



Local Plan Partial Review – Draft Policies
Policy Formulation Report – October 2016
Places and Site Allocations



THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA

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1. INTRODUCTION

1.1 LOCAL PLAN PARTIAL REVIEW

- 1.1.1 The Council is undertaking a Partial Review of its existing Local Plan to ensure it is up-to-date and fit-for-purpose.
- 1.1.2 The Local Plan Partial Review covers the topics which have not already been subject to recent reviews since the existing Local Plan was adopted by the Council in 2010 (then known as the Core Strategy). As part of this the policies relating to our spatial strategy need reviewing.
- 1.1.3 This Policy Formulation Report has been written to explain the reasoning behind the Places chapters of the Draft Policies consultation document to a level of detail which cannot be included in that document itself.

1.2 PLACES

- 1.2.1 This topic of the Local Plan Partial Review relates primarily to the following chapters and policies of the existing Local Plan:

- **Chapter 4:** Delivering Success: Our Spatial Strategy
- Policy CP2: Core Policy: Places
- Policy CP3: Core Policy: North Kensington

- **Chapters 5-18:** Places

- 1.2.2 The issues which the Council considers the Local Plan Partial Review needs to address are set out in the following sections:

- **Issue 1:** Places Chapters
- **Issue 2:** Site Allocations

2. ISSUE 1: PLACES

2.1 INTRODUCTION

- 2.1.1 This section relates to the Local Plan policies regarding our spatial strategy and comprises a series of 'Place' chapters, which contain strategic site allocations.

2.2 LEGISLATION, POLICY AND GUIDANCE CONTEXT

NATIONAL

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

PLACES

- 2.2.1 At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. (Paragraph 14) For plan-making this means that: "local planning authorities should positively seek opportunities to meet the development needs of their area"

- 2.2.2 The NPPF sets out a number of core planning principles (see Paragraph 17). A number of these principles are of particular relevance for the Place and Site Allocations chapters. For example, the NPPF states that planning should "plan positively to support local development, shaping and directing development in their area that is outside the strategic elements of the Local Plan. Planning "should not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives". The purpose of the Place chapters is to identify opportunities to proactively consider ways to improve the Royal Borough's identified 'places' and create a positive vision for the area to shape development.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG): ENSURING THE VITALITY OF TOWN CENTRES

- 2.2.3 The NPPG on Preparing a Local Plan reiterates the position set out in the NPPF. The Local Plan should make clear what is intended to happen in the area over the life of the plan, where and when this will occur and how it will be delivered¹.

REGIONAL

THE LONDON PLAN

- 2.2.4 Policy 2.9 Inner London:

A The Mayor will, and boroughs and other stakeholders should, work to realise the potential of inner London in ways that sustain and enhance its recent economic and demographic growth while also improving its distinct environment, neighbourhoods

¹ <http://planningguidance.communities.gov.uk/blog/guidance/local-plans/local-plans-key-issues/>

and public realm, supporting and sustaining existing and new communities, addressing its unique concentrations of deprivation, ensuring the availability of appropriate workspaces for the area's changing economy and improving quality of life and health for those living, working, studying or visiting there.

LDF preparation

B Within LDFs boroughs with all or part of their area falling within inner London (see [Map 2.2](#)) should develop more detailed policies and proposals taking into account the above principles.

- 2.2.5 The London Plan policy relating to Opportunity Areas is of particular relevance to the Kensal and Earl's Court Chapters. London Policy 2.13 states:

Within the opportunity and intensification areas shown in Map 2.4, the Mayor will:

- a) provide proactive encouragement, support and leadership for partnerships preparing and implementing opportunity area planning frameworks to realise these areas' growth potential in the terms of [Annex 1](#), recognising that there are different models for carrying these forward; or
- b) build on frameworks already developed; and
- c) ensure that his agencies (including Transport for London) work collaboratively and with others to identify those opportunity and intensification areas that require public investment and intervention to achieve their growth potential
- d) encourage boroughs to progress and implement planning frameworks to realise the potential of intensification areas in the terms of [Annex 1](#), and will provide strategic support where necessary.

LDF preparation

C Within LDFs boroughs should develop more detailed policies and proposals for opportunity areas and intensification areas.

- 2.2.6 London Plan Policy 7.4 deals specifically with local character, it states:

c.) Boroughs should consider the different characters of their areas to identify landscapes, buildings and places, including on the Blue Ribbon Network, where that character should be sustained, protected and enhanced through managed change. Characterisation studies can help in this process.

LOCAL

EXISTING LOCAL PLAN POLICY

- 2.2.7 The existing Local Plan policies relating to places are:

- Policy CP2 North Kensington
- Policy CP3 Places

- Policy CP5 Kensal
- Policy CP6 Golbourne / Trellick
- Policy CP7 Portobello/ Notting Hill
- Policy CP8 Westway
- Policy CP9 Latimer
- Policy CP10 Earl's Court
- Policy CP11 Kensington High Street
- Policy CP12 South Kensington
- Policy CP13 Brompton Cross
- Policy CP14 Knightsbridge
- Policy CP15 King's Road/Sloane Square
- Policy CP16 Notting Hill Gate
- Policy CP17 Fulham Road
- Policy CP18 Lots Road / World's End

These policies are replicated in their entirety in **Appendix A**.

SUMMARY

Date	Document	Organisation
May 2004	Planning and Compulsory Purchase Act 2004	HM Government
Apr 2012	The Town and Country Planning (Local Planning) (England) Regulations 2012	HM Government
Mar 2012	National Planning Policy Framework (NPPF)	DCLG
Mar 2014	National Planning Practice Guidance (NPPG): Local Plans	DCLG

2.3 EVIDENCE BASE

2.3.1 The below tables show the evidence base documents for each 'Place' chapter. Specific evidence base documents for individual site allocations within each site are also represented in the table.

KENSAL

Royal Borough of Kensington and Chelsea (RBKC), <i>Issues and Options for Kensal Gasworks Strategic Site</i> , 2012
RBKC, <i>Local Biodiversity Action Plan</i> , 2010
RBKC, <i>Considerations for Estate Regeneration Proposals, Treverton Estate</i> , 2016
RBKC, <i>Strategic considerations for Estate Regeneration proposals</i> , 2016
Peter Brett Associates, <i>Kensal Canalside Transport Study</i> , 2016
Peter Brett Associates, <i>Development Infrastructure and Funding Study</i> , 2016
Kensal Portobello proposed track diagram
Cushman and Wakefield, <i>Kensal Canalside Development Uplift Study</i> , 2015
DTZ, <i>North Pole Depot and Kensal Gasworks Valuation Study</i> , 2014
Alan Baxter Associates, <i>Kensal Canalside Bridge Feasibility Study</i> , 2013
Regeneris, <i>Crossrail Regeneration Benefits Kensal Addendum</i> , 2012
Regeneris, <i>Economic Impact of a Crossrail Station in North Kensington</i> , 2012

KENSAL CANALSIDE DEVELOPMENT INFRASTRUCTURE FUNDING STUDY (DIFS) (PBA) (OCTOBER 2016)

- 2.3.2 The Council has commissioned this study to provide evidence to support the Local Plan Partial Review strategic site allocation for Kensal and the Kensal Canalside SPD which will be taken forward subsequently.
- 2.3.3 The DIF provides a greater understanding of the scale, type and costs of infrastructure required to support the proposed level of development at Kensal Canalside. This work will need to consider the impact on development viability of paying for this infrastructure.
- 2.3.4 The study is comprised of two distinct elements:
- Transport Analysis
 - Development Infrastructure Funding

GOLBORNE/TRELLICK

Royal Borough of Kensington and Chelsea (RBKC), <i>Wornington Green Planning Brief Supplementary Planning Document (SPD)</i> , 2009
RBKC, <i>Trellick-Edenham Planning Brief SPD</i> , 2015

LATIMER

Royal Borough of Kensington and Chelsea (RBKC), <i>Land underneath and close to the Westway Planning Brief (SPD)</i> , 2012
RBKC, <i>Considerations for Estate Regeneration Proposals: Silchester East and West</i> , 2016
RBKC, <i>Strategic considerations for Estate Regeneration proposals</i> , 2016
Frost Meadowcroft, <i>Latimer Road Commercial Properties Viability Study</i> , (April 2015)

EARL'S COURT

RBKC and LBHF, <i>Earl's Court and West Kensington Opportunity Area Joint Opportunity Area SPD</i> , 2012
RBKC, <i>Warwick Road Planning Brief SPD</i> , 2008
RBKC, <i>Considerations for Estate Regeneration Proposals: Warwick Road Estate</i> , 2016
RBKC, <i>Strategic considerations for Estate Regeneration proposals</i> , 2016
Warwick Road sites planning permissions.
Earl's Court Planning permissions

LOTS ROAD/WORLDS END

Lots Road Power Station, Planning Permission (Appeal Decision).

PORTOBELLO/NOTTING HILL GATE

Royal Borough of Kensington and Chelsea (RBKC), <i>Notting Hill Gate Supplementary Planning Document (SPD)</i> , 2015
RBKC, <i>Land underneath and close to the Westway SPD</i> , 2012
GLA, <i>London Town Centres Health Check, 2013 Analysis</i> , 2014.
Royal Borough of Kensington and Chelsea: <i>Retail and Leisure Needs Study</i> , NLP May 2016
RBKC, <i>Study of the Visitor Economy</i> , 2009.
<i>Retail Commission--A Balance of Trade: May 2007.</i>

KENSINGTON HIGH STREET

Royal Borough of Kensington and Chelsea (RBKC), <i>Heythrop College Supplementary Planning Document (SPD)</i> , 2016
Futurecity and BOP Consulting, <i>Cultural Placemaking in the Royal Borough of Kensington and Chelsea</i> , 2012
<i>Retail Commission. A Balance of Trade: Retail: May 2007.</i>
Royal Borough of Kensington and Chelsea: <i>Retail and Leisure Needs Study</i> , July 2008.
Nathaniel Lichfield and Partners for RBKC <i>Retail and Leisure Needs Study (update)</i> , May 2016
RBKC, <i>Employment Land Study</i> , Final Report January 2007.
GLA, <i>London Town Centres Health Check, 2013 Analysis</i> , 2014.

