



Local Plan Partial Review – Publication Policies
Policy Formulation Report – February 2017
Places and Site Allocations



THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA

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1. INTRODUCTION

1.1 LOCAL PLAN PARTIAL REVIEW

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

1.2 PLACES

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

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

- **Chapters 5-18:** Places

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

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

2. ISSUE 1: PLACES

2.1 INTRODUCTION

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

2.2 LEGISLATION, POLICY AND GUIDANCE CONTEXT

NATIONAL

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

PLACES

- 2.2.1 At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking (Paragraph 14). For plan-making this means that: "local planning authorities should positively seek opportunities to meet the development needs of their area"
- 2.2.2 The NPPF sets out a number of core planning principles (see Paragraph 17). A number of these principles are of particular relevance for the Place and Site Allocations chapters. For example, the NPPF states that planning should "plan positively to support local development, shaping and directing development in their area that is outside the strategic elements of the Local Plan. Planning "should not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives". The purpose of the Place chapters is to identify opportunities to proactively consider ways to improve the Royal Borough's identified 'places' and create a positive vision for the area to shape development.
- 2.2.3 In relation to neighbourhood planning the NPPF (paragraph 185) states local planning authorities should avoid duplicating planning processes for non-strategic policies where a neighbourhood plan is in preparation.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG): LOCAL PLANS: KEY ISSUES

- 2.2.4 The NPPG on Preparing a Local Plan reiterates the position set out in the NPPF. The Local Plan should make clear what is intended to happen in the area over the life of the plan, where and when this will occur and how it will be delivered¹.
- 2.2.5 In relation to neighbourhood planning it states Local Plans should recognise the contribution that Neighbourhood Plans can make in planning to meet development and infrastructure needs.

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

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG): LOCAL PLANS: PREPARING A LOCAL PLAN

- 2.2.6 The guidance states where a neighbourhood plan has been made, the local planning authority should take it into account when preparing the Local Plan strategy and policies, and avoid duplicating the policies that are in the neighbourhood plan.²

REGIONAL

THE LONDON PLAN

- 2.2.7 Policy 2.9 Inner London:

A The Mayor will, and boroughs and other stakeholders should, work to realise the potential of inner London in ways that sustain and enhance its recent economic and demographic growth while also improving its distinct environment, neighbourhoods and public realm, supporting and sustaining existing and new communities, addressing its unique concentrations of deprivation, ensuring the availability of appropriate workspaces for the area's changing economy and improving quality of life and health for those living, working, studying or visiting there.

LDF preparation

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

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

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

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

² <https://www.gov.uk/guidance/local-plans--2#preparing-a-local-plan>

LDF preparation

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

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

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

LOCAL

EXISTING LOCAL PLAN POLICY

2.2.10 The existing Local Plan policies relating to places are:

- Policy CP2 North Kensington
- Policy CP3 Places
- Policy CP5 Kensal
- Policy CP6 Golborne / Trellick
- Policy CP7 Portobello/ Notting Hill
- Policy CP8 Westway
- Policy CP9 Latimer
- Policy CP10 Earl's Court
- Policy CP11 Kensington High Street
- Policy CP12 South Kensington
- Policy CP13 Brompton Cross
- Policy CP14 Knightsbridge
- Policy CP15 King's Road/Sloane Square
- Policy CP16 Notting Hill Gate
- Policy CP17 Fulham Road
- Policy CP18 Lots Road / World's End

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

NEIGHBOURHOOD PLANNING

2.2.11 Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and shape the development and growth of their local area.

2.2.12 The Royal Borough has one Neighbourhood Plan, which has been 'made' (adopted). The Norland Neighbourhood Plan roughly corresponds with the Norland Conservation Area, and does not fall within any of the 'Places'.

2.2.13 The St. Quintin and Woodlands Neighbourhood Plan has passed referendum. The Plan covers part of the Latimer Place. This will form part of the Council's Development Plan, so the policies do not need to be replicated in the Local Plan.

2.2.14 The vision for the Norland Neighbourhood Plan is:

Our aims are to:

- Protect and enhance the character and historic features that define Norland's sense of place in terms of townscape, streetscape, landscape and neighbourhood
- Protect our listed buildings, as well as those whose architectural features are important to the character of Norland
- Protect and enhance our open spaces, gardens and trees, both private and public
- Protect and enhance the aspects that add to the quality of life such as tranquility and security, whilst discouraging and reducing traffic noise and disturbance through residential areas
- Strive for retention of local heritage characteristics, including architecture and local and social amenities such as shops, pubs and post offices
- Make it easy for pedestrians and children to move freely and safely in Norland
- Manage new development in such a way as to conserve local character
- Maintain a mix of uses and try to retain small businesses
- Maintain social diversity
- Encourage civic pride and local involvement of individuals and organisations

2.2.15 The vision and objectives for the St. Quintin and Woodlands Neighbourhood Plan are:

To secure the future of a neighbourhood that offers the best features of life in central London, for this and future generations

1. Keep the area as an attractive place to live and work, for families and individuals from current and future generations (This reflects the Keeping Life Local theme of the RBKC Core Strategy).
2. Fine tune conservation policies to be applied within the neighbourhood, to protect heritage while reflecting contemporary lifestyles and making fully effective use of existing housing stock.
3. Protect environmental quality and the neighbourhood's wide streets and public realm including views within and from the conservation area.
4. Protect and enhance our open spaces, gardens and trees, both private and public, bringing backland green areas into community use where ownership permits.
5. Reduce traffic queues, noise and disturbance within the neighbourhood and improve pedestrian/cycle connectivity to the south and west.
6. Maintain safety, security and tranquillity in the area, contributing to a continued low level of burglary and street crime.
7. Safeguard the commercial viability of our shopping parades as sources of local convenience shops and services that residents need.
8. Regenerate Latimer Road as a successful mixed use street, combining commercial and housing use, keeping buildings occupied and in active use, and restoring its original street form.
9. Maintain and where possible increase employment opportunities in the area.
10. Contribute to the Borough's housing targets and seek out opportunities for

building housing affordable to younger generations.
 11. Protect local education, health and community facilities from commercial development pressures.

