



Local Plan Partial Review – Submission
Policy Formulation Report – May 2017
Rail Infrastructure



THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA

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1. INTRODUCTION

1.1 LOCAL PLAN PARTIAL REVIEW

- 1.1.1 The Council is undertaking a Partial Review of its existing Local Plan to ensure it is up-to-date and fit-for-purpose.
- 1.1.2 The Local Plan Partial Review covers the topics which have not already been subject to recent reviews since the existing Local Plan was adopted by the Council in 2010 (then known as the Core Strategy). As part of this, the topic of **rail infrastructure** needs reviewing.
- 1.1.3 This Policy Formulation Report has been written to explain the reasoning behind the **rail infrastructure** Publication Policies with Proposed Modifications.

1.2 RAIL INFRASTRUCTURE

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

Chapter 32: Better Travel Choices
Policy CT2: New and enhanced rail infrastructure

2. ISSUE 1: RAIL INFRASTRUCTURE

2.1 INTRODUCTION

- 2.1.1 The existing Local Plan has a vision for the Borough until 2028 which in North Kensington involves significantly improved transport, including a new Crossrail station at Kensal. Whilst Chelsea is not specifically referred to in transport terms there is a strategic aim to enhance the reputation of our national and international destinations. This involves ensuring that our top retail destinations will have been maintained and enhanced. A new Crossrail station sited in the King's Road will support this aim. The Council needs to decide whether the existing policy on rail infrastructure remains appropriate or not.

2.2 LEGISLATION, POLICY AND GUIDANCE CONTEXT

NATIONAL

THE TOWN AND COUNTRY PLANNING (LOCAL PLANNING) (ENGLAND) REGULATIONS 2012 (AS AMENDED)

- 2.2.1 Regulation 10 of these Regulations requires Local Plans to have regard to, amongst other things, local transport authority policies. Transport for London (TfL) is considered a 'local transport authority' for the purposes of these regulations and the Transport Act 2000 as it is an 'Integrated Transport Authority'. Whilst TfL does not produce a Local Transport Plan, the Mayor has published the Mayor's Transport Strategy which is considered as part of this Local Plan Partial Review.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

- 2.2.2 With the presumption in favour of sustainable development the National Planning Policy Framework (NPPF)¹ sets out a need for the transport system to be "balanced in favour of sustainable transport modes, giving people a real choice about how they travel" (paragraph 29) and goes on to note that "In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport" (paragraph 30). This requires the Council to support the provision of new infrastructure to ensure reliance on cars and taxis is reduced. This is relevant to the Kensal Canalside site and the aspirations for a Crossrail Station, as well as at King's Road. The NPPF also makes clear that Councils "should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice" (paragraph 41).
- 2.2.3 Paragraph 17 of the NPPF is to actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable. Chapter 4 deals with promoting sustainable transport to give people a real choice as to how they travel. With regard to policies, encouragement is given to solutions which support

¹ NPPF, DCLG, March 2012

reductions in greenhouse gas emissions and reduce congestion (paragraph 30). Paragraph 35 is explicit in so far as it states that plans and decisions should protect and exploit opportunities for the use of sustainable transport models for the movement of goods or people. This involves (amongst other criteria) giving priority to pedestrians and cycle movements and having access to high quality public transport facilities.

- 2.2.4 The NPPF states at paragraph 29 that the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. Paragraph 30 states that encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Paragraph 31 refers to local authorities working with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, including large scale facilities.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG): TRANSPORT EVIDENCE BASES IN PLAN MAKING AND DECISION TAKING

- 2.2.5 The National Planning Practice Guidance (NPPG) on Transport Evidence Bases in Plan Making and Decision Taking suggests that transport evidence bases supporting Local Plans “should identify the opportunities for encouraging a shift to more sustainable transport usage, where reasonable to do so” (paragraph 001).

CROSSRAIL ACT 2008 REGISTER OF UNDERTAKINGS AND ASSURANCES

- 2.2.6 Within the Register of Undertakings and Assurances, Crossrail have provided an Assurance (540) to the House with regard to a possible station at Kensal. This stated: “The Promoter acknowledges the aspiration of the Council for a station in the Ladbrooke Grove area and does not intend that the Crossrail track layout proposals in the vicinity should preclude the future provision of station platforms. The Promoter will require the nominated undertaker to provide a plain line section of track where a station could be constructed”. This assurance remains in place and the safeguarding must be protected within the plan.