KNIGHTSBRIDGE

Nathaniel Lichfield and Partners for RBKC, <i>Retail and Leisure Needs Study (update)</i> , May 2016
<i>Retail Commission. A Balance of Trade: Retail: May 2007.</i>
RBKC, <i>Employment Land Study</i> , Final Report January 2007.
GLA, <i>London Town Centres Health Check, 2013 Analysis</i> , 2014.

KING'S ROAD

Futurecity and BOP Consulting, <i>Cultural Placemaking in the Royal Borough of Kensington and Chelsea</i> , 2012
Nathaniel Lichfield and Partners for RBKC <i>Retail and Leisure Needs Study (update)</i> , May 2016
Peter Brett Associates, <i>RBKC Commercial Property Study</i> , March 2013
GLA, <i>London Town Centres Health Check, 2013 Analysis</i> , 2014.
<i>Retail Commission. A Balance of Trade: Retail, May 2007.</i>

SOUTH KENSINGTON

Futurecity and BOP Consulting, <i>Cultural Placemaking in the Royal Borough of Kensington and Chelsea</i> , 2012
Retail Commission. <i>A Balance of Trade: Retail</i> , May 2007.
Royal Borough of Kensington and Chelsea: <i>Retail and Leisure Needs Study</i> , July 2008.
RBKC, <i>Employment Land Study</i> , Final Report January 2007.
GLA, <i>London Town Centres Health Check, 2013 Analysis</i> , 2014.

2.4 OPTIONS, CONSULTATION AND INTEGRATED IMPACT ASSESSMENT (IIA)

2.4.1 The Issues and Options consultation document² published in December 2015 sets out the questions and options consulted on at that stage. The comments made as part of the public consultation can be found in two documents relating to this topic area:

- **Consultation Schedule** – a table setting out all of the consultation comments and the Council’s response to each comment
- **Consultation Summary** – a summary of the consultation comments

2.4.2 Further options and alternatives arising from the Issues and Options consultation have been considered in the Integrated Impact Assessment (IIA) and are all summarised below.

2.4.3 The Council has considered the options particularly in light of the ‘tests of soundness’ which are set out in the NPPF:

- **Positively prepared** – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;
- **Justified** – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
- **Effective** – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
- **Consistent with national policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.
(paragraph 182)

² <https://planningconsult.rbkc.gov.uk/consult/ti/LPPR/consultationHome>

PRINCIPLE OF PLACE CHAPTERS

2.4.4 The options and alternatives considered are:

Option		Status	Reason
1	Retain the place chapters from the Local Plan	Preferred option for Draft Policies	The Place chapters provide an opportunity to consider a particular area and to proactively plan to ensure development contributes to a positive vision for that place. This allows the Council to take a more active role in shaping a place rather than the more traditional reactive role limited to controlling development.
2	Delete the place chapters from the Local Plan	Not a reasonable alternative	To remove the Place chapters would mean that the Local Plan is less effective at meeting some of the core planning principles set out in the NPPF. The removal of these policies would represent a withdrawal into a more limited development control role and would miss opportunities to proactively lead and shape development and give a sense of place to the in the Royal Borough's built environment and site of development / re-development.

PLACE CHAPTERS

2.4.5 The options and alternatives considered are:

Option	Status	Reason
1 Business as Usual' retain the 14 place chapters as they are and update factual information.	Reasonable Alternative	The existing Place chapters were structured to reflect the development opportunities of the time of writing, which in some cases now is out of date. Some minor alterations to the place chapters are required to reflect potential new opportunities and areas of change or new development (e.g. Crossrail 2)
2 Amalgamate some individual places to create fewer larger sites with a focus on areas of future development and international and national significance.	Preferred option for Draft Policies	The Council is seeking to update the place sections and restructure them on two themes; places of change and areas of national or international importance. This is to help provide an up-to-date set of place chapters that reflect the potential opportunities for new development and which best corresponds with the new thematic structure describes above.

PLACE AND VISION POLICIES

2.4.6 The options and alternatives considered are:

Option	Status	Reason
1 Retain Place Vision and Existing Policy. No change to the existing approach 'Business as usual'	Reasonable Alternative	This approach is a 'business as usual' scenario. It is felt that the existing approach creates a lot of overlap between the vision and the place policy. The place policies tend to re-iterate the vision policies and the approach therefore creates a great deal of repetition. A new approach is preferred to improve readability and effectiveness.

Option	Status	Reason
2	Retain Place Vision – delete individual place policies within each place chapter. Insert an overarching policy CP4 which ensures that new development will, where possible, contribute to the vision, principles and priorities in the place chapters.	Preferred option for Draft Policies
3	Retain place policy and delete Vision	Reasonable Alternative

2.5 DRAFT POLICY

2.5.1 Following consideration of the above options and reasonable alternatives, it is proposed that the existing Local Plan policy is proposed to be amended as follows (replicated from the Draft Policies consultation document).

Policy CP 2
North Kensington
~~The Council will ensure opportunities for change in North Kensington deliver the widest possible regeneration benefits commensurate with the scale of the development.~~

Policy CP 3
Places
~~The Council will protect, promote and enhance the local distinctiveness and economic success of the Places of the borough, and improve their character and quality and the way they function.~~

Policy CP 2 Places
The Council will ensure that new development contributes to the visions, principles and priorities identified within the place chapters of the Local Plan.

No changes are proposed to Policy CP4, which remains unchanged other than the

Policy reference changing from CP4 to CP3.

Policy CP4-3

Quality

The Council will safeguard the existing high quality townscape and finely grained mix of uses to uphold the residential quality of life.

~~Policy CP 5~~

~~Kensal~~

~~The Council will ensure the long term regeneration of Kensal by requiring development to positively contribute to the regeneration and environmental sustainability of the area, and resisting development which prejudices long term regeneration opportunities and which undermines the role of the employment zone.~~

~~Policy CP 6~~

~~Golborne/Trellick~~

~~The Council will ensure the long-term regeneration of Golborne/Trellick by requiring development to positively contribute to the regeneration of the area, and resisting development which prejudices long-term regeneration. Proposals which increase footfall that would aid the viability of the market will be supported.~~

~~Policy CP 7~~

~~Portobello/Notting Hill~~

~~The Council will ensure the long term success of Portobello Road, with its antiques and street market, and Notting Hill as unique local and international centres by promoting their retail character and supporting small format retail units, more suitable for independent businesses and antiques arcades, and by improving wayfinding and access.~~

~~Policy CP 8~~

~~Westway~~

~~The Council will ensure the negative impacts of the Westway are ameliorated by requiring development to include appropriate measures to improve the quality of the environment.~~

~~Policy CP 9~~

~~Latimer~~

~~The Council will ensure the long term regeneration of Latimer by requiring development to positively contribute to the regeneration of the area, and resisting development which prejudices long term regeneration opportunities and which undermines the role of the employment zone.~~

~~Policy CP 10~~

~~Earl's Court~~

~~The Council will ensure an attractive 'urban village' environment in Earl's Court by supporting improvements to the public realm, pedestrian environment and open space. The Council will resist development proposals which prejudice the opportunities for wider regeneration of the area and compromise delivery of the vision.~~

~~Policy CP 11~~

~~Kensington High Street~~

~~The Council will ensure the continued success of the High Street as a high quality shopping street serving residents, workers and visitors by paying close regard to the need to enhance the character of the area, support existing retail niches, attract new trip generating uses and ensure it is inclusive for all.~~

~~Policy CP 12~~

~~South Kensington~~

~~The Council will ensure the continued success of South Kensington as a premier public cultural destination, and as a local shopping centre, by securing good quality public open spaces and step-free access at South Kensington station to cater for the very large number of visitors the area receives, and supporting proposals to uplift the quality of the retail offer, especially proposals likely to favour local and niche markets.~~

~~Policy CP 13~~

~~Brompton Cross~~

~~The Council will ensure Brompton Cross has a stronger sense of identity by supporting small format retail units to protect and promote the high quality specialist boutique retail nature of the centre and improve the pedestrian links between South Kensington Underground station and the Museums.~~

~~Policy CP 14~~

~~Knightsbridge~~

~~The Council will ensure the continued success of Knightsbridge as the Royal Borough's international shopping destination, and as an important residential quarter and service centre for residents, by resisting proposals which are aimed at mass tourism and supporting proposals likely to favour independent and high end retail and to maintain the area's high residential quality of life.~~

~~Policy CP 15~~

~~King's Road/Sloane Square~~

~~The Council will ensure King's Road and Sloane Square remains one of London's iconic and vibrant shopping streets by supporting proposals likely to favour independent retailers and small up market chains, supporting cultural facilities and promoting improvement to the public realm to better reflect its international reputation.~~

Policy CP 16

Notting Hill Gate

~~The Council will require development to strengthen Notting Hill Gate's role as a District Centre by supporting high trip generating uses; improving retail and restaurant provision including some anchor retail to serve the local catchment; and deliver new distinctive identity through high quality architecture and design of the public realm. The Council will also resist development which prejudices opportunities for wider regeneration of the area and compromises delivery of the vision.~~

Policy CP 17

Fulham Road

~~The Council will ensure the local retail and residential character of Fulham Road is maintained by limiting new food and drink uses.~~

Policy CP 18

Lots Road/World's End

~~The Council will maintain, protect and enhance the character of the area by supporting better local shopping facilities, social and community uses, small cultural and creative uses and requiring improvements to connectivity and integration within the place, the wider area, and the river.~~

KEY DIAGRAM AND PROPOSALS MAP

2.5.2 Related to the draft policy, the following changes are required to made to the Key Diagram and the Proposals Map:

- **Update the site allocations. Former Commonwealth Institute, Kensington Leisure Centre, Charles House. Inclusion of Barlby Treverton Estate, Silchester East and West, Chelsea Farmers Market, 39-49 Harrington Road, Site at Lots Road, Lots Road Power Station.**

2.6 DUTY TO COOPERATE AND STRATEGIC ISSUES

2.6.1 The legal obligation of the 'duty to cooperate' requires the Council to "engage constructively, actively and on an ongoing basis" and have "regard to activities" (i.e. strategies, plans, policies) of other bodies in the preparation of Local Plans "so far as relating to a strategic matter". This includes "considering whether to consult on and prepare... agreements or joint approaches"³.

