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1. INTRODUCTION

1.1 LOCAL PLAN PARTIAL REVIEW

1.1.1 The Council is undertaking a Partial Review of its existing Local Plan to ensure it is up-to-date and fit-for-purpose.

1.1.2 The Local Plan Partial Review covers the topics which have not already been subject to recent reviews since the existing Local Plan was adopted by the Council in 2010 (then known as the Core Strategy). As part of this the policies relating to our spatial strategy need reviewing.

1.1.3 This Policy Formulation Report has been written to explain the reasoning behind the Places chapters of the Publication Policies with Proposed Modifications. Section 2.3 of this report explains what Further Proposed Modifications the Council has published to make to the Place chapters and Site Allocations to reflect the suspension of estate regeneration projects and commitments made by the Council Leader, Cllr Elizabeth Campbell, in response to the tragic fire at Grenfell Tower (speech available here).

1.2 PLACES

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

- **Chapter 4**: Delivering Success: Our Spatial Strategy
- **Policy CP2**: Core Policy: Places
- **Policy CP3**: Core Policy: North Kensington
- **Chapters 5-18**: Places

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

- **Issue 1**: Places Chapters
- **Issue 2**: Site Allocations
2. ISSUE 1: PLACES

2.1 INTRODUCTION

2.1.1 This section relates to the Local Plan policies regarding our spatial strategy and comprises a series of ‘Place’ chapters, which contain strategic site allocations. Following the tragic fire at Grenfell Tower and the Council’s suspension of estate regeneration projects, the Council has published a number of Further Proposed Modifications to the Local Plan Partial Review to reflect the commitments undertaken by Cllr Campbell in a speech on 19 July 2017 (see Section 2.3 for details).

2.2 LEGISLATION, POLICY AND GUIDANCE CONTEXT

NATIONAL

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

PLACES

2.2.1 At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking (Paragraph 14). For plan-making this means that: “local planning authorities should positively seek opportunities to meet the development needs of their area”.

2.2.2 The NPPF sets out a number of core planning principles (see Paragraph 17). A number of these principles are of particular relevance for the Place and Site Allocations chapters. For example, the NPPF states that planning should “plan positively to support local development, shaping and directing development in their area that is outside the strategic elements of the Local Plan. Planning “should not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives”. The purpose of the Place chapters is to identify opportunities to proactively consider ways to improve the Royal Borough’s identified ‘places’ and create a positive vision for the area to shape development.

2.2.3 In relation to neighbourhood planning the NPPF (paragraph 185) states local planning authorities should avoid duplicating planning processes for non-strategic policies where a neighbourhood plan is in preparation.

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

2.2.4 The NPPG on Preparing a Local Plan reiterates the position set out in the NPPF. The Local Plan should make clear what is intended to happen in the area over the life of the plan, where and when this will occur and how it will be delivered¹.

¹ http://planningguidance.communities.gov.uk/blog/guidance/local-plans/local-plans-key-issues/
2.2.5 In relation to neighbourhood planning it states Local Plans should recognise the contribution that Neighbourhood Plans can make in planning to meet development and infrastructure needs.

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

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

REGIONAL

THE LONDON PLAN

2.2.7 Policy 2.9 Inner London:

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

LDF preparation

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

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

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

a) provide proactive encouragement, support and leadership for partnerships preparing and implementing opportunity area planning frameworks to realise these areas’ growth potential in the terms of Annex 1, recognising that there are different models for carrying these forward; or

b) build on frameworks already developed; and

c) ensure that his agencies (including Transport for London) work collaboratively and with others to identify those opportunity and intensification areas that require

² https://www.gov.uk/guidance/local-plans--2#preparing-a-local-plan
public investment and intervention to achieve their growth potential
d) encourage boroughs to progress and implement planning frameworks to realise the potential of intensification areas in the terms of Annex 1, and will provide strategic support where necessary.

**LDF preparation**

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

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

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

**LOCAL**

**EXISTING LOCAL PLAN POLICY**

2.2.10 The existing Local Plan policies relating to places are:

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

These policies are replicated in their entirety in Appendix A.

**NEIGHBOURHOOD PLANNING**

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

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

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

2.2.14 The vision for the Norland Neighbourhood Plan is:

Our aims are to:

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

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

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

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

**SUMMARY**

<table>
<thead>
<tr>
<th>Date</th>
<th>Document</th>
<th>Organisation</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 2004</td>
<td>Planning and Compulsory Purchase Act 2004</td>
<td>HM Government</td>
</tr>
<tr>
<td>Mar 2012</td>
<td>National Planning Policy Framework (NPPF)</td>
<td>DCLG</td>
</tr>
<tr>
<td>May 2016</td>
<td>National Planning Practice Guidance (NPPG): Local Plans</td>
<td>DCLG</td>
</tr>
</tbody>
</table>

**2.3 EVIDENCE BASE**

2.3.1 Following the tragic fire at Grenfell Tower, the Council has suspended estate regeneration projects with a commitment to address these issues by working with residents in the Royal Borough as follows.