REGIONAL

THE LONDON PLAN

- 2.2.7 The London Plan is clearly relevant to the provision of major transport facilities such as new stations. The sixth objective of the London Plan is that London should be:

A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system... (paragraph 6.1)

- 2.2.8 Policy 6.1 states that the Mayor will work with all relevant partners to encourage the closer integration of transport and by (amongst other policies) supporting measures that encourage shifts to more sustainable modes and appropriate demand management (6.1(g)) including schemes and proposals such as Crossrail 1 which is from Maidenhead and Heathrow in the west to Shenfield and

Abbey wood in the east and Crossrail 2 (formerly Chelsea-Hackney line) which is for enhanced southwest – northeast capacity and connectivity.

- 2.2.9 Within the London Plan, the Mayor acknowledges that transport plays a fundamental role in addressing a range of priorities. This strategic approach to new transport links in the capital is crystallised in Policy 6.1b by “seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand”.
- 2.2.10 Policy 6.4B continues by stating that “The Mayor will work with strategic partners to improve the public transport system in London, including cross-London and orbital rail links to support future development and regeneration priority areas”. This is clearly of direct relevance to Crossrail at the Kensal Canalside Strategic Site (also an Opportunity Area) but Policy 6.4B(c) also references the development of Crossrail 2, which also remains a vitally important new connection for Chelsea.

MAYOR’S TRANSPORT STRATEGY (MTS)

- 2.2.11 The Mayor’s Transport Strategy (MTS) forms part of the Mayor’s strategic policy framework and has relevance to the Borough. In it, the Mayor notes the importance of Crossrail in delivering significant benefits to the economy and supporting the growth of opportunity areas². Regulation 10 of The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) requires Local Plans to have regard to local transport authority policies³, such as the MTS.
- 2.2.12 The following policies within the Transport Strategy have relevance to rail transport infrastructure and its considerations as part of the Local Plan Partial Review:
- Policy 1: The Mayor, through TfL, and working with the DfT, Network Rail, train operating companies, London boroughs and other stakeholders, will seek to develop London’s transport system in order to accommodate sustainable population and employment growth.
 - Policy 3: The Mayor, through TfL, and working with the DfT, Network Rail, train operating companies, London boroughs and other stakeholders, will seek to improve public transport accessibility and conditions for cycling and walking in areas of low PTAL, where there is an identified need for improving accessibility; and to improve access to economic and social opportunities and services for all Londoners.
 - Policy 4: The Mayor, through TfL, and working with the DfT, Network Rail, train operating companies, London boroughs and other stakeholders, will seek to improve people’s access to jobs, business’ access to employment markets,

² Mayor’s Transport Strategy – Spotlight p.114, Mayor of London; 2010

³ Transport for London (TfL) is considered a “local transport authority” for the purposes of these regulations and the Transport Act 2000 as it is an “Integrated Transport Authority”. Whilst TfL does not produce a Local Transport Plan, the Mayor has published the Mayor’s Transport Strategy

business to business access and freight access by seeking to ensure appropriate transport capacity and connectivity is provided on radial corridors into central London. In particular, the Mayor will seek to maximise public transport connectivity and capacity benefits on the two main east west and north south corridors (incorporating the Crossrail and Thameslink projects respectively). The Mayor will also explore opportunities to make greater use of the Thames for east-west passenger and freight transport across the city.

- Policy 9: The Mayor, through TfL, and working with the DfT, Network Rail, train operating companies, London boroughs and other stakeholders, will use the local and strategic development control processes to seek to ensure that:
 - a) All high trip generating developments are located in areas of high public transport accessibility, connectivity and capacity (either currently or where new transport schemes are committed).
 - e) Planning contributions are sought for transport improvements where appropriate.
- Policy 21: The Mayor, through TfL, and working with the DfT, Network Rail, train operating companies, London boroughs and other stakeholders, will seek to increase accessibility for all Londoners by promoting measures to improve: a) the physical accessibility of the transport system, including streets, bus stop, stations and vehicles.
- Policy 22: The Mayor, through TfL, and working with the DfT, Network Rail, train operating companies, London boroughs and other stakeholders, will seek to enhance connectivity, reduce community severance, promote community safety, enhance the urban real and improve access to jobs and services in deprived areas.
- Policy 23: The Mayor, through TfL, and working with the DfT, Network Rail, train operating companies, London boroughs and other stakeholders, will support regeneration of Opportunity Areas and Areas for Intensification as described in the London Plan.

From the Executive Summary

- E34: The London Plan identifies areas that have a greater need for investment to accommodate London's growth, expand opportunities for all and address deprivation. Prioritising transport investment in these areas will maximise the benefits of regeneration. Better integration of land used and transport planning will also ensure that new housing and employment is supported by good public transport accessibility and adequate capacity.
- E35: Supporting Regeneration and tackling deprivation. Some of London's most deprived areas have relatively poor integrated transport and insufficient access to essential services, while others are well-served by public transport. Other factors, such as fear of crime and antisocial

behaviour in deprived areas can dissuade people from walking, cycling or using public transport. The strategy therefore promotes measures to enhance connectivity, improve the urban realm and provide better accessibility to jobs and services in deprived areas.