2.6.2 A "strategic matter" relates to "sustainable development or use of land that has or would have a significant impact on at least two planning areas, including (in particular)... in connection with infrastructure that is strategic"⁴. Strategic matters are further defined in paragraph 156 of the NPPF⁵ and paragraph 013 of the NPPG

³ Section 33A of the Planning and Compulsory Purchase Act 2004, as inserted by Section 110 of the Localism Act 2010

⁴ Section 33A(4) of the Planning and Compulsory Purchase Act 2004, as inserted by Section 110 of the Localism Act 2010

⁵ <http://planningguidance.communities.gov.uk/blog/policy/>

on the duty to cooperate⁶.

2.6.3 Figure 2.1 shows the strategic issues relevant to this topic area, the relevant prescribed bodies, the actions the Council has taken with regard to the duty and the strategies, plans and policies of those prescribed bodies which the Council has had regard to.

Strategic issue	Relevant prescribed bodies ⁷	Council actions Prescribed bodies' strategies, plans and policies which the Council has had regard to
Housing and Transport Infrastructure Kensal Opportunity Area	Environment Agency	All prescribed bodies were consulted as part of the Issues and Options consultation.
	Historic England	
	Natural England	
	Mayor of London/HCA	The Mayor of London and Transport for London responded with specific reference to the places and sites allocation chapters. They agreed that there was merit in combining the places and site allocations.
	Civil Aviation Authority	
	West London Clinical Commissioning Group	
	NHS England	
	Office of Rail Regulation	
	Transport for London	
	Integrated Transport Authorities	
	Highway Authorities	TfL submitted comments on the South Kensington Place but these represent views of officers in Transport for London Property Development (TfL) in its capacity as a significant landowner only and does not form part of the TfL corporate response on operational, land use, planning and transport policy matters.
	Marine Management Organisation	
	London Enterprise Panel	
	Local Nature Partnership (London Wildlife Trust)	
	Old Oak and Park Royal Development Corporation (OPDC)	TfL's Property team (rather than their planning team) considered that non-strategic sites should also be explicitly allocated for development in the draft plan.
City of Westminster		
London Borough of Hammersmith and Fulham		
London Borough of Wandsworth		
London Borough of Brent		

⁶ <http://planningguidance.communities.gov.uk/blog/guidance/duty-to-cooperate/>

⁷ Regulation 4 of The Town and Country Planning (Local Planning) (England) Regulations 2012

Strategic issue	Relevant prescribed bodies ⁷	Council actions Prescribed bodies' strategies, plans and policies which the Council has had regard to
	Other London Boroughs	<p>See section 2.2 of this Policy Formulation Report for strategies, plans and bodies which the Council has regard to:</p> <p>See section 2.2 of this Policy Formulation Report for strategies, plans and bodies which the Council has regard to.</p>

Figure 2.1: Duty to cooperate strategic issues, prescribed bodies and Council actions

3. ISSUE 2: SITE ALLOCATIONS

3.1 INTRODUCTION

3.1.1 This section of the emerging plan identifies sites for development to help meet the identified needs for housing.

3.2 LEGISLATION, POLICY AND GUIDANCE CONTEXT

NATIONAL

EU DIRECTIVE 2012/18/EU

3.2.1 Regulation 10 of The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) requires Local Plans to have regard to Articles 5 and 12 of the EU Directive 2012/18/EU regarding the prevention of major accidents and hazardous establishments. This relates to preventing major accidents and limiting the consequences of such accidents by pursuing those objectives through the controls described in Article 12:

- in the long term, to maintain appropriate distances between establishments and residential areas, buildings and areas of public use, major transport routes as far as possible, recreational areas and areas of particular natural sensitivity or interest, and
- in the case of existing establishments, for additional technical measures in accordance with Article 5 of Council Directive 96/82/EC on the control of major accident hazards involving dangerous substances so as not to increase the risks to people;

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

3.2.2 At an examination an inspector will assess the whether the plan has been prepared in accordance with the Duty to Cooperate, legal and procedural requirements, and whether it is sound. Paragraph 182 of the NPPF lays out the what constitutes a sound plan. A local planning authority should submit a plan for examination which it considers is “sound” – namely that it is:

- **Positively prepared** – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;
- **Justified** – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
- **Effective** – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and

- **Consistent with national policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the Framework

3.2.3 In relation to being positively prepared and effective, Paragraph 47 of the NPPF states:

To boost significantly the supply of housing, local planning authorities should:

- use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in this Framework, including identifying key sites which are critical to the delivery of the housing strategy over the plan period;
- identify and update annually a supply of specific deliverable¹¹ sites sufficient to provide five years worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% (moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land;
- identify a supply of specific, developable¹² sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15;
- for market and affordable housing, illustrate the expected rate of housing delivery through a housing trajectory for the plan period and set out a housing implementation strategy for the full range of housing describing how they will maintain delivery of a five-year supply of housing land to meet their housing target; and
- set out their own approach to housing density to reflect local circumstances.

3.2.4 To be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable. Sites with planning permission should be considered deliverable until permission expires, unless there is clear evidence that schemes will not be implemented within five years, for example they will not be viable, there is no longer a demand for the type of units or sites have long term phasing plans. (Footnote 11).

3.2.5 To be considered developable, sites should be in a suitable location for housing development and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged (Footnote 12).

3.2.6 The NPPF also provides guidance on the information a Local Plan should provide including “detail on form, scale, access and quantum of development where appropriate” (Paragraph 157). Site allocations must be justified with a proportionate

evidence base (Paragraph 158).

NATIONAL PLANNING PRACTICE GUIDANCE

- 3.2.7 National Planning Practice Guidance (NPPG) on Economic Development Needs Assessments⁸ and Economic Land Availability Assessment⁹ offer guidance to support local planning authorities on assessing the need for economic development. It recognises that need can be both qualitative and quantitative in nature, (paragraph 2) and stresses the importance of a robust, yet proportionate, evidence base (paragraph 5).
- 3.2.8 NPPG on Ensuring the Vitality of Town Centres¹⁰ states that local planning authorities should plan positively to support town centres to generate local employment,... and create attractive, diverse places where people want to live, visit and work” (paragraph 1). It supports a town centre first approach to all town centre uses. Whilst primarily the A class retail uses, these also include office and other business uses¹¹.

REGIONAL

THE LONDON PLAN

- 3.2.9 London Plan Policy 2.13 states:

Within the opportunity and intensification areas shown in Map 2.4, the Mayor will:

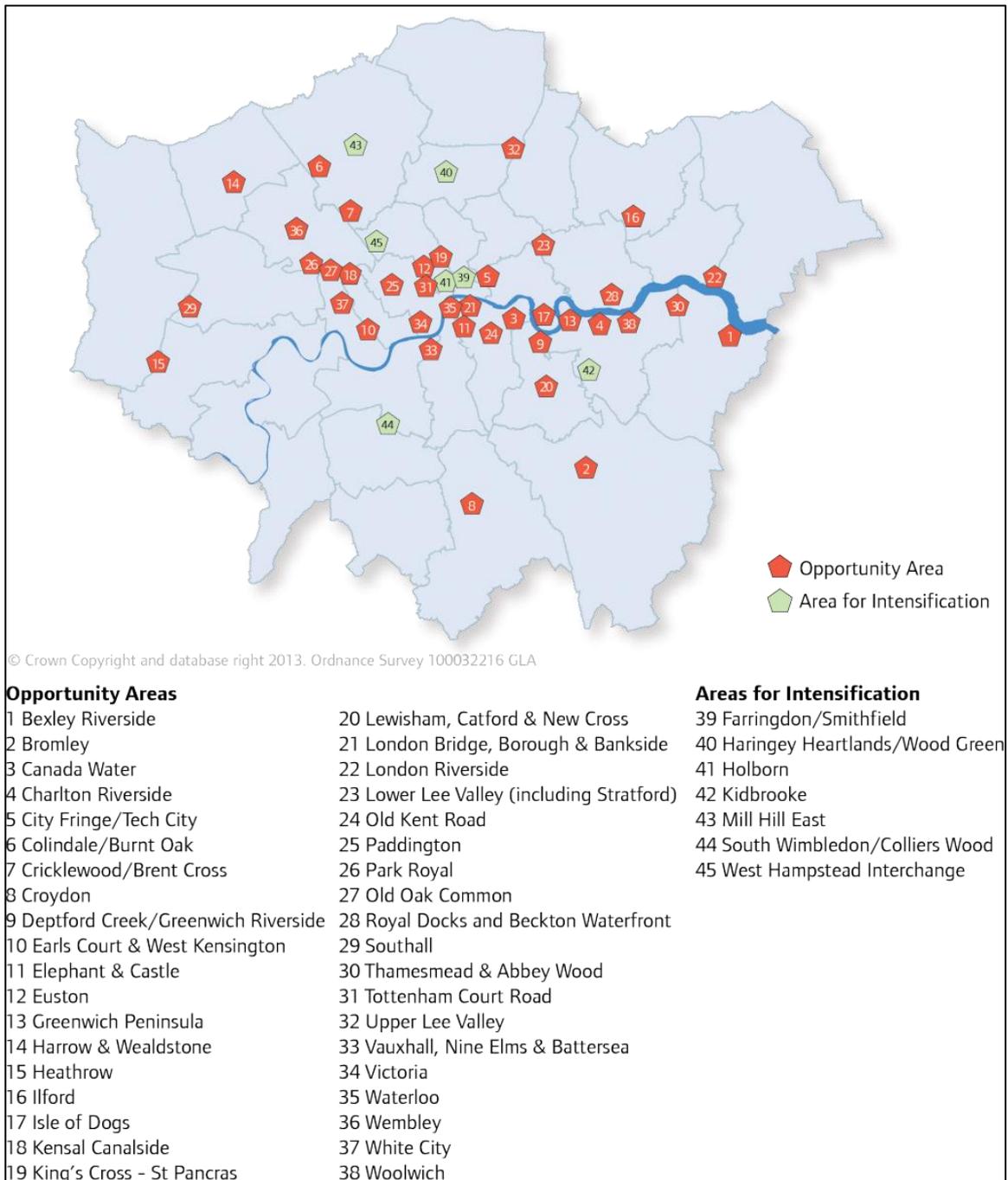
- a) provide proactive encouragement, support and leadership for partnerships preparing and implementing opportunity area planning frameworks to realise these areas’ growth potential in the terms of [Annex 1](#), recognising that there are different models for carrying these forward; or
- b) build on frameworks already developed; and
- c) ensure that his agencies (including Transport for London) work collaboratively and with others to identify those opportunity and intensification areas that require public investment and intervention to achieve their growth potential
- d) encourage boroughs to progress and implement planning frameworks to realise the potential of intensification areas in the terms of [Annex 1](#), and will provide strategic support where necessary.

