## CV5 Vision for Kensal

Kensal Canalside Opportunity Area will have been transformed from a former gasworks and railway depot into a thriving, well-connected community. A new Crossrail station will minimise the need for private vehicle use, improve employment prospects in the north of the borough and make travelling to work easier. Residential-led development will have made the most of its canalside location, with dockside development and improved access to the waterway, and of the green setting provided by Kensal Green Cemetery. New connections will provide a link across the railway and westwards to Scrubs Lane and Old Oak Park Royal. The Treverton Estate will have been regenerated to provide new schools and will be an even more appealing place to live. Kensal Employment Zone will provide flexible workspace, and supporting uses that bring vitality, to allow small and medium sized businesses to flourish, building on the area’s existing strengths in the creative sector.

### Consultation:
Please provide your comments on the Draft Policies, supporting text and any options and alternatives (set out in respective Policy Formulation Reports) by completing the Consultation Response Form at [https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/)
Key issues and potential opportunities
5.1 Introduction

5.1.1 Kensal lies to the very north of the borough, bordering the London Boroughs of Hammersmith and Fulham, Brent and the City of Westminster, and is adjacent to the Old Oak and Park Royal regeneration area.

5.2 Context

- The Great Western Main Line and the Grand Union Canal run east-west through the area. Together with the West London Line to the west, this has resulted in poor connectivity to the wider area. Ladbroke Grove is the primary north-south route through North Kensington and Kensal and carries a lot of traffic.
- The former Kensal Gasworks and the North Pole railway depot are designated as Kensal Canalside Opportunity Area in the London Plan. This 15.4 hectare site is the last remaining large brownfield site in the borough.
- The area has relatively poor public transport accessibility compared to the rest of the borough. The Crossrail 1 Elizabeth Line will run above ground in the existing rail corridor through Kensal Canalside. A Crossrail station here will improve accessibility, enhance employment prospects for local people and stimulate regeneration and growth in this part of the borough.
- To the east of Ladbroke Grove the area is mostly dominated by a mixture of employment land and postwar housing estates. It includes areas that are amongst the 10 percent most deprived in the country.
- The Kensal Employment Zone to the western end of Kensal Road is the largest of the three employment zones in the borough. It comprises mostly small offices and light industrial uses. Businesses located here are typically engaged in recording media, advertising, design, printing, publishing and communications. The employment zone is on the western fringe of the central London office market, and, like Paddington, benefits from a canalside location.
- Kensal Green Cemetery is a valued heritage asset and a Grade I Registered Park and Garden of Historic Interest. It is both an operational cemetery and a tranquil open space and contains several Grade I and II* listed buildings. Kensal House, built in the 1930s as an exemplar ‘urban village’ for the employees of the gasworks, is one of the few Modern Movement buildings in the borough to be Grade II* listed.
- The later phases of redevelopment of Wornington Green estate will reconnect the northern end of Portobello Road to Ladbroke Grove. New office and retail will be provided at this junction enhancing the vitality of the area.

5.3 Principles (Overarching Aims)

- Develop Kensal Canalside as a new community integrated within the wider area.
- Improve public transport accessibility and minimise the need for private car usage in the area.
- Deliver new residential-led development across the Kensal area.
- Investigate the improvement of existing Council tenants' homes.
- Provide a network of high quality public spaces.
- Enhance the canalside environment as a destination for leisure and recreation uses, and as an attractive pedestrian and cycling route particularly to Old Oak Common.
- Preserve the special character of Kensal Green Cemetery.
• Support Kensal to continue to operate as a vibrant employment area, and create opportunities for innovative small and medium sized businesses.
• Protect ecological habitats and biodiversity.

5.4 Priorities (Objectives and actions to deliver the aims)

• Facilitate the release of the North Pole Depot from railway use.
• Support the delivery of a new Crossrail station.
• Provide an integrated public transport network.
• Provide a new road bridge across the railway line.
• Deliver a new road linking onto Mitre Way near Scrubs Lane in the London Borough of Hammersmith and Fulham.
• Relocate and upgrade the Sainsbury's supermarket within the Kensal Canalside Opportunity Area.
• Establish a new neighbourhood centre in Kensal Canalside to meet the day-to-day needs of the immediate area.
• Provide new social and community facilities to support the new neighbourhood.
• Investigate opportunities to redevelop the Treverton Estate to provide high quality new homes.
• Provide a new enlarged primary school at Barlby Road and a new Special Educational Needs school.
• Deliver new, and enhance existing, green and civic spaces that help to improve the important green infrastructure corridor along the canal.
• Provide a range of new flexible workspaces.
• Support the function of the employment zone as a vital and valued asset for small and medium sized businesses and for the cultural and creative sector.
• Use the canal to transfer demolition and development materials, domestic waste and deliveries.

5.5 Delivery

• Road and rail infrastructure necessary for the site to be developed will be funded through development of the site.
• The Council is progressing a Development Service Agreement with Network Rail to establish how the station and associated track can be constructed.
• A Supplementary Planning Document for the Kensal Canalside Opportunity Area will be published in 2017.
• The Council will work closely with the Old Oak Park Royal Development Corporation to ensure that both developments are integrated and Kensal Canalside can act as the first phase of wider regeneration of this part of west London.
• The Council will work with landowners in the Kensal Canalside Opportunity Area to ensure comprehensive development of the site.
• The Council will work with Transport for London to deliver public transport improvements.

5.6 References

5.6.1 The Council and other bodies have produced the following documents that are relevant to development in and around Kensal:
- Royal Borough of Kensington and Chelsea (RBKC), *Issues and Options for Kensal Gasworks Strategic Site*, 2012
- Peter Brett Associates, *Kensal Canalside Development Infrastructure and Funding Study*, 2016
- Kensal Portobello proposed track diagram see Kensal Portobello web page www.rbkc.gov.uk/kensalportobellocrossrailstation
- Regeneris, *Economic Impact of a Crossrail Station in North Kensington*, 2012
- Cushman and Wakefield, *Kensal Canalside Development Uplift Study*, 2015
- OPDC, *Old Oak and Park Royal Development Corporation Draft Local Plan*, 2016

5.6.2 Evidence and further background information supporting a Kensal Portobello Crossrail Station can be found on the Council’s website: https://www.rbkc.gov.uk/parking-transport-and-streets/getting-around/kensal-portobello-crossrail-station

5.6.3 Please note further documents may be produced after publication of this plan so it is important to also check the Council’s website.
5.7 Site Context

5.7.1 Kensal Canalside is the last remaining large brownfield site in the borough. It adjoins the Old Oak and Park Royal Opportunity Area to the west and has the potential to and act as a catalyst for the regeneration of the whole of this part of northwest central London as it will be developed before Old Oak and Park Royal.

5.7.2 The opportunity area consists of the former Kensal Gasworks north of the railway line and the North Pole railway depot to the south. Part of the northern site is now occupied by a Sainsbury’s supermarket and petrol station. The site is bound by the Grand Union Canal and Kensal Green Cemetery to the north.

5.7.3 There is only one road access to the site north of the railway line and the junction with Ladbroke Grove is now at capacity. This severely constrains the development that can be accommodated on the site without significant transport improvements. Optimal development of the site can only be achieved with a new road bridge over the railway line, improving access, and a new Kensal Portobello Crossrail station, reducing the need for private car ownership. Building the new road bridge requires release of at least part of the North Pole railway depot to the south, which is currently designated for railway use.
Site Allocation

Policy CA1
Kensal Canalside Opportunity Area

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

Land use
a. a minimum of:
   i. 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;
c. the relocation and re-provision of the existing Sainsbury’s supermarket;
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;
g. 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;
h. improved infrastructure including a new road bridge over the railway, a new pedestrian and cycle bridge over the canal, remodelling of the Ladbroke Grove junctions, and new streets that connect the site into its surrounding context and other public transport links;
i. 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;
j. 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;
k. 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;
l. the ongoing access to, and respect for, the memorial site of the victims of the Ladbroke Grove rail disaster;

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.

m. a Crossrail station (subject to meeting Network Rail’s design requirements);
n. social and community facilities (including health, education and police) depending on the population change;
o. affordable housing;
p. construction and maintenance of a new road bridge across the railway line to accommodate additional traffic generated by development of the site and a pedestrian and cycle bridge over the canal;
q. 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)

r. improved transport infrastructure including better bus links and new roads and improvements to the junctions with Ladbroke Grove,

s. 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;

v. other contributions as set out in relevant SPDs.

**Consultation:** Please provide your comments on the Draft Policies, supporting text and any options and alternatives (set out in respective Policy Formulation Reports) by completing the Consultation Response Form at [https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/)

<table>
<thead>
<tr>
<th>Site Information</th>
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</table>
| **Site Address** | Western site - Kensal Gasworks, Canal Way  
Central site - Former Kensal Green Gasworks, Canal Way  
Eastern site - 2 Canal Way  
Southern site - North Pole Railway Depot (east), Barlby Road  
Canalside House - 383 Ladbroke Grove  
Boathouse Centre - 1-16 Canal Close  
The Water Tower, Canal Close |
| **Ward** | Dalgarno |
| **Site Area** | 15.4 hectares |
| **Site Owners** | Western site - National Grid  
Central site – Ballymore  
Eastern site - Sainsbury’s  
Southern site - Department for Transport  
Canalside House - Royal Borough of Kensington and Chelsea  
Boathouse Centre - Catalyst Housing Limited  
Water Tower - private individual  
Canal and towpath – British Waterways |
| **Current Uses** | Western site - gas pressurisation head housing and two mothballed Gas Holders  
Central site – vacant, temporarily being used as a Crossrail 1 construction site  
Eastern site – retail and petrol station  
Southern site – railway  
Canalside House – affordable office space for voluntary and community associations  
Boathouse Centre - leisure and residential  
Water Tower – residential |
| **Planning History** | An application was submitted in 2006 for the central site for 790 residential units (negotiated to 730 units) and 14,895sq.m of non-residential uses. This application (PP/06/01619) was withdrawn in 2008 following a change of ownership. |
| **Delivery** | The Royal Borough of Kensington and Chelsea, Greater London Authority (GLA) National Grid, Ballymore, Sainsbury’s, National Grid, Department for Transport, Transport for London, NHS Clinical Commissioning Group, British Waterways and other site owners. |
| **Delivery milestones** | Site development  
- 2017 Publish Supplementary Planning Document  
- 2022 -2031 construction  
Station |
<table>
<thead>
<tr>
<th><strong>Funding arrangements</strong></th>
<th>Private investment</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Planning guidance</strong></td>
<td>Kensal Canalside Opportunity Area SPD (2017)</td>
</tr>
</tbody>
</table>
| **Site Constraints**     | • The site is a former gasworks and therefore contaminated, partial decontamination of the central site has been undertaken.  
  • The development capacity of the site is constrained by the road junction onto Ladbroke Grove which provides the only access to the site.  
  • There is a Hazardous Substances Consent (HSC) covering a large area of the former Kensal Green Gasworks relating to the disused gas holders. While they remain in situ the gas holders have a Health and Safety consultation zone around them within which residential development is restricted.  
  • Kensal Green Cemetery is a Grade I Registered Park and Garden of Historic Interest and contains several Grade I and II* listed buildings. Kensal House is listed Grade II*. Views from the cemetery to the development will be particularly sensitive.  
  • The memorial to the victims of the Ladbroke Grove rail disaster is located on the site. The memorial must be respected and visitor access maintained.  
  • Borough Grade I and II Sites of Nature Conservation Importance and identified green corridors exist on site, notably along the railway and canal. There is also a Site of Nature Conservation of local importance.  
  • New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield runoff rates. |
| **Risks**                 | • Network Rail Development Services Agreement identifies that the station and/or additional track cannot be accommodated.  
  • Decommissioning of the gas holders is not brought forward in line with the proposed development phasing, delaying development on the site.  
  • The North Pole Depot (eastern end) is not released for development by the Department for Transport.  
  • The station and bridge need to be built at the same time as the High Speed 2 line and Crossrail station at Old Oak Common in order to take advantage of the line closures that will be required for this. If this window of opportunity is not taken costs will be prohibitive. |
5.8 Site Context

5.8.1 The site is situated within the Dalgarno Ward in the northern part of the Royal Borough of Kensington and Chelsea. The site is approximately 2.2ha in area.