In the summary of the Mayor's Transport Strategy proposals on p25 there is a table listing goals and proposals. This includes the following:

“Support economic development and population growth and Improve transport opportunities for all Londoners as goals, and Implementing Crossrail and Improving suburban and National Rail links as proposals.

- 2.2.13 Under the Vision on page 32 there is a heading of 'Supporting economic development and population growth' and under that heading there are references to Crossrail improving connectivity and capacity, and “Better linkages between transport and land use planning to ensure that that transport system can meet demand from new developments and that the best use of existing capacity and connectivity is made.”

LOCAL

EXISTING LOCAL PLAN POLICY

- 2.2.14 Within Chapter 32 of the existing Local Plan, paragraph 32.12 sets out the strategic objective that the 'Better Travel Choices' chapter of the Local Plan seeks to address:

Our strategic objective for better travel choices is for walking, cycling and public transport to be safe, easy, attractive and inclusive for all and preferred by residents and visitors to private car ownership and use.

- 2.2.15 The existing Local Plan policy relating to new and enhanced rail infrastructure is set out below:

Policy CT2 New and enhanced rail infrastructure

The Council will require improved access to existing and planned new rail infrastructure in the borough.

To deliver this the Council will:

- a. require developments at the allocated Kensal gas works site to establish a Crossrail Station, subject to approval by Crossrail Limited;
- b. promote the creation of a new station on the West London line at North Pole Road;
- c. protect the safeguarded route and associated land for Crossrail and the Chelsea Hackney line, including for the latter a station at Sloane Square and near Chelsea Old Town Hall on the King's Road;

- d. promote a station further west, potentially at Imperial Wharf, as part of the Chelsea-Hackney line;
- e. require new development 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 and, if feasible, as part of the redevelopment of the Earl's Court Exhibition Centre.

TRANSPORT AND STREETS SPD

- 2.2.16 A Transport and Streets Supplementary Planning Document (SPD) was adopted in April 2016. This SPD is written to help applicants make successful planning applications. It provides further information and guidance in support of Local Plan policies including Policy CT1 which is concerned with improving alternatives to car use. Policies which fall under CT1 that have relevance to new and enhanced rail infrastructure include high trip generating development being located in areas of the Borough where there is sufficient public transport capacity and a policy to provide sufficient capacity as a result of committed improvements to public transport.

NEIGHBOURHOOD

ST QUINTIN AND WOODLANDS NEIGHBOURHOOD PLAN

- 2.2.17 The Neighbourhood Plan correctly identifies parts of the North Kensington as suffering from poor public transport accessibility. In paragraph 5.6.4, the Plan proposes that a new station on the Overground network be positioned near the underpass link to Imperial West. Policy StQW 5a of the Plan promotes this case and the Council supports this aspiration, being very close to the North Pole Road identified in Policy CT2.
- 2.2.18 Following publication of the Draft Neighbourhood Plan, TfL confirmed that a station near North Pole Road or Westway Circus is not feasible and cannot come forward at present.

SUMMARY

Date	Document	Organisation
Mar 2012	National Planning Policy Framework (NPPF)	DCLG
Oct 2014	National Planning Practice Guidance (NPPG): Transport evidence bases in plan making and decision taking	DCLG
Aug 2011	Crossrail Act 2008 Register of Undertakings and Assurances	Crossrail

Date	Document	Organisation
Mar 2015	The London Plan Policy 6.1 Strategic approach Policy 6.2 Providing public transport and safeguarding land for transport Policy 6.4 Enhancing London's transport connectivity 6.5 Funding Crossrail and other strategically important transport infrastructure	Mayor of London
Jul 2014	Land for Industry and Transport Supplementary Planning Guidance (SPG) Chapter 13: Rail	Mayor of London
May 2010	Mayor's Transport Strategy (MTS)	Mayor of London
Nov 2015	St Quintin and Woodlands Neighbourhood Plan Referendum Version	St Quintin and Woodlands Neighbourhood Forum

2.3 EVIDENCE BASE

PUBLIC TRANSPORT ACCESSIBILITY LEVELS (PTALS)

- 2.3.1 The Council is committed to improving public transport for those in the Borough who currently do not benefit from good public transport accessibility. In calculating these areas, Public Transport Accessibility Levels (PTALS) are used – see Figure 9.2.
- 2.3.2 PTALs are Transport for London (TfL)'s means of determining relative levels of transport accessibility across London. Broadly, the PTAL scores for the Borough are amongst the highest in London. However, in parts of the north and southwest of the Borough the score is very low.
- 2.3.3 Using the latest update (2011), Kensal is clearly shown to be between 4 and 0 with the majority falling at 3 or below. Likewise, the PTAL is less than good on many streets in the area around World's End.
- 2.3.4 In these areas there is a much higher level of deprivation. For example, the 2010 Index of Multiple Deprivation lists the area around Kensal as being amongst 10% most deprived in the country and the area around World's End as being in the 20% most deprived.