SUMMARY

Date	Document	Organisation
May 2004	Planning and Compulsory Purchase Act 2004	HM Government
Apr 2012	The Town and Country Planning (Local Planning) (England) Regulations 2012	HM Government
Mar 2012	National Planning Policy Framework (NPPF)	DCLG
May 2016	National Planning Practice Guidance (NPPG): Local Plans	DCLG

2.3 EVIDENCE BASE

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

KENSAL

Royal Borough of Kensington and Chelsea (RBKC), <i>Issues and Options for Kensal Gasworks Strategic Site</i> , 2012
RBKC, <i>Local Biodiversity Action Plan</i> , 2010
RBKC, <i>Considerations for Estate Regeneration Proposals, Treverton Estate</i> , 2017
RBKC, <i>Strategic considerations for Estate Regeneration proposals</i> , 2016
Peter Brett Associates, <i>Kensal Canalside Transport Study</i> , 2016
Peter Brett Associates, <i>Development Infrastructure and Funding Study</i> , 2016
Kensal Portobello proposed track diagram
Cushman and Wakefield, <i>Kensal Canalside Development Uplift Study</i> , 2015
DTZ, <i>North Pole Depot and Kensal Gasworks Valuation Study</i> , 2014
Alan Baxter Associates, <i>Kensal Canalside Bridge Feasibility Study</i> , 2013
Regeneris, <i>Crossrail Regeneration Benefits Kensal Addendum</i> , 2012
Regeneris, <i>Economic Impact of a Crossrail Station in North Kensington</i> , 2012

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

2.3.2 The Council commissioned this study to provide evidence to support the Local Plan Partial Review strategic site allocation for Kensal and the Kensal Canalside SPD which will be taken forward subsequently.

2.3.3 The DIF provides a greater understanding of the scale, type and costs of infrastructure required to support the proposed level of development at Kensal Canalside.

2.3.4 The study is comprised of two distinct elements:

- Transport Analysis
- Development Infrastructure Funding

GOLBORNE/TRELLICK

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

LATIMER

Royal Borough of Kensington and Chelsea (RBKC), <i>Land underneath and close to the Westway Planning Brief (SPD)</i> , 2012
RBKC, <i>Considerations for Estate Regeneration Proposals: Silchester East and West</i> , 2017
RBKC, <i>Strategic considerations for Estate Regeneration proposals</i> , 2016
Frost Meadowcroft, <i>Latimer Road Commercial Properties Viability Study</i> , (April 2015)

EARL'S COURT

RBKC and LBHF, <i>Earl's Court and West Kensington Opportunity Area Joint Opportunity Area SPD</i> , 2012
RBKC, <i>Warwick Road Planning Brief SPD</i> , 2008
RBKC, <i>Considerations for Estate Regeneration Proposals: Warwick Road Estate</i> , 2017
RBKC, <i>Strategic considerations for Estate Regeneration proposals</i> , 2016
Warwick Road sites planning permissions.
Earl's Court planning permissions

LOTS ROAD/WORLDS END

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

PORTOBELLO/NOTTING HILL GATE

Royal Borough of Kensington and Chelsea (RBKC), <i>Notting Hill Gate Supplementary Planning Document (SPD)</i> , 2015
RBKC, <i>Land underneath and close to the Westway SPD</i> , 2012
GLA, <i>London Town Centres Health Check</i> , 2013 Analysis, 2014.
Royal Borough of Kensington and Chelsea: Retail and Leisure Needs Study, July 2008
Nathaniel Lichfield and Partners for RBKC Retail and Leisure Needs Study (update), May 2016
RBKC, <i>Study of the Visitor Economy</i> , 2009.
<i>Retail Commission--A Balance of Trade</i> : May 2007.

Futurecity and BOP Consulting, <i>Cultural Placemaking in the Royal Borough of Kensington and Chelsea</i> , 2012
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KENSINGTON HIGH STREET

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

KNIGHTSBRIDGE

Royal Borough of Kensington and Chelsea: <i>Retail and Leisure Needs Study</i> , July 2008
Nathaniel Lichfield and Partners for RBKC, <i>Retail and Leisure Needs Study (update)</i> , May 2016
<i>Retail Commission. A Balance of Trade: Retail: May 2007.</i>
RBKC, <i>Employment Land Study</i> , Final Report January 2007.
GLA, <i>London Town Centres Health Check, 2013 Analysis</i> , 2014.

