Chapter 5  Kensal

CV5 Vision for Kensal in 2028

Kensal Canalside Opportunity Area will have been transformed from a former gasworks and railway depot into a thriving, well-connected community. A new Elizabeth Line station will minimise the need for private vehicle use, improve employment prospects in the north of the borough and make travelling to work easier. Drawing on its industrial heritage, new housing will complement the historic setting of the Kensal Green Cemetery and dockside development will improve access to the waterway. New connections will knit the new neighbourhood into the existing city fabric and link westwards to Scrubs Lane and Old Oak Park Royal.

Two new schools will have been built at Barlby Road, and new housing will have been delivered as part of the Council's investment in the Treverton estate.

Kensal Employment Zone will provide flexible workspace, and supporting uses that bring vitality, building on the area's existing strengths in the creative sector.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
Key issues and potential opportunities
5.1 Introduction

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

5.2 Context

- The Great Western Main Line and the Grand Union Canal run east-west through the area. Together with the West London Line to the west, this has resulted in poor connectivity to the wider area. Ladbroke Grove is the primary north-south route through North Kensington and Kensal and carries a lot of traffic. The former Kensal Gasworks and the North Pole railway depot are designated as Kensal Canalside Opportunity Area in the London Plan. This 15.4 hectare site is the last remaining large brownfield site in the borough.
- The area has relatively poor public transport accessibility compared to the rest of the borough. The Elizabeth Line will run above ground in the existing rail corridor through Kensal Canalside. A station here will improve accessibility, enhance employment prospects for local people and stimulate regeneration and growth in this part of the borough.
- The Old Oak Park Royal regeneration area lies beyond the borough boundary to the west, where over 24,000 new homes and 55,000 jobs are planned, alongside the proposed transport hub connecting High Speed 2 and the Elizabeth Line.
- To the east of Ladbroke Grove the area is mostly dominated by a mixture of employment land and postwar housing estates. It includes areas that are amongst the 10 percent most deprived in the country.
- The Kensal Employment Zone to the western end of Kensal Road is the largest of the three employment zones in the borough. It comprises mostly small offices and light industrial uses. Businesses located here are typically engaged in recording media, advertising, design, printing, publishing and communications. The employment zone is on the western fringe of the central London office market, and, like Paddington, benefits from a canalside location.
- Kensal Green Cemetery is a valued heritage asset and a Grade I Registered Park and Garden of Historic Interest. It is both an operational cemetery and a tranquil open space and contains several Grade I and II* listed buildings and c.130 Grade II listed structures. Kensal House, built in the 1930s as an exemplar ‘urban village’ for the employees of the gasworks, is one of the few Modern Movement buildings in the borough to be Grade II* listed.
- The later phases of redevelopment of Wornington Green estate will reconnect the northern end of Portobello Road to Ladbroke Grove. New office and retail will be provided at this junction enhancing the vitality of the area.

5.3 Principles (Overarching Aims)

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

5.4 Priorities (Objectives and actions to deliver the aims)

- Deliver new housing in the Kensal Canalside Opportunity Area
- Support the delivery of a new Elizabeth Line station.
- Provide an integrated public transport network.
- Support the delivery of a new road bridge across the railway line.
- Relocate and upgrade the Sainsbury’s supermarket within the Kensal Canalside Opportunity Area.
- Deliver a new road linking onto Mitre Way near Scrubs Lane in the London Borough of Hammersmith and Fulham.
- Establish a new neighbourhood centre in Kensal Canalside to meet the day-to-day needs of those living in the immediate area.
- Facilitate the release of the North Pole Depot from railway use.
- Provide new social and community facilities to support the new neighbourhood.
- Encourage new development to respond sensitively to the historic canal and the setting of Kensal Green Cemetery.
- Deliver new, and enhance existing, green and civic spaces that help to improve the important green infrastructure corridor along the canal.
- Improve the towpath area to allow it to be safely used and enjoyed by boaters, pedestrians and cyclists.
- Provide a range of new flexible workspaces. Support the function of the employment zone as a vital and valued asset for a diverse mix of business uses and for the cultural and creative sector.
- Use the canal to transfer demolition and development materials, domestic waste and deliveries.
- Investigate opportunities to redevelop the Treverton Estate to provide high quality new homes.
- Provide a new enlarged primary school at Barlby Road and a new Special Educational Needs school.
- Seek ways to minimise building and road traffic air pollution emissions from new development.

5.5 Delivery

- The Council will work with landowners in the Kensal Canalside Opportunity Area to ensure comprehensive development of the site.
- A Supplementary Planning Document for the Kensal Canalside Opportunity Area will be published in 2017.
• Road and rail infrastructure necessary for the site to be developed will be funded through development of the site.
• The Council is progressing a Development Service Agreement with Network Rail to establish how the station and associated track can be constructed.
• The Council will work closely with the Old Oak Park Royal Development Corporation to deliver a coordinated approach to the regeneration of Old Oak and Kensal Canalside.
• The Council will work with Transport for London to deliver public transport improvements.
• The Council will encourage developers to adopt low emission technology and innovative energy saving measures to maximise sustainability and minimise the air quality impact of development.

5.6 References

5.6.1 The Council and other bodies have produced the following documents that are relevant to development in and around Kensal:

• Royal Borough of Kensington and Chelsea (RBKC), Issues and Options for Kensal Gasworks Strategic Site, 2012
• Peter Brett Associates, Kensal Canalside Transport Study, 2016
• Peter Brett Associates, Kensal Canalside Development Infrastructure and Funding Study, 2016
• Kensal Portobello proposed track diagram see Kensal Portobello web page www.rbkc.gov.uk/kensalportobellocrossrailstation
• Regeneris, Crossrail Regeneration Benefits Kensal Addendum, 2012
• Regeneris, Economic Impact of a Crossrail Station in North Kensington, 2012
• Alan Baxter Associates, Kensal Canalside Bridge Feasibility Study, 2013
• DTZ, North Pole Depot and Kensal Gasworks Valuation Study, 2014
• Cushman and Wakefield, Kensal Canalside Development Uplift Study, 2015
• Historic England, Royal Borough of Kensington and Chelsea Archaeological Priority Areas Appraisal, 2016
• RBKC, Kensal Green Cemetery Conservation Area Proposal Statement (to be revised as Kensal Green Cemetery Conservation Area Appraisal, 2017)
• RBKC, Local Biodiversity Action Plan, 2010
• OPDC, Old Oak and Park Royal Development Corporation Draft Local Plan, 2016
• RBKC, Considerations for Estate Regeneration Proposals, Treverton Estate, 2017
• RBKC, Strategic considerations for Estate Regeneration proposals, 2016
• RBKC, Air Quality and Climate Change Action Plan 2016
• OPDC, Old Oak and Park Royal Development Corporation Scrubs Lane Direction of Travel Document, 2017.

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

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

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

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

5.7.3 There is only one road access to the site north of the railway line and the junction with Ladbroke Grove is now at capacity. This severely constrains the development that can be accommodated on the site without significant transport improvements. Optimal development of the site can only be achieved with a new road bridge over the railway line, improving access, and a new Elizabeth Line station, reducing the need for private car ownership. Building the new road bridge requires release of at least part of the North Pole railway depot to the south, which is currently designated for railway use.
Policy CA1
Kensal Canalside Opportunity Area

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

Land use
a. a minimum of:
   i. 3,500 new residential units;
   ii. 10,000sq.m of new offices;
   iii. 2,000sq.m of new non-residential floorspace, including social and community and local shopping facilities in addition to the supermarket;

b. a station on the Elizabeth Line;

c. the relocation and re-provision of the existing Sainsbury’s supermarket;

d. 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;

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

h. improved infrastructure including a new road bridge over the railway, a new pedestrian and cycle bridge over the canal, remodelling of the Ladbroke Grove junctions, and new streets that connect the site into its surrounding context and other public transport links;

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

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

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

l. the ongoing access to, and respect for, the memorial site of the victims of the Ladbroke Grove rail disaster;

m. a suitable setting for the designated heritage assets;

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

n. an Elizabeth Line station (subject to meeting Network Rail’s design requirements);

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

p. affordable housing;

q. construction and maintenance of a new road bridge across the railway line to accommodate additional traffic generated by development of the site and a pedestrian and cycle bridge over the canal;
r. 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)
s. improved transport infrastructure including better bus links and new roads and improvements to the junctions with Ladbroke Grove,
t. landscaping and amenity improvements to the Grand Union Canal;
u. on-site renewable energy sources to serve the new development and form part of a wider development in the future;
v. on-site waste management and on-site waste water treatment facilities, which could include recycling facilities and anaerobic digestion;
w. other contributions as set out in relevant SPDs.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/

<table>
<thead>
<tr>
<th>Site Information</th>
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<tbody>
<tr>
<td><strong>Site Address</strong></td>
</tr>
<tr>
<td>Western site - K Kensal Gasworks, Canal Way</td>
</tr>
<tr>
<td>Central site - Former Kensal Green Gasworks, Canal Way</td>
</tr>
<tr>
<td>Eastern site - 2 Canal Way</td>
</tr>
<tr>
<td>Southern site - North Pole Railway Depot (east), Barlby Road</td>
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<tr>
<td>Canalside House - 383 Ladbroke Grove</td>
</tr>
<tr>
<td>Boathouse Centre - 1-16 Canal Close</td>
</tr>
<tr>
<td>The Water Tower, Canal Close</td>
</tr>
<tr>
<td><strong>Ward</strong></td>
</tr>
<tr>
<td>Dalgarno</td>
</tr>
<tr>
<td><strong>Site Area</strong></td>
</tr>
<tr>
<td>15.4 hectares</td>
</tr>
<tr>
<td><strong>Site Owners</strong></td>
</tr>
<tr>
<td>Western site - National Grid</td>
</tr>
<tr>
<td>Central site – Ballymore</td>
</tr>
<tr>
<td>Eastern site - Sainsbury’s</td>
</tr>
<tr>
<td>Southern site - Department for Transport</td>
</tr>
<tr>
<td>Canalside House - Royal Borough of Kensington and Chelsea</td>
</tr>
<tr>
<td>Boathouse Centre - Catalyst Housing Limited</td>
</tr>
<tr>
<td>Water Tower - private individual</td>
</tr>
<tr>
<td>Canal and towpath – British Waterways</td>
</tr>
<tr>
<td><strong>Current Uses</strong></td>
</tr>
<tr>
<td>Western site - gas pressurisation head housing and two mothballed Gas Holders</td>
</tr>
<tr>
<td>Central site – vacant, temporarily being used as a Crossrail 1 construction site</td>
</tr>
<tr>
<td>Eastern site – retail and petrol station</td>
</tr>
<tr>
<td>Southern site – railway</td>
</tr>
<tr>
<td>Canalside House – affordable office space for voluntary and community associations</td>
</tr>
<tr>
<td>Boathouse Centre - leisure and residential</td>
</tr>
<tr>
<td>Water Tower – residential</td>
</tr>
<tr>
<td><strong>Planning History</strong></td>
</tr>
<tr>
<td>An application was submitted in 2006 for the central site for 790 residential units (negotiated to 730 units) and 14,895sq.m of non-residential uses. This application (PP/06/01619) was withdrawn in 2008 following a change of ownership.</td>
</tr>
<tr>
<td><strong>Delivery</strong></td>
</tr>
<tr>
<td><strong>Delivery agencies</strong></td>
</tr>
<tr>
<td>The Royal Borough of Kensington and Chelsea, Greater London Authority (GLA)</td>
</tr>
<tr>
<td>National Grid, Ballymore, Sainsbury’s, National Grid, Department for Transport, Transport for London, NHS Clinical Commissioning Group, British Waterways and other site owners.</td>
</tr>
<tr>
<td><strong>Delivery milestones</strong></td>
</tr>
<tr>
<td>Site development</td>
</tr>
<tr>
<td>• 2017 Publish Supplementary Planning Document</td>
</tr>
<tr>
<td>Station</td>
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<tr>
<td>Funding arrangements</td>
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<tr>
<td>Planning guidance</td>
</tr>
<tr>
<td>Site Constraints</td>
</tr>
<tr>
<td>Risks</td>
</tr>
</tbody>
</table>
5.8 Site Context

5.8.1 The site is situated within the Dalgarno Ward in the northern part of the Royal Borough of Kensington and Chelsea. The site is approximately 2.8ha in area.