⁸ NPPG: Housing and Economic Development Needs Assessments, DCLG, March 2014

⁹ NPPG: Housing and Economic Land Availability Assessment, DCLG, March 2014

¹⁰ NPPG: Ensuring the Vitality of Town Centres, DCLG, March 2014

¹¹ NPPF, DCLG, March 2012 (Annex 2)



Map 2.4 Opportunity and Intensification Areas

3.2.10 The London Plan Annex One – Opportunity and Intensification Areas identifies the indicative employment capacity of Kensal Canalside as 2,000 and a minimum capacity of 3,500 new homes. It states: ‘Kensal Canalside has significant development potential and an opportunity to promote regeneration in north Kensington and adjoining boroughs. The scope and scale of development as an Opportunity Area is dependent on resolution of a number of challenges and constraints. Improved public transport accessibility will be a major determinant of the final scale of development. Rail and canal corridors form barriers to north-south movement within and beyond the site and should be addressed to knit development into the surrounding townscape. Linkages with the Park Royal Opportunity Area and

the potential strategic public transport infrastructure hub and interchange at Old Oak Common should be addressed. The opportunity to build over the railway tracks and to address constraints imposed by existing gasholders should be investigated.’

NEIGHBOURHOOD PLANNING

ST QUINTIN AND WOODLANDS NEIGHBOURHOOD PLAN

- 3.2.11 The Royal Borough has one Neighbourhood Plan, which has been ‘made’ (adopted). The Norland Neighbourhood Plan roughly corresponds with the Norland Conservation Area. Norland Neighbourhood Plan does not allocate any sites for development.
- 3.2.12 The St. Quintin and Woodlands Neighbourhood Plan has passed referendum. The Plan allocates Land at 142A Highlever Road for housing.
- 3.2.13 Policy H of the Plan allocates land for housing, it states:
- Policy H1) To allocate for housing use the land at 142A Highlever Road
- Policy H2) To allocate the sites occupied by Units 1-14 Latimer Road for mixed use development, allowing housing use (C3) subject to ground and mezzanine floors remaining in commercial use (B1, B8, A or D class).
- 3.2.14 The policy will form- part of the borough’s Development Plan so the allocation within the neighbourhood plan need not be replicated in Local Plan Partial Review.

LOCAL

EXISTING LOCAL PLAN POLICY

- 3.2.15 The existing Local Plan policies relating site allocations are:

Policy CA1: Kensal Gasworks
 Policy CA2: Wornington Green
 Policy CA3: Land Adjacent to Trellick Tower
 Policy CA4: Kensington Leisure Centre
 Policy CA5: The Former Commonwealth Institute
 Policy CA6: Warwick Road
 Policy CA7: Earl’s Court Exhibition Centre

SUMMARY

Date	Document	Organisation
Mar 2012	National Planning Policy Framework (NPPF)	DCLG
Mar 2014	National Planning Practice Guidance (NPPG): Neighbourhood Planning	DCLG

Date	Document	Organisation
May/Jun 2016	St Quintin and Woodlands Neighbourhood Plan	St Quintin and Woodlands Neighbourhood Forum
Mar 2015	London Plan Policy 2.13 Opportunity Areas	GLA

3.3 EVIDENCE BASE

3.3.1 See section 2.3 for full evidence base list for the site allocations.

3.4 OPTIONS, CONSULTATION AND INTEGRATED IMPACT ASSESSMENT (IIA)

3.4.1 The Issues and Options consultation document¹² published in December 2015 sets out the questions and options consulted on at that stage. The comments made as part of the public consultation can be found in two documents relating to this topic area:

- **Consultation Schedule** – a table setting out all of the consultation comments and the Council’s response to each comment
- **Consultation Summary** – a summary of the consultation comments

3.4.2 Further options and alternatives arising from the Issues and Options consultation have been considered in the Integrated Impact Assessment (IIA) and are all summarised below.

3.4.3 The Council has considered the options particularly in light of the ‘tests of soundness’ which are set out in the NPPF:

- **Positively prepared** – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;
- **Justified** – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
- **Effective** – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
- **Consistent with national policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the Framework. (paragraph 182)

¹² <https://planningconsult.rbkc.gov.uk/consult.ti/LPPR/consultationHome>

SITE ALLOCAITONS

3.4.1 The options and alternatives considered are:

Option		Status	Reason
1	Kensal Gas Works	Preferred option for Draft Policies	The Kensal Gasworks site is the most important future development site for the Royal Borough as it has the greatest capacity to accommodate new housing. It therefore will have a vital role in helping the Council meet its housing targets of 733 houses per annum over the plan period.
2	Barlby and Treverton Estates	Preferred option for Draft Policies	This is a potential estate regeneration site.
3	Wornington Green	Preferred option for Draft Policies	This is an estate regeneration project. The site has planning permission and phase one is complete.
4	Land Adjacent to Trellick Tower	Preferred option for Draft Policies	The site is a suitable location for housing development and the site is available and could be viably developed within the plan period.
5	Silchester East and West	Preferred option for Draft Policies	This is a potential estate regeneration site.
6	Earls Court Exhibition Centre	Preferred option for Draft Policies	The site has planning permission and will take 15 years to implement.
7	Warwick Road (four) sites including 100 and 100a west (Cromwell Road)	Preferred option for Draft Policies	The sites are suitable location for housing development, some already have planning permission. The remaining sites could be viably developed within the plan period.
8	Warwick Road Estate	Preferred option for Draft Policies	The site is a suitable location for housing development and the site is available and could be viably developed within the plan period.
9	Lots Road Power Station	Preferred option for Draft Policy	The site is a suitable location for housing development and the site is available and could be viably developed within the plan period.
10	Site at Lots Road	Preferred option for	The site is a suitable location for housing development and the site is

Option	Status	Reason	
	Draft Policy	available and could be viably developed within the plan period.	
11	Harrington Road	Preferred option for Draft Policies	The site is a suitable location for housing development and the site is available and could be viably developed within the plan period.
12	Chelsea Farmers Market (Royal Brompton Hospital)	Preferred option for Draft Policies	The site is a suitable location for housing development and the site is available and could be viably developed within the plan period.
13	South Kensington Station, including Pelham Street and Thurloe Street.	Reasonable Alternative	This site has a number of complex constraints. It includes a listed building. The site is narrow and immediately adjacent to the tube line. These constraints have implications for design and residential amenity. The site may have the potential to provide some residential units but further analysis is required. TfL have indicated that they are commissioning a feasibility study later in the year. At this stage, given the complex issues associated with the site, it is considered more appropriate to deal with development at South Kensington Station through pre-application discussions and a planning application after more information is available rather than via a site allocation without appropriate evidence.
14	92 Lots Road	Not a reasonable alternative	<p>The consultee suggests that 92 Lots Road does not have a long term future as premises that can provide employment space and that as such the property would be better suited to a range of alternative uses.</p> <p>The Council does not concur with this view. As an employment use within an employment zone there is a presumption that it must be retained. The introduction of some higher value uses may be appropriate when they can be shown to be necessary to enable continued business use on the rest of the site. This will be assessed on a case by case basis as and when</p>

Option	Status	Reason	
		<p>an application is made.</p> <p>The applicant proposes a number of possible alternative uses, none of which would ordinary be suitable within an Employment Zone. As such it would not be appropriate to allocate the property for any of the proposed uses.</p>	
15	Land to the West of Highlever Road (Formerly Clifton Nurseries), Nursery Lane, London, W10, 6QD	Not a reasonable alternative	The site has been identified as 'Local Green Space' in the draft Neighbourhood Plan. This Plan has passed examination and referendum and will shortly form part of the Council's Local Development Plan.
16	Former Commonwealth Institute	Not a reasonable alternative	This site has been built out. Allocation is therefore no longer necessary.
17	Kensington Leisure Centre	Not a reasonable alternative	This site has been built out. Allocation is therefore no longer necessary.
18	<ul style="list-style-type: none"> • 60 Sloane Avenue, SW3 • 253 – 261 Kensal Road, W10 	Not a reasonable alternative	The Council notes that both sites are the subject of linked planning applications. 253-261 Kensal Road lies within the Kensal Employment Zone and as such an increase in B class floorspace will be welcomed. However, the Council does recognise that this development is dependent on a change of use for 60 Sloane Avenue from office to residential. As such it would not be appropriate to include the Kensal Road site as an allocation.
19	142a Highlever Road St Quintin Garage W10	Not a reasonable alternative	The Council recognises that the referendum version of the SQWNP includes allocations for the sites 1-14 Latimer Road and 142A Highlever Road. The SQWNP is in itself part of the Council's Development Plan, and as such it would not be appropriate to repeat the allocation.
20	Kensington Fire Station site	Not a reasonable	The site has been identified within Chapter 14 of the CLP as being a

Option	Status	Reason	
	alternative	<p>“potential development site” (Para 14.4.3) “suitable for comparison retailing”. This reflect the site’s position close to the Knightsbridge International Centre.</p> <p>The site has been considered as part of a pre-application in 2014 (AR/14/00927) in which officers were of the opinion that a change of use to a class A1 retail use could be supported were the loss of the social and community floorspace be accommodated elsewhere.</p> <p>Any loss of social and community uses would have to be addressed against the sequential test set out in CLP CK1. There would be no “in principle” objection to the creation of A1 or B class uses on this site were the social and community use sequential test met. The applicants have yet to demonstrate that this is the case.</p> <p>It would not be appropriate to allocate the site for non social and community uses until the requirements of the sequential test have been addressed.</p>	
22	Royal Brompton Hospital	Not a reasonable alternative	This site was proposed for a medical use. The Royal Brompton Hospital is already in medical use so there is no need for an allocation.