KING'S ROAD

Futurecity and BOP Consulting, <i>Cultural Placemaking in the Royal Borough of Kensington and Chelsea</i> , 2012
Royal Borough of Kensington and Chelsea: <i>Retail and Leisure Needs Study</i> , July 2008
Nathaniel Lichfield and Partners for RBKC <i>Retail and Leisure Needs Study (update)</i> , May 2016
Peter Brett Associates, <i>RBKC Commercial Property Study</i> , March 2013
GLA, <i>London Town Centres Health Check, 2013 Analysis</i> , 2014.
<i>Retail Commission. A Balance of Trade: Retail, May 2007.</i>

SOUTH KENSINGTON

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

2.4 OPTIONS, CONSULTATION AND INTEGRATED IMPACT ASSESSMENT (IIA)

2.4.1 The Alternative options were consulted on as part of the Issues and Options (December 2015) and Draft Policies (October 2016) consultation documents. The Consultation Schedules and Consultation Summaries for these are set out in the Consultation Statement published alongside the Publication Policies (February 2017) consultation document. The options considered through the consultations and as part of the Integrated Impact Assessment (IIA) are summarised below.

2.4.2 The Council has considered the options particularly in light of the 'tests of soundness' which are set out in the NPPF:

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

PRINCIPLE OF PLACE CHAPTERS

2.4.3 The options and alternatives considered are:

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

PLACE CHAPTERS

2.4.4 The options and alternatives considered are:

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

PLACE AND VISION POLICIES

2.4.5 The options and alternatives considered are:

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

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

2.5 PUBLICATION POLICY

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

Policy CP 2

North Kensington

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

Policy CP 3

Places

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

Policy CP 2 Places

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

No changes are proposed to Policy CP4, which remains unchanged other than the Policy reference changing from CP4 to CP3.

Policy CP4-3

Quality

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

Policy CP-5

Kensal

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

Policy CP-6

Golborne/Trellick

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

Policy CP-7

Portobello/Notting Hill

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

Policy CP-8

Westway

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

Policy CP-9

Latimer

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

Policy CP-10

Earl's Court

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

Policy CP 11

Kensington High Street

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

Policy CP 12

South Kensington

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

Policy CP 13

Brompton Cross

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

Policy CP 14

Knightsbridge

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

Policy CP 15

King's Road/Sloane Square

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

~~reputation.~~

~~Policy CP 16~~

~~Notting Hill Gate~~

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

~~Policy CP 17~~

~~Fulham Road~~

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

~~Policy CP 18~~

~~Lots Road/World's End~~

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

KEY DIAGRAM AND PROPOSALS MAP

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

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

2.6 DUTY TO COOPERATE AND STRATEGIC ISSUES

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

2.6.2 A "strategic matter" relates to "sustainable development or use of land that has or would have a significant impact on at least two planning areas, including (in

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

particular)... in connection with infrastructure that is strategic"⁴. Strategic matters are further defined in paragraph 156 of the NPPF⁵ and paragraph 013 of the NPPG on the duty to cooperate⁶.

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

Prescribed body/ies / LPAs ⁷	Action(s)	Date(s)
All	The Council has had regard to all relevant strategies, plans and policies of the relevant prescribed bodies in preparing the policies – as set out in Legislation, Policy and Guidance sections of Policy Formulation Reports (PFRs)	Ongoing
All	Local Plan Partial Review Issues and Options consultation – see Consultation Schedule	Dec 2015 – Feb 2016
All	Local Plan Partial Review Draft Policies Regulation 18 consultation – see Consultation Schedule	Oct – Dec 2016
OPDC / LBHF / LB Ealing / LB Brent	Regular OPDC Project Team Meetings – attendance when necessary	Fortnightly
OPDC	RBKC/OPDC Planning Policy Liaison Meetings	May + Sep 2015; Jan + Apr 2016
OPDC	RBKC response to Regulation 18 Draft Local Plan	Mar 2016
OPDC	Response to Victoria Road Framework	Jan 2017
Mayor of London / TfL	Response to A City for All Londoners	Dec 2016
Historic England	Mitigation of the impact of development of Kensal Canalside Opportunity Area on Grade 1 listed landscape Kensal Green Cemetery.	Nov 2016 + Jan 2017

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

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

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

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

Prescribed body/ies / LPAs ⁷	Action(s)	Date(s)
LBHF	RBKC/LBHF Planning Policy Liaison meetings discussion of: Removal of references to a potential Crossrail 2 station at Imperial Wharf because this is not being considered by TfL.	Quarterly Oct 2016
LBHF	RBKC response to LBHF Regulation 18 Draft Local Plan	Jan 2015
LBHF	RBKC response to LBHF Regulation 18 Proposed Submission Local Plan.	Oct 2016
City of Westminster	Walkabout along the Grand Union Canal towpath with the Canals and Rivers Trust to look at opportunities for improvements.	Nov 2016

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

3. ISSUE 2: SITE ALLOCATIONS

3.1 INTRODUCTION

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

3.2 LEGISLATION, POLICY AND GUIDANCE CONTEXT

NATIONAL

EU DIRECTIVE 2012/18/EU

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

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

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

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

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

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

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

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

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

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

3.2.6 The NPPF also provides guidance on the information a Local Plan should provide including “detail on form, scale, access and quantum of development where

appropriate” (Paragraph 157). Site allocations must be justified with a proportionate evidence base (Paragraph 158).