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

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

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

**Policy CA2**
**Barlby-Treverton**

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

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

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

**Infrastructure and Planning Contributions**
h. 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.

Do you consider this policy: satisfies the tests of soundness *(positively prepared; justified; effective; and consistent with national policy)*; is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at [https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/)
<table>
<thead>
<tr>
<th>Site Information</th>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>Site Address</strong></td>
<td>319-339 Ladbroke Grove, Raymede and Treverton Towers, 5 Exmoor Street, 1-18 Burleigh House</td>
</tr>
<tr>
<td><strong>Ward</strong></td>
<td>Dalgarno</td>
</tr>
<tr>
<td><strong>Site Area</strong></td>
<td>2.8 hectares</td>
</tr>
<tr>
<td><strong>Site Owners</strong></td>
<td>RBKC and various private interests</td>
</tr>
<tr>
<td><strong>Current Uses</strong></td>
<td>Residential, education, commercial</td>
</tr>
<tr>
<td><strong>Existing Permissions</strong></td>
<td>The Treverton Estate was originally granted permission in 1953. Since then planning permission PP/08/01319, was granted in 2008 for creation of a natural play area for under-fives north-east of Raymede Tower, on the Balfour of Burleigh &amp; Treverton housing estate.</td>
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<table>
<thead>
<tr>
<th>Delivery</th>
<th></th>
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</thead>
<tbody>
<tr>
<td><strong>Delivery agencies</strong></td>
<td>RBKC and private sector partner(s)</td>
</tr>
<tr>
<td><strong>Delivery milestones</strong></td>
<td>In the event that full or partial redevelopment is selected as the preferred option, delivery of residential units would not commence before 2022. The schools and residential units are likely to be delivered to different timescales.</td>
</tr>
<tr>
<td><strong>Funding arrangements</strong></td>
<td>The Council’s emerging preferred strategy to deliver and fund major estate regeneration schemes is via a joint venture arrangement with suitable private sector partner(s).</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Site Constraints</th>
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<tbody>
<tr>
<td>• The site is bordered by Oxford Gardens Conservation Area to the west and south. Located within this conservation area and opposite the site is the St Charles Hospital. The main hospital building, nurses’ home and hospital lodge, gate, piers and railing are all Grade II listed.</td>
<td></td>
</tr>
<tr>
<td>• The Victorian terrace on the northern part of Ladbroke Grove is in private ownerships. Therefore the Council’s CPO powers may be required to obtain ownership of these properties to secure deliverability of the regeneration objectives.</td>
<td></td>
</tr>
<tr>
<td>• A Flood Risk Assessment should be submitted to support any future planning application. This assessment should take into account the new climate change allowances and requirements, especially for surface water flooding. New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates.</td>
<td></td>
</tr>
</tbody>
</table>

| Risks | The case for regeneration is deemed unacceptable |
Chapter 6  Golborne

CV6 Vision for Golborne in 2028

By 2028, the vitality of this part of North Kensington will have been enhanced through sensitive interventions and investment in the area. The regeneration of the Wornington Green estate will be complete providing the existing community with more homes, new shops, offices, social and community facilities and a new public square. A Kensal Portobello Elizabeth Line station will have improved public transport links, better access will have been provided to Westbourne Park Station and Portobello Road will be reconnected to Ladbroke Grove. The Golborne Road and Portobello Road street markets will have gained strength from each other, but will remain distinct in nature.

The redevelopment of the site in front of Trellick Tower will complement its historic significance and provide valuable new housing of a mix of sizes and tenures. Public realm improvements will create a strong sense of place in Golborne Road, Kensal Newtown and Meanwhile Gardens and the canal towpath will provide a much improved cycle and pedestrian route as part of a coherent stretch of waterside from Paddington Basin to East Acton.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
Key issues and potential opportunities
6.1 Introduction

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

6.2 Context

- Golborne Road provides the neighbourhood centre for the area. There is a strong sense of community amongst the retailers in Golborne Road, and Golborne Road Market is seen as an integral part of the Portobello Road Market offer to the south. The Golborne Road Market provides for the local community, and attracts people from across London.
- As growing numbers of international tourists visit Portobello Road, Golborne Road market has become a destination in its own right. As a result Golborne Road has attracted high end independent fashion, vintage furniture, designer goods shops, and niche restaurants.
- Beyond Golborne Road itself, the area is largely residential, with a high proportion of social rented housing. The Wornington Green Estate is being redeveloped to meet modern housing standards and providing new private housing alongside replacement of the existing social rented housing. Phase 1 is complete and phases 2 and 3 are due for completion by 2021. This development will restore the northern connection between Portobello Road and Ladbroke Grove.
- Trellick Tower, designed by Erno Goldfinger, is an architectural icon and landmark of the area. It is listed Grade II* and at 35 storeys is the tallest building in the borough. The neighbouring Cheltenham Estate is Grade II listed.
- The Grand Union Canal runs through Golborne, with Meanwhile Gardens providing open space alongside its southern bank. The regeneration of the Old Oak area, with major investment in the canalside including new basins and recreational facilities, will improve the attraction of the Paddington Basin to East Acton stretch of the canal.

6.3 Principles (Overarching Aims)

- Provide high quality new housing.
- Provide good public open space and support better community facilities as part of any new development.
- Improve public transport links, supporting a new station at Kensal Portobello.
- Improve cycle and pedestrian links.
- Preserve the setting of Trellick Tower and other designated heritage assets.
- Enhance safety and permeability of the area.
- Enhance the canalside environment.
- Encourage activity in Golborne Road to extend northwards over the railway line.
- Improve local air quality

6.4 Priorities (Objectives and actions to deliver the aims)

- Complete the redevelopment of Wornington Green.
- Reprove Athlone Gardens and a replacement community facility.
- Deliver new housing on the land adjacent to Trellick Tower.
- Improve the Golborne Road/Elkstone Road junction.
• Improve the public realm around Golborne 'square' and the neighbourhood centre around Trellick Tower.
• Improve visibility to and access from Golborne Road to the Grand Union Canal towpath and integrate it into the network of local pedestrian and cycle routes.
• Support enhancements to Meanwhile Gardens.
• Provide a new entrance to the rear of Westbourne Park Station.
• Reinstate the Victorian street pattern including the reconnection of Portobello Road to Wornington Road and Ladbroke Grove.
• Improve the streetscape in Golborne Road to solve drainage problems.
• Encourage more market stalls in Golborne Road, particularly those dealing in vintage and second hand furniture, handmade crafts and collectables.
• Provide improved library facilities.
• Investigate the possibility of a Healthy Walking Route to local primary schools.
• Seek ways to minimise building and road traffic air pollution emissions from new development.

6.5 Delivery

• Planning and design guidance has been prepared for the Wornington Green Estate and the land adjacent to Trellick Tower.
• Catalyst Housing Ltd are delivering regeneration of the Wornington Green Estate.
• The Council will work with Meanwhile Gardens Community Association to maintain and enhance the gardens.
• The Council will encourage developers to adopt low emission technology and innovative energy saving measures to maximise sustainability and minimise the air quality impact of development.

6.6 References

6.6.1 The following documents are relevant to development in Golborne:

• Royal Borough of Kensington and Chelsea (RBKC), Wornington Green Planning Brief Supplementary Planning Document (SPD), 2009
• RBKC, Trellick-Edenham Planning Brief SPD, 2015
• RBKC, Air Quality and Climate Change Action Plan 2016

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

6.7.1 Wornington Green is a postwar housing estate constructed between 1964 and 1985 in predominantly large deck blocks, typical of public housing of the period. It was identified for regeneration because it failed to meet Decent Housing standards and is the first estate regeneration scheme in the borough. Planning permission for redevelopment of the Wornington Green Estate was granted in 2010. Phase one of the development is due to be completed shortly. Phase 2 received detailed consent in 2014 and is due to commence in early 2017.

Site Allocation

Policy CA3 Wornington Green

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

Land use
a. a minimum of 538 affordable residential units;
b. a minimum of 150 private residential dwellings;
c. the replacement of an improved Athlone Gardens, measuring 9,186sq.m (GEA), including the area of the existing ball court;
d. the refurbishment or replacement of an improved 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. 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 Contributions
l. affordable housing;
m. a site management plan;
n. the reinstatement of an improved Athlone Gardens, 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 and site specific supplementary planning document.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
<table>
<thead>
<tr>
<th><strong>Site Information</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Site Address</strong></td>
<td>Wornington Green Estate, Wornington Road</td>
</tr>
<tr>
<td><strong>Ward</strong></td>
<td>Golborne</td>
</tr>
<tr>
<td><strong>Site Area</strong></td>
<td>5.3 hectares</td>
</tr>
<tr>
<td><strong>Site Owners</strong></td>
<td>Catalyst Housing Limited, Royal Borough of Kensington and Chelsea</td>
</tr>
<tr>
<td><strong>Current Uses</strong></td>
<td>Residential use with associated open space and community uses</td>
</tr>
<tr>
<td><strong>Existing Permissions</strong></td>
<td>Outline planning permission, with full details in respect of Phase 1, was granted in 2010. Phase 2 received detailed consent in 2014 and is due to commence in 2017. Pre-application discussions for a detailed application for Phase 3 are anticipated to be submitted in 2017. (PP/09/02786).</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Delivery</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Delivery agencies</strong></td>
<td>Catalyst Housing Limited</td>
</tr>
<tr>
<td><strong>Delivery milestones</strong></td>
<td>Planning permission was granted in 2010. Phase 1 of the development Portobello Square consisting of 324 new homes, a mix of 174 for affordable rent and 150 homes for private sale is complete. Phase 2 will commence construction in 2017 and comprises 168 affordable rent units, 11 shared ownership units and 142 homes for private sale. Delivery will be complete by early 2021. Phase 3 is due for completion by 2023, this will include reinstatement of Athlone Gardens and an improved community facility.</td>
</tr>
</tbody>
</table>

| **Funding arrangements** | Catalyst Housing Limited, Homes and Communities Agency |

| **Site constraints** | A Flood Risk Assessment should be submitted to support any future planning application. This assessment should take into account the new climate change allowances and requirements, especially for surface water flooding. New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates. |

| **Planning guidance** | Wornington Green Planning Brief SPD (adopted 2009) |
Site Allocation CA4: Land adjacent to Trellick Tower