3.5 DRAFT POLICY

DRAFT POLICY

- 3.5.1 Following consideration of the above options and reasonable alternatives, the existing Local Plan policy is proposed to be amended as follows (replicated from the Draft Policies consultation document).

Policy CA1
Kensal Canalside Opportunity Area

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

Land use allocation:

- a. a minimum of:
 - i. ~~2,500–3,500~~ new residential units;
 - ii. 10,000sq.m of new offices;
 - iii. 2,000sq.m of new non-residential floorspace, including social and community and local shopping facilities;
- b. a Crossrail station ~~subject to approval by Crossrail Limited~~;
- c. the relocation and re-provision of the existing Sainsbury's supermarket ~~in a location which provides a better relationship with Ladbroke Grove~~;
- d. a Combined Cooling, Heating and Power (CCHP) plant or similar, of a suitable size to serve the site with the potential to contribute to the heat and energy demand of the wider community as part of a district heat and energy network;
- e. the provision of on-site waste management facilities to deal with the development's waste arisings from the new uses of the site (including recycling facilities and/or anaerobic digestion);

Principles

- f. comprehensive development of the site in accordance with an urban design framework that will be set out in the Kensal Canalside Opportunity Area SPD;
- fg. a high-density development with a high environmental standard in terms of construction, building materials, waste management and energy usage/retention and low levels of car dependency and ownership;
- gh. improved infrastructure including a new road bridge over the railway, a new pedestrian and cycle bridge over the canal, new pedestrian and cycling links remodelling of the Ladbroke Grove junctions, and new roads streets ~~which~~ that connect the site into its surrounding context and other public transport links ~~, including improved connections over both the railway lines and the canal;~~;
- hj. attractive, usable and flexible public realm providing an appropriate setting for mixed-use canalside development which features leisure, education and business uses as well as housing;
- ij. the improvement and relocation of facilities currently provided by Canalside House and the Boathouse Centre on-site if relocation is required to achieve comprehensive redevelopment along the canalside and Ladbroke Grove;
- jk. the retention of the area west of the gas holders for the provision of electricity infrastructure. Part of this site may also be required for a gas pressure reduction station, replacing the gas holders. Any buildings must be of a high architectural standard and in keeping with the overall redevelopment of the site;
- kl. the ongoing access to, and respect for, the memorial site of the victims of the Paddington-Ladbroke Grove rail disaster ~~through a redevelopment which will maintain its dignity~~;

Infrastructure and Planning Obligations

Kensal Opportunity Area is zero rated for Borough CIL so the required infrastructure will be funded through s106 agreements, subject to pooling restrictions.

- lm. a Crossrail station (subject to ~~agreement in principle with Crossrail Limited~~ meeting Network Rail's design requirements);
- mn. social and community facilities (including health, education and police) depending on the population change;
- no. affordable housing;
- op. construction and maintenance of ~~bridges over the canal and railway~~ a new road bridge across the railway line to ~~provide a second emergency access to the site and~~ accommodate additional traffic generated by development of the site and a pedestrian and cycle bridge over the canal;
- pq. public realm and public spaces and improvements to little Wormwood Scrubs and Kensal Cemetery (subject to access through the cemetery and a linking bridge over the canal)
- qr. improved transport infrastructure including better bus links and new roads and improvements to the junctions with Ladbroke Grove,
- rs. landscaping and amenity improvements to the Grand Union Canal;
- t. Combined Cooling, Heating and Power (CCHP) plant or similar to serve the new development and form part of a wider development in the future;
- u. on-site waste management and on-site waste water treatment facilities, which could include recycling facilities and anaerobic digestion;
- sv. other contributions as set out in ~~the Planning obligations SPD and the site specific SPD~~ relevant SPDs.

Policy CA2
Barlby-Treverton

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

Land use

- a. up to 500 new residential units (a net addition of up to 350 residential units), depending on the outcome of the options appraisals;
- b. an enlarged replacement primary school;
- c. a new school for special educational needs;
- d. circa 700 sq m of commercial floor space along parts of Ladbroke Grove;

Principles

- e. at least the same amount of social rented floor space will be provided as currently exists;
- f. design principles will be established during the options study;
- g. two new schools located in the north-west part of the site that can come forward independently of the residential units;

Infrastructure and planning obligations

- h. re-provision of all social rented floorspace;
- i. development will be liable to make planning contributions in accordance with the CIL Regulations, the Council's Regulation 123 List and other relevant Local Plan policies and SPDs;
- j. depending on the number of additional residents and workers generated by the development site specific mitigation requirements may also be sought.

**Policy CA3
Wornington Green**

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

Land use

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

Principles

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

Infrastructure and Planning Obligations

- l. affordable housing;**
- m. a site management plan;**
- n. the reinstatement of an improved Athlone Gardens, Venture Centre and adventure playground;**
- o. play space and play equipment;**
- p. healthcare facilities;**
- q. education facilities;**
- r. construction training contribution;**
- s. neighbourhood policing facilities, should they be required;**
- t. mitigation for any negative transport impacts;**
- u. improvements to public transport arising from the development, including improvements to the bus infrastructure;**
- v. walking, cycling and public realm improvements;**

- w. arrangements for on-street residents' permit-free parking;
- x. sustainable development measures as set out in the Wornington Green Supplementary Planning Document;
- y. public art; and
- z. other contributions as identified in the Planning Obligations Supplementary Planning Document and site specific supplementary planning document.

Policy CA34

Land Adjacent to Trellick Tower

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

Land use allocation:

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

Principles:

~~cb. the restoration of a suitable setting for the designated heritage assets including~~ the Grade II* listed Trellick Tower;

Infrastructure and Planning Obligations:

- ~~dc. additional social and community uses, including health provision to be included as part of any redevelopment;~~
- ~~e. other contributions may be required, as identified in the Planning Obligations and the site specific supplementary planning documents.~~
- ~~d. improvements to the public realm and open spaces around the site;~~
- ~~e. development will be liable to make planning contributions in accordance with the CIL Regulations, the Council's Regulation 123 List and other relevant Local Plan policies and SPDs.~~

Policy CA 5

Silchester Estates

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

Land use

- a. up to 1,444 residential units (a net addition of up to 852 additional residential units), depending on the outcome of investigation of the options appraisal;

Principles

- b. if the decision is made to proceed with redevelopment, rather than infill / refurbishment or continued maintenance, then the Council will seek to work with other landowners and other stakeholders in the area to develop a comprehensive masterplan for the whole area;
- c. at least the same amount of social rented floor space will be provided as currently exists;

d. design principles will be established during the options study, which will include reinstating a more traditional street pattern and improving the legibility of the local environment;

Infrastructure and Planning Obligations

e. the re-provision of the existing social rented floorspace;

f. open space;

g. development will be liable to make planning contributions in accordance with the CIL Regulations, the Council's Regulation 123 List and other relevant Local Plan policies and SPDs;

h. supporting community facilities.

Policy CA76

Earl's Court Exhibition Centre

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

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

Land use **allocation:**

a. a minimum of **500 900 homes** within the Royal Borough; ~~which could be increased, in particular if (b) to (e) are provided within LBHF as part of the masterplanning process conducted in the preparation of the SPD~~

b. a minimum of 10,000sq.m of office floor space;

c. retail and other uses within the A class of the Use Classes Order 1987 (as amended) to serve the day-to-day needs of the new development;

d. a significant cultural facility to retain Earl's Court's long standing brand as an important cultural destination, located on the area of the Opportunity Area nearest to public transport accessibility;

e. other non-residential uses required to deliver a sustainable and balanced mixed-use development, such as hotel and leisure uses;

f. social and community uses;

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

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

Principles:

i. a new urban quarter which links well with its surroundings, especially to the west and east;

j. a design of the road network and connections with the surrounding area that significantly improves residential amenity, the pedestrian environment and public transport access in the area of the one-way system, and does not

- have an unacceptable impact on traffic congestion;
- k. an open urban square, fronting onto Warwick Road, with land uses that provide positive active edges to the building frontages;

Infrastructure and Planning Obligations:

- l. social and community facilities;
- m. additional new public open space, including considering opportunities to create biodiversity;
- n. securing highway contributions including the investigation, in consultation with TfL and the boroughs, into returning the Earl's Court one-way system two way working; implementation of those measures identified during the investigation commensurate to the development proposal; and significant improvements to quality of residential amenity, the pedestrian environment and public transport access in the area of the Earl's Court one-way system;
- o. improvements to Tube, bus and rail access, including interchange from the West London line to the Underground network and the extension of bus services into the site;
- p. to contribute to step-free access at West Brompton Station, measures to increase the capacity of the West London line and improvements to its interchange with the Underground network, particularly at Earl's Court, if feasible;
- pq. improved pedestrian links from and through the site and the surrounding area to public transport facilities and improved cycle links to enhance north/south cycle accessibility;
- qr. affordable housing as part of residential requirement;
- rs. education facilities;
- t. a cultural facility;
- su. other contributions as identified in the Planning Obligations Supplementary Planning Document and site specific supplementary planning document.