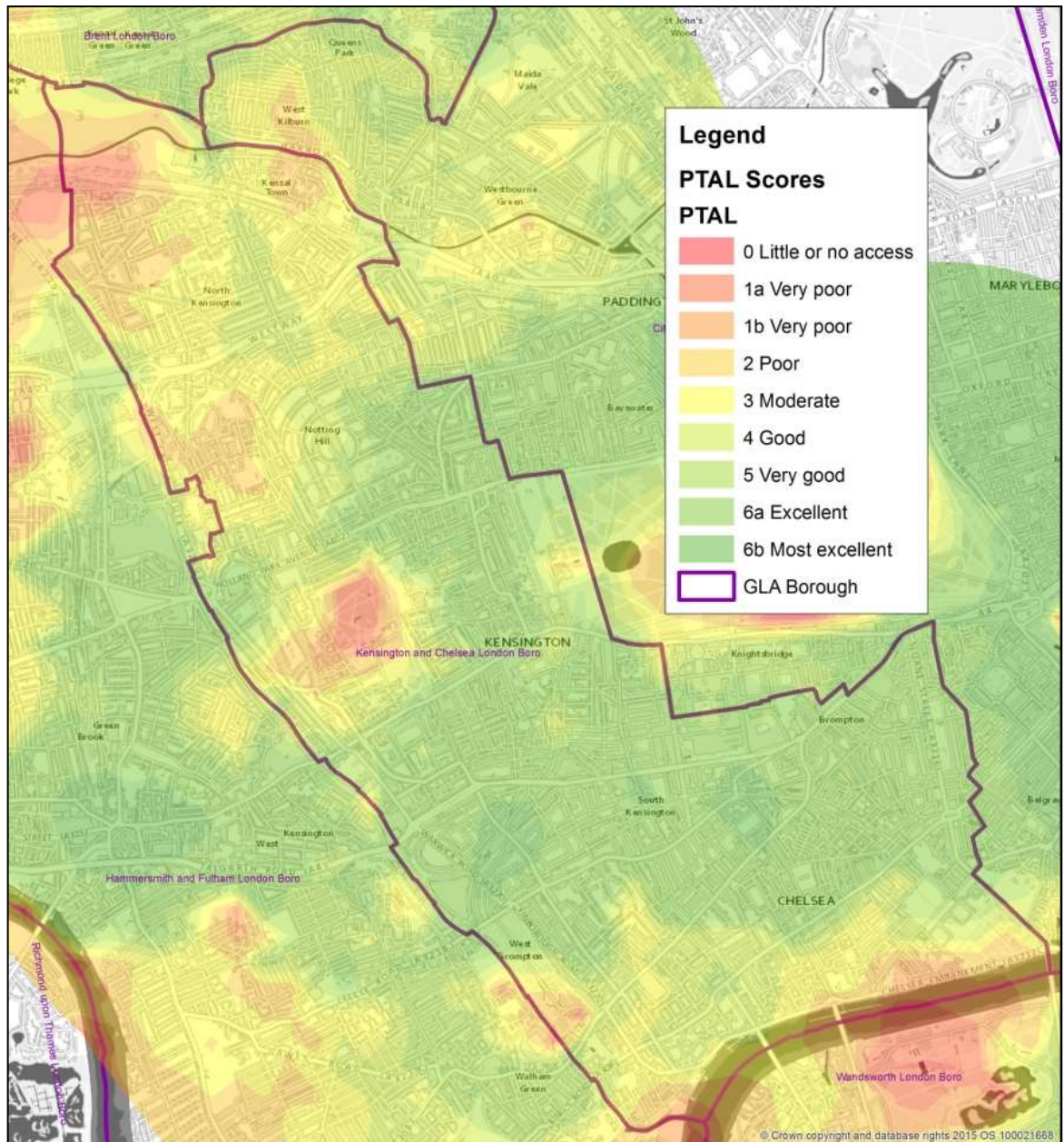


Figure 2.1: Public Transport Accessibility Level (PTAL) scores

KENSAL CROSSRAIL STATION

- 2.3.5 The Borough has conducted a number of research projects to look at the financial value of a station in Kensal Canalside. In 2015, Cushman and Wakefield examined the economic impact and uplift on Kensal and a 1km hinterland.
- 2.3.6 The results showed that the difference in Gross Development Value was nearly £2bn over and above what could be achieved without Crossrail.
- 2.3.7 That is not to say that the site cannot come forward without Crossrail, but it certainly could not come forward at the density which could be delivered with only bus based options.