6.8Site Context

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

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

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

Policy CA4
Land Adjacent to Trellick Tower

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

Land use
a. a minimum of 60 residential units;

Principles:
b. a suitable setting for the designated heritage assets including the Grade II* listed Trellick Tower;

Infrastructure and Planning Contributions:
c. additional social and community uses to be included as part of any redevelopment;
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.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
<table>
<thead>
<tr>
<th>Site Information</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Site Address</strong></td>
</tr>
<tr>
<td><strong>Ward</strong></td>
</tr>
<tr>
<td><strong>Site Area</strong></td>
</tr>
<tr>
<td><strong>Site Owners</strong></td>
</tr>
<tr>
<td><strong>Current Uses</strong></td>
</tr>
<tr>
<td><strong>Planning History</strong></td>
</tr>
<tr>
<td><strong>Delivery</strong></td>
</tr>
<tr>
<td><strong>Delivery agencies</strong></td>
</tr>
<tr>
<td><strong>Delivery milestones</strong></td>
</tr>
<tr>
<td><strong>Funding arrangements</strong></td>
</tr>
<tr>
<td><strong>Planning guidance</strong></td>
</tr>
</tbody>
</table>
| **Site Constraints**                         | • Trellick Tower is Grade II* listed, Cheltenham Estate is Grade II listed  
|                                               | • Meanwhile Gardens adjoining the site is a site for local nature conservation  
|                                               | • The part of the site immediately in front of Trellick Tower is sunken below ground level  
|                                               | • A Flood Risk Assessment is not required to support any future planning application. However, the site should assess the new climate change allowances and requirements, especially for surface water flooding. New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates. |
| **Risks**                                    | No risks have been identified for this site   |
Chapter 7  Latimer

CV7 Vision for Latimer in 2028

By 2028, Latimer will have seen significant investment. Building on the area’s unique character that is defined by large infrastructure corridors, it will continue to support an interesting mix of housing, employment and social and community uses. Excellent architecture and urban design will have provided new and improved homes for existing and new residents, and provide accessible spaces that are valued and used by the local community.

The area underneath the Westway flyover will have been revitalised through the creation of safe, well-used spaces, with a continued focus on sports and recreation at the western end. Better connected pedestrian and cycle routes and a new link across the West London Line will have allowed the business and residential community to benefit from improved access to White City. More businesses, particularly in research, creative and media will have chosen to locate here, spurred by opening of the Imperial White City Campus.

More shops, cafes and other facilities will have opened to serve the day-to-day needs of residents and new shops and businesses occupying the railway arches will make Latimer a more lively place to live and work.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
Key Issues and Potential Opportunities
7.1 Introduction

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

7.2 Context

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

7.3 Principles (Overarching Aims)

- Seek opportunities to provide new housing, including affordable housing, to meet the Borough’s housing needs.
- Provide good quality, safe and useable open space and establish good street connectivity as part of any redevelopment.
- Support uses such as shops and cafes that will provide for the needs of workers and residents.
- Retain the focus on sport at the western end of the Westway.
- Improve pedestrian and cycle links across the area and address community safety issues.
- Improve the townscape and open spaces.
- Improve local air quality.
- Support improvements to public transport.
- Support a new station on the West London Line at Westway Circus.

7.4 Priorities (Objectives and actions to deliver the aims)

- Improve existing Council tenants’ homes in Silchester East and West.
- Improve the public realm under the Westway.
- Support the delivery of a new pedestrian bridge and subway connecting White City Opportunity Area and Notting Barns/Norland wards.
- Improve the area around the entrance to the new pedestrian and cycle underpass link to White City and access to Westway Travellers’ Site.
- Improve the Westway cycle route from Freston Road to Latimer Road.
- Support the growth and development of the Latimer Road/Freston Road Employment Zone as a thriving centre for a range of businesses.
- Support retail and leisure uses at street level such as cafes, gyms and crèches in Latimer Road/Freston Road Employment Zone where they support the function of the zone.
- Improve the appearance of the rail and road viaducts.
- Work with Transport for London to encourage new retail and commercial uses within the railway arches.
- Investigate step-free access to Latimer Road Station.
- Investigate opportunity of new pedestrian link through the arches from Blechynden Street to Kensington Academy and Leisure Centre.
- Seek ways to minimise building and road traffic air pollution emissions from new development.

7.5 Delivery

- The Council is investigating the case for regeneration of the Silchester East and West Estates.
- If redevelopment is the preferred option the Council will seek to work with residents, landowners and other stakeholders to develop a comprehensive masterplan to explore the potential of the area.
- St Quintin and Woodlands Neighbourhood Plan allocates a site within the neighbourhood area for residential development and sets out how residential development above Units 1-14 Latimer Road could come forward while preserving employment use on the ground and any mezzanine floors.
- The new pedestrian and cycle underpass under the West London Line is being delivered as part of the s106 agreement for Imperial West. It is due to start construction by 2019.
- The Council and Westway Trust will seek GLA Regeneration Funds for public realm improvements underneath the Westway and the provision of free wireless internet access.
- The Council will encourage developers to adopt low emission technology and innovative energy saving measures to maximise sustainability and minimise the air quality impact of development.

7.6 References

7.6.1 The Council and other bodies have produced the following documents that are relevant to the Latimer area:
- Royal Borough of Kensington and Chelsea (RBKC), *Land underneath and close to the Westway Planning Brief (SPD)*, 2012
- RBKC, *Oxford Gardens St Quintin Conservation Area Proposals Statement*, to be revised 2017
- *St Quintin and Woodlands Neighbourhood Plan* has passed referendum and will be made (adopted) by the Council in due course
- RBKC, *Considerations for Estate Regeneration Proposals: Silchester East and West*, 2017

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

**Site Allocation CA5: Silchester Estates**

![Silchester Site Allocation](image)

7.7 Site Context

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

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

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

7.7.4 The Council is conducting a study on land and properties in Council ownership and the wider area. This is to understand the potential to improve the area as a whole and establish if other nearby landlords, social and private, are interested in partnering with the Council to build new homes. The study will also at look at opportunities for creating employment through new retail and office space, for new social and community spaces, and ways to improve the townscape and open spaces. The study is due for completion in mid 2017.

### Site Allocation

<table>
<thead>
<tr>
<th>Policy CA5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Silchester Estates</td>
</tr>
</tbody>
</table>

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. improvements to the legibility of the local environment;

#### Infrastructure and Planning Contributions

e. 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. the re-provision and improvement of existing community facilities.

Do you consider this policy: satisfies the **tests of soundness** (positively prepared; justified; effective; and **consistent with national policy**); **is legally compliant**; and is in accordance with the **duty to cooperate**?

Please complete the Response Form at [https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/)
**Site Information**

<table>
<thead>
<tr>
<th>Site Address</th>
<th>RBKC land-holdings</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• 1-45 Bramley House, 2-9,10-15,16-21 and 22-27 Darfield Way</td>
</tr>
<tr>
<td></td>
<td>• 1-80 Frinstead House</td>
</tr>
<tr>
<td></td>
<td>• 1-20 Kingsnorth House</td>
</tr>
<tr>
<td></td>
<td>• 1-80 Markland House</td>
</tr>
<tr>
<td></td>
<td>• 2-42, 14-24, 26-36, 38-48 evens and 29-41 odds Shalfleet Drive</td>
</tr>
<tr>
<td></td>
<td>• 13-17 and 21 Silchester Road 1-11, 12-17, 43-49, 50-56,57-63 and 64-76 Wayneflete Square</td>
</tr>
<tr>
<td></td>
<td>• 1-80 Whitsable House and office adjoining, yard south each end of Silchester Road.</td>
</tr>
<tr>
<td></td>
<td>• Bugsies supermarket and the Pig and Whistle Pub</td>
</tr>
<tr>
<td>Non-RBKC land-holdings</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• The Latymer Community Church</td>
</tr>
<tr>
<td></td>
<td>• 19 and 21A Silchester Road</td>
</tr>
<tr>
<td></td>
<td>• 1-12 Arthur Court, Bridge Close</td>
</tr>
<tr>
<td></td>
<td>• 1-11 Charlotte Mews, 1-14 Colvin House</td>
</tr>
<tr>
<td></td>
<td>• 1-24 Goodrich Court, 63,67,69,71,73,75,77 and 79 Bramley Road</td>
</tr>
<tr>
<td></td>
<td>• 80-90 Wayneflete Square</td>
</tr>
<tr>
<td></td>
<td>• Yard north-east end of Silchester Road</td>
</tr>
<tr>
<td></td>
<td>• 54 Blechynden Street</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Ward</th>
<th>Notting Dale</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Area</td>
<td>5.9 hectares</td>
</tr>
</tbody>
</table>
| Site Owners     | Royal Borough of Kensington and Chelsea - Silchester Estates  
Catalyst Housing Limited – Bridge Close  
Octavia Housing Association – Colvin House  
Notting Hill Housing Trust - Charlotte Mews, Bramley Road, Wayneflete Square, Windsor Court  
L&Q Housing Association - Goodrich Court  
Private ownership – Jack’s Garage, Latymer Christian Care Centre in Bramley Road, Charlotte Mews |
| Current Uses    | Residential |
| Existing Permissions | TP/92/0243 for redevelopment of Arthur Court, 40 Silchester Road to build 12 residential units and one 3-storey and one 4-storey building was approved 12/02/1992.  
PP/05/02747 |
| Delivery |
| Delivery agencies | Royal Borough of Kensington and Chelsea, and possibly development partner |
| Delivery milestones | The Council’s Options Appraisal is due for completion in Sept 2017. In the event that full or partial redevelopment is selected as the preferred option delivery would not commence before 2022. |
| Funding arrangements | The Council’s emerging preferred strategy to deliver and fund major estate regeneration schemes is via a joint venture arrangement with suitable private sector partner(s). |
| Site Constraints | The St Anne’s Nursery School and Children’s Centre, formerly known as Latimer Road School, the Harrow Club and 189 Freston Road are Grade II listed  
|                  | The site is within the North Kensington Critical Drainage Area. An Exception test and a Flood Risk Assessment should be submitted to support any future planning application. The assessments should take into account the new climate change allowances and requirements, especially for surface water flooding. New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates. |
| Risks           | The case for regeneration is deemed unacceptable. |
Chapter 8   Earl’s Court

CV8 Vision for Earl’s Court in 2028

By 2028, the former exhibition centre will be transformed into a vibrant new urban village, which reflects the crescents and squares nearby. It will link to a strengthened Earl’s Court Road District Centre and the wider Earl's Court and West Kensington Opportunity Area. A new cultural offer on the site of the former Exhibition Centre will draw on its legacy and will add to the activity and interest of the area continuing to make Earl’s Court a lively cultural destination. Steps will have been taken to humanise the area’s streetscape with improvements to Cromwell Road, West Cromwell Road, Warwick Road and Earl’s Court Road.