5.8.2 The site is bound to the north by Barlby Road, to the east by Ladbroke Grove and to the west by Exmoor Street. The southern boundary is defined by Bruce Close and properties on the northern side of Hewer Street. An internal road, Treverton Street, runs into the site from Ladbroke Grove, providing vehicular access. Treverton Street becomes pedestrianised at its exit on Exmoor Street and there is no vehicular route through the site.

5.8.3 Barlby Road Primary School occupies the northern portion of the site, with a frontage on Barlby Road. A small row of shops runs along Ladbroke Grove from its junction with Barlby Road.

5.8.4 The Council has decided to redevelop and enlarge Barlby School and provide a new school for special educational needs and is considering what opportunities there may be for improving existing homes and/or providing new ones.
Site Allocation

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.

Consultation: Please provide your comments on the Draft Policies, supporting text and any options and alternatives (set out in respective Policy Formulation Reports) by completing the Consultation Response Form at [https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/)

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<tr>
<td><strong>Site Address</strong></td>
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<tr>
<td><strong>Ward</strong></td>
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<td><strong>Site Area</strong></td>
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<tr>
<td><strong>Site Owners</strong></td>
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<tr>
<td><strong>Current Uses</strong></td>
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<tr>
<td><strong>Existing Permissions</strong></td>
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**Delivery**

- **Delivery agencies**: RBKC and private sector partner(s)
- **Delivery milestones**: In the event that full or partial redevelopment is selected as the preferred option, delivery of residential units would not commence before 2022. The schools and residential units are likely to be delivered to different timescales.
- **Funding arrangements**: The Council’s emerging preferred strategy to deliver and fund major estate regeneration schemes is via a joint venture arrangement with suitable private sector partner(s).

**Site Constraints**
- The site is bordered by Oxford Gardens Conservation Area to the west and south. Located within this conservation area and opposite the site is the St...
| | Charles Hospital. The main hospital building, nurses’ home and hospital lodge, gate, piers and railing are all Grade II listed.  
| | • The Victorian terrace on the northern part of Ladbroke Grove is in private ownerships. Therefore the Council’s CPO powers may be required to obtain ownership of these properties to secure deliverability of the regeneration objectives.  
| | • New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates.  
| **Risks** | The case for regeneration is deemed unacceptable |
Chapter 6   Golborne

CV6: Vision for Golborne
Regeneration of the Wornington Green estate will be complete providing the existing community with more homes, new shops, offices, social and community facilities and a new public square. The area’s historic street pattern will be reinstated and Portobello Road will be reconnected to Ladbroke Grove. The completed redevelopment of the site in front of Trellick Tower will reflect its status as the icon of the area. New housing will be a mix of sizes and tenures and all redeveloped areas will be capable of designation as conservation areas in the future. Public realm improvements that create a stronger sense of place will have been implemented in Golborne Road, Kensal Newtown and Meanwhile Gardens.

Consultation: Please provide your comments on the Draft Policies, supporting text and any options and alternatives (set out in respective Policy Formulation Reports) by completing the Consultation Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/
6.1 Introduction

6.1.1 Golborne is located in the north east of the borough, extending north from the Westway to the Grand Union Canal, which forms the borough boundary. The Paddington main line also runs through Golborne. These large infrastructure corridors mean the area is relatively isolated from its surroundings due to these physical and perceived barriers.

6.2 Context

- Trellick Tower, designed by Erno Goldfinger, is an architectural icon and landmark of the area. It is listed Grade II* and at 35 storeys is the tallest building in the borough. The neighbouring Cheltenham Estate is Grade II listed.
- Golborne Road provides the neighbourhood centre for the area. There is a strong sense of community amongst the retailers in Golborne Road, and Golborne Road Market is seen as an integral part of the Portobello Road Market offer to the south. The Golborne Road Market provides for the local community, and attracts people from across London.
- Beyond Golborne Road itself, the area is largely residential, with a high proportion of social rented housing. The Wornington Green Estate is being redeveloped to meet modern housing standards and providing new private housing alongside replacement of the existing social rented housing. Phase 1 is complete and phases 2 and 3 are due for completion by 2021. This development will restore the northern connection between Portobello Road and Ladbroke Grove.

6.3 Principles (Overarching Aims)

- Provide good open space and appropriate community facilities in any new development.
- Improve cycle and pedestrian links.
- Preserve the setting of the designated heritage assets.
- Provide high quality new housing.
- Enhance safety and permeability of the area.
- Enhance the canalside environment.
- Encourage activity in Golborne Road to extend northwards over the railway line.

6.4 Priorities (Objectives and actions to deliver the aims)

- Complete the redevelopment of Wornington Green.
- Reprovide Athlone Gardens and the Venture Centre.
- Provide improved library facilities.
- Improve the streetscape in Golborne Road to solve drainage problems.
- Encourage more market stalls in Golborne Road, particularly those dealing in vintage and second hand furniture, handmade crafts and collectables.
- Improve access to the Grand Union Canal towpath and integrate it into the network of local pedestrian routes.
- Maintain and enhance Meanwhile Gardens.
- Provide a new entrance to the rear of Westbourne Park Station.
- Reinstate the Victorian street pattern including the reconnection of Portobello Road to Wornington Road and Ladbroke Grove.
- Improve the Golborne Road/Elkstone Road junction.
- Improve Golborne Square.

6.5 Delivery

- Planning and design guidance has been prepared for the Wornington Green Estate and the land adjacent to Trellick Tower.
• Catalyst Housing Ltd are delivering regeneration of the Womrington Green Estate.
• The Council will work with Meanwhile Gardens Community Association to maintain and enhance the gardens.

6.6 References

6.6.1 The following documents are relevant to development in Golborne:

• Royal Borough of Kensington and Chelsea (RBKC), *Womrington Green Planning Brief Supplementary Planning Document (SPD)*, 2009
• RBKC, *Trellick-Edenham Planning Brief SPD*, 2015

6.6.2 Please note further documents may be produced after publication of this plan so it is important to also check the Council’s website.
6.7 Site context

6.7.1 Wornington Green is a postwar housing estate constructed between 1964 and 1985 in predominantly large deck blocks, typical of public housing of the period. It was identified for regeneration because it failed to meet Decent Housing standards and is the first estate regeneration scheme in the borough. Planning permission for redevelopment of the Wornington Green Estate was granted in 2010 and phase one of the development is complete.

Site Allocation

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 Ladbroke 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 Ladbroke 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.

**Consultation:** Please provide your comments on the Draft Policies, supporting text and any options and alternatives (set out in respective Policy Formulation Reports) by completing the Consultation Response Form at [https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/)

### Site Information

<table>
<thead>
<tr>
<th><strong>Site Information</strong></th>
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<tbody>
<tr>
<td><strong>Site Address</strong></td>
<td>Wornington Green Estate, Wornington Road</td>
</tr>
<tr>
<td><strong>Ward</strong></td>
<td>Golborne</td>
</tr>
<tr>
<td><strong>Site Area</strong></td>
<td>5.3 hectares</td>
</tr>
<tr>
<td><strong>Site Owners</strong></td>
<td>Catalyst Housing Limited, Royal Borough of Kensington and Chelsea</td>
</tr>
<tr>
<td><strong>Current Uses</strong></td>
<td>Residential use with associated open space and community uses</td>
</tr>
<tr>
<td><strong>Existing Permissions</strong></td>
<td>Outline planning permission for Phase 1 (all details submitted) and Phases 2-3 (all matters reserved) subject to conditions and the prior completion of a s106 Planning Obligation (PP/09/02786).</td>
</tr>
<tr>
<td><strong>Delivery</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Delivery agencies</strong></td>
<td>Catalyst Housing Limited</td>
</tr>
<tr>
<td><strong>Delivery milestones</strong></td>
<td>Planning permission was granted in 2010. Phase 1 of the development Portobello Square consisting of 324 new homes, a mix of 174 for affordable rent and 150 homes for private sale is complete.</td>
</tr>
</tbody>
</table>
Phase 2 will commence construction in 2017 and comprises 168 affordable rent units, 11 shared ownership units and 142 homes for private sale. Delivery will be complete by early 2021. Phase 3 is due for completion by 2023, this will include reinstatement of Athlone Gardens and the Venture Centre.

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<thead>
<tr>
<th>Funding arrangements</th>
<th>Catalyst Housing Limited, Homes and Communities Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning guidance</td>
<td>Worlington Green Planning Brief SPD (adopted 2009)</td>
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</tbody>
</table>
6.8 Site Context

6.8.1 The site encompasses the former Edenham Care Home and land adjoining Trellick Tower. Surrounding the site is the neighbouring Cheltenham estate, a mixed use block that fronts on to the northern end of Golborne Road, and the Golborne Road (North) neighbourhood shopping centre. The Edenham Care Home, previously on the site, was demolished in 2008, and it is currently being used as a temporary coach park.

6.8.2 Residential-led development is regarded as the most suitable use for the site. At around 80 residential units per hectare, the site allocation takes account of London Plan ‘designs on London’ policies, and Table 4B1. This estimation may well be found to be conservative. However, with the iconic Trellick Tower adjacent, it is important that the final capacity of the site is established through a careful design process, which could constrain development. While additional residential units may well be able to be accommodated, it would not be prudent to allocate the site for additional units without detailed designs to confirm the acceptability and an understanding and appreciation of the local social, historical and physical context, and impact on the adjoining site of importance for local nature conservation. The grade II* listed status of Trellick Tower could prove a constraint on development in the area.

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

**Policy CA4**  
**Land Adjacent to Trellick Tower**

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

**Land use**

- a minimum of 60 residential units;

**Principles:**

- a suitable setting for the designated heritage assets including the Grade II* listed Trellick Tower;

**Infrastructure and Planning Obligations:**

- additional social and community uses to be included as part of any redevelopment;
- improvements to the public realm and open spaces around the site;
- 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.

