- Earl’s Court
- Kensington High Street
- South Kensington
- Brompton Cross
- Knightsbridge
- King’s Road / Sloane Square
- Notting Hill Gate
- Fulham Road
- Lots Road / World’s End

**Question 2**
Are there other areas in the Borough that should be considered? Please give reasons for your choice together with an indication of the geographical area to which you are referring.

Do you have any other comments, issues or options (reasonable alternatives) you would like to raise regarding this section?
3.3.5 Since the Local Plan was originally adopted in 2010 (then known as the Core Strategy) there has been progress in delivering the visions for each of the Places. An update of the different Places is given below for information purposes. It is the intention of the Council that as part of the consultation regarding the Place chapters a series of workshop sessions will be held dealing with individual Places. To make these as productive as possible and to stimulate some ideas about how they might change the information below is provided.

**Question 1**
Do you have any comments that you wish to make at this stage regarding details in individual Places?

**Chapter 5 Kensal**

**Figure 3.1: Kensal as shown in the Existing Local Plan**

**Progress to date**

3.3.6 The Crossrail line will run above ground through the existing rail corridor which dissects the Kensal Opportunity Area. The Council has lobbied for a Crossrail station (to be known as Kensal Portobello due to the site’s proximity to the north end of Portobello Road) as part of the Opportunity Area to serve the site and benefit the wider area. A station in this location would improve access to public transport in an area that is not particularly well served, with PTAL scores falling away rapidly to the west. It would also increase the density of development that can be achieved on the last remaining major brownfield site in the Borough.
without planning permission. The Council has put a proposal to the Crossrail sponsors (Department for Transport and Transport for London), which would address their concerns about the cost of journey time disbenefits to passengers if all Crossrail trains called at the station. The Council’s calculations suggest that by having four to six trains an hour call at Kensal, there would be an overall passenger journey time benefit.

3.3.7 In 2015 the Council petitioned Parliament for changes to the HS2 Bill to remove provisions that would have prevented Kensal Portobello station and compromised very severely the Opportunity Area’s development potential. The Council presented evidence that additional tracks between Old Oak Common (OOC) and Kensal would address the significant challenge of running twice as many Crossrail trains as currently planned, in order to meet increased demand at OOC.

3.3.8 The Council consulted on Issues and Options for an SPD for the Kensal Gasworks site in 2012. This identified the scale of development that would be achievable on the site with and without a station and a second road access, and opportunities to improve access to the canal. The SPD will not progress until there is certainty over the question of delivery of a station.

3.3.9 A substantial part of the site is currently being used for the construction of Crossrail and will be required until 2017. The National Grid gasholders have been mothballed and are scheduled to be decommissioned.

3.3.10 The Borough–wide exemption from permitted development rights for change of use from office to residential has successfully protected office uses in the Kensal Employment Zone.

3.3.11 Architects have been appointed by the Council to develop proposals to redevelop the Barlby Primary School and regenerate the Treverton Estate60.

**Chapter 6 Golborne Trellick**

**Progress to date**

3.3.12 Planning permission for Wornington Green Estate renewal was granted in 2010. Phase one consisting of 324 new homes, 174 affordable and 150 homes for private sale, is complete.

3.3.13 A Supplementary Planning Document setting out the parameters for redevelopment of the vacant site in front of Trellick Tower has been adopted61 and architects have been appointed to develop proposals for this site.

3.3.14 Golborne Road Bridge has been refurbished to a design selected by local people. In October 2015 the Council consulted on proposals for improvements to the public realm of Golborne Road which are intended to solve drainage problems,


increase street trading and preserve the existing street character\textsuperscript{62}.

3.3.15 To improve the connection between Golborne Road Market and Portobello Road the blank wall section of Portobello Road has been used successfully for a range of arts projects, the most recent ‘One Five Zero’ marking the 150\textsuperscript{th} anniversary of market trading in North Kensington. See the Council’s website\textsuperscript{63} for details of past Portobello Wall projects. In-ground electricity points to encourage street trading in this section were installed in Portobello Road between Acklam Road and Golborne Road in 2012.

3.3.16 Legible London monoliths and miniliths directing visitors from the three local Tube stations (Ladbroke Grove and Westbourne Park) and along the street market were installed in 2012.

\begin{figure}
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\includegraphics[width=\textwidth]{figure3.2.png}
\caption{Golborne Trellick as shown in the Existing Local Plan}
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Chapter 7 Portobello / Notting Hill

Progress to date

3.3.17 Since 2010 a number of the road’s antiques arcades have been converted into other types of shops, which did not require planning permission, and the number of antiques shops has also declined. This is a regrettable erosion of the unique character of Portobello Road.