Although physically separate from Earl's Court, new residential-led development along Warwick Road will further reinforce the new urban quarter. A linear park will provide a pedestrian route through the western Warwick Road sites linking to the Lost River Park on the Earl’s Court development to the south. The park will also improve east-west connections across the barrier of the railway line. The area will continue to offer a wide range of residential accommodation and will provide community infrastructure to support local life.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
Key Issues and Opportunities
8.1 Introduction

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

8.2 Site Context

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

8.3 Principles (Overarching Aims)

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

- Provide a replacement cultural destination within the Earl's Court and West Kensington Opportunity Area.
- Deliver a new cycling Quietway providing an east-west route across Earl’s Court.
- Deliver a north-south pedestrian route running parallel to Warwick Road and potentially extending up to Kensington High Street.
- Deck over the Transport for London depot and West London line to allow for good connections and increased public open space.
- Establish a district heat and energy source within the Earl's Court and West Kensington Opportunity Area.
- Improve the Warwick Road tube entrance to Earl’s Court Station and its setting to provide a suitable gateway to the new urban quarter.
- Investigate returning the one-way road system to two-way working.
- Improve the Earl's Court Road junction with Pembroke Road.
- Deliver landscape and streetscape improvements to West Cromwell Road, including a green corridor project to create a green “screen/barrier” to reduce pedestrian exposure to traffic emissions alongside West Cromwell Road between junctions with Earl's Court Road and Warwick Road.
- Provide new pedestrian crossings, improvements to cycle crossings and signalised junctions on Warwick Road.
- Seek ways to minimise building and road traffic air pollution emissions from new development.

8.5 Delivery

- The outline planning permission sets out how the masterplan for the Opportunity Area will be delivered.
- The Council will work in partnership with Transport for London, the Greater London Authority (GLA) and the London Borough of Hammersmith and Fulham to overcome transport constraints on the future development of the Opportunity Area.
- The Council will work in partnership with Transport for London and identify funding opportunities to deliver improvements to underground stations and highways.
- The Council will investigate developing a Cromwell Road improvement plan, which could include streetscape improvements and use of land.
- The Council recognises the importance of the Earl’s Court District Centre to cater for local needs and will work with local business groups to improve it and make connections to the proposed new centre in the Opportunity Area.
- The Council will encourage developers to adopt low emission technology and innovative energy saving measures to maximise sustainability and minimise the air quality impact of development.

8.6 References

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

- RBKC and LBHF, Earl's Court and West Kensington Opportunity Area Joint Opportunity Area SPD, 2012
- RBKC, Warwick Road Planning Brief SPD, 2008
- Green Infrastructure and Open Environments: The All London Green Grid, pp.125-6
- RBKC, Earl's Court Square Conservation Area Appraisal, 2016
- RBKC, Earl's Court Village Conservation Area Appraisal, 2016
8.6.2 Please note further documents may be produced after publication of this plan so it is important to also check the Council’s website.

Site Allocation CA6: Earl’s Court Exhibition Centre

8.7 Site Context

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

Policy CA6  
Earl’s Court Exhibition Centre

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

**Land use**

a. a minimum of 900 homes within the Royal Borough;
b. a minimum of 10,000sq.m of office floor space;
c. retail and other uses within the A class of the Use Classes Order 1987 (as amended) to serve the day-to-day needs of the new development;
d. a significant cultural facility to retain Earl’s Court’s long standing brand as an important cultural destination, located on the area of the Opportunity Area nearest to public transport accessibility;
e. other non-residential uses required to deliver a sustainable and balanced mixed-use development, such as hotel and leisure uses;
f. social and community uses;
g. on-site waste management facilities to handle waste arising from the new uses of the site (including recycling facilities and/or anaerobic digestion), which may be provided within LBHF but must benefit development in the Royal Borough;
h. 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;

**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 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;
q. improved pedestrian links from and through the site and the surrounding area to public transport facilities and improved cycle links to enhance north/south cycle accessibility;
r. affordable housing as part of residential requirement;
s. education facilities;
t. a cultural facility;
u. other contributions as identified in the Planning Obligations Supplementary Planning Document and site specific supplementary planning document.
Do you consider this policy: satisfies the **tests of soundness** (positively prepared; justified; effective; and consistent with national policy); is **legally compliant**; and is in accordance with the **duty to cooperate**?

Please complete the Response Form at [https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/)

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

<table>
<thead>
<tr>
<th>Delivery</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Delivery agencies</strong></td>
</tr>
</tbody>
</table>
| **Delivery milestones** | 2012: grant planning permission  
2013: start implementation on site  
2023: completion |
| **Funding arrangements** | Mainly private investment |

<table>
<thead>
<tr>
<th>Planning guidance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Earl’s Court and West Kensington Opportunity Area Joint Supplementary Planning Document (adopted 2012)</td>
</tr>
</tbody>
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<table>
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<tr>
<th>Site Constraints</th>
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<tbody>
<tr>
<td>Part of the site falls within Flood Zones 2 and 3. An Exception test and a Flood Risk Assessment should be submitted to support any future planning application. The assessments should take into account the new climate change allowances and requirements, especially for surface water flooding. New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Site Constraints</th>
</tr>
</thead>
</table>
| • Brompton Cemetery is designated Grade I on English Heritage’s Register of Parks and Gardens is adjacent to the site  
• Philbeach Gardens Conservation Area surrounds the site to the east. |
8.8 Site Context

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

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

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

Policy CA7
Warwick Road Sites

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

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

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

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

Infrastructure and Planning Contributions
f. affordable housing as part of residential development on all the sites to ensure a mixed and
   balanced community;
g. social and community facilities;
h. community sports hall and public swimming pool;
i. health facilities;
j. crèche and education facilities;
k. landscape improvements to the West Cromwell Road in connection with 100/100A West
   Cromwell Road site;
l. streetscape improvements to Warwick Road in connection to all development sites;
m. pedestrian and cycle improvements;
n. floorspace for Safer Neighbourhoods unit, if required;
o. a contribution to investigate and implement measures to return the Earl's Court one-way system
   to two-way working;
p. development will be liable to make planning contributions in accordance with the CIL
   Regulations, the Council’s Regulation 123 List and other relevant Local Plan policies and SPDs.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified;
effective; and consistent with national policy); is legally compliant; and is in accordance with
the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPRPP/
<table>
<thead>
<tr>
<th>Site Information</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Site Address</strong></td>
</tr>
<tr>
<td>• Former Territorial Army site, 245 Warwick Road</td>
</tr>
<tr>
<td>• Former Empress Telephone Exchange, 213-215 Warwick Road</td>
</tr>
<tr>
<td>• Former Homebase, 195 Warwick Road</td>
</tr>
<tr>
<td>• 100 and 100a West Cromwell Road</td>
</tr>
<tr>
<td><strong>Ward</strong></td>
</tr>
<tr>
<td>Abingdon and Holland</td>
</tr>
<tr>
<td><strong>Site Area</strong></td>
</tr>
<tr>
<td>3.3 Hectares</td>
</tr>
<tr>
<td><strong>Site Owners</strong></td>
</tr>
<tr>
<td>• Former Territorial Army site - Russian Federation</td>
</tr>
<tr>
<td>• Former Empress Telephone Exchange – St Edwards/Prudential Former Homebase – St Edwards/Prudential Assurance Company Limited</td>
</tr>
<tr>
<td>• 100 and 100A West Cromwell Road - Tesco Stores Limited, Notting Hill Housing Trust and RBKC</td>
</tr>
<tr>
<td><strong>Current Uses</strong></td>
</tr>
<tr>
<td>• Former Territorial Army site - vacant</td>
</tr>
<tr>
<td>• Former Empress Telephone Exchange – under development</td>
</tr>
<tr>
<td>• Former Homebase – under development</td>
</tr>
<tr>
<td>• 100 and 100a West Cromwell Road - retail food store - Tesco (Class A1) and residential (Class C3)</td>
</tr>
<tr>
<td><strong>Planning History</strong></td>
</tr>
<tr>
<td>• Former Territorial Army site has planning consent for 281 residential unit (PP/08/00218)</td>
</tr>
<tr>
<td>• Former Empress Telephone Exchange has consent for 158 residential units (PP/08/01214)</td>
</tr>
<tr>
<td>• Former Homebase has consent for 330 units (PP/10/02817)</td>
</tr>
<tr>
<td>• 100 West Cromwell Road has no extant permission as an individual site. It formed part of a wider site for which outline planning permission was granted in 1996 for the redevelopment of the greater ‘Fenelon Place’ site to provide a three phase development. Phases one and three have been implemented and comprise the existing Tesco store with housing above and the Kensington Westside residential development respectively. Phase two was for an office building (14,864 square metres) and has not been implemented. The phase two site is now known as the 100 West Cromwell Road site.(TP/93/0434)</td>
</tr>
<tr>
<td><strong>Delivery</strong></td>
</tr>
<tr>
<td><strong>Delivery agencies</strong></td>
</tr>
<tr>
<td>Unknown (private developers)</td>
</tr>
<tr>
<td><strong>Delivery milestones</strong></td>
</tr>
<tr>
<td>• Former Territorial Army site – not known</td>
</tr>
<tr>
<td>• Former Empress Telephone Exchange – delivery by Q3 2020</td>
</tr>
<tr>
<td>• Former Homebase – delivery by Q2 2022</td>
</tr>
<tr>
<td>• 100 and 100a West Cromwell Road - retail food store - Tesco (Class A1) and residential (Class C3) – delivery from 2021</td>
</tr>
<tr>
<td><strong>Funding arrangements</strong></td>
</tr>
<tr>
<td>Private investment</td>
</tr>
<tr>
<td><strong>Planning guidance</strong></td>
</tr>
<tr>
<td>Warwick Road Planning Brief SPD</td>
</tr>
<tr>
<td><strong>Site Constraints</strong></td>
</tr>
<tr>
<td>• A Flood Risk Assessment should be submitted to support any future planning application. This assessment should take into account the new climate change allowances and requirements, especially for surface water flooding. New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates.</td>
</tr>
</tbody>
</table>
8.9 Site Context

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

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

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

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

Site Allocation

### Policy CA8
**Warwick Road Estate**

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

**Land use**

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

**Principles**

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

**Infrastructure and Planning Contributions**

- e. 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.

---

<table>
<thead>
<tr>
<th>Do you consider this policy: satisfies the <strong>tests of soundness (positively prepared; justified; effective; and consistent with national policy)</strong>; is <strong>legally compliant</strong>; and is in accordance with the <strong>duty to cooperate</strong>?</th>
</tr>
</thead>
<tbody>
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</tr>
</tbody>
</table>
### Site Information

<table>
<thead>
<tr>
<th>Site Address</th>
<th>Warwick Road Estate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ward</td>
<td>Abingdon</td>
</tr>
<tr>
<td>Site Area</td>
<td>1.3 hectares</td>
</tr>
<tr>
<td>Site Owners</td>
<td>Royal Borough of Kensington and Chelsea and other leaseholders</td>
</tr>
<tr>
<td>Current Uses</td>
<td>Residential, highways depot, offices, nursery</td>
</tr>
</tbody>
</table>

#### Planning History
- TP84/0881 (1988) - Central Depot, Warwick Road - Change of use from Council workshop to light industrial
- TP828/30/12 (1966) - Central Depot, Warwick Road - Development of nos. 112-148 Warwick Road and the Borough Council Depot to comprise 72 residential units and development of nos. 102,104 and the Furniture Depositories, Warwick Road as a Borough Council Depot as an extension to the existing depot adjoining, to provide 144 residential units.