### Consultation:

Please provide your comments on the Draft Policies, supporting text and any options and alternatives (set out in respective Policy Formulation Reports) by completing the Consultation Response Form at [https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/)

### Site Information

<table>
<thead>
<tr>
<th><strong>Site Address</strong></th>
<th>Land to the rear of 7-19 Golborne Road and land to the rear of 1-13 Edenham Way</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Ward</strong></td>
<td>Golborne</td>
</tr>
<tr>
<td><strong>Site Area</strong></td>
<td>0.77 hectares</td>
</tr>
<tr>
<td><strong>Site Owners</strong></td>
<td>Royal Borough of Kensington and Chelsea (RBKC)</td>
</tr>
<tr>
<td><strong>Current Uses</strong></td>
<td>Site of former Care Home (class C2) - currently being used as a temporary coach park. Garages/parking area and multi use games area; social and community uses.</td>
</tr>
<tr>
<td><strong>Planning History</strong></td>
<td>No previous permissions</td>
</tr>
<tr>
<td><strong>Delivery</strong></td>
<td>RBKC and potentially a private developer and/or registered social landlord (RSL)</td>
</tr>
<tr>
<td><strong>Delivery milestones</strong></td>
<td>Delivered by the end of 2021</td>
</tr>
<tr>
<td><strong>Funding arrangements</strong></td>
<td>RBKC, private investment</td>
</tr>
<tr>
<td><strong>Planning guidance</strong></td>
<td>Trellick-Edenham Planning Brief SPD (adopted 2015)</td>
</tr>
</tbody>
</table>

**Site Constraints**

- Trellick Tower is Grade II* listed, Cheltenham Estate is Grade II listed
- Meanwhile Gardens adjoining the site is a site for local nature conservation
- The part of the site immediately in front of Trellick Tower is sunken below ground level
- New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates.

**Risks**

No risks have been identified for this site
## CV7 Vision for Latimer

Latimer will have been regenerated to become an even more appealing place to live and work with new homes and public spaces. It will be a place that focuses on the provision of high-quality services. Excellent architecture and urban design will provide accessible, and adaptable spaces that are valued and used by the local community.

The area underneath the Westway flyover will have been revitalised through the creation of safe, well-used spaces. Better connected pedestrian and cycle routes will have allowed the business and residential community to benefit from improved links to White City. More shops, cafes and other facilities will have opened making Latimer a more lively place to live and work. More businesses, particularly in research, creative and media will have chosen to locate here, spurred by opening of the Imperial White City Campus.

### Consultation:
Please provide your comments on the Draft Policies, supporting text and any options and alternatives (set out in respective Policy Formulation Reports) by completing the Consultation Response Form at [https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/)
Key Issues and Potential Opportunities
7.1 **Introduction**

7.1.1 Latimer is located to the north west of the borough adjacent to the London Borough of Hammersmith and Fulham. The West London railway line forms the borough boundary which reduces connections between the two boroughs.

7.2 **Context**

- The area is made up of large housing estates, characterised by built forms that largely ignored the long-standing patterns of finely-grained buildings, streets and spaces that remain in the surrounding area. Post-war development was dominated by the construction of the Westway flyover and West Cross Route in the 1960s. This has led to poor connectivity and a sense of isolation in the area. The Westway also creates significant noise and air pollution.
- The retail area close to Latimer Road Tube Station is designated a neighbourhood shopping area reflecting the role these shops have in meeting the day-to-day needs of local people.
- The area is well served by a wide range of sports facilities including the Kensington Sports Centre and Westway Sports Centre. Kensington Academy and the redeveloped Leisure Centre opened in 2015.
- The Silchester East and West estates have been identified by the Council as a potential regeneration opportunity and the Council has consulted residents on a series of concept masterplans. Further testing of options is being undertaken and those options will be consulted upon. Peabody has redeveloped their landholding in Silchester as More West.
- The southern part of the Latimer Road/Freston Road Employment Zone has changed significantly in recent years with the development of several large new office blocks providing headquarters for businesses such as Monsoon and Talk Talk. The northern part has retained much of its original character with a small number of motor trade and storage uses located alongside a range of creative and media related businesses.
- Imperial West, Imperial College’s new White City campus, is being constructed immediately to the west of Latimer in the London Borough of Hammersmith and Fulham. When fully developed in 2030, 12,000 people will work on the campus and 36,000 on the wider sites, which will create demand for new local facilities such as shops and cafes.
- Currently Imperial College is housing 7000sq.m of business space in on the campus site. These buildings are scheduled for demolition by 2025 as the new Campus is developed, which is likely to create further demand for open workspace in the Latimer Road/Freston Road Employment Zone.
- The St Quintin and Woodlands Neighbourhood Plan sets out a framework of policies for the designated neighbourhood area and promotes Westway Circus as potential location for a new station on the West London Line.

7.3 **Principles (Overarching Aims)**

- Seek opportunities to provide new housing, including affordable housing, to meet the Borough’s housing needs.
- Provide good quality, safe and useable open space and establish good street connectivity as part of any redevelopment.
- Support uses like shops and cafes that will provide for the needs of workers and residents.
- Retain the focus on sport at the western end of the Westway.
- Improve pedestrian and cycle links across the area and address community safety issues.
- Improve the townscape and open spaces in order to make this part of Kensington more attractive.
7.4 Priorities (Objectives and actions to deliver the aims)

- Improve existing Council tenants’ homes in Silchester East and West.
- Improve the public realm under the Westway.
- Improve the area around the entrance to the new pedestrian and cycle underpass link to White City and access to Westway Travellers’ Site.
- Reinstate a traditional street pattern where possible.
- Support the growth and development of the Latimer Road/Freston Road Employment Zone as a thriving centre for a range of businesses.
- Support retail and leisure uses at street level such as cafes, gyms and crèches in Latimer Road/Freston Road Employment Zone.
- Improve the appearance of the rail and road viaducts.
- Work with Transport for London to encourages new retail and commercial uses within the railway arches.

7.5 Delivery

- The Council is investigating the case for regeneration of the Silchester East and West Estates.
- If redevelopment is the preferred option the Council will seek to work with residents, landowners and other stakeholders to develop a comprehensive masterplan to explore the potential of the area.
- St Quintin and Woodlands Neighbourhood Plan allocates a site within the neighbourhood area for residential development and sets out how residential development above Units 1-14 Latimer Road could come forward while preserving employment use on the ground and any mezzanine floors.
- The new pedestrian and cycle underpass under the West London Line is being delivered as part of the s106 agreement for Imperial West.
- The Council and Westway Trust will seek GLA Regeneration Funds for public realm improvements underneath the Westway and the provision of free wireless internet access.

7.6 References

7.6.1 The Council and other bodies have produced the following documents that are relevant to the Latimer area:

- Royal Borough of Kensington and Chelsea (RBKC), *Land underneath and close to the Westway Planning Brief (SPD)*, 2012
- RBKC, *Oxford Gardens St Quintin Conservation Area Proposals Statement*, to be revised 2017
- *St Quintin and Woodlands Neighbourhood Plan* has passed referendum and will be made (adopted) by the Council in due course

7.6.2 Please note further documents may be produced after publication of this plan so it is important to also check the Council’s website.
Site Allocation CA5: Silchester Estates

7.7 Site Context

7.7.1 The Silchester Estates site allocation includes Silchester East, Silchester West, Bramley House and Kingsdown Close. The area has clearly defined physical boundaries: the Westway to the north, the railway running diagonally from the northeast to the southern site boundary, which is formed by the More West development. The Westway Sports Centre wraps around the site to the west and north.

7.7.2 The site has relatively poor connectivity. Though served by Latimer Road Tube Station, the area is of PTAL level 3, lower than much of the rest of the borough. Bramley Road provides access to the north and south, while Silchester Road links the site to the east. There is no access to the west. More locally, within and around the site, legibility and permeability is challenged by the irregular street pattern and contemporary built forms.

7.7.3 The site has good access to sports, schools and community facilities, but lacks a clearly defined neighbourhood centre.

7.7.4 The Council is conducting a study on land and properties in Council ownership and the wider area. This is to understand the potential to improve the area as a whole and establish if other nearby landlords, social and private, are interested in partnering with the Council to build new homes. The study will also at look at opportunities for creating employment through new retail and office space, for new social and community spaces, and ways to improve the townscape and open spaces in order to make this part of the Borough more attractive. The study is due for completion in mid 2017. The Council currently does not have any development proposals.
Site Allocation

Policy CA5
Silchester Estates

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

Land use
a. up to 1,400 residential units (a net addition of up to 850 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.

Consultation: Please provide your comments on the Draft Policies, supporting text and any options and alternatives (set out in respective Policy Formulation Reports) by completing the Consultation Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/

Site Information

<table>
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<tr>
<th>Site Address</th>
<th>RBKC land-holdings</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1-45 Bramley House, 2-9,10-15,16-21 and 22-27 Darfield Way</td>
</tr>
<tr>
<td></td>
<td>1-80 Frinstead House</td>
</tr>
<tr>
<td></td>
<td>1-20 Kingsnorth House</td>
</tr>
<tr>
<td></td>
<td>1-80 Markland House</td>
</tr>
<tr>
<td></td>
<td>2-42, 14-24, 26-36, 38-48 evens and 29-41 odds Shalfleet Drive</td>
</tr>
<tr>
<td></td>
<td>13-21A Silchester Road</td>
</tr>
<tr>
<td></td>
<td>1-11, 12-17, 43-49, 50-56,57-63 and 64-76 Wayneflete Square</td>
</tr>
<tr>
<td></td>
<td>1-80 Whitsable House and office adjoining, yard south each end of Silchester Road.</td>
</tr>
<tr>
<td></td>
<td>Bugsies supermarket and the Pig and Whistle Pub</td>
</tr>
</tbody>
</table>

<p>|                  | Non-RBKC land-holdings |
|                  | The Latymer Community Church |
|                  | 19 and 21A Silchester Road |
|                  | 1-12 Arthur Court, Bridge Close |
|                  | 1-11 Charlotte Mews, 1-14 Colvin House |
|                  | 1-24 Goodrich Court, 63,67,69,71,73,75,77 and 79 Bramley Road |
|                  | 80-90 Wayneflete Square |
|                  | Yard north-east end of Silchester Road |
|                  | 54 Blechynden Street |</p>
<table>
<thead>
<tr>
<th>Ward</th>
<th>Notting Dale</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Area</td>
<td>6.3 hectares</td>
</tr>
</tbody>
</table>
| Site Owners  | Royal Borough of Kensington and Chelsea - Silchester Estates  
Catalyst Housing Limited – Bridge Close  
Octavia Housing Association – Colvin House  
Notting Hill Housing Trust - Charlotte Mews, Bramley Road, Waynflete Square, Windsor Court  
L&Q Housing Association - Goodrich Court  
Private ownership – Jack’s Garage, Latymer Christian Care Centre in Bramley Road, Charlotte Mews |
| Current Uses | Residential |
| Existing Permissions | TP/92/0243 for redevelopment of Arthur Court, 40 Silchester Road to build 12 residential units and one 3-storey and one 4-storey building was approved 12/02/1992. PP/05/02747 |
| Delivery agencies | Royal Borough of Kensington and Chelsea, and possibly development partner |
| Delivery milestones | In the event that full or partial redevelopment is selected as the preferred option delivery would not commence before 2022. |
| Funding arrangements | The Council’s emerging preferred strategy to deliver and fund major estate regeneration schemes is via a joint venture arrangement with suitable private sector partner(s). |
| Site Constraints | • The St Anne’s Nursery School and Children’s Centre, formerly known as Latimer Road School, the Harrow Club and 189 Freston Road are Grade II listed  
• New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates. |
| Risks | The case for regeneration is deemed unacceptable. |
### CV8 Vision for Earl’s Court

By 2028, the former exhibition centre will be transformed into a vibrant new urban village, which reflects the crescents and squares nearby and links to a strengthened Earl’s Court District Centre and wider development sites in the London Borough of Hammersmith and Fulham. A new cultural offer, drawing upon the legacy of the Exhibition Centre will add to the activity and interest of the area and attract visitors from across the capital. Steps will have been taken to humanise the area’s streetscape with improvements to Cromwell Road, Warwick Road and Earl’s Court Road. Although physically separate from Earl’s Court new residential-led development along Warwick Road will further reinforce the new urban quarter. A linear park will provide a pedestrian route through the western Warwick Road sites linking to the Lost River Park on the Earl’s Court development to the south. The park will also improve east-west connections across the barrier of the railway line. The area will continue to offer a wide range of residential accommodation and will provide community infrastructure to support local life.