Figure 2.2: Artist impression of potential Kensal Portobello Crossrail station

- 2.3.8 It is clear that significant interventions are required in order to deliver regeneration and vitality.
- 2.3.9 The Council continues to seek agreement from Crossrail sponsors that a station should be sited in Kensal Portobello. Since 2010, the Council has developed a more sophisticated economic and operational argument demonstrating that a station is vital for unlocking regeneration and improving employment prospects in the wider area.
- 2.3.10 Having examined the impact of other options and having worked with TfL on the alternatives to Crossrail, it is evident that non-rail options simply cannot deliver the scale of development needed to help the Borough to address London's housing shortage.
- 2.3.11 When the High Speed Rail 2 (HS2) route with a station at Old Oak Common in Hammersmith and Fulham was announced everything changed and the option for a turn-back station at Kensal vanished. Instead, the Council needed to consider how a skip-stop station could operate and be incorporated into designs.
- 2.3.12 A whole new district of London will be built at Old Oak Common, right on the Borough boundary but at present, the only direct connection for our residents will be via the Grand Union Canal towpath.
- 2.3.13 Kensal Portobello Crossrail station must now look west as well as east. The development at Wornington Green and allocations at Kensal Canalside and Latimer make this station essential for both new and existing communities within

North Kensington.

- 2.3.14 The Council successfully petitioned Parliament against certain elements of the HS2 Bill which would have prevented the Kensal Portobello station, and secured Parliamentary Assurances in relation to the use of the railway.
- 2.3.15 Following an encouraging pre-feasibility report on the station by Network Rail (NR), the Council is working with NR to develop the proposal for a new station, plus additional trackwork to allow a mixture of stopping and non-stopping train services at the station.

MARCH 2016 PRESS RELEASE

- 2.3.16 In March 2016 a joint press release between the Council and the Mayor of London at the time, Boris Johnson, stated:

The Kensal Gasworks off Ladbrooke Grove has long been proposed as a site for a possible Crossrail station but in 2013, following detailed analysis, the Mayor and Transport for London came to the view it would not be feasible. Since then, the Royal Borough of Kensington and Chelsea has revised proposed for the station to ensure that it would unlock regeneration in the area along with the Crossrail 2 and HS2 station that is scheduled to open at Old Oak in 2026. As a result, the Mayor has asked for further feasibility work to be carried out with the intention of resurrecting the scheme. This work will include examining how a new station would impact on the wider rail network, including integration with longer term capacity enhancements planned for the Great Western Mainline.

...North Kensington is amongst the most deprived areas along the entire Crossrail route and has one of the highest levels of unemployment in the capital. The area around the proposed station has already been earmarked for regeneration and the Mayor believes that the new Crossrail station could lead to the delivery of 5,000 new homes and 2,000 jobs. It is estimated that without a new Crossrail station, only 1,500 homes could be built on the site.

- 2.3.17 The Council has begun the Governance for Railway Investment Projects (GRIP) process with Network Rail to ensure that the Kensal station is built during the window of opportunity for track possession works in relation to HS2 in 2022/23. GRIP is the process for managing and controlling projects that enhance or renew the national rail network. The approach is based on best practice and is recommended by the major professional bodies such as the Office for Government Commerce and the Association of Rail Management. GRIP divides a project into eight distinct stages. The overall approach is product rather than process driven and with each stage an agreed set of products are delivered. The Council would clearly not have entered into a GRIP process if there was not a distinct possibility that a station at Kensal can be delivered within the timescale outlined. The first stage of the GRIP process (project appraisal) shall be completed in July 2017. We expect to commission Network Rail to carry out appraisal work on potential scheme designs shortly thereafter (GRIP 2 – Feasibility).

