

GREATER LONDON AUTHORITY
Development, Enterprise and Environment

Jonathan Wade

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Kensington Town Hall
Hornton Street
London W8 7NX
Sent via email to Jonathan.Wade@rbkc.gov.uk

Our ref: LDF20/LDD20/KR01

Date: 16 March 2017

Dear Jonathan,

**Planning and Compulsory Purchase Act 2004 (as amended);
Greater London Authority Acts 1999 and 2007;
Town and Country Planning (Local Development) (England) Regulations 2012**

**RE: Kensington & Chelsea Local Plan Partial Review (LPPR) Draft Policies
(Regulation 19) Consultation**

Thank you for consulting the Mayor of London on the Draft Policies stage of a partial review of your local plan. As you are aware, all development plan documents have to be in general conformity with the London Plan under section 24 (1)(b) of the Planning and Compulsory Purchase Act 2004.

For context the Borough should be aware that the Mayor is planning to consult on a Draft Mayor's Transport Strategy and London Environment Strategy during the spring of 2017 and on a new Draft London Plan in late 2017.

**Spatial Strategy and Objectives
CV1 Vision and Strategic Objectives CO1-CO7**

The Vision is welcomed as it is comprehensive, ambitious and positively supports new development which will build on the success and strategic advantages of the borough and its location and infrastructure, as such it is in line with the broad thrust of the London Plan.

The draft Plan's Strategic Objectives provide more specific directions. Again these directions support the delivery of new development and the improvement of local facilities and amenities as well as supporting environmental improvement, in particular CO6 has been amended to make it clear that further housing will be supported. This approach is in line with the "good growth" concept outlined in the Mayor's recent publication "A City for All Londoners".

Policy CP1 Core Policy: Quanta of Development

This policy sets out the broad quantum of various types of development and infrastructure. It makes clear that the target for new homes is to be treated as a minimum and that 35% of residential floorspace is to be affordable. This is welcomed and whilst this has been amended from a 40% target, the 35% target remains in line with the London Plan and the Mayor's draft Affordable Housing and Viability Supplementary Planning Guidance.

Chapters 5-15 Site Allocations

These chapters set out a range of site allocations which provide for 8100 new homes over the plan period, plus a range of other land uses and infrastructure. These allocations include appropriate

references to the strategic areas of change for London, (namely Earls Courts Court/West Kensington Opportunity Area and Kensal Canalside Opportunity Area) and several of the borough's town centres as well as a range of more local scale sites.

Overall this represents a positive approach to planning for and delivery of new development within a borough which must be recognised as being already relatively densely built up.

Chapter 5 Kensal Canalside

The amended policy approach to Kensal Canalside is supported, in particular the aim to deliver at least 3500 new homes, which is the London Plan minimum target for the Opportunity Area.

The Policy includes reference to the construction of a new station on the Elizabeth Line (Crossrail1) and a new road bridge over the railway. It is acknowledged that at present these two major pieces of infrastructure are not currently funded. However the Council is actively progressing work with the relevant agencies to develop proposals for these infrastructure projects. There appears to be a reasonable likelihood of securing both agreement in principle and sources of funding to deliver them, therefore their inclusion in an ambitious policy for the area is supported and should help to secure and exceed the minimum quantum of development for this Opportunity Area. There are however some concerns that will need to be overcome and the Council should be prepared to Plan for the development of Kensal Canalside in circumstances which do and do not include a new station.

Chapter 8 Earl's Court

The re-development of Earl's Court is already underway and the Local Plan policies actively support the continued delivery of this development. The Policy ambition to create a Lost River Park is supported. Given the other references throughout the Plan to the need to address and manage surface water risk, and the recognition of the need for the Counters Creek Sewer Relief Tunnel, a key design aim for any new open space in this area should be to manage rainwater in a sustainable way, which is what the historic river along this route would have done.