NATIONAL PLANNING PRACTICE GUIDANCE

- 3.2.7 National Planning Practice Guidance (NPPG) on Economic Development Needs Assessments⁸ and Economic Land Availability Assessment⁹ offer guidance to support local planning authorities on assessing the need for economic development. It recognises that need can be both qualitative and quantitative in nature, (paragraph 2) and stresses the importance of a robust, yet proportionate, evidence base (paragraph 5).

NPPG on Ensuring the Vitality of Town Centres¹⁰ states that local planning authorities should plan positively to support town centres to generate local employment,... and create attractive, diverse places where people want to live, visit and work” (paragraph 1). It supports a town centre first approach to all town centre uses. Whilst primarily the A class retail uses, these also include office and other business uses¹¹.

REGIONAL

THE LONDON PLAN

- 3.2.8 London Plan Policy 2.13 states:

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

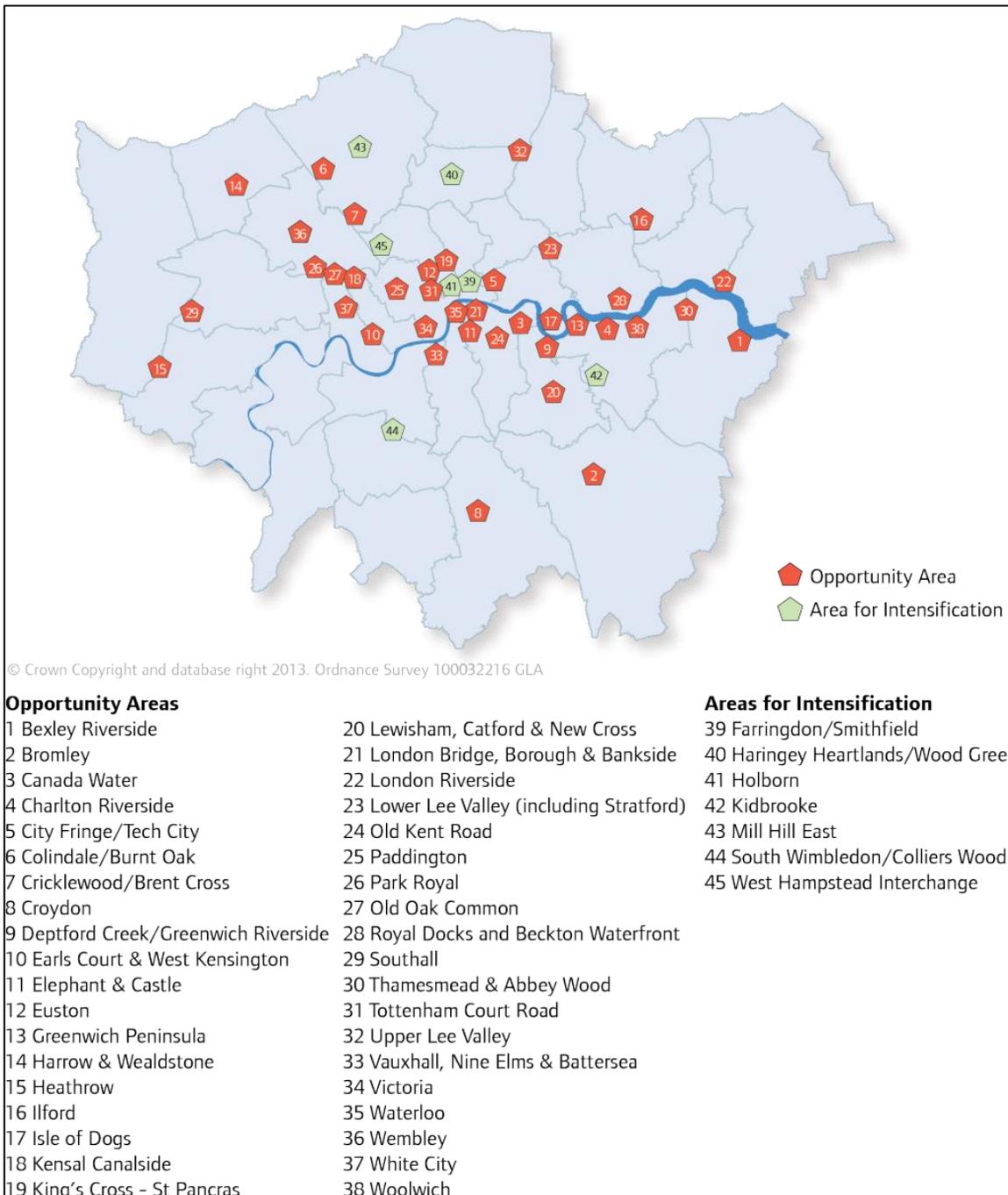
- a) provide proactive encouragement, support and leadership for partnerships preparing and implementing opportunity area planning frameworks to realise these areas’ growth potential in the terms of [Annex 1](#), recognising that there are different models for carrying these forward; or
- b) build on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

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

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

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

¹¹ NPPF, DCLG, March 2012 (Annex 2)



Map 2.4 Opportunity and Intensification Areas

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

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

NEIGHBOURHOOD PLANNING

- 3.2.10 The Royal Borough has one Neighbourhood Plan, which has been ‘made’ (adopted). The Norland Neighbourhood Plan roughly corresponds with the Norland Conservation Area. Norland Neighbourhood Plan does not allocate any sites for development.
- 3.2.11 The St. Quintin and Woodlands Neighbourhood Plan has passed referendum. The Plan allocates Land at 142A Highlever Road for housing and Units 1-14 Latimer Road for mixed use development.
- 3.2.12 Policy H of the Plan allocates land for housing, it states:

Policy H1) To allocate for housing use the land at 142A Highlever Road

Policy H2) To allocate the sites occupied by Units 1-14 Latimer Road for mixed use development, allowing housing use (C3) subject to ground and mezzanine floors remaining in commercial use (B1, B8, A or D class).