CROSSRAIL 2

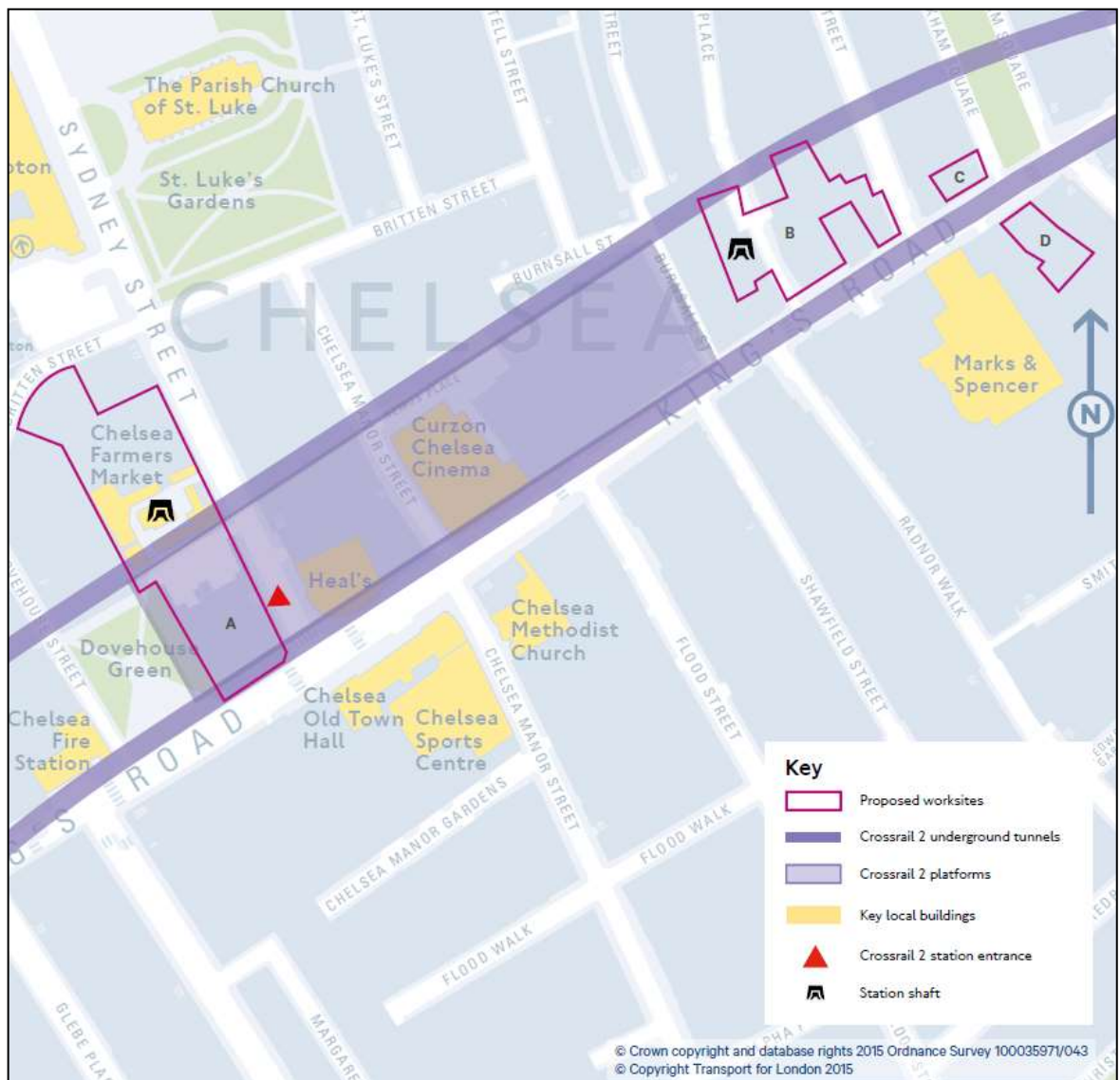


Figure 2.3: TfL's proposed Crossrail 2 worksites, tunnels, platforms and station entrance

- 2.3.18 The proposals for Crossrail 2 (formerly known as the Chelsea Hackney Line) are significant in terms of being able to deliver a new rail station in the Borough.
- 2.3.19 Since 2010, the safeguarded route has changed to reflect the revised engineering for the route. This engineering has eliminated the provision of a station at Imperial Wharf as the curve in the tunnel from Clapham would be too acute and too costly to deliver.
- 2.3.20 This was subject to consultation in 2014 when three options were presented by TfL. A station near Cremorne, a station near Chelsea Fire Station and a 'no station' option.
- 2.3.21 Transport for London has consulted on the details of the station and worksite location and design. The purpose of the consultation was to provide residents and businesses with the opportunity to understand and provide comments on exactly

where the King’s Road Station, and in particular the entrance, would be positioned as well as the location of any ventilation shaft required. TfL plan a more detailed consultation later in 2016/17 when more engineering information is known.

- 2.3.22 Crossrail 2 has the potential to bring around 5,000 homes within a 10 minute walk of a rail station for the first time. This has the added benefit of providing around an additional 800,000 new jobs within a 45 minute journey time. However, local people are concerned that a new station may change the character of Chelsea and the Council will strive to ensure that the character is preserved and enhanced.