### Consultation: Please provide your comments on the Draft Policies, supporting text and any options and alternatives (set out in respective Policy Formulation Reports) by completing the Consultation Response Form at [https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/)
8.1 Introduction

8.1.1 Earl's Court lies to the west of the borough, bordering the London Borough of Hammersmith and Fulham, adjacent to the West London line. It is largely residential in character with a range of different property types and tenure.

8.2 Site Context

- Earl's Court Road District Centre, by the eastern entrance to the underground station, provides a range of shops, restaurants, cafés and pubs, primarily meeting the needs of people that live in the area and visitors. Businesses in the centre have suffered as footfall has reduced with the closure of the Earl's Court Exhibition Centre.
- The area is well served by public transport. It is one of the main Underground interchanges in the borough and well connected by bus. West Brompton Station provides an interchange with the West London line. However, provision for cyclists remains poor.
- The Earl's Court one-way system stretches from Shepherd’s Bush in the north to Chelsea Embankment in the south. It degrades the residential environment of Warwick Road and disrupts the quality of the town centre on Earl's Court Road.
- Earl's Court itself lacks public open space, although Brompton Cemetery just to the south is one of the largest green spaces in the borough at 16.5 hectares.
- A new urban quarter will be built in the Earl's Court and West Kensington Opportunity Area, which straddles the border between Kensington and Chelsea and Hammersmith and Fulham. The whole site has outline planning permission that will be brought forward in phases over 20 years. Once built out, the former Exhibition Centre site in Kensington and Chelsea will act as a gateway to a new residential area and high street beyond.
- A series of large sites along Warwick Road have come forward for development in recent years. Most of these now have planning permission and the first, the former Charles House site, is complete. This development provides new retail floorspace, a new primary school as well as over 500 new homes.
- The Council has identified the opportunity to redevelop two sites in its ownership on the eastern side of Warwick Road.

8.3 Principles (Overarching Aims)

- Create a new urban quarter within the Earl's Court and West Kensington Opportunity Area providing jobs, homes and community facilities.
- Support the existing Earl's Court District Centre, helping it to establish a new identity following the closure of the Exhibition Centre.
- Ensure good connections between Earl's Court District Centre and the new urban quarter.
- Ensure a new public open space is provided within the Opportunity Area to serve the needs of the new residents and occupiers of the development.
- Ensure that the new centre within the Opportunity Area serves the day-to-day needs of the development and is of a scale that does not have an unacceptable impact on the vitality and viability of the existing centres in Kensington and Chelsea.
- Ensure development within Opportunity Area is low carbon or carbon neutral.
- Improve the pedestrian environment around Cromwell Road, Warwick Road and Earl's Court Road to make it more pleasant for pedestrians and residents.
- Improve provision for cyclists travelling east-west and north-south.
- Protect the Green Corridor designated along the West London railway line.
8.4 Priorities (Objectives and actions to deliver the aims)

- Provide a replacement cultural destination within the Earl’s Court and West Kensington Opportunity Area.
- Deliver a new cycling Quietway providing an east-west route across Earl’s Court.
- Deliver a north-south pedestrian route running parallel to Warwick Road and potentially extending up to Kensington High Street.
- Deck over the Transport for London depot and West London line to allow for good connections and increased public open space.
- Establish a district heat and energy source within the Earl’s Court and West Kensington Opportunity Area.
- Improve the Warwick Road tube entrance to Earl’s Court Station to provide a suitable gateway to the new urban quarter.
- Investigate returning the one-way road system to two-way working.

8.5 Delivery

- The outline planning permission sets out how the masterplan for the Opportunity Area will be delivered.
- The Council will work in partnership with Transport for London and the Greater London Authority (GLA) to overcome transport constraints on the future development of the Opportunity Area.
- The Council recognises the importance of the Earl’s Court District Centre to cater for local needs and will work with local business groups to improve it and make connections to the new centre in the Opportunity Area.

8.6 References

8.6.1 The Council and other bodies have produced the following documents that are relevant to this place:

- RBKC and LBHF, Earl’s Court and West Kensington Opportunity Area Joint Opportunity Area SPD, 2012
- RBKC, Warwick Road Planning Brief SPD, 2008
- Green Infrastructure and Open Environments: The All London Green Grid, pp.125-6
- RBKC, Earl’s Court Square Conservation Area Appraisal, 2016
- RBKC, Earl’s Court Village Conservation Area Appraisal, 2016
- RBKC, Nevery Square and Philbeach Conservation Area Proposal Statement, to be updated in 2017
- RBKC, Considerations for Estate Regeneration Proposals: Warwick Road Estate, 2016
- RBKC, Strategic considerations for Estate Regeneration proposals, 2016

8.6.2 Please note further documents may be produced after publication of this plan so it is important to also check the Council’s website.
8.7 Site Context

8.7.1 This site allocation relates to the part of part of Earl's Court and West Kensington Opportunity Area within the Royal Borough. A Joint Opportunity Area Supplementary Planning Document has been produced and the site has outline planning permission. Within the Royal Borough planning permission has been granted for a mixed-use development which includes up to 930 residential units including affordable housing, a CHP plant, up to 10,132 sq.m Class B1, 3,414 sq.m retail, 7,381 sq.m hotel and 6,067 sq.m of education, culture, community and leisure floorspace. The permission has been implemented and will take some 15 years to complete.

Site Allocation

Policy CA6
Earl's Court Exhibition Centre

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

Land use
a. a minimum of 900 homes within the Royal Borough;
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;

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;

q. 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;

r. affordable housing as part of residential requirement;

s. education facilities;

t. a cultural facility;

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

Consultation: Please provide your comments on the Draft Policies, supporting text and any options and alternatives (set out in respective Policy Formulation Reports) by completing the Consultation Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/

Site Information

<table>
<thead>
<tr>
<th>Site Address</th>
<th>Earls Court Exhibition Centre, Warwick Road</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Land in Cluny Mews</td>
</tr>
<tr>
<td></td>
<td>Land located between the railway line and the rear of Philbeach Gardens</td>
</tr>
<tr>
<td>Ward</td>
<td>Earls Court</td>
</tr>
<tr>
<td>Site Area</td>
<td>7.43 hectares</td>
</tr>
<tr>
<td>Site Owners</td>
<td>Earls Court Limited and Transport for London (the Exhibition Centre site), Clear Channel and Empress Limited (Cluny Mews).</td>
</tr>
<tr>
<td>Current Uses</td>
<td>Vacant</td>
</tr>
</tbody>
</table>
**Planning History**  
Permission PP/11/01937 granted in 2013 for demolition and alteration of existing buildings and structures and the comprehensive redevelopment of the site including new open space, vehicular and pedestrian accesses and routes and a mixed use development comprising buildings to accommodate residential use (Class C3), office use (Class B1), retail use (Classes A1-A5), hotel and serviced apartments uses (Class C1), education, health, community, culture and leisure use (Class D) below ground ancillary space (including parking/plant /servicing), vehicle parking and associated highways alterations, structures for decking over existing rail lines and tunnels, waste and utilities, enabling works including related temporary works including construction of an access road and structures and other works incidental to the development.

<table>
<thead>
<tr>
<th>Delivery agencies</th>
<th>Capital and Counties Plc.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Delivery milestones</strong></td>
<td></td>
</tr>
<tr>
<td>2012: grant planning permission</td>
<td></td>
</tr>
<tr>
<td>2013: start implementation on site</td>
<td></td>
</tr>
<tr>
<td>2023: completion</td>
<td></td>
</tr>
<tr>
<td><strong>Funding arrangements</strong></td>
<td>Mainly private investment</td>
</tr>
<tr>
<td><strong>Planning guidance</strong></td>
<td>Earl’s Court and West Kensington Opportunity Area Joint Supplementary Planning Document (adopted 2012)</td>
</tr>
<tr>
<td><strong>Site Constraints</strong></td>
<td></td>
</tr>
<tr>
<td>• Brompton Cemetery is designated Grade I on English Heritage’s Register of Parks and Gardens is adjacent to the site</td>
<td></td>
</tr>
<tr>
<td>• Philbeach Gardens Conservation Area surrounds the site to the east.</td>
<td></td>
</tr>
</tbody>
</table>
8.8 **Site Context**

8.8.1 Physically separated from Earl’s Court by the Cromwell Road these sites lie on the western boundary of the borough bordering the London Borough of Hammersmith and Fulham, adjacent to the West London line.

8.8.2 Originally five sites in Warwick Road were allocated for a total of 1,550 residential units, including former Charles House to the north fronting onto Kensington High Street which has now been developed. Planning permission has been given for 1,178 homes to date. The site allocations also included the provision of a primary school (completed 2016), on site public open space, community sports hall and swimming pool and funding for a number of streetscape improvements to Warwick Road and West Cromwell Road.

8.8.3 The sites that were originally occupied by the Territorial Army, the Empress Telephone Exchange and Homebase have planning permission and the latter two are already under development.
Site Allocation

Policy CA7
Warwick Road Sites

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

**Land use**

a. a minimum of 1,219 total combined residential units across all four sites:
   i. 281 residential units on the Former Territorial Army site;
   ii. 158 residential units on the Former Empress Telephone Exchange;
   iii. a minimum of 330 residential units on the former Homebase site;
   iv. a minimum of 450 residential units on the 100/100A West Cromwell Road site;

b. On the northern three sites 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:**

d. sufficient non-residential uses on the northern sites to provide active frontages to the ground floor of Warwick Road;

e. the three northern sites to be developed to a single masterplan;

**Infrastructure and Planning Obligations**

f. affordable housing as part of residential development on all the sites to ensure a mixed and balanced community;

g. social and community facilities;

h. community sports hall and swimming pool;

i. health facilities;

j. crêche and education facilities;

k. landscape improvements to the West Cromwell Road in connection with 100/100A West Cromwell Road site;

l. streetscape improvements to Warwick Road in connection to all development sites;

m. pedestrian and cycle improvements;

n. floorspace for Safer Neighbourhoods unit, if required;

o. a contribution to investigate and implement measures to return the Earl’s Court one-way system to two-way working;

p. 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.