### Delivery

<table>
<thead>
<tr>
<th>Delivery agencies</th>
<th>Royal Borough of Kensington and Chelsea</th>
</tr>
</thead>
<tbody>
<tr>
<td>Delivery milestones</td>
<td>Options appraisal 2017</td>
</tr>
<tr>
<td></td>
<td>If the estate is redeveloped delivery would not commence before 2019 and is likely to take five years to complete.</td>
</tr>
<tr>
<td>Funding arrangements</td>
<td>The Council’s emerging preferred strategy to deliver and fund major estate regeneration schemes is via a joint venture arrangement with suitable private sector partner(s).</td>
</tr>
<tr>
<td>Planning guidance</td>
<td>None</td>
</tr>
</tbody>
</table>

### Site Constraints
- Requirement for depot to remain in part of the site
- A Flood Risk Assessment should be submitted to support any future planning application. This assessment should take into account the new climate change allowances and requirements, especially for surface water flooding. New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates.

### Risks
- A certificate of immunity from listing was issued by English Heritage in May 2015 for the residential buildings on Chesterton Square. It is valid for five years.
- The case for development on the site is deemed unacceptable
Chapter 9  Lots Road/World’s End

CV9 Vision for Lots Road/World’s End in 2028

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

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
Key issues and opportunities
9.1 Introduction

9.1.1 Lots Road and World’s End Estate are located in the south west corner of the borough. The area includes both a conservation area and employment zone designation, reflecting what remains of Chelsea’s working riverside heritage alongside low-rise Victorian terraced houses.

9.2 Context

- The area is characterised by a vibrant mix of uses, including social and private housing, retail and business uses. The late-Victorian housing stock, together with the former warehouses of Chelsea Wharf, other smaller employment spaces, and the Heatherley School of Fine Art contribute to the character and ‘industrial’ feel of this diverse area. The World’s End estate contains 742 residential units, parades of shops, a theatre, a primary school and a nursery. It was built as a set piece and conceived as a fortress. The Chelsea Academy secondary school and sixth form opened in 2009.
- The Lots Road place is currently undergoing significant change. A planning application was approved on appeal by the Secretary of State in 2006 for the decommissioned Lots Road Power Station. It includes retail, businesses and over 380 new dwellings, children’s playspace, and works to Chelsea Creek and Chelsea Basin in the London Borough of Hammersmith and Fulham. This scheme has been implemented and construction is in progress. Further change is expected nearby at the former Imperial Gas Works site across the boundary with Hammersmith and Fulham, which is likely to be comprehensively redeveloped in a residential-led scheme. The future redevelopment of Stamford Bridge Stadium will lead to an increase in its capacity.
- Lots Road is separated from surrounding areas by the River Thames to the south and the railway line to the west. The high volume of vehicular traffic associated with the one-way system acts as a barrier for pedestrians further adding to the perception that the area is isolated. Improving connections to the wider area is therefore vital.
- The Lots Road Employment Zone contains a cluster of antiques and art-related firms focused on the Bonhams and Lots Road auction houses, as well as designers and business services typically associated with the creative industries. There has been a recent emergence of interior design and business services in the area reinforced by the Design Centre nearby in the London Borough of Hammersmith and Fulham.
- Cremorne Wharf is currently being used as a tunnelling site for the Thames Tideway Tunnel and may in future be used as a site for Counters Creek storm relief sewer project, which is due to continue beyond 2022.

9.3 Principles (Overarching Aims)

- Protect the eclectic mix of uses and character of the area.
- Improve the connectivity within the area, neighbouring areas and the wider city.
- Maximise the benefits of the area’s riverside location and ensure that new development located in close proximity to the River Thames makes the most of the amenity value it provides.
- Protect and improve existing green open space and create new open space where possible.
- Enhance and increase small business and light industrial uses within Lots Road Employment Zone.
- Support the biodiversity potential of Chelsea Creek.
- Improve local air quality.
9.4 Priorities (Objectives and actions to deliver the aims)

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

9.5 Delivery

- The Lots Road Power Station scheme will deliver enhanced bus connections and extend the cycle hire scheme to the Lots Road Area.
- The Council will encourage developers to adopt low emission technology and innovative energy measures to maximise sustainability and minimise air quality impact of development.

9.6 References

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

- Royal Borough of Kensington and Chelsea (RBKC), Lots Village Conservation Area Appraisal, 2015
- RBKC, Thames Conservation Area Appraisal, 2016
- RBKC, The College of St Mark and St John Conservation Area Appraisal, to be revised 2017
- RBKC, Local Biodiversity Action Plan, 2010
- RBKC, Air Quality and Climate Change Action Plan, 2016

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

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

Planning Permission

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

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/

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<thead>
<tr>
<th>Site Information</th>
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<tbody>
<tr>
<td>Site Address</td>
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<tr>
<td>Ward</td>
</tr>
<tr>
<td>Site Area</td>
</tr>
<tr>
<td>Site Owners</td>
</tr>
<tr>
<td>Current Uses</td>
</tr>
<tr>
<td>Planning History</td>
</tr>
</tbody>
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<tr>
<td>Delivery agencies</td>
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<tr>
<td>Delivery milestones</td>
</tr>
<tr>
<td>Funding arrangements</td>
</tr>
</tbody>
</table>

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<thead>
<tr>
<th>Site Constraints</th>
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<tbody>
<tr>
<td>● The site lies within Flood Zone 3. An Exception test and a Flood Risk Assessment should be submitted to support any future planning application. The assessments should take into account the new climate change allowances and requirements for surface water flooding. New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates.</td>
</tr>
<tr>
<td>● An undeveloped buffer of at least 10m incorporating intertidal terracing will be required from the statutory flood defence line, to allow access for future flood defence raising, maintenance and betterment under Water Framework Directive /Thames River Basin Management Plan.</td>
</tr>
</tbody>
</table>
9.8 Site Context

9.8.1 The site is situated on the south western side of Lots Road between Chelsea Harbour and the King’s Road and is currently occupied by a vehicle pound and two warehouse buildings. The site is located within Lots Road Employment Zone where business uses are protected.

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

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

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

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

**Site Allocation**

**Policy CA10**  
**Site at Lots Road**

A mixed use development to include residential and employment floorspace

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

**Land use**  
- a minimum of 55 affordable extra care units (C2);
- a minimum of 4000sq m of commercial floorspace (A1 and B1);

**Principles**  
- active street frontages to Lots Road;
- development that respects the setting of the Lots Village Conservation Area;
- development of a scale and density that is appropriate to its surroundings;
- protection of the auction house use

**Infrastructure and Planning Contributions**  
- 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.

---

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

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<tr>
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<tr>
<td><strong>Ward</strong></td>
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<tr>
<td><strong>Site Area</strong></td>
</tr>
<tr>
<td><strong>Site Owners</strong></td>
</tr>
<tr>
<td><strong>Current Uses</strong></td>
</tr>
</tbody>
</table>
| **Planning History** | 71-73 Lots Road  
An application was submitted in 2008 for the demolition of the existing buildings and erection of a new building for re-housing the auction rooms and provision of B1 business/office space. It was withdrawn in December 2008  
A previous application (PP/06/00940) for a similar scheme for the demolition of existing buildings and erection of new 7 storey building comprising auction rooms and business accommodation was refused and a subsequent written representations appeal was dismissed on 16 May 2007 (PINS Ref: APP/K5600/A/07/2035974). |
| **Delivery**     |  |
| **Delivery agencies** | Royal Borough of Kensington and Chelsea/Private investment |
| **Delivery milestones** | 2019-2020 |
| **Funding arrangements** | Royal Borough of Kensington and Chelsea |
| **Site Constraints** | - The site lies within Flood Zones 2 and 3. An Exception test and a Flood Risk Assessment should be submitted to support any future planning application. The assessments should take into account the new climate change allowances and requirements, especially for surface water flooding. New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates.  
- An undeveloped buffer of at least 10m incorporating intertidal terracing will be required from the statutory flood defence line, to allow access for future flood defence raising, maintenance and betterment under Water Framework Directive /Thames River Basin Management Plan.  
- The site is within the Lots Road Employment Zone  
- The site is adjacent to the Lots Village Conservation Area  
- The site is directly adjacent to The River Thames and tidal tributaries Site of Nature Conservation Importance, which is of Metropolitan Importance  
- The site abuts the Thames Policy Area |
| **Risks** | The site straddles the boundary with the London Borough of Hammersmith and Fulham (LBHF). Delay due to both Councils failing to agree comprehensive development of the site. |
## CV10 Vision for Portobello Road in 2028

Portobello Road Market will continue to be a vibrant and distinctive street market serving the day-to-day needs of local residents and attracting visitors from across the world. The market will remain the UK's principal wholesale antiques trade centre for the storage and sale of antiques, an inspiration for designers and a seed-bed for new entrepreneurs. The centre will maintain a rich variety of small independent shops offering 'something different'. The link between Portobello and Golborne markets will have been strengthened and links between Ladbroke Grove and Portobello Market will also be improved. Kensal Portobello Elizabeth Line station will provide a valuable new transport link to the area.

The land underneath and adjacent to this part of the Westway will have been developed by Westway Trust with sensitivity to the history of the area to provide a multi-use cultural venue and indoor and outdoor market space that is flexible and can adapt to changing fashions over time.

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Do you consider this policy: satisfies the **tests of soundness** *(positively prepared; justified; effective; and consistent with national policy)*; is **legally compliant**; and is in accordance with the **duty to cooperate**?

Please complete the Response Form at [https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/)
Key issues and opportunities
10.1 Introduction

Portobello Road is a 1.5 kilometre road running north from Notting Hill Gate. It originally joined Ladbroke Grove and will do so again when the redevelopment of Wornington Green is complete.