3.3.18 The Council has lobbied extensively for additional planning powers to protect small and independent shops, in response to concerns about the changing mix of

\textsuperscript{63} www.rbkc.gov.uk/leisure-and-culture/culture/portobello-road-arts-project
shops in Portobello Road. This included proposing a new London Local Authorities Act and a petition to No 10 Downing Street through the Sustainable Communities Act requesting additional planning powers. However, other London Boroughs and central Government declined to support these proposals.

Figure 3.3 Portobello / Notting Hill as shown in the existing Local Plan

3.3.19 The Markets Development Officer organises an annual programme of events to attract shoppers. In 2015, this focused on the 150th anniversary of street trading in North Kensington. The Markets Development Officer also manages social media for the markets, provides social media training for traders and local businesses, and leads themed walking tours. The interests of market traders are represented

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through the Portobello and Golborne Management Committee (PGMC), chaired by a market trader, and the Markets Streets Action Group, chaired by the Council. Epic CIC, runs the Market Enterprise Launch Pad, a course for 18-25 year olds to provide them with the skills they need to run a small business or a market stall.

3.3.20 In-ground electricity points were installed in Portobello Road between Acklam Road and Golborne Road in 2012. Legible London monoliths and miniliths directing visitors from the three local Tube stations (Notting Hill Gate, Ladbroke Grove and Westbourne Park) and along the street market were installed in 2012. In conjunction with the partial temporary pedestrianisation of Portobello Road from 10am until 4pm between Westbourne Grove and Cambridge Gardens in 2012, a number of the junctions across Portobello Road have also been renewed.

3.3.21 The Museum of Brands, Packaging and Advertising has recently relocated to larger premises in Lancaster Road, off Portobello Road.

Chapter 8 Westway

Progress to date

3.3.22 The Westway Trust has consulted on initial ideas for redevelopment of their estate immediately around Portobello Road and has been awarded GLA High Street funding for pop-up market stalls in Thorpe Close.

3.3.23 The Council adopted a Supplementary Planning Document for land underneath and close to the Westway in 2012.\(^{65}\)

3.3.24 The Imperial West Innovation Hub is in the process of construction immediately adjacent to the Westway, in LB Hammersmith and Fulham. The s106 agreement for this development provides for a new pedestrian and cycle subway under the railway line which will increase footfall and create new employment opportunities in this part of the Westway. An application has been made to the Mayor of London’s London Regeneration Fund for public realm improvements on the Royal Borough’s side of the subway.

Figure 3.4 Westway as shown in the existing Local Plan
Chapter 9 Latimer

Progress to date

3.3.25 The Kensington Academy and the redeveloped Leisure Centre opened in 2015, together with a new pedestrian link and improved open space. Silchester has been redeveloped by Peabody and is currently been marketed as More West. Phase 2 is schedule for completion in early 2016. Proposals for further estate regeneration in this area are being considered.

3.3.26 The Borough–wide exemption from permitted development change of use from office to residential has successfully protected office uses in Latimer Road / Freston Road Employment Zone. If it passes a referendum the St Quintin and Woodlands Neighbourhood Plan will allow residential uses above ground floor and mezzanine level in Units 1-14 Latimer Road.

3.3.27 The Council is conducting a study on land and properties in Council ownership and the wider area. This is to understand the potential to improve the area as a whole and establish if other nearby landlords, social and private are interested in partnering with the Council to build new homes. The study will also at look at opportunities for creating employment through new retail and office space, for new social and community spaces, and ways to improve the townscape and open spaces in order to make this part of Kensington more attractive. It is due for completion in early 2016.
Chapter 10 Earl's Court

Progress to date

3.3.28 A Supplementary Planning Document was produced for redevelopment of the Opportunity Area including the part of the site in the London Borough of Hammersmith and Fulham\(^ {66} \). Redevelopment has received planning permission and is underway. Some of the Warwick Road sites have been built out.

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**Figure 3.6: Earl’s Court as shown in the existing Local Plan**

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3.3.29 The Design Museum will relocate to the former Commonwealth Institute in late 2016, the Odeon cinema and former Main Post Office are being redeveloped, as is Lancer Square and a Supplementary Planning Document is being produced for the Heythrop College site with a frontage onto Kensington Square.

3.3.30 North-south cycling movements across Kensington High Street are not easy to make. Opportunities to provide crossings in the central and eastern sections of the street are being explored.
3.3.31 The Kensington High Street Retail Forum was re-launched in 2014 as the Kensington Business Forum with a new Chairman and Executive Committee. It now alternates formal meetings with business to business networking events. All meetings are held in the evening, hosted by local businesses and are free to attend for any local business.

3.3.32 In July 2015 the Leader of the Council chaired a meeting of stakeholders to discuss how the Council’s Cultural Placemaking ambitions could be achieved in association with the Design Museum opening in the former Commonwealth Institute building, which is scheduled for late 2016.