2.3.2 The Council Leader, Cllr Elizabeth Campbell, in a speech delivered on 19 July 2017, stated that the Council will, “rethink all our plans for regeneration in the borough. We will work with residents to create new plans and you will vote on any results – if people vote against then we’ll go back to the drawing board and together start again.”

2.3.3 This firm commitment has a number of implications for the Local Plan Partial Review Place chapters and Site Allocations. To deliver the Council Leader’s commitment, the Council has published Further Proposed Modifications to the plan seeking the deletion of the three sites previously allocated for estate regeneration; CA2 Barby-Treverton, CA8 Warwick Road Estate and CA5 Silchester Estates. A Further Proposed Modification also seeks the deletion of all of the Latimer Place chapter contents and replacement with a paragraph setting out the Council’s commitments.

2.3.4 A future review of the Local Plan will allow these issues to be addressed at a future date following the Council’s latest commitments.

2.3.5 The below tables show the evidence base documents for each ‘Place’ chapters. Specific evidence base documents for individual site allocations within each site are also represented in the table.
## KENSAL

Royal Borough of Kensington and Chelsea (RBKC), *Issues and Options for Kensal Gasworks Strategic Site*, 2012  
Peter Brett Associates, *Development Infrastructure and Funding Study*, 2016  
Kensal Portobello proposed track diagram  
Cushman and Wakefield, *Kensal Canalside Development Uplift Study*, 2015  
Regeneris, *Economic Impact of a Crossrail Station in North Kensington*, 2012  
Royal Borough of Kensington and Chelsea (RBKC), *Leader’s speech by Elizabeth Campbell*, (19 July 2017)

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

### 2.3.6

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

### 2.3.7

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

### 2.3.8

The study is comprised of two distinct elements:

- Transport Analysis
- Development Infrastructure Funding

## GOLBORNE/TRELlick

Royal Borough of Kensington and Chelsea (RBKC), *Wornington Green Planning Brief Supplementary Planning Document (SPD)*, 2009  
Wornington Green planning permissions  

## EARL’S COURT

RBKC, *Warwick Road Planning Brief SPD*, 2008  
Warwick Road sites planning permissions  
Earl’s Court planning permissions  
Royal Borough of Kensington and Chelsea (RBKC), *Leader’s speech by Elizabeth Campbell*, (19 July 2017)
**LOTS ROAD/WORLDS END**

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

**PORTOBELLO/NOTTING HILL GATE**

Royal Borough of Kensington and Chelsea (RBKC), *Notting Hill Gate Supplementary Planning Document (SPD)*, 2015

RBKC, *Land underneath and close to the Westway SPD*, 2012


Royal Borough of Kensington and Chelsea: Retail and Leisure Needs Study, July 2008

Nathaniel Lichfield and Partners for RBKC Retail and Leisure Needs Study (update), May 2016


Futurecity and BOP Consulting, *Cultural Placemaking in the Royal Borough of Kensington and Chelsea*, 2012

**KENSINGTON HIGH STREET**

Royal Borough of Kensington and Chelsea (RBKC), *Heythrop College Supplementary Planning Document (SPD)*, 2016

Futurecity and BOP Consulting, *Cultural Placemaking in the Royal Borough of Kensington and Chelsea*, 2012


Nathaniel Lichfield and Partners for RBKC Retail and Leisure Needs Study (update), May 2016


**KNIGHTSBRIDGE**

Royal Borough of Kensington and Chelsea: Retail and Leisure Needs Study, July 2008

Nathaniel Lichfield and Partners for RBKC, *Retail and Leisure Needs Study (update)*, May 2016


**KING’S ROAD**

Futurecity and BOP Consulting, *Cultural Placemaking in the Royal Borough of Kensington and Chelsea*, 2012

Royal Borough of Kensington and Chelsea: Retail and Leisure Needs Study, July 2008
**SOUTH KENSINGTON**