10.2 Context

- Portobello Road is designated as a Special District Centre highlighting its unique role. It is identified as a Strategic Market and as having a night time economy of more than local significance in the London Plan. It consists of Portobello Road from just north of Chepstow Villas to Oxford Gardens and businesses in the surrounding side streets and is characteristically made up small shops. The centre has a very extensive primary frontage where the loss of shops to other 'A' class uses is resisted.
- It is the heart of the local area which is very diverse with millionaires and those on low incomes living side-by-side and significant Spanish, Portuguese, Moroccan, Somali, West Indian and East Asian communities. The area's longstanding Afro-Caribbean community has a deep commitment to its own cultural contribution to the Portobello and Colville area since the 1950s. This has created the area's unique bohemian character celebrated in literature, film and music which attracts visitors from all over the world.
- Property prices in the area have increased dramatically in the last 20 years. This has altered the demographics of the area and led to significant changes in the types of shops and is a regrettable erosion of the unique character of Portobello Road and the surrounding side streets. However, only 25 per cent of the total retail floorspace within the centre is occupied by multiple retailers (compared with 60-80 per cent in the major centres in the borough). Many of the new businesses are coffee shops and souvenir sellers and there is concern that local needs are not well served.
- Portobello Road Market, is one of the most visited attractions in London. It started in 1865 serving visitors to the Crimean War veterans cared for in the former convents north of the Westway became an antiques trading centre in the 1950s, and celebrated its 150th anniversary in 2015.
- The antique market is under pressure, with the transformation of arcades into retail spaces let to a single tenant. Vintage clothes and bric-a-brac continue to be popular. This part of the market attracts very high footfall to the road on Fridays and during the weekend, but there is concern that this footfall does not translate into sales and overcrowding can damage trade and create a nuisance for local residents.
- During the week only the central section of the market operates serving mostly local needs and footfall is much lower. The number of traditional fruit and vegetable stalls in the market has declined and fast food stalls have proliferated.
- The Westway Trust, set up in partnership with the Council, manages the space underneath and adjacent to this part of the raised A40, which is owned by Transport for London. The land is used for a variety of retail and community uses and a vintage clothing market. The Westway Trust has consulted on development proposals for Portobello Village including the arcade under the Westway.
- North of the Westway the market dissipates, and the blank brick walls on both sides of the road discourage visitors from continuing to the smaller but distinctive Golborne Road market. To encourage more street trading in this section in-ground electricity points have been installed between Acklam Road and Golborne Road and the wall has been used successfully for a range of ‘Portobello Wall’ arts projects.
- In contrast Westbourne Grove Major Centre, which extends into the City of Westminster, has changed from antiques and local food shops to a cluster of up-market fashion shops and art galleries.
• All Saints Road and Ladbroke Grove are designated as District Centres in the London Plan.
• Notting Hill Gate and Ladbroke Grove underground stations act as gateways to the markets.
• Because of proximity to the Westway, Portobello Road experiences high levels of air pollution.

10.3 Principles (Overarching Aims)

• Protect Portobello Road’s unique character and ensure it continues to function successfully as a market for the benefit of the local community and as a global visitor destination.
• Protect the unique architectural characteristics and style of Portobello Road.
• Support the specialist and individual retail functions of Portobello Road Ladbroke Grove, Westbourne Grove and All Saints Road Improve legibility in the area.
• Enhance the public realm and improve connections between Golborne and Portobello markets.
• Improve local air quality.

10.4 Priorities (Objectives and actions to deliver the aims)

• Protect and support the licenced street trading in the area, its variety and ancillary services
• Continue to improve links between Portobello Road, Golborne Road and Thorpe Close markets.
• Enhance the public realm underneath the Westway to create safe and attractive routes.
• Ensure the ‘Portobello Village’ development beneath the Westway provides a multi-use cultural venue, benefits all local residents and businesses and provides lavatories for visitors and market traders, while allowing the area’s vibrant street culture to evolve.
• Support a new pop-up market in Thorpe Close.
• Support meanwhile arts and cultural use of land under and adjacent to the Westway
• Enhance wayfinding to Portobello Road from Notting Hill Gate
• Provide free wireless internet access in Portobello Road
• Develop bespoke shopfront guidelines for Portobello Road.
• Protect new small retail units from amalgamation.
• Protect existing launderettes.
• Work with Transport for London to complete the installation of lifts at Ladbroke Grove station.
• Ensure market traders have adequate storage facilities
• Protect the improved wayfinding from Notting Hill Gate station to Portobello Road.
• Investigate opportunities to enhance Portobello Road and Ladbroke Grove as neighbourhood shopping centres and Ladbroke Grove’s role as a key gateway to Portobello Road and Golborne Road Markets
• Seek ways to minimise building and road traffic air pollution emissions from new development.
• Deliver cultural place-making initiatives to enhance and promote the area’s cultural attractions to local people and visitors

10.5 Delivery

• The street market will act as a key driver to deliver the vision for Portobello Road. The Council manages the markets and the Markets Development Officer organises an annual programme of events to promote the markets and attract shoppers, as well as
developing market traders skills and local support networks to ensure the long term viability of the markets and market streets. The Council will continue to work with the Portobello and Golborne Management Committee and the Markets Streets Action Group to ensure the continued success of the markets.

- The Council’s Arts and Culture Service supports the Portobello Wall arts projects.
- The Council will investigate delivering an improvement plan for Portobello Road and Ladbroke Grove.
- The Council will work with The Westway Trust who have consulted on ideas for redevelopment of their estate immediately around Portobello Road and has been awarded GLA High Street funding for pop-up market stalls in Thorpe Close.
- The Council and Westway Trust will seek GLA Regeneration Funding for public realm improvement underneath the Westway and the provision of free wireless internet access.
- The Council will encourage developers to adopt low emission technology and innovative energy saving measures to maximise sustainability and minimise the air quality impact of development.
- The Council’s Highways Department will work with the Markets Manager to investigate the provision of additional parking facilities for permanent stall holders and antiques traders.

10.6 References

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

- Royal Borough of Kensington and Chelsea (RBKC), Land underneath and close to the Westway SPD, 2012
- RBKC, Shopfront Design Guidelines, 2011
- Futurecity and BOP Consulting, Cultural Placemaking in the Royal Borough of Kensington and Chelsea, 2012
- RBKC, Air Quality and Climate Change Action Plan 2016

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

CV 11 Vision for Notting Hill Gate in 2028

Notting Hill Gate will have strengthened its distinct identity as one of the Borough’s main district centres benefitting from a high level of public transport accessibility. It will continue to be a major office location and build upon its long-standing reputation for arts, culture and the evening economy as well as serving the needs of local people.

As one of the arrival points for Portobello Road the public realm (e.g. paving, crossings, wayfinding) will have been improved to accommodate the high volumes of footfall in Pembridge Road / Kensington Park Road and to make Notting Hill Gate more pedestrian friendly. Opportunities set out in the Notting Hill Gate Supplementary Planning Document will have been taken to refurbish, or in some cases redevelop, outdated 50s buildings.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
Key issues and opportunities
11.1 Introduction

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

11.2 Context

- Notting Hill Gate is surrounded by conservation areas and is an important district centre serving local retail needs. Its excellent transport links make it a good location for office and business uses particularly in the creative and media sector.
- The town centre was comprehensively redeveloped in the 1950s and is of a completely different scale and character to the surrounding residential areas. Many of the buildings have now deteriorated. Together with the vehicle dominance, this does not form a very attractive or welcoming arrival point to Portobello Road.
- The area has a long-standing reputation for arts and culture. A number of arts and cultural venues are located in the area, including the Gate Theatre, the Gate Cinema and the Coronet Cinema and Theatre.
- Pembridge Road and Kensington Church Street form one of only a few north-south routes in the Borough. This increases traffic on the section of Notting Hill Gate between the two junctions leading to congestion, particularly as the route is heavily used by buses. As such, this stretch is often dominated by traffic at the expense of a comfortable pedestrian environment.
- Property prices in the area have increased dramatically altering the demographic of the area. Some decades ago Notting Hill Gate was considered one of the Borough's more 'bohemian' areas, where housing was comparatively less expensive. In more recent times, Notting Hill and Holland Park have attracted international home buyers from the finance and business worlds.

11.3 Principles (Overarching Aims)

- Improve the public realm.
- Reduce vehicle dominance of Notting Hill Gate and increase cycle and pedestrian safety.
- Improve the buildings and architecture.
- Enhance office provision.
- Strengthen the identity of Notting Hill Gate as an accessible part of London which retains its feel as an ‘urban village’.
- Improve local air quality.

11.4 Priorities (Objectives and actions to deliver the aims)

- Improve the public realm and junctions around Notting Hill Gate station.
- Refurbish or redevelop a number of sites identified in the Notting Hill Gate Supplementary Planning Document, including one of the tower blocks, Newcombe House, where refurbishment is identified as the appropriate option.
- Provide step-free access at Notting Hill Gate underground station.
- Improve the pedestrian route and wayfinding for visitors to Portobello Road from Notting Hill Gate.
- Provide free wireless internet access in Notting Hill Gate.
- Protect new small retail units from amalgamation.
- Deliver cultural place-making initiatives to enhance and promote the area’s cultural attractions to local people and visitors.
• Retain the Farmers’ Market
• Seek ways to minimise building and road traffic air pollution emissions from new development.
• Seek provision of a new primary healthcare centre.

11.5 Delivery

• The Supplementary Planning Document for Notting Hill Gate identifies specific opportunities for development, refurbishment or some additional storeys on seven sites: Newcombe House; Astley House; the Gate Cinema; West Block; Ivy Lodge to United House; 66-74 Notting Hill Gate and David Game House. Applications have subsequently been received for some of these sites.
• The Council will encourage developers to adopt low emission technology and innovative energy saving measures to maximise sustainability and minimise the air quality impact of development.
• The Council will work with Transport for London on improvements to Notting Hill Gate Station.

11.6 References

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

• Royal Borough of Kensington and Chelsea (RBKC), Notting Hill Gate Supplementary Planning Document (SPD), 2015
• Historic England, Royal Borough of Kensington and Chelsea Archaeological Priority Areas Appraisal, 2016
• Royal Borough of Kensington and Chelsea (RBKC), Shopfront Design Guidelines Supplementary Planning Document 2011
• Royal Borough of Kensington and Chelsea (RBKC), Air Quality and Climate Change Action Plan 2016

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

CV1112 Vision for Kensington High Street in 2028

By 2028, Kensington’s High Street will have strengthened its identity. The High Street will have built upon its traditional role as the civic heart of the Royal Borough. New development will have strengthened and enhanced the retail offer, especially within the primary frontage, with landlords and developers collaborating with residents and the Council to improve the diversity and quality of retail occupiers, as well as the overall shopping experience. The High Street will have remained a well-connected location for employment with offices on upper floors continuing to support the centre’s vital retail function.

The High Street will have developed a reputation as a cultural centre of national and international importance, as efforts to promote new and existing cultural attractions draw increasing numbers of visitors from home and abroad. The success of the Design Museum and the opening of a new cinema will have kick-started a revitalisation of the western end with new shops, cafes and businesses choosing to locate there. New and improved cultural and retail uses will have contributed to a distinctive character for the area.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
Key issues and potential opportunities
12.1 Introduction

12.1.1 Kensington High Street runs from east to west through the centre of the borough and was historically the main highway to the west of England.

12.2 Context

- Kensington’s High Street is an important shopping and leisure destination, it is the focus of the local community providing public and community services such as the town hall, library, post office, pharmacies and banks and attracts visitors from outside the borough. The centre and surrounding side streets offer a wide range of shops, cafes, bars and restaurants these make an important contribution to the vitality of the area.
- Designated as a major centre in the London Plan. It has been one of London’s top retail streets for the last 100 years and like many town centres Kensington High Street has seen significant retail change. Once the biggest concentration of department stores outside Oxford Street, these have now been replaced by more mainstream chain stores leaving an impressive architectural legacy within the High Street. A unique cluster of bespoke travel agents and outdoor leisure shops has developed and the world’s largest Whole Foods Market opened in 2007. The side streets provide valued lower cost retail and Kensington Church Street retains a cluster of antique shops. Part of the centre’s strength is that it serves the day-to-day needs of local residents.
- Kensington High Street is the borough’s largest town centre office location providing a range of accommodation from drop-in desk space and small offices above shops to large footplate offices in the former department stores. The music industry and newspaper journalism have focused on this location. Approximately 14,000 people work in the area.
- Kensington High Street is an important cultural centre. Bookended by Kensington Gardens and Holland Park it features attractions such as Kensington Palace, Leighton House, Linley Sambourne House, Opera Holland Park and the Design Museum, which will open in November 2016. The Design Museum expects to attract more than 600,000 visitors a year, while Kensington Palace attracts c.400,000 visits a year.
- There are a number of hotels on and around Kensington High Street accommodating the many visitors that make an important contribution to the vitality and viability of the area.
- Kensington High Street is a public transport interchange but the underground station does not have step free access.
- Kensington High Street is a wide roadway that has benefited from comprehensive public realm improvements that have gained international acclaim. However, north-south cycling movements across Kensington High Street are not easy to make.
- Residential accommodation on the upper floors, particularly within the mansion blocks on the north side of the High Street, help to support the leisure and entertainment uses in the area and contribute to the activity within the street, especially at night.