**Consultation:** Please provide your comments on the Draft Policies, supporting text and any options and alternatives (set out in respective Policy Formulation Reports) by completing the Consultation Response Form at [https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/)

**Site Information**

| Site Address | • Former Territorial Army site, 245 Warwick Road  
|             | • Former Empress Telephone Exchange, 213-215 Warwick Road  
|             | • Former Homebase, 195 Warwick Road  
|             | • 100 and 100a West Cromwell Road |
| Ward        | Abingdon |
| Site Area   | 5.4 Hectares |
| Site Owners | • Former Territorial Army site - Russian Federation  
|             | • Former Empress Telephone Exchange – St Edwards/Prudential  
|             | • Former Homebase – St Edwards/Prudential Assurance Company Limited |
| Current Uses | • Former Territorial Army site - vacant  
|             | • Former Empress Telephone Exchange – under development  
|             | • Former Homebase – under development  
|             | • 100 and 100a West Cromwell Road - retail food store - Tesco (Class A1) and residential (Class C3) |
| Planning History | • Former Territorial Army site has planning consent for 281 residential unit (PP/08/00218)  
|                 | • Former Empress Telephone Exchange has consent for 158 residential units (PP/08/01214)  
|                 | • Former Homebase has consent for 330 units (PP/10/02817)  
|                 | • 100 West Cromwell Road has no extant permission as an individual site. It formed part of a wider site for which outline planning permission was granted in 1996 for the redevelopment of the greater ‘Fenelon Place’ site to provide a three phase development. Phases one and three have been implemented and comprise the existing Tesco store with housing above and the Kensington Westside residential development respectively. Phase two was for an office building (14,864 square metres) and has not been implemented. The phase two site is now known as the 100 West Cromwell Road site. (TP/93/0434) |
| Delivery | Delivery agencies | Unknown (private developers) |
|          | Delivery milestones | • Former Territorial Army site – not known  
|          |                                           | • Former Empress Telephone Exchange – delivery by Q3 2020  
|          |                                           | • Former Homebase – delivery by Q2 2022  
|          |                                           | • 100 and 100a West Cromwell Road - retail food store - Tesco (Class A1) and residential (Class C3) – delivery from 2021 |
| Funding arrangements | Private investment |
| Planning guidance | Warwick Road Planning Brief SPD |
| Site Constraints | • New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates. |
8.9 Site Context

8.9.1 The Warwick Road estate is located on the eastern side of Warwick Road. It is bisected by Pembroke Road which divides the estate into two distinct blocks: Broadwood Terrace (north) and Chesterton Square (south). It currently accommodates residential units, depot facilities, offices and a small nursery.

8.9.2 The surrounding townscape is varied. Along the eastern side of Warwick Road, to the north and south of the site, are two and three storey Victorian houses. The west side of Warwick Road is quite different in scale, a mix of large retail and commercial units, and new residential blocks reaching 8-10 storeys. Further to the east the area is more residential, in the form of mansion blocks and townhouses, and prevailing building heights more consistent, more typical of the borough’s townscape.

8.9.3 The existing buildings on the site are of a large scale, with long blank frontages to Warwick Road and Pembroke Road. Both north and south sites extend into the urban block, away from the principal roads bounding them. Large parts of the sites are in close proximity to the rears of surrounding residential properties.

8.9.4 The Council owns the site and is reviewing the requirement for the operational services currently using the Pembroke Road Depots. As part of that review the Council is considering wider strategic benefits that could be achieved through an infill, partial or full redevelopment of the building which could include new housing on the site and improving Pembroke Road by introducing new shops and businesses. This will be measured against a continued maintenance strategy of the existing buildings. It is anticipated that following a
consultation period a recommendation will be made in 2017.

Site Allocation

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 sq m 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.

Consultation: Please provide your comments on the Draft Policies, supporting text and any options and alternatives (set out in respective Policy Formulation Reports) by completing the Consultation Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/

Site Information

<table>
<thead>
<tr>
<th>Site Address</th>
<th>Warwick Road Estate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ward</td>
<td>Pembroke</td>
</tr>
<tr>
<td>Site Area</td>
<td>1.3 hectares</td>
</tr>
<tr>
<td>Site Owners</td>
<td>Royal Borough of Kensington and Chelsea and other leaseholders</td>
</tr>
<tr>
<td>Current Uses</td>
<td>Residential, highways depot, offices, nursery</td>
</tr>
</tbody>
</table>
| Planning History   | • TP84/0881 (1988) - Central Depot, Warwick Road - Change of use from Council workshop to light industrial  
• TP82/30/12 (1966) - Central Depot, Warwick Road - Development of nos. 112-148 Warwick Road and the Borough Council Depot to comprise 72 residential units and development of nos. 102,104 and the Furniture Depositories, Warwick Road as a Borough Council Depot as an extension to the existing depot adjoining, to provide 144 residential units. |
| Delivery           | Royal Borough of Kensington and Chelsea |
| Delivery agencies  | Options appraisal 2017  
If the estate is redeveloped delivery would not commence before 2019 and is likely to take five years to complete. |
| Funding arrangements | The Council’s emerging preferred strategy to deliver and fund major estate regeneration schemes is via a joint venture arrangement with suitable private sector partner(s). |
| Planning guidance  | None                             |
| Site Constraints                  | • Requirement for depot to remain in part of the site  
|                                  | • New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates. |
| Risks                            | • A certificate of immunity from listing was issued by English Heritage in May 2015 for the residential buildings on Chesterton Square. It is valid for five years.  
|                                  | • The case for development on the site is deemed unacceptable |
Chapter 9  Lots Road/World’s End

**CV9 Vision for Lots Road/World's End**
By 2028, improvements to the built and natural environment will have transformed the area. The Lots Road Power Station development will have provided new housing, a new neighbourhood centre, offices, social and community facilities and mooring facilities. The Employment Zone will continue to function as a centre for innovation focusing particularly on art, architecture, antiques and interior design. Better pedestrian links from Lots Road to the World’s End shops and to Imperial Wharf in the London Borough of Hammersmith and Fulham will have overcome the isolation of Lots Road and World’s End. Connectivity to the riverside will have been enhanced by completing this section of the Thames Path and extending the use of the Cremorne railway bridge for pedestrians and cyclists.

**Consultation:** Please provide your comments on the Draft Policies, supporting text and any options and alternatives (set out in respective Policy Formulation Reports) by completing the Consultation Response Form at [https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/)
9.1 Introduction

9.1.1 Lots Road is in the south west corner of the borough. It is a former industrial area originally centred on the riverside wharves and later the power station, which is surrounded by late-Victorian workers’ housing.
9.2 Context

- The area is characterised by a vibrant mix of uses, including social and private housing, retail and light industry. The late-Victorian housing stock, together with the former warehouses of Chelsea Wharf, other smaller employment spaces, and the Heatherley School of Fine Art contribute to the character and ‘industrial’ feel of this diverse area. The World’s End estate contains 742 residential units, parades of shops, a theatre and a nursery. It was built as a set piece and conceived as a fortress.
- The Lots Road / World’s End place is currently undergoing significant change. A planning application was approved on appeal by the Secretary of State in 2006 for the decommissioned Lots Road Power Station. It includes retail, businesses and over 380 new dwellings, children’s playspace, and works to Chelsea Creek and Chelsea Basin in the London Borough of Hammersmith and Fulham. This scheme has been implemented and construction is in progress. Further change is expected nearby at the former Imperial Gas Works site across the boundary with Hammersmith and Fulham, which is likely to be comprehensively redeveloped in a residential-led scheme.
- Lots Road is severed from surrounding areas by the River Thames to the south and the railway line to the west. The high volume of vehicular traffic associated with the one-way system acts as a barrier for pedestrians further adding to the perception that the area is isolated. Improving connections to the wider area is therefore vital.
- The Lots Road Employment Zone contains a cluster of antiques and art-related firms focused on the Bonhams and Lots Road auction houses, as well as designers and business services typically associated with the creative industries. There has been a recent emergence of interior design and business services in the area reinforced by the Design Centre nearby in the London Borough of Hammersmith and Fulham.
- Cremorne Wharf is currently being used as a tunnelling site for the Thames Tideway Tunnel and may in future be used as a site for Counters Creek storm relief sewer project, which is due to continue beyond 2022.

9.3 Principles (Overarching Aims)

- Protect the eclectic mix of uses and character of the area.
- Improve the connectivity within the area, neighbouring areas and the wider city.
- Maximise the benefits of the area’s riverside location.
- Protect and improve existing green open space and create new open space where possible.
- Support small business and light industrial uses within Lots Road Employment Zone.
- Support the biodiversity potential of Chelsea Creek.

9.4 Priorities (Objectives and actions to deliver the aims)

- Support the antiques, furniture and design cluster in Lots Road.
- Extend and improve the Thames Path.
- Support initiatives that encourage river transport.
- Return the one-way road system to two-way working.
- Improve cross boundary pedestrian and cycle links to Hammersmith and Fulham.
- Support proposals for a new foot and cycle bridge crossing the River Thames adjacent to the south side of the Cremorne Railway Bridge in Hammersmith and Fulham.
- Extend the Transport for London cycle hire scheme to Lots Road.
- Create a new bus route from Fulham Riverside to Central London serving Lots Road and World’s End.
- Better integrate the World’s End estate with its surroundings, while respecting its design integrity.
- Provide affordable older people’s housing
9.5 **Delivery**

- The Lots Road Power Station scheme will deliver enhanced bus connections and extend the cycle hire scheme to the Lots Road Area.
- The Council will continue to lobby the Mayor of London for the removal of Cremorne Wharf's safeguarded status within the London Plan to allow its redevelopment in the longer term.

9.6 **References**

9.6.1 The Council and other bodies have produced the following documents that are relevant to the Lots Road area:

- Royal Borough of Kensington and Chelsea (RBKC), *Lots Village Conservation Area Appraisal*, 2015
- RBKC, *The College of St Mark and St John Conservation Area Appraisal*, to be revised 2017

9.6.2 Please note further documents may be produced after publication of this plan so it is important to also check the Council’s website.
Planning Permission CA9 Lots Road Power Station

9.7 Site Context

9.7.1 This site lies on the southern boundary of the borough, between Lots Road and the Thames. It is not a site allocation it is a planning permission which was granted on appeal by the Secretary of State in 2006. This is an important site which will play a significant role in meeting the borough’s housing target so it has been included for information purposes.

Planning Permission

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

Consultation: Please provide your comments on the Draft Policies, supporting text and any options and alternatives (set out in respective Policy Formulation Reports) by completing the Consultation Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/

<table>
<thead>
<tr>
<th>Site Information</th>
<th></th>
</tr>
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<tbody>
<tr>
<td><strong>Site Address</strong></td>
<td>Lots Road Power Station, Lots Road</td>
</tr>
<tr>
<td><strong>Ward</strong></td>
<td>Chelsea Riverside</td>
</tr>
<tr>
<td><strong>Site Area</strong></td>
<td>1.77 ha</td>
</tr>
<tr>
<td><strong>Site Owners</strong></td>
<td>Hutchison Whampoa Ltd</td>
</tr>
<tr>
<td><strong>Current Uses</strong></td>
<td>Vacant former power station</td>
</tr>
<tr>
<td><strong>Planning History</strong></td>
<td>Planning permission was granted in 2006 and has been implemented. (PP/02/01324)</td>
</tr>
<tr>
<td><strong>Delivery</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Delivery agencies</strong></td>
<td>Private developer</td>
</tr>
<tr>
<td><strong>Delivery milestones</strong></td>
<td>Delivery Q1 2020</td>
</tr>
<tr>
<td><strong>Funding arrangements</strong></td>
<td>Private investment</td>
</tr>
</tbody>
</table>
9.8 Site Context

9.8.1 The site is situated on the south western side of Lots Road between Chelsea Harbour and the King’s Road and is currently occupied by a vehicle pound and two warehouse buildings.