<table>
<thead>
<tr>
<th>Source</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Futurecity and BOP Consulting, <em>Cultural Placemaking in the Royal Borough of Kensington and Chelsea</em>, 2012</td>
<td></td>
</tr>
<tr>
<td>Royal Borough of Kensington and Chelsea: <em>Retail and Leisure Needs Study</em>, July 2008</td>
<td></td>
</tr>
<tr>
<td>Nathaniel Lichfield and Partners for RBKC <em>Retail and Leisure Needs Study (update)</em>, May 2016</td>
<td></td>
</tr>
</tbody>
</table>
2.4 OPTIONS, CONSULTATION AND INTEGRATED IMPACT ASSESSMENT (IIA)

2.4.1 The alternative options were consulted on as part of the Issues and Options (December 2015) and Draft Policies (October 2016) consultation documents. The Consultation Schedules and Consultation Summaries for these are set out in the Consultation Statement published alongside the Publication Policies (February 2017) consultation document 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)
### PRINCIPLE OF PLACE CHAPTERS

#### 2.4.3 The options and alternatives considered are:

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

### 2.4.4

The options and alternatives considered are:

<table>
<thead>
<tr>
<th>Option</th>
<th>Status</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Business as Usual’ retain the 14 place chapters as they are and update factual information.</td>
<td>Reasonable Alternative</td>
</tr>
<tr>
<td>2</td>
<td>Amalgamate some individual places to create fewer larger sites with a focus on areas of future development and international and national significance.</td>
<td>Preferred option for Publication Policies with Proposed Modifications</td>
</tr>
</tbody>
</table>

**PLACE AND VISION POLICIES**

### 2.4.5

The options and alternatives considered are:

<table>
<thead>
<tr>
<th>Option</th>
<th>Status</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Retain Place Vision and Existing Policy. No change to the existing approach ‘Business as usual’</td>
<td>Reasonable Alternative</td>
</tr>
<tr>
<td>Option</td>
<td>Status</td>
<td>Reason</td>
</tr>
<tr>
<td>--------</td>
<td>--------</td>
<td>--------</td>
</tr>
<tr>
<td>2</td>
<td>Preferred option for Publication Policies with Proposed Modifications</td>
<td>The primary reason for selecting this approach is that the Vision and Policies (CV and CP) often restate the same objectives, creating needless repetition. One improvement we are seeking to make is to ensure that the place chapters are more legible and streamlined. This approach contributes to that goal of an overarching policy tying decisions on new development to the contents of the place chapter.</td>
</tr>
<tr>
<td>3</td>
<td>Reasonable Alternative</td>
<td>This approach is very similar to the preferred option. It is not preferred because the place visions provide a better opportunity to expand upon the characteristics of the place in the future than the place policy.</td>
</tr>
</tbody>
</table>

2.5 PUBLICATION POLICY WITH PROPOSED MODIFICATIONS

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

Policy CP 2
North Kensington
The Council will ensure opportunities for change in North Kensington deliver the widest possible regeneration benefits commensurate with the scale of the development.

Policy CP 3
Places
The Council will protect, promote and enhance the local distinctiveness and economic success of the Places of the borough, and improve their character and quality and the way they function.

Policy CP 2 Places
The Council will ensure that new development contributes to the visions, principles and priorities identified within the place chapters of the Local Plan.
No changes are proposed to Policy CP4, which remains unchanged other than the Policy reference changing from CP4 to CP3.

**Policy CP4 3**

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

**Policy CP 5**

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

**Policy CP 6**

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

**Policy CP 7**

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

**Policy CP 8**

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

**Policy CP 9**

**Latimer**
The Council will ensure the long term regeneration of Latimer by requiring development to positively contribute to the regeneration of the area, and resisting development which prejudices long term regeneration opportunities and which undermines the role of the employment zone.
Policy CP 10
Earl’s Court
The Council will ensure an attractive ‘urban village’ environment in Earl’s Court by supporting improvements to the public realm, pedestrian environment and open space. The Council will resist development proposals which prejudice the opportunities for wider regeneration of the area and compromise delivery of the vision.

Policy CP 11
Kensington High Street
The Council will ensure the continued success of the High Street as a high-quality shopping street serving residents, workers and visitors by paying close regard to the need to enhance the character of the area, support existing retail niches, attract new trip generating uses and ensure it is inclusive for all.

Policy CP 12
South Kensington
The Council will ensure the continued success of South Kensington as a premier public cultural destination, and as a local shopping centre, by securing good quality public open spaces and step-free access at South Kensington station to cater for the very large number of visitors the area receives, and supporting proposals to uplift the quality of the retail offer, especially proposals likely to favour local and niche markets.

Policy CP 13
Brompton Cross
The Council will ensure Brompton Cross has a stronger sense of identity by supporting small format retail units to protect and promote the high quality specialist boutique retail nature of the centre and improve the pedestrian links between South Kensington Underground station and the Museums.