Chapter 12 South Kensington

Progress to date

3.3.33 The Exhibition Road public realm improvement scheme has been implemented. A Neighbourhood Plan is being developed for the residential areas in Westminster to the east of Exhibition Road, and a Supplementary Planning Document has been adopted for the grounds of the Natural History Museum. The V&A has been granted planning permission to develop a new entrance onto Exhibition Road and is progressing this scheme.

3.3.34 Proposals to upgrade the station including: new escalators to the Piccadilly Line; reopening the disused eastbound District and Circle Line platform; and provision of step free access are being progressed by Transport for London. Planning applications are likely to be submitted in 2016.

3.3.35 The Council and local residents are keen to see redevelopment of 31-39 Harrington Road, which is now used as a car park after the building occupying the site was demolished following a fire in the 1980s.

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67 [www.rbkc.gov.uk/networking-and-training-events](http://www.rbkc.gov.uk/networking-and-training-events)
Figure 3.8: South Kensington as shown in the existing Local Plan
Progress to date

3.3.36 A planning application was received for new shops on the south western end of Pelham Street. This was refused because of concerns regarding the impact on...
traffic and pedestrian movement as well as the design of the proposal.

3.3.37 Planning permission has been granted for residential development of the Clearings a depot owned by John Lewis Partnership and redevelopment of Marlborough School with some associated office development.

**Chapter 14 Knightsbridge**

![Figure 3.10: Knightsbridge as shown in the existing Local Plan](image)

**Progress to date**

3.3.38 A planning application has been received for residential redevelopment of the Pavilion Road car park.

3.3.39 Public realm improvements have been implemented in Hans Crescent and the corner of Hans Road and Basil Street.

3.3.40 The Knightsbridge Business Forum meets as required and is Chaired by the MD of Harrods.
Progress to date

3.3.41 TfL are progressing work on delivering the Crossrail 2 line including a proposed station at Chelsea. This station would be located underground. The ticket hall is proposed to be beneath 151 Sydney Street and the car park due north of the building. The underground platforms will be up to 250m in length, as they will be for Crossrail 1, with one escalator up and one down. It is proposed that there will be a ventilation shaft with an emergency exit behind the Pheasantry.

3.3.42 The Royal Brompton Hospital has identified the need to redevelop its main
hospital campus on Sydney Street in Chelsea in order to provide facilities that will meet its future requirements and maintain its position as a world leading centre of excellence for the treatment of heart and lung disease. To fund this ambition the hospital would need to sell parts of its estate in Chelsea. The Council produced a draft SPD\textsuperscript{69} to assist this process but this is currently on hold. The Council is awaiting a report from NHS England that will identify the future clinical requirements of both the Royal Brompton and the Royal Marsden hospitals, as there is the potential for them to develop shared facilities.

3.3.43 Thamesbrook Nursing Home has closed. The Council owns the site and is considering options for its redevelopment.

3.3.44 Some or all of these issues may be taken forward through a wider Chelsea Supplementary Planning Document in the future. However, such an approach is yet to be decided.

3.3.45 Sloane Square Tube station and the National Army Museum are being refurbished.

3.3.46 The King’s Road Business Forum is chaired by the Managing Director of Peter Jones and has an active membership of local businesses and institutions.

**Chapter 16 Notting Hill Gate**

**Progress to date**

3.3.47 The Council adopted a Supplementary Planning Document for the area in 2015. This sets out a number of proposals for the area, relating to improving the public realm, reducing vehicle dominance, providing step free access to the tube station, relocating the farmers’ market, enhancing office provision, and providing affordable housing and public art. It identifies development opportunities for seven sites: Newcombe House; Astley House; The Gate Cinema; West Block; Ivy Lodge to United House; 66-74 Notting Hill Gate (Book Warehouse site); and David Game House. The Coronet Cinema has new owners who have plans to refurbish and fully modernise the building and it is now being used both as a cinema and for theatre performances.

\textsuperscript{69} https://planningconsult.rbkc.gov.uk/consult.ti/RoyalBromptonHospitalSPD/consultationHome
Figure 3.12: Notting Hill Gate as shown in the existing Local Plan
Chapter 17 Fulham Road

Progress to date

3.3.48 Chelsea Football Club has revealed plans to redevelop the Stamford Bridge stadium in LB Hammersmith and Fulham.

Chapter 18 Lots Road / World’s End

Progress to date

3.3.49 The Lots Road Power station redevelopment has planning permission. Lots Village Conservation Area has been designated. The Borough–wide exemption from permitted development change of use from office to residential has successfully protected office uses in Lots Road Employment Zone.
3.3.50 Cremorne Wharf is being used as a construction site for the Thames Tunnel. This site is designated as a Safeguarded Waste Site in the London Plan but it is not suitable for removal of waste by river because barges can only load from the wharf at high tide. As a result the Council has sought de-designation of the wharf.

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**Figure 3.14: Lots Road and World’s End as shown in the existing Local Plan**