9.8.2 The site is owned by the Council and the Council’s ownership extends beyond the borough boundary into the London Borough of Hammersmith and Fulham. The larger part and existing buildings are within the Royal Borough of Kensington and Chelsea.

9.8.3 The vehicle pound occupies the southern portion of the site, with access from Lots Road. The existing buildings on the site are two-storey warehouse buildings facing Lots Road, used principally as auction rooms.

9.8.4 This stretch of Lots Road is a boundary between predominantly business and retail on the west side and a residential area on the east side. The area supports a mix of uses including retail, office and residential accommodation. The south end of Lots Road sees the beginning of Chelsea Harbour; to the west of the site is the access road to the depot and railway lines. On the opposite side of Lots Road from the site are a variety of building uses, including residential, office, retail and education.

9.8.5 Prevailing building heights in this part of Lots Road are two and three storeys, with buildings directly adjacent to the site being low rise commercial warehouse buildings, and a short three storey residential terrace at the junction with Chelsea Harbour Drive. This increases further east towards Lots Road Power Station.
Site Allocation

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.

Consultation: Please provide your comments on the Draft Policies, supporting text and any options and alternatives (set out in respective Policy Formulation Reports) by completing the Consultation Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/

Site Information

<table>
<thead>
<tr>
<th>Site Address</th>
<th>Crown Wharf 63, 65/69 &amp; 71/73 Lots Road, SW10 0RN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ward</td>
<td>Chelsea Riverside</td>
</tr>
<tr>
<td>Site Area</td>
<td>Royal Borough of Kensington and Chelsea land: 0.49 Ha (4856sqm); including Hammersmith &amp; Fulham: 0.74 Ha (7404sqm)</td>
</tr>
<tr>
<td>Site Owners</td>
<td>Royal Borough of Kensington and Chelsea</td>
</tr>
<tr>
<td>Current Uses</td>
<td>Vehicle pound, studio workspace, commercial auction rooms, self storage</td>
</tr>
</tbody>
</table>
| Planning History | 71-73 Lots Road  
An application was submitted in 2008 for the demolition of the existing buildings and erection of a new building for re-housing the auction rooms and provision of B1 business/office space. It was withdrawn in December 2008  
A previous application (PP/06/00940) for a similar scheme for the demolition of existing buildings and erection of new 7 storey building comprising auction rooms and business accommodation was refused and a subsequent written representations appeal was dismissed on 16 May 2007 (PINS Ref: APP/K5600/A/07/2035974). |
<p>| Delivery         |                                                     |
| Delivery agencies| Royal Borough of Kensington and Chelsea/Private investment |
| Delivery milestones| 2019-2020                                      |</p>
<table>
<thead>
<tr>
<th>Funding arrangements</th>
<th>Royal Borough of Kensington and Chelsea</th>
</tr>
</thead>
</table>
| **Site Constraints** | - The site lies within Flood risk Zones 2 and 3  
- The site is within the Lots Road Employment Zone  
- The site is adjacent to the Lots Village Conservation Area  
- The site is directly adjacent to The River Thames and tidal tributaries Site of Nature Conservation Importance, which is of Metropolitan Importance  
- The site abuts the Thames Policy Area  
- New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates. |
| **Risks** | The site straddles the boundary with the London Borough of Hammersmith and Fulham (LBHF). Delay due to both Councils failing to agree comprehensive development of the site. |
Chapter 10 Portobello Road / Notting Hill Gate

**CV10 Vision for Portobello Road/Notting Hill Gate**

Portobello Road and Golborne Road will continue to be vibrant and distinctive street markets serving local residents and attracting visitors from across the world. Portobello market will remain a centre for the UK wholesale antiques trade, an inspiration for designers and a seed-bed for new entrepreneurs. The link between Portobello and Golborne markets will have been strengthened and links between Ladbroke Grove and Portobello Market will also be improved. Kensal Portobello Crossrail station will provide a valuable new transport links to the area and Notting Hill Gate will be a welcoming gateway to Portobello Road. More attractive buildings and public spaces, a good and balanced range of shopping facilities including retailers that meet day-to-day needs will have been delivered. It will remain an important location for cultural activities and office employment within the borough.

**Consultation:** Please provide your comments on the Draft Policies, supporting text and any options and alternatives (set out in respective Policy Formulation Reports) by completing the Consultation Response Form at [https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/)
Key issues and opportunities
10.1 Introduction

Notting Hill Gate, in the north east of the borough, developed along the route of the old Roman road to Silchester and remains a key route linking London to the west. It has excellent public transport links and acts as the gateway to Portobello Road market to the north.

10.2 Context

- Pembridge Road and Kensington Church Street form one of only a few north-south routes in the Borough. This increases traffic on the section of Notting Hill Gate between the two junctions leading to congestion, particularly as the route is heavily used by buses. As such, this stretch is often dominated by traffic at the expense of a comfortable pedestrian environment.
- Notting Hill Gate is an important district centre in itself serving local retail needs. Its excellent transport links make it a good location for office and business uses particularly in the creative and media sector. Notting Hill Gate was comprehensively redeveloped in the 1950s and is of a completely different scale and character to the surrounding residential areas. Many of the buildings have now deteriorated. Together with the vehicle dominance, this does not form an attractive or welcoming arrival point to Portobello Road.
- The area has a long-standing reputation for arts and culture. A number of arts and cultural venues are located in the area, including the Gate Theatre, the Gate Cinema and the Coronet Cinema and Theatre.
- Portobello Road Market famous for antiques, is one of the most visited attractions in London. It started in 1865 as a herb and horse trading centre, and celebrated its 150th anniversary in 2015.
- Property prices in the area have increased dramatically. This has altered the demographics of the area and led to significant changes in the types of shops and is a regrettable erosion of the unique character of Portobello Road. However, only 25 per cent of the total retail floorspace within the centre is occupied by multiple retailers (compared with 60-80 per cent in the major centres in the borough).
- North of the Westway the market dissipates, and the lack of active frontages here discourages visitors from continuing to Golborne Road. To encourage more street trading in this section in-ground electricity points have been installed betweenAcklam Road and Golborne Road and the wall has been used successfully for a range of ‘Portobello Wall’ arts projects.
- In contrast to the market streets, Westbourne Grove has gradually changed from antiques and local food shops to a cluster of some of the most up-market fashion retail in London. This cluster offers a pleasant shopping environment that provides a real alternative to London’s larger retail centres and shopping malls such as the nearby Westfield London.
- The Westway Trust, set up in partnership with the Council, manages the space underneath this part of the motorway for a variety of retail and community uses.

10.3 Principles (Overarching Aims)

- Protect unique character of Portobello Road market and ensure it continues to function successfully as a market.
- Support the specialist and individual retail functions of Notting Hill Gate, Westbourne Grove, All Saints Road and Portobello Road.
- Reduce the vehicle dominance of Notting Hill Gate.
- Improve legibility in the area.
- Improve connections between Golborne and Portobello markets.
10.4 Priorities (Objectives and actions to deliver the aims)

- Improve links between Portobello Road, Golborne Road and Thorpe Close markets.
- Enhance the public realm underneath the Westway to create safe and attractive routes.
- Redevelop a number of sites identified in the Notting Hill Gate Supplementary Planning Document, including one of the tower blocks, Newcombe House.
- Improve the public realm and junctions around Notting Hill Gate station.
- Enhance wayfinding to Portobello Road from Notting Hill Gate.
- Support a new pop-up market in Thorpe Close.
- Provide free wireless internet access in Portobello Road, Golborne Road and Notting Hill Gate.
- Develop bespoke shopfront guidelines for Portobello Road.
- Protect new small retail units from amalgamation.
- Protect existing launderettes.

10.5 Delivery

- The Council manages the borough’s street markets. The Markets Development Officer organises an annual programme of events to promote the markets and attract shoppers.
- The Council will work with the Portobello and Golborne Management Committee and the Markets Streets Action Group to ensure the continued success of the markets.
- The Council’s Arts and Culture Service supports the Portobello Wall arts projects.
- The Council will work with The Westway Trust who have consulted on ideas for redevelopment of their estate immediately around Portobello Road and has been awarded GLA High Street funding for pop-up market stalls in Thorpe Close.
- The Council and Westway Trust will seek GLA Regeneration Funding for public realm improvement underneath the Westway and the provision of free wireless internet access.

10.6 References

10.6.1 The Council and other bodies have produced the following documents that are relevant to this place:

- Royal Borough of Kensington and Chelsea (RBKC), Notting Hill Gate Supplementary Planning Document (SPD), 2015
- RBKC, Land underneath and close to the Westway SPD, 2012

10.6.2 Please note further documents may be produced after publication of this plan so it is important to also check the Council’s website.
Chapter 11 Kensington High Street

CV11 Vision for Kensington High Street

By 2028, Kensington’s High Street will have maintained its distinct offer from Westfield, Knightsbridge and King’s Road. The centre will have continued its long tradition of serving residents, workers and visitors. It will provide a good range of food and other convenience retailing and remain a destination for fashion and certain niche markets, as well as remaining an important office hub. The Design Museum will have acted as a catalyst, building on the existing attractions of Kensington Palace, Leighton House, Linley Sambourne House, Holland Park Opera, Kensington Gardens and Holland Park to establish a locally and internationally recognised cultural centre. The new museum, located in the former Commonwealth Institute, will anchor the western end drawing people and new businesses further down the High Street.

Consultation: Please provide your comments on the Draft Policies, supporting text and any options and alternatives (set out in respective Policy Formulation Reports) by completing the Consultation Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/
Key issues and potential opportunities

- **Public Open Space**
- **Designated Shopping Centre**
- **Borough boundary**
- **Site Allocation**
- **CAZ boundary**
- **Main routes**
- **Potential for new links**
- **Improve pedestrian/cycle links**
- **Potential for public realm improvements**
- **Significant buildings**
11.1 Introduction

11.1.1 Kensington High Street runs from east to west through the centre of the borough. It is the focus of the local community providing public and community services such as the town hall, library, post office, pharmacies and banks as well as attracting visitors from outside the borough. The centre and surrounding side streets offer a wide range of cafes, bars and restaurants these make an important contribution to the vitality of the area.