Chapter 31 Fostering Vitality

Employment Zones

The protection of offices and office floorspace throughout the borough is welcomed as is provision for a wide range of business types and premises that will provide the necessary flexibility to ensure a thriving local economy. These policies are in line with the policies within London Plan Chapter 4. The expansion of mixed use development in the borough's Employment Zones including some residential floorspace is supported as it will help bring forward new business development and deliver much needed new homes.

Chapter 32 Better Travel Choices

TfL comments made at the regulation 18 stage remain valid and are attached as an appendix.

Policy CH1 Increasing Housing Supply

The Council has set its minimum annualised housing target at 733 new homes per year which complies with the London Plan. This is in excess of the borough's Objectively Assessed Need and recognises that the borough is part of a wider London housing market and that it has sites available to deliver housing. Furthermore for the first five years it has included a 20% buffer, giving a target of 880 units/year. Although some previous years of housing delivery have been significantly below the London Plan target, the most recent years have shown increased delivery including significantly above the target for 2014/15.

The Council is rightly concerned about the loss of homes through amalgamations and the loss of capacity through the construction of very large homes.

Therefore this Policy is supported as being in line with the policies within London Plan Chapter 3.

Policy CH2: Affordable Housing

The proposed amendments to the policy and reasoned justification to reference the Mayor's Draft Affordable Housing and Viability SPG, are welcomed. However, it is strongly recommended that Policy CH2b is explicit that the 35% threshold should be met without the use of public subsidy and that all applicants are expected to explore the use of grant and other public subsidy. It is currently anticipated that the SPG will be finalised in late Spring 2017.

The borough will be aware that Government no longer intends to apply a fixed Starter Home requirement on a site by site basis and may wish to update the policy to reflect this.

Chapter 36 Respecting Environmental Limits

The proposed amendments, notably at para 36.1.1-36.1.6 are welcomed as recognising the importance of improving air quality in London.

Policy CE1 Climate Change and reasoned justification includes a number of amendments that are in line with the suite of Climate Change related policies in London Plan Chapter 5

Policy CE2 Flooding and supporting text includes a number of amendments that make clear that parts of the borough are at risk of flooding, notably from tidal and surface water sources. The policy sets a number of requirements for flood risk mitigation and sustainable drainage measures that are in line with the London Plan policies 5:12-5:13 in relation to water management. The policy also takes a supportive approach to water infrastructure projects such as the Thames Tideway Tunnel; again this approach is in line with London Plan Policy 5:14.

Policy CE3 Waste and reasoned justification includes a number of amendments that set out an appropriate approach to waste management for the borough that is in line with policies 5:16-5:19 of the London Plan. Element (c) of the policy safeguards Cremorne Wharf for waste and river freight uses; this complies with London Plan Policy 7:26 as well as the above mentioned London Plan waste policies.

The Local Plan confirms a shortfall in local waste management capacity to meet the borough's waste apportionment targets set under Policy 5.17 of the London Plan. Section 36.3.42 states that the borough will work with the WPAs in the Western Riverside Waste Authority area (Wandsworth, H&F and Lambeth) to pool and collectively meet the four boroughs' apportionment targets. This approach is welcomed. It should be made clear that K&C will set out in a separate plan or document the identification and safeguarding of waste sites to meet its apportionment targets, and what criteria will be used to determine suitable sites for new waste facilities. The GLA understands such a document exists, known as the WRWA Technical paper. GLA officers have 2 important issues of concern about this document which should be addressed before it is approved namely:

- 1) WRWA boroughs over state performance in meeting apportionment by including waste activities falling outside of the apportionment criteria set out in para 5.79 of the London Plan.
- 2 The practicality and likelihood for re-orientating the Powerday waste site in H&F to significantly expand its operational capacity for managing more waste meeting London Plan apportionment criteria.

The Local Plan should commit to safeguarding all waste sites in accordance with London Plan Policy 5.17

Policy CE5 Air Quality and reasoned justification includes a number of amendments that set out an appropriate approach to managing air quality for the borough that is in line with policy 7:14 of the London Plan.