- 3.2.13 The policy will form- part of the borough’s Development Plan so the allocation within the neighbourhood plan need not be replicated in Local Plan Partial Review.

LOCAL

EXISTING LOCAL PLAN POLICY

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

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

SUMMARY

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

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

3.3 EVIDENCE BASE

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

3.4 OPTIONS, CONSULTATION AND INTEGRATED IMPACT ASSESSMENT (IIA)

3.4.1 The Alternative options were consulted on as part of the Issues and Options (December 2015) and Draft Policies (October 2016) consultation documents. The Consultation Schedules and Consultation Summaries for these are set out in the Consultation Statement published alongside the Publication Policies (February 2017) consultation document. The options considered through the consultations and as part of the Integrated Impact Assessment (IIA) are summarised below.

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

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

SITE ALLOCATIONS

3.4.1 The options and alternatives considered are:

Option	Status	Reason
1 Kensal Gas Works	Preferred option for	The Kensal Gasworks site is the most important future development

Option	Status	Reason
	Publication Policies	site for the Royal Borough as it has the greatest capacity to accommodate new housing. It therefore will have a vital role in helping the Council meet its housing targets of 733 houses per annum over the plan period.
2	Preferred option for Publication Policies	This is a potential estate regeneration site.
3	Preferred option for Publication Policies	This is an estate regeneration project. The site has planning permission and phase one is complete.
4	Preferred option for Publication Policies	The site is a suitable location for housing development and the site is available and could be viably developed within the plan period.
5	Preferred option for Publication Policies	This is a potential estate regeneration site.
6	Preferred option for Publication Policies	The site has planning permission and will take 15 years to implement.
7	Preferred option for Publication Policies	The sites are suitable location for housing development, some already have planning permission. The remaining sites could be viably developed within the plan period.
8	Preferred option for Publication Policies	The site is a suitable location for housing development and the site is available and could be viably developed within the plan period.
9	Preferred option for Publication Policy	The site is a suitable location for housing development and the site is available and could be viably developed within the plan period.
10	Preferred option for Publication Policy	The site is a suitable location for housing development and the site is available and could be viably developed within the plan period.
11	Preferred option for Publication Policies	The site is a suitable location for housing development and the site is available and could be viably developed within the plan period.

Option		Status	Reason
12	Chelsea Farmers Market (Royal Brompton Hospital)	Preferred option for Publication Policies	The site is a suitable location for housing development and the site is available and could be viably developed within the plan period.
13	South Kensington Station, including Pelham Street and Thurloe Street.	Reasonable Alternative	This site has a number of complex constraints. It includes a listed building. The site is narrow and immediately adjacent to the tube line. These constraints have implications for design and residential amenity. The site may have the potential to provide some residential units but further analysis is required. TfL have indicated that they are commissioning a feasibility study later in the year. At this stage, given the complex issues associated with the site, it is considered more appropriate to deal with development at South Kensington Station through pre-application discussions and a planning application after more information is available rather than via a site allocation without appropriate evidence.
14	92 Lots Road	Not a reasonable alternative	<p>The consultee suggests that 92 Lots Road does not have a long term future as premises that can provide employment space and that as such the property would be better suited to a range of alternative uses.</p> <p>The Council does not concur with this view. As an employment use within an employment zone there is a presumption that it must be retained. The introduction of some higher value uses may be appropriate when they can be shown to be necessary to enable continued business use on the rest of the site. This will be assessed on a case by case basis as and when an application is made.</p> <p>The applicant proposes a number of possible alternative uses, none of which would ordinarily be suitable within an Employment Zone. As such it would not be appropriate to</p>

Option	Status	Reason	
		allocate the property for any of the proposed uses.	
15	Land to the West of Highlever Road (Formerly Clifton Nurseries), Nursery Lane, London, W10, 6QD	Not a reasonable alternative	The site has been identified as 'Local Green Space' in the draft Neighbourhood Plan. This Plan has passed examination and referendum and will shortly form part of the Council's Local Development Plan.
16	Former Commonwealth Institute	Not a reasonable alternative	This site has been built out. Allocation is therefore no longer necessary.
17	Kensington Leisure Centre	Not a reasonable alternative	This site has been built out. Allocation is therefore no longer necessary.
18	<ul style="list-style-type: none"> • 60 Sloane Avenue, SW3 • 253 – 261 Kensal Road, W10 	Not a reasonable alternative	The Council notes that both sites are the subject of linked planning applications. 253-261 Kensal Road lies within the Kensal Employment Zone and as such an increase in B class floorspace will be welcomed. However, the Council does recognise that this development is dependent on a change of use for 60 Sloane Avenue from office to residential. As such it would not be appropriate to include the Kensal Road site as an allocation.
19	142a Highlever Road St Quintin Garage W10	Not a reasonable alternative	The Council recognises that the referendum version of the SQWNP includes allocations for the sites 1-14 Latimer Road and 142A Highlever Road. The SQWNP is in itself part of the Council's Development Plan, and as such it would not be appropriate to repeat the allocation.
20	Kensington Fire Station site	Not a reasonable alternative	<p>The site has been identified within Chapter 14 of the CLP as being a "potential development site" (Para 14.4.3) "suitable for comparison retailing". This reflect the site's position close to the Knightsbridge International Centre.</p> <p>The site has been considered as part</p>