Policy CA 57
Warwick Road Sites

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

Land use allocation:

- a. ~~1,550~~ a minimum of 1189 total combined residential units across all ~~five~~ four sites:
 - ~~i~~ 500 residential units on the Charles House site
 - ~~ii~~ i. 250 281 residential units on the Former Territorial Army site;
 - ~~iii~~ ii. a minimum of 150 158 residential units on the Former Empress Telephone Exchange;
 - ~~iv~~ iii. a minimum of 300 330 residential units on the former Homebase site;
 - ~~v~~ iv. a minimum of 350 450 residential units on the 100/100A West Cromwell Road site;
- b. On the northern ~~four~~ three sites:
 - ~~i.~~ a primary school on-site, and

- ii. on-site public open space, including outdoor play space;
- c. On the 100/100A West Cromwell Road site: leisure, social and community uses (Class D1), provision of car parking and open amenity space;

Principles:

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

Infrastructure and Planning Obligations:

- gf.** affordable housing as part of residential development on all the sites to ensure a mixed and balanced community;
- hg.** social and community facilities;
- ih.** community sports hall and swimming pool;
- il.** health facilities;
- kj.** crèche and education facilities;
- ik.** landscape improvements to the West Cromwell Road in connection with 100/100A West Cromwell Road site;
- ml.** streetscape improvements to Warwick Road in connection to all development sites;
- nm.** pedestrian and cycle improvements;
- on.** floorspace for Safer Neighbourhoods unit, if required;
- po.** a contribution to investigate and implement measures to return the Earl's Court one-way system to two-way working
- qp.** other contributions as identified in the Planning Obligations Supplementary Planning Document and site specific supplementary planning documents development will be liable to make planning contributions in accordance with the CIL Regulations, the Council's Regulation 123 List and other relevant Local Plan policies and SPDs.

Policy CA8

Warwick Road Estate

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

Land use

- a. up to 350 residential units (a net addition of up to 230 units) depending on the outcome of the options appraisals;**
- b. circa 1,900 m2 of re-provided B1 office space, and ground floor commercial (A1, A2, A3 uses);**
- c. re-provision of a depot with ancillary office (so far as this is required to meet the Royal Borough's operational requirements);**

Principles

- d. re-provision of a depot on part of the site (so far as this is required to meet the Royal Borough's operational requirements);**

Infrastructure and Planning Obligations

- e. re-provision of the existing social rented floorspace;**
- f. development will be liable to make planning contributions in accordance**

with the CIL Regulations, the Council's Regulation 123 List and other relevant Local Plan policies and SPDs;
g. the nursery (within Class D1) either retained in situ or relocated on the site.

Policy CA9

Lots Road Power Station

Permission was granted in 2006 for:

- a. Shops (A1): 1,198sq.m
- b. Financial and professional services (A2): 82sq.m
- c. Food and drink (A3): 528sq.m
- d. Non-residential institutions (D1): 877sq.m
- e. Business (B1): 4,904sq.m
- f. Housing: 420 dwellings, including 166 affordable units
- g. Open space

Infrastructure and Planning Obligations:

The permission includes:

- h. Contribution towards parking facilities, bus stops, river bus services, and travel plans
- i. Improvements to Chelsea Harbour Pier
- j. Road junction improvements
- k. Cycle and pedestrian improvements
- l. Streetscape improvements
- m. Community facilities
- n. Contribution towards improvements to Westfield Park
- o. Affordable housing provision
- p. Works and maintenance of Chelsea Creek
- q. Adherence to design quality standards

Policy CA10

Site at Lots Road

A mixed use development to include residential and employment floorspace

The Council allocates development on the portion of the site within the Royal Borough to deliver, in terms of:

Land use

- a. a minimum of 120 residential units, including extra care units;
- b. commercial floorspace;

Principles

- c. active street frontages to Lots Road;
- d. re-provision of existing commercial floorspace;
- e. development that respects the setting of the Lots Village Conservation

Area;

f. development of a scale and density that is appropriate to its surroundings;

Infrastructure and Planning Obligations

g. development will be liable to make planning contributions in accordance with the CIL Regulations, the Council's Regulation 123 List and other relevant Local Plan policies and SPDs.

Policy CA11

Harrington Road

A residential-led development which could include some commercial floorspace

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

Land use

a. a minimum of 50 residential units;

Principles

b. active street frontages to Harrington Road and Queen's Gate;

c. an appropriate setting for the adjacent listed St Augustine's Church;

d. development that positively contributes to the character and appearance of the Queen's Gate Conservation Area;

e. development of a scale and density that is appropriate to its surroundings;

Infrastructure and Planning Obligations

f. development will be liable to make planning contributions in accordance with the CIL Regulations, the Council's Regulation 123 List and other relevant Local Plan policies and SPDs.

Policy CA12

Chelsea Farmers' Market

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

Land use

a. a minimum of 50 residential units;

b. retail units at ground level facing 151 Sydney Street;

c. the creation of a new public square facing 151 Sydney Street and linking to Dovehouse Green;

Principles

d. residential-led mixed use development;

e. provision of active retail frontages facing onto the new public square;

Infrastructure and Planning Obligations

f. development will be liable to make planning contributions in accordance with the CIL Regulations, the Council's Regulation 123 List and other relevant

Local Plan policies and SPDs;

g. provision of a new public square.

KEY DIAGRAM AND PROPOSALS MAP

3.5.2 Related to the draft policy, the following changes are required to made to the Key Diagram and the Proposals Map:

- **Update the site allocations. Former Commonwealth Institute, Kensington Leisure Centre, Charles House. Inclusion of Barlby Treverton Estate, Silchester East and West, Chelsea Farmers Market, 39-49 Harrington Road, Site at Lots Road, Lots Road Power Station.**

3.6 DUTY TO COOPERATE AND STRATEGIC ISSUES

3.6.1 The legal obligation of the ‘duty to cooperate’ requires the Council to “engage constructively, actively and on an ongoing basis” and have “regard to activities” (i.e. strategies, plans, policies) of other bodies in the preparation of Local Plans “so far as relating to a strategic matter”. This includes “considering whether to consult on and prepare... agreements or joint approaches”¹³.

3.6.2 A “strategic matter” relates to “sustainable development or use of land that has or would have a significant impact on at least two planning areas, including (in particular)... in connection with infrastructure that is strategic”¹⁴. Strategic matters are further defined in paragraph 156 of the NPPF¹⁵ and paragraph 013 of the NPPG on the duty to cooperate¹⁶.

3.6.3 Figure 3.1 shows the strategic issues relevant to this topic area, the relevant prescribed bodies, the actions the Council has taken with regard to the duty and the strategies, plans and policies of those prescribed bodies which the Council has had regard to.

Strategic issue	Relevant prescribed bodies ¹⁷	Council actions Prescribed bodies’ strategies, plans and policies which the Council has had regard to
Kensal, Earl’s Court Opportunity Areas	Environment Agency	All prescribed bodies were consulted as part of the Issues and Options consultation
	Historic England	
	Natural England	
	Mayor of London/HCA	The Mayor of London and Transport for London responded with specific reference to the places and
	Civil Aviation Authority	
	West London Clinical Commissioning Group	
NHS England		

¹³ Section 33A of the Planning and Compulsory Purchase Act 2004, as inserted by Section 110 of the Localism Act 2010

¹⁴ Section 33A(4) of the Planning and Compulsory Purchase Act 2004, as inserted by Section 110 of the Localism Act 2010

¹⁵ <http://planningguidance.communities.gov.uk/blog/policy/>

¹⁶ <http://planningguidance.communities.gov.uk/blog/guidance/duty-to-cooperate/>

¹⁷ Regulation 4 of The Town and Country Planning (Local Planning) (England) Regulations 2012

Strategic issue	Relevant prescribed bodies ¹⁷	Council actions Prescribed bodies' strategies, plans and policies which the Council has had regard to
	<p>Office of Rail Regulation</p> <p>Transport for London</p> <p>Integrated Transport Authorities</p> <p>Highway Authorities</p> <p>Marine Management Organisation</p> <p>London Enterprise Panel</p> <p>Local Nature Partnership (London Wildlife Trust)</p> <p>Old Oak and Park Royal Development Corporation (OPDC)</p> <p>City of Westminster</p> <p>London Borough of Hammersmith and Fulham</p> <p>London Borough of Wandsworth</p> <p>London Borough of Brent</p>	<p>sites allocation chapters. They agreed that there was merit in combining the places and site allocations.</p> <p>The OPDC noted that RBKC need to identify additional sites through the Partial Review in order to meet identified development needs, and that a 'Call for Sites' has been issued to try to identify these. This approach was welcomed as it will ensure that, in the first instance, additional capacity to accommodate development is identified within RBKC's boundaries. OPDC is interested in knowing the outcome of this exercise so that they can consider and comment on any impacts for the OPDC area. For your information, the Corporation's Draft Local Plan</p>

Strategic issue	Relevant prescribed bodies ¹⁷	Council actions Prescribed bodies' strategies, plans and policies which the Council has had regard to
	<p style="text-align: center;">Other London Boroughs</p>	<p>and suite of supporting studies provide details on how development targets and infrastructure needs can be met within the OPDC area.</p> <p>RBKC is participating in OPCD's Duty to Cooperate meetings and using these to ensure that linkages with the Park Royal Opportunity Area and the potential strategic public transport infrastructure hub and interchange at Old Oak Common are addressed and how development targets can be met. The London Boroughs of Hammersmith & Fulham, Brent and Ealing are also represented at these meetings.</p> <p>Kensal Canalside is designated an Opportunity Area in the London Plan with an indicative capacity of 2,000 jobs and a minimum of 3,500 homes, dependent upon a number of challenges and constraints. RBKC is liaising closely with the GLA and TfL on improving transport accessibility. A DIF and transport study has been commissioned identifying the constraints and development capacity. The GLA and TfL approved the brief for this study. RBKC are entering into a Development Service Agreement with Network Rail to investigate the feasibility of delivering a Crossrail station on the site.</p>

Figure 3.1: Duty to cooperate strategic issues, prescribed bodies and Council actions

APPENDIX A

Policy CP2 North Kensington

The Council will ensure opportunities for change in North Kensington deliver the widest possible regeneration benefits commensurate with the scale of the development. Policy CP3 Places The Council will protect, promote and enhance the local distinctiveness and economic success of the Places of the borough, and improve their character and quality and the way they function.