Cremorne Wharf

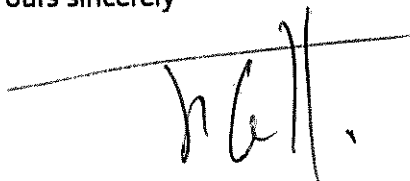
The Local Plan notes that the Cremorne Wharf site will be used for the delivery of the Thames Tideway Tunnel until 2022 and may also (subject to planning permission) be used for the construction of Counters Creek Sewer Relief Tunnel. The Council has removed text lobbying for the removal of Cremorne Wharf's Safeguarded Wharf status. This change is welcomed as there are relatively few safeguarded wharves in west London, and this is the only site within the borough. It is also one of the closest wharves to central London and as such offers good potential for more sustainable transport of freight and reduction in number of goods vehicles on London's roads. The Mayor will keep the number and location of safeguarded wharves under regular review, with a new review about to commence. Thus at the present point in time Cremorne Wharf is expected to return to river freight use within the Local Plan period, and there are Requirements within the Thames Tideway Tunnel DCO to re-instate the site such that it can operate as a viable wharf; this is in line with London Plan Policy 7:26.

General Conformity with the London Plan

I confirm that the current draft of the Local Plan is in general conformity with the London Plan.

If you would like to discuss any of the comments contained within this letter, please contact Kevin Reid (020 7983 4991) kevin.reid@london.gov.uk

Yours sincerely

A handwritten signature in black ink, appearing to read 'J. Lett', is written over a horizontal line.

John Lett

Strategic Planning Manager

Cc Tony Devenish, London Assembly Constituency Member and Chair of
London Assembly Planning Committee
National Planning Casework Unit, DCLG
Lucinda Turner, TfL

Annex 1 Transport for London Comments from Reg 18 Consultation Dec 2016

RBKC Local Plan Partial Review 2016

Comments below relate from TfL Borough Planning relate primarily to transport policy; colleagues in TfL Commercial Property will be responding separately in respect of TfL's direct land and/or property interest in the Royal Borough.

As this is a partial review, covering only a few transport related aspects of policy, comments relate mostly to the proposed visions and transport projects, most notably at Kensal, which requires a number of transport interventions. Note, page numbers relate the 'tracked changes' version of the draft document.

Page 58 Policy CV1 - the sentence '*construction will have started on a Crossrail 2 station at King's Road, scheduled to open in 2032*' should be replaced with '*construction will have started on a Crossrail 2 station at King's Road, scheduled to open in the early 2030's*'.

Page 70 'Quantum of Development' Plan, and elsewhere – the base borough plans in the document are inconsistent with respect to Crossrail 2 station i.e. some of the base plans show the proposed station, some do not (for example plan on page 311). It is not clear on the plans that this, and the proposed new Kensal Crossrail station, are new/proposed, as the 'roundels' are hard to distinguish from London Underground existing station roundels. This could be explained in the key.

Page 83 table and page 235– Chelsea Farmers' Market is proposed as a 'key site'; it is safeguarded for Crossrail 2, so future use of the site is obviously dependent on the project.

Page 92 Vision for Kensal – the realisation of the Council's full vision for Kensal is predicated on a Crossrail station and release of the North Pole depot which is within the borough from operational rail use.. We understand that there has been recent agreement between Network Rail and the Council on undertaking a feasibility study on this station proposal. NR and the DfT, who own the land, should confirm whether any or all of the North Pole depot could be released for housing and related development and if so the likely timing and conditions (e.g. retention of vehicle access to the land to the west).

TfL would be keen to work with RBKC on the proposed SPD for the area including potential improvements to public transport, highway network and pedestrian and cycle links. We would suggest, in view of the uncertainty, this work considers the option of development with or without a Crossrail station and/or the North Pole depot.