Policy CP 14
Knightsbridge
The Council will ensure the continued success of Knightsbridge as the Royal Borough’s international shopping destination, and as an important residential quarter and service centre for residents, by resisting proposals which are aimed at mass tourism and supporting proposals likely to favour independent and high-end retail and to maintain the area’s high residential quality of life.

Policy CP 15
King’s Road/Sloane Square
The Council will ensure King’s Road and Sloane Square remains one of London’s iconic and vibrant shopping streets by supporting proposals likely to favour independent retailers and small up-market chains.
supporting cultural facilities and promoting improvement to the public realm to better reflect its international reputation.

**Policy CP 16**
**Notting Hill Gate**
The Council will require development to strengthen Notting Hill Gate’s role as a District Centre by supporting high trip generating uses; improving retail and restaurant provision including some anchor retail to serve the local catchment; and deliver new distinctive identity through high quality architecture and design of the public realm. The Council will also resist development which prejudices opportunities for wider regeneration of the area and compromises delivery of the vision.

**Policy CP 17**
**Fulham Road**
The Council will ensure the local retail and residential character of Fulham Road is maintained by limiting new food and drink uses.

**Policy CP 18**
**Lots Road/World’s End**
The Council will maintain, protect and enhance the character of the area by supporting better local shopping facilities, social and community uses, small cultural and creative uses and requiring improvements to connectivity and integration within the place, the wider area, and the river.

**KEY DIAGRAM AND PROPOSALS MAP**

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

- Update the site allocations. Delete the Former Commonwealth Institute, Kensington Leisure Centre, Charles House site allocations. Include Chelsea Farmers Market, 39-49 Harrington Road, Site at Lots Road and Lots Road Power Station. Delete references to Barlby-Treverton (CA2), Silchester Estates (CA5) and Warwick Road Estate (CA8).

**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”.

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3 Section 33A of the Planning and Compulsory Purchase Act 2004, as inserted by Section 110 of the Localism Act 2010
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”\(^4\). Strategic matters are further defined in paragraph 156 of the NPPF\(^5\) and paragraph 013 of the NPPG on the duty to cooperate\(^6\).

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

<table>
<thead>
<tr>
<th>Prescribed body/ies / LPAs(^7)</th>
<th>Action(s)</th>
<th>Date(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>All</td>
<td>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)</td>
<td>Ongoing</td>
</tr>
<tr>
<td>All</td>
<td>Local Plan Partial Review Issues and Options consultation – see Consultation Schedule</td>
<td>Dec 2015 – Feb 2016</td>
</tr>
<tr>
<td>All</td>
<td>Local Plan Partial Review Draft Policies Regulation 19 consultation – see Consultation Schedule</td>
<td>Feb – March 2017</td>
</tr>
<tr>
<td>OPDC / LBHF / LB Ealing / LB Brent</td>
<td>Regular OPDC Project Team Meetings – attendance when necessary</td>
<td>Fortnightly</td>
</tr>
<tr>
<td>OPDC</td>
<td>RBKC/OPDC Planning Policy Liaison Meetings</td>
<td>May + Sep 2015; Jan + Apr 2016</td>
</tr>
<tr>
<td>OPDC</td>
<td>RBKC response to Regulation 18 Draft Local Plan</td>
<td>Mar 2016</td>
</tr>
<tr>
<td>OPDC</td>
<td>Response to Victoria Road Framework</td>
<td>Jan 2017</td>
</tr>
<tr>
<td>Mayor of London / TfL</td>
<td>Response to A City for All Londoners</td>
<td>Dec 2016</td>
</tr>
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</table>