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

3.5 PUBLICATION POLICY

PUBLICATION POLICY

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

<p>Policy CA1 Kensal Canalside Opportunity Area</p> <p>The Council allocates development on the site to deliver, in terms of:</p> <p>Land use allocation:</p> <ul style="list-style-type: none"> a. a minimum of: <ul style="list-style-type: none"> i. 2,500–3,500 new residential units; ii. 10,000sq.m of new offices; iii. 2,000sq.m of new non-residential floorspace, including social and community and local shopping facilities <u>in addition to the supermarket</u>; b. a Crossrail station <u>on the Elizabeth Line</u>; subject to approval by Crossrail Limited; c. the relocation and re-provision of the existing Sainsbury’s supermarket in a

~~location which provides a better relationship with Ladbroke Grove;~~

d. ~~a Combined Cooling, Heating and Power (CCHP) plant or similar, of a suitable size on-site renewable energy sources~~ to serve the site with the potential to contribute to the heat and energy demand of the wider community as part of a district heat and energy network;

e. the provision of on-site waste management facilities to deal with the development's waste arisings from the new uses of the site (including recycling facilities and/or anaerobic digestion);

Principles

f. ~~comprehensive development of the site in accordance with an urban design framework that will be set out in the Kensal Canalside Opportunity Area SPD;~~

fg. a high-density development with a high environmental standard in terms of construction, building materials, waste management and energy usage/retention and low levels of car dependency and ownership;

gh. improved infrastructure including ~~a new road bridge over the railway, a new pedestrian and cycle bridge over the canal, new pedestrian and cycling links remodelling of the Ladbroke Grove junctions, and~~ new roads streets which that connect the site into its surrounding context and other public transport links ~~including improved connections over both the railway lines and the canal;~~

hi. attractive, usable and flexible public realm providing an appropriate setting for mixed-use canalside development which features leisure, education and business uses as well as housing;

ij. the improvement and relocation of facilities currently provided by Canalside House and the Boathouse Centre on-site if relocation is required to achieve comprehensive redevelopment along the canalside and Ladbroke Grove;

jk. the retention of the area west of the gas holders for the provision of electricity infrastructure. Part of this site may also be required for a gas pressure reduction station, replacing the gas holders. Any buildings must be of a high architectural standard and in keeping with the overall redevelopment of the site;

kl. the ongoing access to, ~~and respect for,~~ the memorial site of the victims of the ~~Paddington-Ladbroke Grove~~ rail disaster ~~through a redevelopment which will maintain its dignity;~~

m. ~~a suitable setting for the designated heritage assets;~~

Infrastructure and Planning ~~Obligations~~ Contributions

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

lmn. ~~a Crossrail an Elizabeth Line~~ station (subject to ~~agreement in principle with Crossrail Limited~~ meeting Network Rail's design requirements);

mno. social and community facilities (including health, education and police) ~~depending on the population change;~~

nop. affordable housing;

opq. construction and maintenance of ~~bridges over the canal and railway~~ a new road bridge across the railway line to ~~provide a second emergency access to the site and~~ accommodate additional traffic generated by development of the site and a pedestrian and cycle bridge over the canal;

pqr. ~~public realm and public spaces and~~ improvements to little Wormwood Scrubs and Kensal ~~Green~~ Cemetery (subject to access through the cemetery and a linking bridge over the canal)

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

rst. landscaping and amenity improvements to the Grand Union Canal;

- tu. a Combined Cooling, Heating and Power (CCHP) plant or similar, of a suitable size on-site renewable energy sources to serve the new development and form part of a wider development in the future;
- uv. on-site waste management and on-site waste water treatment facilities, which could include recycling facilities and anaerobic digestion;
- sw. other contributions as set out in ~~the Planning obligations SPD and the site specific SPD relevant SPDs.~~

Policy CA2 Barlby-Treverton

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

Land use

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

Principles

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

Infrastructure and ~~Planning obligations Contributions~~

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

Policy CA3 **Wornington Green**

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

Land use

- a. a minimum of 538 affordable residential units;**
- b. a minimum of 150 private residential dwellings;**
- c. the replacement of an improved Athlone Gardens, measuring 9,186sq.m (GEA), including the area of the existing ball court;**

- d. the refurbishment or replacement of an improved [Venture Centre community facility](#) 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~~ [on-site renewable energy sources](#) 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~~ [Contributions](#)

- l. affordable housing;
- m. a site management plan;
- n. the reinstatement of an improved Athlone Gardens, [Venture Centre community facility](#) 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

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

Land use **allocation:**

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

Principles:

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

Infrastructure and Planning **Obligations Contributions**

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

Policy 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, existing residents 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 improvements to the legibility of the local environment;

Infrastructure and Planning Obligations Contributions

- e. re-provision of all social rented floorspace; the provision of a quantum of social rented floorspace that is at least equal to that currently on site, and to be re-provided on site;
- 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 the re-provision and improvement of existing community facilities.