We note that work recently commissioned by RBKC on Kensal which has been provided as part of the supporting documentation. We would be pleased to comment on the findings of these studies should the Council find this helpful

Page 133 Vision for Latimer – land underneath the Westway is owned by TfL, although leased to the Council, and therefore plans for this area will require close involvement of TfL, particularly in terms of asset protection. This could be mentioned in the text.

Page 147/150/152 Vision for Earl's Court/Earl's Court Exhibition Centre – TfL obviously has a large land holding in this area, as well as being highway authority for key roads through the area. Colleagues in TfL Commercial Development would be best placed to comment on the land issues, for example decking over the TfL depot that is mentioned. Changes to the highway where TfL is highway authority, such as the proposal to remove the 'one way' system, would obviously require agreement with TfL. Similarly, improvements to the Warwick Road entrance to Earl's Court Underground station, and step free access at West Brompton, will require agreement with TfL London Underground. Any transport changes in the area will require identification of funding opportunities. In this respect it is

acknowledged that policy CA76 includes the projects generally in the section 'Infrastructure and Planning Obligations'.

Page 166/167 Vision for Lots Road – the text mentions new cycle hire docking stations, pedestrian/cycle river crossing (decking next to existing bridge) and new bus route to central London. Funding for these would need to come from development in the area. TfL should be involved going forward in working up the details and in assessing long term viability of the docking stations and the bus route.

Page 182/184 CV10 Vision for Portobello Road/Notting Hill Gate – Notting Hill Gate itself is part of the Strategic Road Network (SRN) and, as such, plays a key role in traffic, bus and cycle movement. Therefore any proposals to reduce vehicle dominance (page 184) will require careful consideration of traffic, bus and cycle impacts. TfL and the Council have a joint statutory responsibility under the Traffic Management Act 2004 to ensure expeditious movement of traffic flow along the SRN.

Page 185 – the land under Westway is owned by TfL so this could be acknowledged in the text, for clarity

Page 195 and 205 Deliver step-free access at High Street Kensington and Knightsbridge Stations – these will require confirmation/ identification of funding opportunities to deliver

Page 236 paragraph 14.5- this states that a Crossrail 2 station at the King's Road could not open before 2030. The earliest the line could open would be 2033 so it is suggested this is reworded to *'...and would open in the early 2030's'*.

Page 236 Delivery – Currently quoted dates for Crossrail 2 are submission for powers (rather than a Parliamentary Bill specifically) in 2019, construction beginning early 2020's and operational by early 2030's, so the dates in the text are unlikely to be met and should be amended accordingly. The mechanism for seeking powers has not yet been determined, so reference to a Parliamentary Bill should be removed. Also, the Secretary of State for Transport, rather than TfL, issued the March 2015 Safeguarding Direction, so this text should be also be amended accordingly.

Page 334 Policy CT2 – a new station on the West London line would obviously require funding to be identified, and approval from Network Rail. TfL would also have an interest as London Overground services run along the line. However a station at this location does not currently have a high priority for NR and TfL, particularly given its proximity to the proposed Old Oak Common interchange.

Page 418 Infrastructure list – this is a long list of infrastructure requirements that is unlikely to be able to be delivered in full during the plan period, for example it includes 11 step-free access schemes at Underground stations. As such, it might be more useful to sort the table into 'short', 'medium' and 'longer term' delivery priorities. For line 2 King's Road Crossrail 2 station- under sources of funding 'other' could be added.

Page 599 Glossary – Crossrail 1 will be known solely as the Elizabeth line on commencement of operations in 2018. The description of Crossrail 2 should be amended as the route goes beyond Hackney in the north. It is suggested the text is amended to say *'Crossrail 2 is a proposed new railway serving London and the wider South East. It would connect the National Rail networks in Surrey and Hertfordshire, via new tunnels and stations between Wimbledon, Tottenham Hale and New Southgate, linking in with London Underground, London Overground, Crossrail 1, national and international rail services'*.