11.2 Context

- Kensington High Street is designated as a major centre in the London Plan. It has been one of London’s top retail streets for the last 100 years and like many town centres Kensington High Street has seen significant retail change. Once the biggest concentration of department stores outside Oxford Street, these have now been replaced by more mainstream chain stores. A unique cluster of bespoke travel agents and outdoor leisure shops has developed and the world’s largest Whole Foods Market opened in 2007. Kensington Church Street retains a cluster of antique shops.
- Kensington High Street is the borough’s largest town centre office location providing a range of accommodation from drop-in desk space and small offices above shops to large footplate offices in the former department stores. The music industry and newspaper journalism have focused on this location. Approximately 14,000 people work in the area.
- Kensington High Street is an important cultural centre. Bookended by Kensington Gardens and Holland Park it features attractions such as Kensington Palace, Leighton House, Linley Sambourne House, Opera Holland Park and the Design Museum, which will open in November 2016. The Design Museum expects to attract more than 600,000 visitors a year.
- There are a number of hotels on and around Kensington High Street accommodating the many visitors that make an important contribution to the vitality and viability of the area.
- Kensington High Street is a wide roadway that has benefited from comprehensive public realm improvements that have gained international acclaim. However, north-south cycling movements across Kensington High Street are not easy to make.

11.3 Principles (Overarching Aims)

- Support and promote the cultural attractions and history of the area to residents and visitors.
- Improve wayfinding to nearby attractions and areas of interest.
- Build on the existing retail strengths of the centre.
- Encourage new offices in the area to grow the media industry cluster.
- Reduce street clutter on and around Kensington High Street.

11.4 Priorities (Objectives and actions to deliver the aims)

- Provide new signage for the Design Museum.
- Deliver step-free access at High Street Kensington Station.
- Redevelop Lancer Square, Heythrop College campus and the former Odeon Cinema and Post Office sorting office.
- Enhance the streetscape in Kensington High Street between Edwardes Square and Warwick Gardens.
- Improve shopfronts and public realm at the eastern end of the High Street.
- Enhance public spaces in and around the High Street including in front of the former Odeon Cinema, the former Vestry Hall, the spaces off Kensington Church Walk, in front of St Mary Abbots and within Lancer Square.
• Pedestrian improvements to the junction with Kensington Church Street.
• Provide crossings in the central and eastern sections of the street.

11.5 Delivery

• The Council will work in partnership with the Design Museum, the area’s other cultural attractions, businesses and residents to deliver its Cultural Placemaking Strategy in Kensington High Street. It will ensure that residents, visitors and workers are aware of the cultural and leisure facilities available and an integrated programme of events and activities is provided.
• As part of the Cultural Placemaking Strategy, the Council will also develop a community, visitor and business engagement plan, and a volunteering and outreach programme.
• The Council will work with Transport for London to deliver step-free access to the underground station platforms, supported through section 106 agreements and CIL.
• Working with local communities Neighbourhood CIL could be targeted at improving signage and enhancing public spaces around Kensington High Street.
• The Kensington Business Forum, originally established by the Council, brings businesses in the area together to deliver local initiatives.
• The former Odeon Cinema and Post Office sorting office site has planning permission to provide new homes, social and community facilities, workspace and new high quality cinema facilities.
• Heythrop College, part of London University, closes in 2018 and the Council has produced planning guidance setting out the parameters for redevelopment of this site.

11.6 References

11.6.1 The Council and other bodies have produced the following documents that are relevant to the area:

• Royal Borough of Kensington and Chelsea (RBKC), Heythrop College Supplementary Planning Document (SPD), 2016
• Historic England, Royal Borough of Kensington and Chelsea Archaeological Priority Areas Appraisal, 2016
• RBKC, Kensington Court Conservation Area Appraisal, 2016
• RBKC, Kensington Conservation Area Proposals Statement, to be revised 2017
• RBKC, Kensington Palace Conservation Area Proposals Statement, to be revised 2017
• Futurecity and BOP Consulting, Cultural Placemaking in the Royal Borough of Kensington and Chelsea, 2012

11.6.2 Please note further documents may be produced after publication of this plan so it is important to also check the Council’s website.
Chapter 12  Knightsbridge

CV12 Vision for Knightsbridge

By 2028, Knightsbridge will have maintained its role as one of London’s most exclusive national and international shopping destinations, drawing visitors from across the world. It will also continue its role as an important residential quarter and a service centre for residents in both Kensington and Chelsea and Westminster. These two functions will exist together harmoniously and the public realm will have been improved to reflect both roles.

Consultation: Please provide your comments on the Draft Policies, supporting text and any options and alternatives (set out in respective Policy Formulation Reports) by completing the Consultation Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/
Key issues and opportunities
12.1 Introduction

12.1.1 Knightsbridge is the borough’s largest town centre. While most of the centre lies within Kensington and Chelsea, it straddles the boundary with the City of Westminster.

12.2 Context

- Knightsbridge is designated an international shopping centre in the London Plan. This reflects the concentration of flagship stores of many international fashion houses and department stores, most notably Harrods, which is the single largest tourist attraction in the borough, and Harvey Nichols.
- The centre is part of London’s Central Activities Zone (CAZ) reflecting how the world-class shops and hotels in Knightsbridge contribute to London’s role as a world city.
- All of the major footfall generators, are located on the south side of Brompton Road. This, along with the barrier presented by heavy traffic along Brompton Road, and a significant change in level across the road west of Harrods, combines to make this a one-sided shopping street.
- The area experiences very heavy traffic flows and high levels of air pollution as it is one of London’s main arterial Red Routes.
- The centre is surrounded by residential streets. The proximity of residential streets means there can be a conflict between the local and the international role of the centre, particularly in relation to the night time economy.
- The needs of local residents tend to be served by the shops in the western part of the centre, west of Beauchamp Place.
- Many public realm improvements have been made in the area including to the junction of Hans Road and Basil Street. Hans Crescent has been pedestrianised and provides a new underground station entrance improving the experience of arriving in Knightsbridge.
- Pavilion Road Car Park has been identified as a development opportunity and a planning application has been received for residential development.

12.3 Principles (Overarching Aims)

- Protect the international reputation of Knightsbridge town centre.
- Reduce traffic domination of the area and air pollution.
- Improve links and wayfinding between Knightsbridge, Hyde Park and the Exhibition Road Museums.

12.4 Priorities (Objectives and actions to deliver the aims)

- Provide step free access to Knightsbridge Tube station.
- Improve signage and wayfinding without introducing unnecessary street clutter.
- Enhance the streetscape from Knightsbridge to Sloane Square and to Brompton Cross.
- Retain a social and community use in the former fire station, which was vacated in 2014.
- Expand retail provision in the north part of Pavilion Road near Basil Street.

12.5 Delivery

- The building above the western tube station entrance on Sloane Street has been the subject of a planning application that will widen the pavement on the southern side of Brompton Road.
- The Council is investigating the potential to deliver streetscape improvements in Sloane Street.
12.6 References

12.6.1 The Council and other bodies have produced the following documents that are relevant to the Knightsbridge area:

- Royal Borough of Kensington and Chelsea (RBKC), *Hans Town Conservation Area Proposal Statement*, to be revised 2017

12.6.2 Please note further documents may be produced after publication of this plan so it is important to also check the Council’s website
Chapter 13 South Kensington

CV13 Vision for South Kensington

South Kensington will remain a premier public cultural destination – the home of science, arts and inspiration, and a district town centre, recognising that on occasions reconciling these two roles can be challenging but a balance will have been struck. All the great institutions have, or are developing, alternative sites and the Council will act to ensure they continue to regard South Kensington as their natural ‘home’ in order to protect and enhance this extraordinary cluster of institutions.

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Key issues and opportunities
13.1 Introduction

South Kensington is located in the centre of the borough and extends into the City of Westminster to the north. It forms the principal cultural focal point in the borough with thousands of visitors arriving every day to visit the museums. However, it is also a residential quarter with valued local facilities and services.

13.2 Context

- Originally the vision of Prince Albert, Queen Victoria’s husband, the land was purchased with part of the proceeds of the Great Exhibition of 1851. ‘Albertopolis’ became the world’s first designed cultural and educational destination and has been the blueprint for all subsequent centres of this kind.
- It is home to three international museums; the Victoria and Albert Museum, the Natural History Museum and the Science Museum, education institutions such as Imperial College, and the Royal Colleges of Art and Music and cultural institutions such as the Polish Club, Goethe Institute and Ismaili Centre. The museums receive 12 million visitors a year and Imperial College has a student population of over 13,000 and employs over 6,000 staff.
- South Kensington hosts a diverse range of land uses in addition to the large scale cultural and educational institutions and is a valued and established creative district. There are a number of office uses, largely characterised by smaller premises on the upper floors of commercial properties. The area also features numerous hotels, embassies and consulates and a concentration of French institutions, including the Consulate and the French Lycée, that serve the significant number French citizens living in London.
- The retail area south of Cromwell Road has many small shops that give it a village character much valued by local residents. There is a cluster of shops focusing on interior design, fashion and galleries in Brompton Road and Brompton Cross that have synergies with the Victoria and Albert Museum.
- The surrounding residential area includes some of the best Georgian architecture in the borough. The buildings around Thurloe Square and Alexander Square are listed, as are many of the houses in the surrounding streets.
- High quality public realm improvements to Exhibition Road and Thurloe Street have greatly improved the experience for users and the setting for the area’s world-class cultural institutions.
- South Kensington underground station acts as a gateway to the area but fails to provide an appropriate sense of arrival for a major cultural destination. The station now struggles to accommodate the number of passengers using it daily. It lacks step-free access and the pedestrian tunnels to the museums are in need of refurbishment.

13.3 Principles (Overarching Aims)

- Create a better sense of arrival to South Kensington to reflect its status as a cultural destination.
- Support the strategic cultural quarter as a place for high-quality, innovative and inspiring events, installations and activities.
- Support the institutions to adapt and change to provide the facilities and accommodation that will enable them to continue to compete internationally.
- Maintain a high quality public realm to ensure the area is accessible and attractive to residents and visitors.
- Maintain the function of a local town centre.
- Preserve the residential and historic character of the area.
13.4 Priorities (Objectives and actions to deliver the aims)

- Improve facilities at South Kensington Station to provide a better sense of arrival.
- Provide step-free access at South Kensington Station.
- Refurbish the pedestrian tunnels linking the station and the museums.
- Improve the Yalta Memorial Garden.
- Re-landscape the Museum Lane area.
- Restore the listed station arcade and the block to the south of Thurloe Street, retaining shop fronts and entrances to the flats above.
- Improve access and entrances to the museums.
- Provide a new public square within the Natural History Museum grounds at Cromwell Road/Exhibition Road.
- Deliver new cycling Quietways.

13.5 Delivery

- The Council will develop cultural place-making initiatives to promote the institutions to visitors and residents, installing public art and ensuring an integrated planning policy approach with Westminster City Council.
- Transport for London are progressing proposals to upgrade the station including new escalators to the Piccadilly Line and providing step free access. Planning applications are likely to be submitted from 2017.
- The Council is working with Transport for London to improve the flow of traffic on south side of South Kensington station and make crossing easier for pedestrians by changing the signal arrangements.
- The Council will work with the institutions to achieve a suitable balance reconciling the institutions’ need to promote themselves and draw attention to particular exhibitions or sponsors by using their exterior facades and the need to conserve the listed buildings.
- The V&A and the Natural History Museum are improving access to their sites by building new entrances onto Exhibition Road.
- South Kensington will be at the heart of the Council’s Cycle Quietway programme, with routes to the south, west and north.