Policy CA76

Earl's Court Exhibition Centre

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

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

Land use ~~allocation:~~

- a. a minimum of ~~500~~ 900 homes within the Royal Borough; ~~which could be increased, in particular if (b) to (e) are provided within LBHF as part of the masterplanning process conducted in the preparation of the SPD~~
- b. a minimum of 10,000sq.m of office floor space;
- c. retail and other uses within the A class of the Use Classes Order 1987 (as amended) to serve the day-to-day needs of the new development;
- d. a significant cultural facility to retain Earl's Court's long standing brand as an important cultural destination, located on the area of the Opportunity Area nearest to public transport accessibility;
- e. other non-residential uses required to deliver a sustainable and balanced mixed-use development, such as hotel and leisure uses;
- f. social and community uses;
- g. on-site waste management facilities to handle waste arising from the new uses of the site (including recycling facilities and/or anaerobic digestion), which may be provided within LBHF but must benefit development in the Royal Borough;
- h. ~~low or carbon neutral developments and a Combined Cooling, Heating and Power (CCHP) plant or similar, of a suitable size~~ on-site renewable energy sources to serve the site with the potential to contribute to the heat and energy demand of the wider community as part of a district heat and energy network; ~~which may be provided within LBHF as part of the masterplanning process conducted in the preparation of the SPD but must benefit development in the Royal Borough;~~

Principles:

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

Infrastructure and Planning ~~Obligations:~~ Contributions

- 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;

pg. improved pedestrian links from and through the site and the surrounding area to public transport facilities and improved cycle links to enhance north/south cycle accessibility;

qr. affordable housing as part of residential requirement;

rs. education facilities;

t. a cultural facility;

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

Policy CA 57
Warwick Road Sites

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

Land use **allocation:**

- a. 1,550 a minimum of 1,219 total combined residential units across all five four sites:
- i—500 residential units on the Charles House site
 - ii i. 250 281 residential units on the Former Territorial Army site;
 - iii ii. a minimum of 150 158 residential units on the Former Empress Telephone Exchange;
 - iv iii. a minimum of 300-330 residential units on the former Homebase site;
 - v iv. a minimum of 350-450 residential units on the 100/100A West Cromwell Road site;
- b. On the northern four three sites:
- i.—a primary school on-site, and
 - ii. on-site public open space, including outdoor play space;
- c. On the 100/100A West Cromwell Road site: leisure, social and community uses (Class D1), provision of car parking and open amenity space;

Principles:

- ed. sufficient non-residential uses on the northern four sites to provide

active frontages to the ground floor of Warwick Road;
fe. ~~the four~~three northern sites to be developed to a single masterplan;

Infrastructure and Planning ~~Obligations:~~Contributions

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

Policy CA8

Warwick Road Estate

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

Land use

- a. up to 350 residential units (a net addition of up to 230 units) depending on the outcome of the options appraisals;**
- b. circa 1,900 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:~~Contributions

- e. ~~re-provision of all social rented floorspace;~~the provision of a quantum of social rented floorspace that is at least equal to that currently on site, and to be re-provided on site;**
- f. development will be liable to make planning contributions in accordance with the CIL Regulations, the Council's Regulation 123 List and other relevant Local Plan policies and SPDs;**
- g. the nursery (within Class D1) either retained in situ or relocated on the site.**

Policy CA9
Lots Road Power Station

Permission was granted in 2006 and later variation of condition applications have been granted in 2015 and 2017 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

- a. Flexible uses incorporating shops (A1), professional services (A2) or food and drink (A3) : 1,029 sq.m
- b. Flexible uses incorporating shops (A1), professional services (A2), business (B1) or assembly and leisure (D2): 364 sq.m
- c. Business (B1): 3,499 sq.m
- d. Flexible uses incorporating non-residential uses (D1) or assembly and leisure (D2): 1653 sq.m
- e. Housing: 420 dwellings, including 166 affordable units
- f. Open space

Infrastructure and Planning Obligations Contributions:

The permission includes:

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

Policy CA10
Site at Lots Road

A mixed use development to include residential and employment floorspace

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

Land use

- a. a minimum of 120 residential units, including 55 affordable extra care units (C2);
- b. a minimum of 4000sq m of commercial floorspace (A1 and B1);

Principles

- c. active street frontages to Lots Road;
- d. re-provision of existing commercial floorspace;
- e.d. development that respects the setting of the Lots Village Conservation Area;
- f. e. development of a scale and density that is appropriate to its surroundings;
- f. protection of the auction house use

Infrastructure and Planning Obligations Contributions:

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

Policy CA11

Harrington Road

A residential-led development which could include some commercial floorspace

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

Land use

- a. a minimum of 50 residential units;

Principles

- b. active street frontages to Harrington Road and Queen's Gate;
- c. an appropriate setting for the adjacent listed St Augustine's Church;
- d. development that positively contributes to the character and appearance of the Queen's Gate Conservation Area;
- e. development of a scale and density that is appropriate to its surroundings;

Infrastructure and Planning Obligations Contributions

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

Policy CA12

Chelsea Farmers' Market

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

Land use

- a. a minimum of 50 residential units;
- b. retail units at ground level facing 151 Sydney Street;
- c. the creation of a new public square facing 151 Sydney Street and linking to Dovehouse Green;

Principles

- d. residential-led mixed use development;
- e. provision of active retail frontages facing onto the new public square;

Infrastructure and Planning Obligations Contributions

- f. development will be liable to make planning contributions in accordance with the CIL Regulations, the Council's Regulation 123 List and other relevant Local Plan policies and SPDs;
- g. provision of a new public square.