WEST BROMPTON STATION / EARL’S COURT

- 2.3.23 The provision of step free access and improved capacity at West Brompton is being delivered via the section 106 agreement linked to the planning permission for Earl’s Court. However, delivery of this element is still some time off. As such, inclusion within the Local Plan is appropriate.

SUMMARY

Date	Document	Organisation
2011	WebCAT Public Transport Accessibility Map	Transport for London (TfL)
Jul 2014	North Pole Depot and Kensal Gasworks Valuation Study	DTZ
Sep 2015	Development Uplift and Infrastructure Study for Kensal Opportunity Area	Cushman and Wakefield
Dec 2015	Travel in London Report 8	Transport for London (TfL)
Mar 2016	Crossrail 2 Consultation Analysis	Transport for London (TfL)
Mar 2016	Press Release	Mayor of London

2.4 OPTIONS, CONSULTATION AND INTEGRATED IMPACT ASSESSMENT (IIA)

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

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

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

NEW AND ENHANCED RAIL INFRASTRUCTURE

2.4.3 The options and alternatives considered are:

Option	Status	Reason
1 The Council should continue to encourage new and enhanced rail infrastructure, particularly in poorly connected areas	Preferred option for Publication Policies with Proposed Modifications	This would be the most sustainable transport solution avoiding over reliance on less sustainable forms of transport and assisting in economic growth and housing delivery. With policies supporting rail infrastructure the Plan is positively prepared by meeting development and infrastructure requirements. It has been justified as the most appropriate strategy; it is effective as it would optimise housing and economic growth and it would be consistent with national policy.
2 The Council should seek alternatives to rail improvements to address public transport deficiencies in the Borough	Reasonable alternative	This would not be a sustainable transport solution placing over reliance on less sustainable forms of transport and not encouraging economic growth or housing delivery. Without policies supporting rail infrastructure the Plan

Option	Status	Reason
		<p>would not be positively prepared by not meeting development and infrastructure requirements. It would not be justified as it is not the most appropriate strategy; it would not be effective as it would fail to optimise housing and economic growth and it would not be consistent with national policy.</p> <p>However, alternatives to rail improvements might result in PTAL levels being raised in the Kensal Opportunity Area site itself which could assist in optimising housing delivery. This would not be the most sustainable transport solution as it would involve reliance on less sustainable forms of transport. It may go some way towards assisting economic growth and housing delivery. It is questionable whether the Plan would be positively prepared as only some development and infrastructure requirements might be met. It is not justified as the most appropriate strategy; it is not fully effective as it would not optimise housing and economic growth and it would only be consistent with national policy in so far as providing an alternative to the private car.</p>

WEST BROMPTON STATION AND STEP FREE ACCESS

2.4.4 The options and alternatives considered are:

Option	Status	Reason
1 The Council should retain this specific reference to West Brompton station within the policy	Reasonable alternative	It is less effective for the Borough-wide Policy CT2 to deal with local requirements and for the site allocation policy for Earl's Court to omit local requirements.
2 The Council should seek step-free access at all its stations as per Policy CT1(k) and move references to West Brompton into the revised site allocation for Earl's Court	Preferred option for Publication Policies with Proposed Modifications	It is more effective for the Borough-wide Policy CT2 to deal with Borough-wide requirements and for the site allocation policy for Earl's Court to deal with local requirements.

2.5 PUBLICATION POLICIES WITH PROPOSED MODIFICATIONS

2.5.1 Following consideration of the above options, consultation and reasonable alternatives, the existing Local Plan policy is proposed to be amended as follows (red = Draft Policies and blue = Publication Policies, and where appropriate, green = Submission Proposed Modifications).

Policy CT2 New and enhanced rail infrastructure

The Council will require improved access to existing and planned new rail infrastructure in the borough.

To deliver this the Council will:

- a. require developments at the allocated Kensal Canalside Opportunity Area gas-works site to establish a Crossrail Station, subject to approval by Crossrail Limited;
- b. promote support the creation of a new station on the West London line at North Pole Road-Westway Circus, as proposed by the St Quintin and Woodlands Neighbourhood Plan;
- c. protect the safeguarded route and associated land for the Elizabeth Line (Crossrail 1)~~(Elizabeth Line)~~ and Crossrail 2 the Chelsea-Hackney line, including for the latter a station located between 250 King's Road and 151 Sydney Street at Sloane Square and near Chelsea Old Town Hall on the King's Road;
- ~~d. promote a station further west, potentially at Imperial Wharf, as part of the Chelsea-Hackney line;~~
- ~~e. require new development 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 and, if feasible, as part of the redevelopment of the Earl's Court Exhibition Centre.~~

2.5.2 The following changes are required to be made to the Key Diagram and the Proposals Map:

- New Crossrail 2 station

2.6 DUTY TO COOPERATE AND STRATEGIC ISSUES

2.6.1 The legal obligation of the 'duty to cooperate' requires the Council to "engage constructively, actively and on an ongoing basis" and have "regard to activities" (i.e. strategies, plans, policies) of other bodies in the preparation of Local Plans "so far as relating to a strategic matter". This includes "considering whether to consult on and prepare... agreements or joint approaches"⁴.