13.6 References

13.6.1 The Council and other bodies have produced the following documents that are relevant to this place:

- Royal Borough of Kensington and Chelsea (RBKC), *Thurloe Estate and Smith’s Charity Conservation Area Appraisal*, 2016
- RBKC, *Queen’s Gate Conservation Area Proposal Statement*, to be revised in 2017

13.6.2 Please note further documents may be produced after publication of this plan so it is important to also check the Council’s website.
13.7 Site Context

13.7.1 The site occupies a prominent location in South Kensington, it has excellent public transport accessibility and is close to institutions of national and international importance.

13.7.2 The site sits on the corner of Harrington Road and Queen’s Gate to the north and west, Reece Mews to the east; the southern site boundary is bordered by the Church of St Augustine. It was previously occupied by a stuccoed terrace on Queen’s Gate; fire damage in the late 1980s led to the building being demolished. The site is currently used as a car park with access from Harrington Road adjacent to the entrance to Reece Mews.

13.7.3 The townscape of Queen’s Gate characterised by grand stuccoed terraces with prevailing building heights around the site are of five and six storeys, the site now presents a gap in this otherwise uniform townscape. The site has remained undeveloped and has been used as a temporary car park for a number of years. The Council is keen to see this prime South Kensington site redeveloped to provide much needed housing in the borough.

Site Allocation

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.

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**Site Information**

<table>
<thead>
<tr>
<th>Site Address</th>
<th>117A Queen's Gate, 39-49 Harrington Road and 2 Reece Mews, LONDON SW7</th>
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<tbody>
<tr>
<td>Ward</td>
<td>Courtfield</td>
</tr>
<tr>
<td>Site Area</td>
<td>0.21 Ha</td>
</tr>
<tr>
<td>Site Owners</td>
<td>The Government of the Islamic Republic of Iran</td>
</tr>
<tr>
<td>Current Uses</td>
<td>Temporary use a car park (75 spaces)</td>
</tr>
</tbody>
</table>

**Planning History**

**Use as a car park**
The site was acquired in 1974 by the then Iranian Government, now the Government of the Islamic Republic of Iran, the current owner. The site has been used as a public car park since as early as 1985. A more permanent redevelopment scheme has always remained the ultimate long term intention for the site.

Between 1985 and 1994, nine temporary permissions were granted for the use of the application site as a public car park for 45-50 cars; with this use ceasing in 1996. The site remained vacant from 1996 until 2000 at which time the site resumed use as a car park without planning consent.

Planning permission was granted at appeal for the temporary use of the site as a car park in November 2001 (PP/00/00639). Since then, the temporary planning permission has been renewed seven times, most recently in September 2016 (PP/16/04254). The Council has continued to grant planning permission for the temporary use of the site as a car park due to a lack of progress with proposals for the long term redevelopment of the site.

**Iranian Embassy and Cultural Centre**

Planning permissions for redevelopment proposals by the owners were granted in 1975, 1982, 1991 and 2000. A material start was made on the 1991 permission for 33 flats, a diplomatic/cultural centre and a basement car park for 34 cars served off Harrington Road and this permission remains extant. All others have lapsed including the 2000 permission for a cultural centre, 20 flats and car parking.

The most recent application (PP/10/00153) proposed the ‘erection of new building comprising basement, ground and five upper floors for use as an embassy and cultural exhibition centre for the Islamic Republic of Iran in
**Delivery agencies**

Private developers/site owners

**Delivery milestones**

Not known

**Funding arrangements**

Private investment

**Site Constraints**

- The western part on the site lies within the Queen’s Gate Conservation Area
- The Grade II* listed Church of St Augustine lies directly south of and adjacent to the site
- New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates

**Risks**

The site is not brought forward for development
Chapter 14  Sloane Square/King’s Road

CV14 Vision for Sloane Square/King’s Road

The rich iconic brand and history of King’s Road will have been consolidated to ensure it remains one of London’s most vibrant shopping streets, containing a lively and diverse mix of shops, restaurants, and world-class cultural attractions. It will continue to be a place where one can shop in both independent boutiques and chain stores; a place to enjoy, to promenade, a place which meets the day-to-day needs of local people; and a place to experience some of the best theatre, concert, museum and gallery events that London has to offer. Work will have commenced on a new Crossrail 2 station that will provide Chelsea with extra underground capacity that will be required in this part of the network, help to maintain the vitality and viability of the area’s businesses, reduce traffic congestion along the King’s Road and improve air quality.

Consultation: Please provide your comments on the Draft Policies, supporting text and any options and alternatives (set out in respective Policy Formulation Reports) by completing the Consultation Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRDP/
Key Issues and opportunities
14.1 Introduction

14.1.1 Located in the south of the borough, the King’s Road is one of the London’s most vibrant shopping centres. It has evolved since its renown in the sixties, but is still an iconic and valued destination.

14.2 Context

- In the London Plan the King’s Road is divided into two closely-related linear shopping areas; King’s Road (East) Major Centre and King’s Road (West) District Centre. The two centres are separated by a short break in the retail frontage between Sydney Street and Old Church Street on the north side and Oakley Street and Glebe Place on the south side.
- King’s Road (East) Major Centre is anchored by Peter Jones department store at Sloane Square and the Duke of York Square development. This part of the King’s Road is characterised by upmarket international chains and multiple retailers.
- The King’s Road (West) District Centre is different in character, containing a healthy mix of specialist retailers, including a significant furniture and design element. The District Centre is poorly served by public transport, as many bus routes peel off north and south, up Sydney Street and down Beaufort Street. Pedestrian footfall is therefore significantly lower in King’s Road (West).
- King’s Road is not simply a shopping area but has a vibrant cultural offer with attractions such as the Royal Court, Cadogan Hall, (home of the Royal Philharmonic Orchestra), the Saatchi Gallery, Chelsea Hospital (home of the Chelsea Pensioners and the annual Chelsea Flower Show), the National Army Museum and Chelsea Physic Garden.
- The King’s Road has many restaurants, cafés, pubs and bars which contribute to area’s character.
- Two teaching hospitals lie within the area, the Chelsea and Westminster and the Royal Brompton. The Royal Brompton Hospital with the Royal Marsden and the Imperial Cancer Research Institute form an internationally recognised centre of excellence in the treatment of heart and lung disease.

14.3 Principles (Overarching Aims)

- Maintain King’s Road’s distinctive character in the face of a changing retail environment and a changing local catchment by supporting the function of the two town centres.
- Improve the public transport accessibility of the King’s Road to boost the viability of King’s Road (West) District Centre by increasing pedestrian footfall towards the western end, whilst also reducing travel times for residents, tourists and workers to and from the King’s Road.
- Support medical institutions to modernise and meet the needs of their patients to ensure that the King’s Road remains a recognised centre for medical research and treatment.
- Protect the amenity of the surrounding residential area.
- Maintain a high quality public realm.

14.4 Priorities (Objectives and actions to deliver the aims)

- Support the delivery of a Crossrail 2 station.
- Modernise the Royal Brompton Hospital through redevelopment of the main hospital site.
- Develop the Chelsea Farmers’ Market site for mixed use including replacement retail to help facilitate links between King’s Road (East) and King’s Road (West) centres, and create a new public square.
• Support cultural place-making initiatives to increase awareness of the King’s Road’s unique history, atmosphere and attractions among visitors and residents.
• Refurbish Sloane Square Tube station.
• Redevelop Thamesbrook Nursing Home as an extra care centre.

14.5 Delivery

• Transport for London has safeguarded the Crossrail 2 route through Chelsea and will bring forward a Crossrail 2 Bill to obtain powers to build the line. The earliest date for submission of the Bill to Parliament is 2017. Construction could not start until the early 2020s and a King’s Road Crossrail 2 station could not open before 2030.
• The Council will work with important landowners in the area and key institutions to meet the priorities for the King’s Road.
• Transport for London will complete refurbishment of Sloane Square Station in 2017.

14.6 References

14.6.1 The Council and other bodies have produced the following documents:

• Royal Borough of Kensington and Chelsea (RBKC), Chelsea Conservation Area Appraisal, 2016
• RBKC, Royal Hospital Conservation Area Appraisal, 2016
• RBKC, Sloane Square Conservation Area Proposal Statement, to be revised 2017
• RBKC, Cheyne Conservation Area Proposal Statement, to be revised 2016
• RBKC, Chelsea Park/Carlyle Conservation Area Proposal Statement, to be revised 2017
• Historic England, Royal Borough of Kensington and Chelsea Archaeological Priority Areas Appraisal, 2016

14.6.2 Please note further documents may be produced after publication of this plan so it is important to also check the Council’s website.
14.7 Site Context

14.7.1 This site lies on Sydney Street, a busy street connecting the King’s Road and Fulham Road. The site is situated close to the junction with the King’s Road and is well located for public amenity and transport hubs, as well as sports, leisure and retail facilities.

14.7.2 The site forms part of a large urban block defined on two of its edges by Sydney Street and Britten Street. The site is surrounded by conservation areas, thought is not located within one itself. Dovehouse Green, an ancient burial ground, adjoins the southwest boundary.

14.7.3 The site itself is occupied by a collection of chalets and kiosks containing a variety of small shops, cafes and restaurants to the south. The northern part is occupied by a garden centre and includes a covered showroom facing onto Sydney Street and the area behind 117-123 Sydney Street which has a frontage on Britten Street.

14.7.4 The Royal Brompton & Harefield NHS Foundation Trust are seeking to redevelop this site to provide a high quality residential-led development.
### Site Allocation

**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.

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### Site Information

<table>
<thead>
<tr>
<th><strong>Site Address</strong></th>
<th>Chelsea Farmers Market, 125 Sydney St, Chelsea, London SW3 6NR</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Ward</strong></td>
<td>Stanley</td>
</tr>
<tr>
<td><strong>Site Area</strong></td>
<td>0.5 hectares</td>
</tr>
<tr>
<td><strong>Site Owners</strong></td>
<td>Royal Brompton &amp; Harefield NHS Foundation Trust</td>
</tr>
<tr>
<td><strong>Current Uses</strong></td>
<td>Classes A1 (Retail) and A3 (Food and Drink).</td>
</tr>
</tbody>
</table>

**Planning History**

- Planning permission was originally granted for the use of the site as a Farmers’ Market and Garden Centre in 1986 for a limited period. This has been renewed on 5 separate occasions.
- In March 2005 planning permission (PP/05/00023) was granted for the replacement of two single storey retail units in similar style, construction and materials to existing units.
- Two retrospective planning applications were submitted in April 2016 for the continued use of the Chelsea Farmers’ Market (PP/16/02375) and Chelsea Gardner (PP/16/02377) for a further period of 5 years up until 2021. Permission was granted for application PP/16/02375 on 27/07/2016 and PP/16/02377 on 25/08/2016.

**Delivery**

**Delivery agencies** | Unknown – private developers

**Delivery milestones** | Delivery is dependent on Crossrail 2

**Funding arrangements** | Private investment

**Site Constraints**

- The Grade I listed St Luke’s church is adjacent to the site
- Dovehouse Green is an ancient burial ground adjacent to the site
- Part of the site is within the Royal Hospital Conservation Area, and it is surrounded by the Chelsea, Chelsea Park/Carlyle and Cheyne Conservation Areas
| The Strategic View of St Paul's Cathedral (King Henry VIII's Mound to St Paul's Cathedral) runs through the site |
| New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates. |
| Risks | The site has been identified as a construction site for Crossrail 2 |