Policy CP3 Places

The Council will protect, promote and enhance the local distinctiveness and economic success of the Places of the borough, and improve their character and quality and the way they function.

EXISTING LOCAL PLAN CHAPTER: CHAPTERS 5-18: PLACES

RELEVANT LOCAL PLAN PARTIAL REVIEW ISSUES AND OPTIONS SECTION: SECTION 3: PLACES

CV5 Vision for Kensal in 2028

The gas works sites will have realised their potential and developed into a thriving and valued community in North Kensington. Along with residential development, there will be job creation and regeneration benefits which will be enhanced by a Crossrail station. Kensal will connect North Kensington with Central London and beyond. Well-connected, high density, mixed-use and environmentally responsive developments will have populated the sites. Better use will have been made of the canal and its towpath and over new 2,500 dwellings, with offices and a range of community facilities will have been delivered. The 251 area will also have been knitted into the surrounding urban fabric and the development, taken as a whole, will have provided a successful precedent for the remainder of the borough. Development in the employment zone will support its function as a vital and valued asset for small and medium industries and the cultural and creative sector in particular.

Policy CP5 Kensal

The Council will ensure the long term regeneration of Kensal by requiring development to positively contribute to the regeneration and environmental sustainability of the area, and resisting development which prejudices long term regeneration opportunities and which undermines the role of the employment zone.

CV6 Vision for Golborne/Trellick in 2028

Golborne and Trellick will have maintained a strong mixed community and Trellick Tower will remain the icon of the area. The Golborne Road Market and retailers will be thriving, serving both local people and other Londoners. The Portobello Road and Golborne Road Markets will have gained strength from each other, but will remain distinct in nature. New housing will be a mix of sizes and tenures. The Grand Union Canal will be seen as a destination rather than a barrier.

Policy CP6 Golborne/Trellick

The Council will ensure the long-term regeneration of Golborne/Trellick by requiring

development to positively contribute to the regeneration of the area, and resisting development which prejudices long-term regeneration. Proposals which increase footfall that would aid the viability of the market will be supported.

CV7 Vision for Portobello/Notting Hill in 2028

Portobello Road will remain a jewel in London's shopping crown, a place of world class antiques hunting alongside shops meeting the day-to-day needs of local people, above all, a place which has not been overrun by identikit multiples. The centre will maintain the rich variety of shops with a predominance now so rare in London, of independent retailers offering 'something different'. The existing antiques arcades are a key ingredient of this variety. Portobello Road's strengths: its international antiques trade and the diversity of the retail offer, including vibrant small shops offering personal service, will continue to be built upon. Its less glamorous role as the provider of the range of shops and services essential to support the day-to-day needs of its 'village minded' local community is no less important and will be maintained. Running the length of the Portobello Road, the street market, with its antiques, fashion, crafts, and fruit and vegetables will act as both a key driver to achieve this vision and an opportunity to strengthen the existing close links with the Golborne Road Special Neighbourhood Centre to the north. Portobello Road is, however, more than a shopping street, it will continue to be than an international antiques market, and an inspiration for designers and a seed-bed for new entrepreneurs. As Special District Centres, Portobello Road and Westbourne Grove will both remain internationally known vibrant retail areas. Westbourne Grove will retain its difference from Portobello Road and its position as a specialist shopping destination providing high end fashion retailing. By improving pedestrian links between Portobello Road, Westbourne Grove, All Saints Road and Golborne Road, the area as a whole will be strengthened, while the qualities of the very different individual centres will be maintained.

Policy CP7 Portobello/Notting Hill

The Council will ensure the long term success of Portobello Road, with its antiques and street market, and Notting Hill as unique local and international centres by promoting their retail character and supporting small format retail units, more suitable for independent businesses and antiques arcades, and by improving wayfinding and access.

CV8 Vision for Westway in 2028

The Westway flyover will no longer be an oppressive negative influence, but one which celebrates public art and creativity, using this and the land assets beneath the flyover. Problems of community safety have been overcome, and improved pedestrian linkages have made the area under the flyover into something wonderful

Policy CP8 Westway

The Council will ensure the negative impacts of the Westway are ameliorated by requiring development to include appropriate measures to improve the quality of the environment.

CV9 Vision for Latimer in 2028

Latimer will have been rebuilt, in a phased way, to a new street pattern, guaranteeing all existing tenants the opportunity of a new home as well as creating

capacity for new residents to move to the area. It will be a place that focuses on the provision of high-quality services through excellent architecture and urban design. It will provide accessible, safe and adaptable spaces that are valued and used by the local community. New development, including a new neighbourhood shopping centre, will be located around Latimer Road Station. The area will be better served by public transport, and there will be clear links to Ladbroke Grove and White City. A community sports centre with a swimming pool will be retained in the area and a new academy will be established.

Policy CP9 Latimer

The Council will ensure the long term regeneration of Latimer by requiring development to positively contribute to the regeneration of the area, and resisting development which prejudices long term regeneration opportunities and which undermines the role of the employment zone.

CV10 Vision for Earl's Court in 2028

The western edge of the borough will be reintegrated with the Earl's Court Neighbourhood Centre so that the centre is able to blossom, offering an attractive 'urban-village' environment which local residents can enjoy. Crucial to this is reducing the impact of the one-way system on residential amenity, the pedestrian environment and public transport users, preferably by returning the one-way system to two way working or other significant environmental improvements. The function of the centre will be reinforced by improved links to the Exhibition Centre, which should be developed for mixed uses with a significant convention, exhibition or cultural use. Earl's Court site will therefore retain its important London-wide role as a distinctive cultural brand, but also transformed into a new vibrant urban quarter. New residential-led mixed use development along Warwick Road will further reinforce this urban quarter, which will include new open space and a new school. The area will continue to offer a wide range of residential accommodation and will include community infrastructure to support local life. Streetscape and pedestrian improvements to 253 Cromwell Road, Warwick Road and Earl's Court Road will transform the environment, making it more pleasant for pedestrians and residents, marking the arrival of the A4 in Central London.

Policy CP10 Earl's Court

The Council will ensure an attractive 'urban-village' environment in Earl's Court by supporting improvements to the public realm, pedestrian environment and open space. The Council will resist development proposals which prejudice the opportunities for wider regeneration of the area and compromise delivery of the vision.

CV11 Vision for Kensington High Street in 2028

Kensington High Street will have redefined its role to ensure that it distinguishes its offer from Westfield, Knightsbridge and King's Road. The centre will have continued its long tradition as Kensington's High Street, serving residents, workers and visitors. It will continue to provide a good range of food and other convenience retailing and remain a destination for fashion and certain niche markets. Ease of pedestrian movement will be central to this success. Reuse of the former Commonwealth Institute for a significant public institution will have attracted increased visitor numbers and developed a further niche retail cluster at the

western end of the High Street. The cinema will have been maintained.

Policy CP11 Kensington High Street

The Council will ensure the continued success of the High Street as a high quality shopping street serving residents, workers and visitors by paying close regard to the need to enhance the character of the area, support existing retail niches, attract new trip generating uses and ensure it is inclusive for all.

CV12 Vision for South Kensington in 2028

Prince Albert's vision of a wide range of world class institutions connecting the science and art of the past, present and future will have been taken forward to reflect how our interpretation of culture is ever richer, embracing more of our everyday lives - entertainment, eating and drinking, and even shopping. South Kensington will continue to develop across this spectrum of cultural activity to remain a local, national and internationally-significant destination.

The spirit of social connectivity, so powerfully expressed in the soon to be completed public realm of Exhibition Road, will be developed throughout South Kensington through innovative public realm proposals, generous public spaces, unique retailing and cultural experiences. All the facilities developed for residents and visitors alike will be connected to create an inspiring, memorable and thoroughly contemporary re-evocation of the original Victorian vision.

Policy CP12 South Kensington

The Council will ensure the continued success of South Kensington as a premier public cultural destination, and as a local shopping centre, by securing good quality public open spaces and step-free access at South Kensington station to cater for the very large number of visitors the area receives, and supporting proposals to uplift the quality of the retail offer, especially proposals likely to favour local and niche markets.

CV13 Vision for Brompton Cross in 2028

Brompton Cross will remain a high quality specialist boutique retail centre with international appeal and will have a stronger sense of identity as a place. The centre will be enhanced by development which reflects its high quality character and it will have benefited from improved pedestrian links to South Kensington Underground Station, the Museums, and Knightsbridge. The return of long-term vacant retail units to retail use will have been achieved. The hospitals to the west, which provide health care and medical research of both national and international significance will have been maintained and improved.

Policy CP13 Brompton Cross

The Council will ensure Brompton Cross has a stronger sense of identity by supporting small format retail units to protect and promote the high quality specialist boutique retail nature of the centre and improve the pedestrian links between South Kensington Underground station and the Museums.