12.3 Principles (Overarching Aims)

- Enhance the retail strengths of the centre’s primary shopping frontages on the south side between the Barker’s building and corner of Wrights Lane.
- Improve High Street Kensington underground station.
- Support and promote the cultural attractions and history of the area to residents and visitors.
- Support development that helps forge a distinctive identity for the High Street.
- Encourage new and extend existing offices in the area, including those that would grow the media industry cluster.
• Support proposals that contribute to a design-led renaissance at the western end of the High Street.
• Reduce street clutter on and around Kensington High Street while seeking ways to improve wayfinding by other means including the use of technology.
• Improve local air quality.

12.4 Priorities (Objectives and actions to deliver the aims)

• Investigate ways to encourage landowners within the High Street to work together in collaboration with the Council, residents and businesses to develop a coherent vision for improving the High Street as a whole.
• Ensure any proposals to redevelop High Street Kensington Station Arcade or adjacent buildings investigate opportunities to secure improved station facilities and deliver step-free access at High Street. Kensington Station while also protecting the townscape and the retail offer.
• Investigate options to bring forward development on the vacant site at the corner of Pembroke Place and Earl’s Court Road (26-30 Earl’s Court Road).
• Redevlop the former Odeon Cinema and Post Office site.
• Enhance the streetscape in Kensington High Street between Edwardes Square and Warwick Gardens.
• Improve shopfronts and access to numbers 1-35b Kensington High Street (odd)
• Enhance public spaces in and around the High Street including in front of the former Odeon Cinema, the former Vestry Hall, the spaces off Kensington Church Walk, in front of St Mary Abbots and within Lancer Square.
• Pedestrian improvements to the junction with Kensington Church Street.
• Provide crossings in the central and eastern sections of the street.
• Provide new signage for the Design Museum and Kensington Palace.
• Improve wayfinding and promote walking and public transport links between High Street Kensington and South Kensington/Exhibition Road.
• Seek ways to minimise building and road traffic air pollution from new development.

12.5 Delivery

• The Council will work in partnership with the Design Museum, Kensington Palace the area’s other cultural attractions, businesses and residents to deliver its Cultural Placemaking Strategy in Kensington High Street. It will ensure that residents, visitors and workers are aware of the cultural and leisure facilities available and an integrated programme of events and activities is provided.
• As part of the Cultural Placemaking Strategy, the Council will also develop a community, visitor and business engagement plan, and a volunteering and outreach programme.
• Where re-development proposals come forward on sites on or adjacent to High Street Kensington Station, which provide a rare chance to improve access to the station platforms below, the Council will take every opportunity, in collaboration with TfL and the landowner, to fund and deliver step free access and improve station facilities during the course of that scheme, supported through section 106 agreements and CIL.
• Working with local communities Neighbourhood CIL could be targeted at improving signage and enhancing public spaces around Kensington High Street.
• The Kensington Business Forum, originally established by the Council, brings businesses in the area together to deliver local initiatives.
• The former Odeon Cinema and Post Office sorting office site has planning permission to provide new homes, social and community facilities, workspace and new high quality cinema facilities, whilst also retaining the historic façade onto Kensington High Street.
• Heythrop College, part of London University, closes in 2018 and the Council has produced planning guidance setting out the parameters for redevelopment of this site.
• The Council will coordinate enforcement activity to ensure that a joined up approach is taken to streetscape improvement.
• The Council will encourage developers to adopt low emission technology and innovative energy measures to maximise sustainability and minimise air quality impact of development.

12.6 References

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

• Royal Borough of Kensington and Chelsea (RBKC), Heythrop College Supplementary Planning Document (SPD), 2016
• Historic England, Royal Borough of Kensington and Chelsea Archaeological Priority Areas Appraisal, 2016
• RBKC, Kensington Court Conservation Area Appraisal, 2016
• RBKC, Kensington Conservation Area Proposals Statement, to be revised 2017
• RBKC, Kensington Palace Conservation Area Proposals Statement, to be revised 2017
• Edwardes Square, Scarsdale and Abingdon Conservation Area Proposal Statement, to be revised in 2017
• Futurecity and BOP Consulting, Cultural Placemaking in the Royal Borough of Kensington and Chelsea, 2012
• RBKC, Shopfront Design Guidelines Supplementary Planning Document, 2011
• RBKC, Air Quality and Climate Change Action Plan,

12.6.2 Please note further documents may be produced after publication of this plan so it is important to also check the Council’s website
CV13 Vision for Knightsbridge in 2028

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

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
Key issues and opportunities
13.1 Introduction

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

13.2 Context

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

13.3 Principles (Overarching Aims)

- Protect the international reputation of Knightsbridge town centre.
- Reduce traffic domination of the area and improve local air quality.
- Improve links and wayfinding between Knightsbridge, Hyde Park and the cultural and educational institutions on Exhibition Road.
- Preserve residential amenity.

13.4 Priorities (Objectives and actions to deliver the aims)

- Provide step free access to Knightsbridge Tube station.
- Improve signage and wayfinding without introducing unnecessary street clutter.
- Enhance the streetscape from Knightsbridge to Sloane Square and investigate further streetscape improvements, particularly for Beauchamp Place.
- Retain a social and community use in the former fire station, which was vacated in 2014.
- Expand retail provision in the north part of Pavilion Road near Basil Street.
- Seek ways to minimise building and road traffic air pollution emissions from new development.
13.5 Delivery

- The building above the western tube station entrance on Sloane Street has been the subject of a planning application that will widen the pavement on the southern side of Brompton Road.
- The Council is investigating the potential to deliver streetscape improvements in Sloane Street.
- The Council will encourage developers to adopt low emission technology and innovative energy saving measures to maximise sustainability and minimise the air quality impact of development.

13.6 References

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

- Royal Borough of Kensington and Chelsea (RBKC), Hans Town Conservation Area Proposal Statement, to be revised 2017
- Knightsbridge Neighbourhood Forum, Draft Knightsbridge Neighbourhood Plan (within City of Westminster)
- The Royal Borough of Kensington and Chelsea, Air Quality and Climate Change Action Plan 2016
- Royal Borough of Kensington and Chelsea (RBKC), Shopfront Design Guidelines Supplementary Planning Document 2011

13.6.2 Please note further documents may be produced after publication of this plan so it is important to also check the Council’s website.
**Chapter 14   South Kensington**

**CV14 Vision for South Kensington in 2028**

South Kensington will maintain two distinct identities: a cultural destination and a residential neighbourhood of distinction. The South Kensington Strategic Cultural Area will remain a world-class public cultural quarter – the home of science, arts, education and inspiration, while the South Kensington District Centre will continue to provide valued local facilities and services. Reconciling these two roles will be challenging but a balance will have been struck.

All the great institutions have, or are developing, alternative sites and the Council will act to ensure they continue to regard the South Kensington Strategic Cultural Area as their natural ‘home’ in order to protect and enhance this extraordinary cluster of institutions.

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Do you consider this policy: satisfies the **tests of soundness (positively prepared; justified; effective; and consistent with national policy)**; is **legally compliant**; and is in accordance with the **duty to cooperate**?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
Key issues and opportunities
14.1 Introduction

South Kensington is located in the centre of the borough. It forms the principal cultural focal point in the borough with thousands of people arriving every day to visit the museums, work and study in the area. It is also a residential quarter with valued local facilities and services.

14.2 Context

- Originally the vision of Prince Albert, Queen Victoria’s husband, the land was purchased with part of the proceeds of the Great Exhibition of 1851. ‘Albertopolis’ became the world’s first designed cultural and educational destination and has been the blueprint for all subsequent centres of this kind.
- Straddling the border with the City of Westminster it is home to three international museums; the Victoria and Albert Museum, the Natural History Museum and the Science Museum, education institutions such as Imperial College, and the Royal Colleges of Art and Music and cultural institutions such as the Polish Club, Goethe Institute and Ismaili Centre. The museums have expanded their visitor numbers considerably in the last decade and now receive 12 million visitors a year. Imperial College has a student population of over 13,000 and employs over 6,000 staff.
- Recognising the area’s role in defining London as a world city it is included within the Central Activities Zone and designated as the South Kensington Museum Complex / Royal Albert Hall Strategic Cultural Area in the London Plan.
- South Kensington hosts a diverse range of land uses in addition to the large scale cultural and educational institutions and is a valued and established creative district. There are a number of office uses, largely characterised by smaller premises on the upper floors of commercial properties. The area also features numerous hotels, embassies and consulates and a concentration of French institutions, including the Consulate and the French Lycée, that serve the significant number of French citizens living in London.
- The retail area south of Cromwell Road has many small shops, Christies’ auction rooms and Bute Street Farmers’ Market that give it a village character much valued by local residents. However, there is concern among residents that too many eateries are forcing out local shops. There is a cluster of shops focusing on interior design, fashion and galleries in Brompton Road and Brompton Cross that have synergies with the Victoria and Albert Museum.
- The surrounding residential area includes some of the best Georgian architecture in the borough. The buildings around Pelham Place, Pelham Crescent, Thurloe Square and Alexander Square are listed, as are many of the houses in the surrounding streets. South Kensington Station, the station arcade and the pedestrian tunnel are also listed.
- High quality public realm improvements to the ‘spine’ of the cultural quarter Exhibition Road and Thurloe Street have shown the way in contemporary urban design and greatly improved the experience for users, ease of movement and the setting for the area’s world-class cultural institutions.
- South Kensington underground station acts as a gateway to the area but fails to provide an appropriate sense of arrival for a major cultural destination. The station now struggles to accommodate the number of passengers using it daily. It lacks step-free access and the listed pedestrian tunnel to the museums is in need of refurbishment.

14.3 Principles (Overarching Aims)

- Ensure that the South Kensington District centre strikes the right balance between meeting the needs of both residents and visitors to the Cultural Quarter
• Improve the approaches and create a better sense of arrival to South Kensington to reflect its status as a world-class cultural destination.
• Support the strategic cultural quarter as a place for high-quality, innovative and inspiring events, installations and activities.
• Support the cultural and educational institutions within the South Kensington Strategic Cultural Area to adapt and change to provide the facilities and accommodation that will enable them to continue to compete internationally.
• Maintain a high quality public realm to ensure the area is accessible and attractive to residents, visitors, students and workers.
• Maintain the function of South Kensington as a district centre and continue to support the Saturday Farmers’ Market in Bute Street.
• Preserve the residential and historic character of the area.
• Improve local air quality.