2.6.2 A "strategic matter" relates to "sustainable development or use of land that has or would have a significant impact on at least two planning areas, including (in particular)... in connection with infrastructure that is strategic"⁵. Strategic matters are further defined in paragraph 156 of the NPPF⁶ and paragraph 013 of the NPPG on the duty to cooperate⁷.

2.6.3 Figure 2.5 shows the strategic issues relevant to this topic area, the relevant prescribed bodies, the actions the Council has taken with regard to the duty and the strategies, plans and policies of those prescribed bodies which the Council has had regard to.

Prescribed body/ies / LPAs ⁸	Action(s)	Date(s)
All	The Council has had regard to all relevant strategies, plans and policies of the relevant prescribed bodies in preparing the policies – as set out in Legislation, Policy and Guidance sections of Policy Formulation Reports (PFRs)	Ongoing
All	Local Plan Partial Review Issues and Options consultation – see Consultation Schedule	Dec 2015 – Feb 2016
All	Local Plan Partial Review Draft Policies Regulation 18 consultation – see Consultation Schedule	Oct – Dec 2016

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

⁵ Section 33A(4) of the Planning and Compulsory Purchase Act 2004, as inserted by Section 110 of the Localism Act 2010

⁶ <http://planningguidance.communities.gov.uk/blog/policy/>

⁷ <http://planningguidance.communities.gov.uk/blog/guidance/duty-to-cooperate/>

⁸ Regulation 4 of The Town and Country Planning (Local Planning) (England) Regulations 2012

Prescribed body/ies / LPAs ⁸	Action(s)	Date(s)
All	Local Plan Partial Review Publication Policies Regulation 19 consultation – see Consultation Schedule	Feb – March 2017
LBHF	RBKC/LBHF Planning Policy Liaison meetings discussion of: <ul style="list-style-type: none"> Removal of references to a potential Crossrail 2 station at Imperial Wharf because this is not being considered by TfL. 	Quarterly Oct 2016
LBHF	RBKC response to LBHF Regulation 18 Draft Local Plan	Jan 2015
LBHF	RBKC response to LBHF Regulation 18 Proposed Submission Local Plan.	Oct 2016
OPDC / LBHF / LB Ealing / LB Brent	Regular OPDC Project Team Meetings – attendance when necessary	Fortnightly
OPDC	RBKC/OPDC Planning Policy Liaison Meetings	May + Sep 2015; Jan + Apr + Nov 2016
OPDC	RBKC response to Regulation 18 Draft Local Plan	Mar 2016
OPDC	Response to Victoria Road Framework	Jan 2017
Mayor of London / TfL	General liaison with GLA/TfL on Kensal Canalside Opportunity Area and Crossrail. Political level meetings with GLA/ TfL	May + July 2016 Dec 2015, Feb 2016
Mayor of London / TfL	Liaison with GLA/TfL on Crossrail 2 <ul style="list-style-type: none"> Presentation to the Crossrail 2 Growth Commission Regular liaison meetings at roughly four month intervals 	Jan 2016 Feb 2016 June 2016
Mayor of London / TfL	Response to A City for All Londoners	Dec 2016
Mayor of London	Liaison meeting with GLA officers on the LPPR and emerging London Plan / SPGs	Feb + Nov 2016 and March 2017

Prescribed body/ies / LPAs ⁸	Action(s)	Date(s)
TfL/ London Boroughs of Camden, Islington, Lambeth, Southwark and Wandsworth and the Cities of London and Westminster	Central London Sub Regional Transport Partnership Panel Meetings	Quarterly (with TfL) supplemented by four to six local authority only meetings
TfL/ London Boroughs of Camden, Hackney, Islington, Lambeth, Southwark and Tower Hamlets and the Cities of London and Westminster	Central London Grid Partnership Meetings (on delivery of cycling infrastructure)	Monthly
Historic England	Mitigation of the impact of development of Kensal Canalside Opportunity Area on Grade 1 listed landscape Kensal Green Cemetery.	Nov 2016

Figure 2.5: Duty to cooperate strategic issues, prescribed bodies and Council actions



THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA

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