KEY DIAGRAM AND PROPOSALS MAP

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

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

3.6 DUTY TO COOPERATE AND STRATEGIC ISSUES

3.6.1 The legal obligation of the ‘duty to cooperate’ requires the Council to “engage constructively, actively and on an ongoing basis” and have “regard to activities” (i.e. strategies, plans, policies) of other bodies in the preparation of Local Plans “so far as relating to a strategic matter”. This includes “considering whether to consult on and prepare... agreements or joint approaches”¹².

3.6.2 A “strategic matter” relates to “sustainable development or use of land that has or would have a significant impact on at least two planning areas, including (in particular)... in connection with infrastructure that is strategic”¹³. Strategic matters are further defined in paragraph 156 of the NPPF¹⁴ and paragraph 013 of the NPPG on the duty to cooperate¹⁵.

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

Prescribed body/ies / LPAs ¹⁶	Action(s)	Date(s)
All	The Council has had regard to all relevant strategies, plans and policies of the relevant prescribed bodies in preparing the policies – as set out in Legislation, Policy and Guidance sections of Policy Formulation Reports (PFRs)	Ongoing
All	Local Plan Partial Review Issues and Options consultation – see Consultation Schedule	Dec 2015 – Feb 2016

¹² Section 33A of the Planning and Compulsory Purchase Act 2004, as inserted by Section 110 of the Localism Act 2010

¹³ Section 33A(4) of the Planning and Compulsory Purchase Act 2004, as inserted by Section 110 of the Localism Act 2010

¹⁴ <http://planningguidance.communities.gov.uk/blog/policy/>

¹⁵ <http://planningguidance.communities.gov.uk/blog/guidance/duty-to-cooperate/>

¹⁶ Regulation 4 of The Town and Country Planning (Local Planning) (England) Regulations 2012

Prescribed body/ies / LPAs ¹⁶	Action(s)	Date(s)
All	Local Plan Partial Review Draft Policies Regulation 18 consultation – see Consultation Schedule	Oct – Dec 2016
OPDC / LBHF / LB Ealing / LB Brent	Regular OPDC Project Team Meetings – attendance when necessary	Fortnightly
OPDC	RBKC/OPDC Planning Policy Liaison Meetings	May + Sep 2015; Jan + Apr 2016
OPDC	RBKC response to Regulation 18 Draft Local Plan	Mar 2016
Mayor of London / TfL	General liaison with GLA/TfL on Kensal Canalside Opportunity Area and Crossrail. Political level meetings with GLA/ TfL	May + July 2016 Dec 2015, Feb 2016
LBHF	RBKC/LBHF Planning Policy Liaison meetings discussion of: <ul style="list-style-type: none"> • Imperial Gasworks allocation • Allocation of the site at Lots Road as the development site straddles the border with LBHF and will require permission from both boroughs 	Quarterly Oct 2016
Historic England	Mitigation of the impact of development of Kensal Canalside Opportunity Area on Grade 1 listed landscape Kensal Green Cemetery.	Nov 2016 + Jan 2017

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

APPENDIX A

Policy CP2 North Kensington

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

Policy CP3 Places

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

EXISTING LOCAL PLAN CHAPTER: CHAPTERS 5-18: PLACES

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

Policy CP5 Kensal

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

Policy CP6 Golborne/Trellick

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

Policy CP7 Portobello/Notting Hill

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

Policy CP8 Westway

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

Policy CP9 Latimer

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

Policy CP10 Earl's Court

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

Policy CP11 Kensington High Street

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

Policy CP12 South Kensington

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

Policy CP13 Brompton Cross

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

Policy CP14 Knightsbridge

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

Policy CP15 King's Road/Sloane Square

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

Policy CP16 Notting Hill Gate

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

Policy CP17 Fulham Road

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

Policy CP18 Lots Road/World's End

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

**Policy CA1 Kensal Gasworks
Allocation for Kensal Gasworks**

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

Land use allocation:

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

Principles:

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

Infrastructure and planning obligations:

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

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

**Policy CA2 Wornington Green
Allocation for Wornington Green**

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

Land use allocation:

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

Principles:

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

Infrastructure and Planning Obligations:

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

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

Policy CA3 Land Adjacent to Trellick Tower

Allocation for Land Adjacent to Trellick Tower

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

Land use allocation:

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

Principles:

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

Infrastructure and Planning Obligations:

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

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

Policy CA4 Kensington Leisure Centre

Allocation for the Kensington Leisure Centre

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

Land use allocation:

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

Principles:

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

Infrastructure and Planning Obligations:

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

Policy CA5 Allocation for the former Commonwealth Institute

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

Land use allocation:

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

Principles:

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

Infrastructure and Planning Obligations:

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

Policy CA6 Warwick Road**Allocation for the Warwick Road Sites**

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

Land use allocation:

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

Principles:

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

Infrastructure and Planning Obligations:

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

Policy CA7 Earl's Court Exhibition Centre**Allocation for Earl's Court Exhibition Centre**

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

Land use allocation:

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

Principles:

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

Infrastructure and Planning Obligations:

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



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