CV14 Vision for Knightsbridge in 2028

Knightsbridge will continue to enjoy its role as the Royal Borough's national and international shopping destination and home to some of the most exclusive shopping in London. It will also continue its role as an important residential quarter

and a service centre for residents in both Kensington and Chelsea and Westminster.

Policy CP14 Knightsbridge

The Council will ensure the continued success of Knightsbridge as the Royal Borough's international shopping destination, and as an important residential quarter and service centre for residents, by resisting proposals which are aimed at mass tourism and supporting proposals likely to favour independent and high end retail and to maintain the area's high residential quality of life.

CV15 Vision for King's Road/Sloane Square in 2028

The King's Road will not simply be like any other 'successful' high street. It will remain one of London's most iconic and vibrant shopping streets, containing a lively and diverse mix of shops, restaurants, and world-class cultural attractions. It will remain a place where one can shop in both independent boutiques and multiples; a place to enjoy, to promenade, a place which meets the day-to-day needs of our residents; and a place to experience some of the best theatre, concert and gallery events that London has to offer.

Policy CP15 King's Road/Sloane Square

The Council will ensure King's Road and Sloane Square remains one of London's iconic and vibrant shopping streets by supporting proposals likely to favour independent retailers and small up market chains, supporting cultural facilities and promoting improvement to the public realm to better reflect its international reputation.

CV16 Vision for Notting Hill Gate in 2028

Notting Hill Gate will be significantly strengthened as a District Shopping Centre, with improved shops and restaurants that reflect the needs of the local catchment. Boutiques and premium-quality retailers will become a feature of the area, as they are in Kensington Church Street and Pembridge Road. The centre will continue to be a major office location. Notting Hill has a long-standing reputation for arts and culture; Notting Hill Gate will capitalise on this in developing the arts and cultural offer.

The street will become more pedestrian friendly, with improved crossing facilities, fewer barriers, less street clutter, reduced vehicle impacts and station entrances relocated within buildings. All development will be of the most exceptional design and architectural quality, creating a 'wow factor' that excites and delights residents and visitors. Pedestrian links to Portobello Road Special District Centre will also be enhanced through good design, legibility and clear wayfinding.

Policy CP16 Notting Hill Gate

The Council will require development to strengthen Notting Hill Gate's role as a District Centre by supporting high trip generating uses; improving retail and restaurant provision including some anchor retail to serve the local catchment; and deliver new distinctive identity through high quality architecture and design of the public realm. The Council will also resist development which prejudices opportunities for wider regeneration of the area and compromises delivery of the vision.

CV17 Vision for Fulham Road in 2028

Fulham Road will continue to be a centre providing for the daily needs of local people, while also offering a variety of high quality specialist shopping. The proportion of food and drink uses, together with their hours of operation, will be carefully managed to ensure a complimentary environment with the retail uses and surrounding residential area. The appearance of the centre will be enhanced through improvements to shop fronts. Pedestrian and cycle links to the north and south will be improved. The Council will support the hospital's role in contributing to the centre's vitality.

Policy CP17 Fulham Road

The Council will ensure the local retail and residential character of Fulham Road is maintained by limiting new food and drink uses.

CV18 Vision for Lots Road/World's End in 2028

The opening of the new secondary school will bring people into the area. By 2028, improvements to the built and natural environment will transform the area into a place people choose to visit. Investigating the designation of a conservation area in the Lots Road area is an important part of this. The Lots Road Power Station site development will play a vital role in improving the vitality of the area by providing a mixture of uses including housing, new neighbourhood centre, offices, and social and community facilities including mooring facilities. Better pedestrian links from Lots Road to the World's End shops will help overcome the isolation with the wider townscape of Lots Road and reintegrate World's End. Connectivity to the riverside will be supported by completing the Thames Path and the use of the Cremorne railway bridge by pedestrians and cyclists.

Policy CP18 Lots Road/World's End

The Council will maintain, protect and enhance the character of the area by supporting better local shopping facilities, social and community uses, small cultural and creative uses and requiring improvements to connectivity and integration within the place, the wider area, and the river.

Existing Local Plan chapter:
Chapters 19-28: Strategic Site Allocations

Relevant Local Plan Partial Review Issues and Options section:
Section 4: Site allocations

Policy CA1 Kensal Gasworks
Allocation for Kensal Gasworks

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

Land use allocation:

- a. upwards of:
 - i. 2,500 new dwellings;
 - ii. 10,000sq.m of new offices;
 - iii 2,000sq.m of new non-residential floorspace, including social and community and local shopping facilities;
- b. a Crossrail station, subject to approval by Crossrail Limited;
- c. the relocation and reprovision of the existing Sainsbury's supermarket in a location which provides a better relationship with Ladbroke Grove;
- d. a Combined Cooling, Heating and Power (CCHP) plant or similar, of a suitable size to serve the site with the potential to contribute to the heat and energy demand of the wider community as part of a district heat and energy network;
- e. the provision of on-site waste management facilities to deal with the development's waste arisings from the new uses of the site (including recycling facilities and/or anaerobic digestion);

Principles:

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

Infrastructure and planning obligations:

- l. a Crossrail station (subject to agreement in principle and detail with Crossrail Limited);
- m. social and community uses (including health, education and police);

- n. affordable housing;
- o. construction and maintenance of bridges over the canal and railway;
- p. improvements to Little Wormwood Scrubs and Kensal Green Cemetery (subject to access through the cemetery and linking bridge over the canal);
- q. improved transport infrastructure including better bus links and new roads;
- r. landscaping and amenity improvements to the Grand Union Canal;
- s. other contributions as set out in the Planning Obligations SPD and the site specific SPD.

Policy CA2 Wornington Green

Allocation for Wornington Green

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

Land use allocation:

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

Principles:

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

Infrastructure and Planning Obligations:

- l. affordable housing;
- m. a site management plan;
- n. the reinstatement of an improved Athlone Gardens, Venture Centre and adventure playground;
- o. play space and play equipment;
- p. healthcare facilities;
- q. education facilities;
- r. construction training contribution;
- s. neighbourhood policing facilities, should they be required;

- t. mitigation for any negative transport impacts;
- u. improvements to public transport arising from the development, including improvements to the bus infrastructure;
- v. walking, cycling and public realm improvements;
- w. arrangements for on-street residents' permit-free parking;
- x. sustainable development measures as set out in the Wornington Green Supplementary Planning Document;
- y. public art; and
- z. other contributions as identified in the Planning Obligations Supplementary Planning Document and site specific supplementary planning document.

Policy CA3 Land Adjacent to Trellick Tower

Allocation for Land Adjacent to Trellick Tower

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

Land use allocation:

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

Principles:

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

Infrastructure and Planning Obligations:

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

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

Policy CA4 Kensington Leisure Centre

Allocation for the Kensington Leisure Centre

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

Land use allocation:

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

Principles:

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

Infrastructure and Planning Obligations:

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

Policy CA5 Allocation for the former Commonwealth Institute

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

Land use allocation:

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

Principles:

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

Infrastructure and Planning Obligations:

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

Policy CA6 Warwick Road

Allocation for the Warwick Road Sites

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

Land use allocation:

- a. 1,550 total combined residential units across all five sites, with a minimum of:
 - i. 500 residential units on the Charles House site;
 - ii. 250 residential units on the Former Territorial Army site;
 - iii. a minimum of 150 residential units on the Empress Telephone Exchange site;
 - iv. a minimum of 300 residential units on the Homebase site;
 - v. a minimum of 350 residential units on the 100 West Cromwell Road site;
- b. On the northern four sites:
 - i. a primary school on-site, and
 - ii. on-site public open space, including outdoor play space;
- c. On the 100 West Cromwell Road site leisure, social and community uses (Class D1), provision of car parking and open amenity space;

Principles:

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

Infrastructure and Planning Obligations:

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

Policy CA7 Earl's Court Exhibition Centre

Allocation for Earl's Court Exhibition Centre

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

Land use allocation:

- a. a minimum of 500 homes within the Royal Borough, which could be increased, in particular if (b) to (e) below are provided within LBHF as part of the masterplanning process conducted in the preparation of the SPD;
- b. a minimum of 10,000sq.m (108,000sq.ft) of office floor space;
- c. retail and other uses within the class of the Use Classes Order 1987 (as amended) to serve the day-to-day needs of the new development;
- d. a significant cultural facility to retain Earl's Court's long standing brand as an important cultural destination, located on the area of the Opportunity Area nearest to public transport accessibility;
- e. other non-residential uses required to deliver a sustainable and balanced mixed-use development, such as hotel and leisure uses;
- f. social and community uses;
- g. on-site waste management facilities to handle waste arising from the new uses of the site (including recycling facilities and/or anaerobic digestion), which may be provided within LBHF as part of the masterplanning process conducted in the preparation of the SPD but must benefit development in the Royal Borough;
- h. low or carbon neutral developments and a Combined Cooling, Heating and Power (CCHP) plant or similar, of a suitable size to serve the site with the potential to contribute to the heat and energy demand of the wider community as part of a district heat and energy network, which may be provided within LBHF as part of the masterplanning process conducted in the preparation of the SPD but must benefit development in the Royal Borough;

Principles:

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

Infrastructure and Planning Obligations:

- l. social and community facilities;
- m. additional new public open space, including considering opportunities to create biodiversity;
- n. securing highway contributions including the investigation, in consultation with TfL and the boroughs, into returning the Earl's Court one-way system two way working; implementation of those measures identified during the investigation commensurate to the development proposal; and significant improvements to quality of residential amenity, the pedestrian environment and public transport access in the area of the Earl's Court one-way system;
- o. improvements to Tube, bus and rail access, including interchange from the West London line to the Underground network and the extension of bus services into the site;
- p. improved pedestrian links from and through the site and the surrounding area to public transport facilities and improved cycle links to enhance north/south cycle accessibility;
- q. affordable housing as part of residential requirement;
- r. education facilities;
- s. other contributions as identified in the Planning Obligations Supplementary Planning Document and site specific supplementary planning document.



THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA

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