14.4 Priorities (Objectives and actions to deliver the aims)

• Ensure the day-to-day shopping needs of the local residents continue to be met by the South Kensington District Centre.
  - Protect and increase the retail offer (class A1) as part of the South Kensington Station improvements and protect A1 shop use in Thurloe Street
  - Protect any new retail units from amalgamation into larger units, where control exists.
• Improve facilities at South Kensington Station to provide a better sense of arrival
  - Provide step-free access to all platforms and the pedestrian tunnel at South Kensington Station.
  - Restore the listed station arcade and the block to the south of Thurloe Street, retaining or reinstating the historic shop fronts and entrances to the flats above.
  - Reduce traffic congestion around South Kensington Station.
  - Refurbish the pedestrian tunnels linking the station and the museums.
• Improve the public realm.
  - Improve the Yalta Memorial Garden.
  - Re-landscape the entrance to Museum Lane from Exhibition Road
  - Improve walking routes and signage to and from Old Brompton Road, Gloucester Road, King’s Road, Knightsbridge and High Street Kensington.
• Improve the museums' facilities, access and entrances.
  - Provide better way-marking and tourist information.
  - Provide a new public square within the Natural History Museum grounds at Cromwell Road/Exhibition Road.
  - Enhance sense of place through high-quality, innovative and inspiring events, installations and activities relevant to the Strategic Cultural Area.
  - Encourage the museums to increase their catering offer as an ancillary use not at the expense of their cultural mission.
• Deliver new cycling Quietways.
• Seek ways to minimise building and road traffic air pollution emissions from new development.

14.5 Delivery

• The Council will develop cultural place-making initiatives to promote the institutions to visitors and residents, installing public art and ensuring an integrated planning policy approach with Westminster City Council.
• The Council will investigate the possibilities for the installation of temporary exhibitions by the museums and other institutions within the South Kensington Cultural Quarter.
• Transport for London are progressing proposals to upgrade the station including new escalators to the Piccadilly Line and providing step free access. Planning applications are likely to be submitted from 2017.
• The Council will work with Transport for London and local institutions to deliver improvements to the pedestrian tunnel.
• The Council is working with Transport for London to improve the flow of traffic on south side of South Kensington station and make crossing easier for pedestrians by changing the signal arrangements.
• The Council will work with the institutions to achieve a suitable balance reconciling the institutions’ need to promote themselves and draw attention to particular exhibitions or sponsors by using their exterior facades and the need to preserve or enhance the character and appearance of the conservation areas and the setting of the listed buildings.
• The V&A and the Natural History Museum are improving access to their sites by building new entrances onto Exhibition Road.
• South Kensington will be at the heart of the Council’s Cycle Quietway programme, with routes to the south, west and north.
• The Council will encourage developers to adopt low emission technology and innovative energy saving measures to maximise sustainability and minimise the air quality impact of development.

14.6 References

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

• Royal Borough of Kensington and Chelsea (RBKC), Thurloe Estate and Smith’s Charity Conservation Area Appraisal, 2016
• RBKC, Queen’s Gate Conservation Area Proposal Statement, to be revised in 2017
• Futurecity and BOP Consulting, Cultural Placemaking in the Royal Borough of Kensington and Chelsea, 2012
• RBKC, Shopfront Design Guidelines Supplementary Planning Document 2011
• Knightsbridge Neighbourhood Forum, Draft Knightsbridge Neighbourhood Plan (within City of Westminster)
• RBKC, Air Quality and Climate Change Action Plan 2016
• RBKC, Future Use of Exhibition Road Key Decision report 2011.

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

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

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

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

Policy CA11
Harrington Road

A residential-led development which could include some commercial floorspace

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

**Land use**
a. a minimum of 50 residential units;

**Principles**
b. active street frontages to Harrington Road
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 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.

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at [https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/)

### Site Information

<table>
<thead>
<tr>
<th>Site Address</th>
<th>117A Queen's Gate, 39-49 Harrington Road and 2 Reece Mews, LONDON SW7</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ward</td>
<td>Courtfield</td>
</tr>
<tr>
<td>Site Area</td>
<td>0.21 Ha</td>
</tr>
<tr>
<td>Site Owners</td>
<td>The Government of the Islamic Republic of Iran</td>
</tr>
<tr>
<td>Current Uses</td>
<td>Temporary use a car park (75 spaces)</td>
</tr>
</tbody>
</table>
| Planning History     | **Use as a car park**  
The site was acquired in 1974 by the then Iranian Government, now the Government of the Islamic Republic of Iran, the current owner. The site has been used as a public car park since as early as 1985. A more permanent redevelopment scheme has always remained the ultimate long term intention for the site.  
Between 1985 and 1994, nine temporary permissions were granted for the use of the application site as a public car park for 45-50 cars; with this use ceasing in 1996. The site remained vacant from 1996 until 2000 at which time the site resumed use as a car park without planning consent. Planning permission was granted at appeal for the temporary use of the site as a car park in November 2001 (PP/00/00639). Since then, the temporary planning permission has been renewed seven times, most recently in September 2016 (PP/16/04254). The Council has continued to grant planning permission for the temporary use of the site as a car park due to a lack of progress with proposals for the long term redevelopment of the site. |
Iranian Embassy and Cultural Centre
Planning permissions for redevelopment proposals by the owners were granted in 1975, 1982, 1991 and 2000. A material start was made on the 1991 permission for 33 flats, a diplomatic/cultural centre and a basement car park for 34 cars served off Harrington Road and this permission remains extant. All others have lapsed including the 2000 permission for a cultural centre, 20 flats and car parking.

The most recent application (PP/10/00153) proposed the ‘erection of new building comprising basement, ground and five upper floors for use as an embassy and cultural exhibition centre for the Islamic Republic of Iran in London’. This was registered on 26 May 2010. the application was withdrawn by the Council on 27 December 2012.

**Delivery**

<table>
<thead>
<tr>
<th>Delivery agencies</th>
<th>Private developers/site owners</th>
</tr>
</thead>
<tbody>
<tr>
<td>Delivery milestones</td>
<td>Not known</td>
</tr>
<tr>
<td>Funding arrangements</td>
<td>Private investment</td>
</tr>
</tbody>
</table>

**Site Constraints**

- The western part on the site lies within the Queen’s Gate Conservation Area
- The Grade II* listed Church of St Augustine lies directly south of and adjacent to the site
- A Flood Risk Assessment is not required to support any future planning application. However, the site should assess the new climate change allowances and requirements, especially for surface water flooding. New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates

**Risks**

The site is not brought forward for development
Chapter 15  Sloane Square/King’s Road

CV 15 Vision for Sloane Square/King’s Road in 2028

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

Do you consider this policy: satisfies the tests of soundness (positively prepared; justified; effective; and consistent with national policy); is legally compliant; and is in accordance with the duty to cooperate?

Please complete the Response Form at https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/
Key Issues and opportunities
15.1 Introduction

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

15.2 Context

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

15.3 Principles (Overarching Aims)

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

15.4 Priorities (Objectives and actions to deliver the aims)

- Support the delivery of a Crossrail 2 station.
- Modernise the Royal Brompton Hospital through redevelopment of the main hospital site.
- Develop the Chelsea Farmers’ Market site for mixed use including replacement retail to help facilitate links between King’s Road (East) and King’s Road (West) centres, and create a new public square.
- Support cultural place-making initiatives to increase awareness of the King’s Road’s unique history, atmosphere and attractions among visitors and residents.
- Refurbish Sloane Square Tube station.
- Seek ways to minimise building and road traffic air pollution from new development.

15.5 Delivery

- Transport for London has safeguarded the Crossrail 2 route through Chelsea and will bring forward a Crossrail 2 Bill to obtain powers to build the line. Construction could not start until the early 2020s and a King’s Road Crossrail 2 station would open in the early 2030s. The Council will work with important landowners in the area and key institutions to meet the priorities for the King’s Road.
- Transport for London will complete refurbishment of Sloane Square Station in 2017.
- The Council will encourage developers to adopt low emission technology and innovative energy measures to maximise sustainability and minimise air quality impact of development.

15.6 References

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

- Royal Borough of Kensington and Chelsea (RBKC), *Chelsea Conservation Area Appraisal, 2016*
- RBKC, *Royal Hospital Conservation Area Appraisal, 2016*
- RBKC, *Sloane Square Conservation Area Proposal Statement, to be revised 2017*
- RBKC, *Cheyne Conservation Area Proposal Statement, to be revised 2017*
- RBKC, *Chelsea Park/Carlyle Conservation Area Proposal Statement, to be revised 2017*
- RBKC, *Air Quality and Climate Change Action Plan, 2016*
- RBKC, *Shopfront Design Guidelines Supplementary Planning Document 2011*

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

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

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

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

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

Policy CA12  
Chelsea Farmers’ Market

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

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

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

**Infrastructure and Planning 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.

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Do you consider this policy: satisfies the **tests of soundness** (positively prepared; justified; effective; and consistent with national policy); is **legally compliant**; and is in accordance with the **duty to cooperate**?  

Please complete the Response Form at [https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/](https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/)
<table>
<thead>
<tr>
<th><strong>Site Information</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Site Address</strong></td>
<td>Chelsea Farmers Market, 125 Sydney St, Chelsea, London SW3 6NR</td>
</tr>
<tr>
<td><strong>Ward</strong></td>
<td>Stanley</td>
</tr>
<tr>
<td><strong>Site Area</strong></td>
<td>0.6 hectares</td>
</tr>
<tr>
<td><strong>Site Owners</strong></td>
<td>Royal Brompton &amp; Harefield NHS Foundation Trust</td>
</tr>
<tr>
<td><strong>Current Uses</strong></td>
<td>Classes A1 (Retail) and A3 (Food and Drink).</td>
</tr>
</tbody>
</table>
| **Planning History**| - Planning permission was originally granted for the use of the site as a Farmers' Market and Garden Centre in 1986 for a limited period. This has been renewed on 5 separate occasions.  
- In March 2005 planning permission (PP/05/00023) was granted for the replacement of two single storey retail units in similar style, construction and materials to existing units.  
- Two retrospective planning applications were submitted in April 2016 for the continued use of the Chelsea Farmers' Market (PP/16/02375) and Chelsea Gardner (PP/16/02377) for a further period of 5 years up until 2021. Permission was granted for application PP/16/02375 on 27/07/2016 and PP/16/02377 on 25/08/2016. |
| **Delivery**        |  |
| **Delivery agencies** | Unknown – private developers |
| **Delivery milestones** | Delivery is dependent on Crossrail 2 |
| **Funding arrangements** | Private investment |
| **Site Constraints**| - The Grade I listed St Luke's church is adjacent to the site  
- Dovehouse Green is an ancient burial ground adjacent to the site  
- Part of the site is within the Royal Hospital Conservation Area, and it is surrounded by the Chelsea, Chelsea Park/Carlyle and Cheyne Conservation Areas  
- The Strategic View of St Paul's Cathedral (King Henry VIII's Mound to St Paul's Cathedral) runs through the site  
- A Flood Risk Assessment is not required to support any future planning application. However, the site should assess the new climate change allowances and requirements, especially for surface water flooding. New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates.  
- The site is covered by a Crossrail 2 safeguarding direction requiring the Council to consult Transport for London on any planning applications. |
| **Risks**           | - The site has been identified as a construction site for Crossrail 2 |