\(^4\) Section 33A(4) of the Planning and Compulsory Purchase Act 2004, as inserted by Section 110 of the Localism Act 2010
\(^5\) [http://planningguidance.communities.gov.uk/blog/policy/](http://planningguidance.communities.gov.uk/blog/policy/)
\(^7\) Regulation 4 of The Town and Country Planning (Local Planning) (England) Regulations 2012
<table>
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<th>Prescribed body/ies / LPAs</th>
<th>Action(s)</th>
<th>Date(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mayor of London / TfL</td>
<td>Duty to cooperate meeting discussion of: South Kensington station not being allocated in RBKC Local Plan Network Rail GRIP 1 workshop for Kensal Portobello station, and Kensal Canalside Liaison Group</td>
<td>March 2017</td>
</tr>
<tr>
<td>Historic England</td>
<td>Mitigation of the impact of development of Kensal Canalside Opportunity Area on Grade 1 listed landscape Kensal Green Cemetery.</td>
<td>Nov 2016 + Jan 2017</td>
</tr>
<tr>
<td>LBHF</td>
<td>RBKC/LBHF Planning Policy Liaison meetings discussion of: Removal of references to a potential Crossrail 2 station at Imperial Wharf because this is not being considered by TfL.</td>
<td>Quarterly Oct 2016</td>
</tr>
<tr>
<td>LBHF</td>
<td>RBKC response to LBHF Regulation 18 Draft Local Plan</td>
<td>Jan 2015</td>
</tr>
<tr>
<td>LBHF</td>
<td>RBKC /LBHF Planning Policy Liaison meeting, discussion of: Crossrail 2 station locations referred to in RBKC Local Plan Imperial College Underpass</td>
<td>March 2017</td>
</tr>
<tr>
<td>City of Westminster</td>
<td>Walkabout along the Grand Union Canal towpath with the Canals and Rivers Trust to look at opportunities for improvements.</td>
<td>Nov 2016</td>
</tr>
</tbody>
</table>

*Figure 2.1: Duty to cooperate strategic issues, prescribed bodies and Council actions*
3. ISSUE 2: SITE ALLOCATIONS

3.1 INTRODUCTION

3.1.1 This section of the emerging plan identifies sites for development to help meet the identified needs for housing. Following the tragic fire at Grenfell Tower and the Council’s decision to suspend estate regeneration projects, the Council has published Further Proposed Modifications to remove three Site Allocations (Barlby-Treverton Estate, Silchester Estates and Warwick Road Estate) to reflect the commitments undertaken by Cllr Campbell in a speech on 19 July 2017 (see Section 2.3 for details).

3.2 LEGISLATION, POLICY AND GUIDANCE CONTEXT

NATIONAL

EU DIRECTIVE 2012/18/EU

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

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

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

- **Positively prepared** – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;

- **Justified** – the plan should be the most appropriate strategy, when
considered against the reasonable alternatives, based on proportionate evidence;

- **Effective** – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and

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

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

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

- use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in this Framework, including identifying key sites which are critical to the delivery of the housing strategy over the plan period;

- identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% (moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land;

- identify a supply of specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15;

- for market and affordable housing, illustrate the expected rate of housing delivery through a housing trajectory for the plan period and set out a housing implementation strategy for the full range of housing describing how they will maintain delivery of a five-year supply of housing land to meet their housing target; and

- set out their own approach to housing density to reflect local circumstances.

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

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

3.2.6 The NPPF also provides guidance on the information a Local Plan should provide including “detail on form, scale, access and quantum of development where appropriate” (Paragraph 157). Site allocations must be justified with a proportionate evidence base (Paragraph 158).

NATIONAL PLANNING PRACTICE GUIDANCE

3.2.7 National Planning Practice Guidance (NPPG) on Economic Development Needs Assessments\(^8\) and Economic Land Availability Assessment\(^9\) offer guidance to support local planning authorities on assessing the need for economic development. It recognises that need can be both qualitative and qualitative in nature, (paragraph 2) and stresses the importance of a robust, yet proportionate, evidence base (paragraph 5).

NPPG on Ensuring the Vitality of Town Centres\(^10\) states that local planning authorities should plan positively to support town centres to generate local employment,... and create attractive, diverse places where people want to live, visit and work” (paragraph 1). It supports a town centre first approach to all town centre uses. Whilst primarily the A class retail uses, these also include office and other business uses\(^11\).

REGIONAL

THE LONDON PLAN

3.2.8 London Plan Policy 2.13 states:

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

a) provide proactive encouragement, support and leadership for partnerships preparing and implementing opportunity area planning frameworks to realise these areas’ growth potential in the terms of Annex 1, recognising that there are different models for carrying these forward; or

b) build on frameworks already developed; and

c) ensure that his agencies (including Transport for London) work collaboratively and with others to identify those opportunity and intensification areas that require public investment and intervention to achieve their growth potential

d) encourage boroughs to progress and implement planning frameworks to realise the potential of intensification areas in the terms of Annex 1, and will provide strategic support where necessary.

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\(^8\) NPPG: Housing and Economic Development Needs Assessments, DCLG, March 2014
\(^9\) NPPG: Housing and Economic Land Availability Assessment, DCLG, March 2014
\(^10\) NPPG: Ensuring the Vitality of Town Centres, DCLG, March 2014
\(^11\) NPPF, DCLG, March 2012 (Annex 2)
Map 2.4 Opportunity and Intensification Areas

3.2.9 The London Plan Annexe One – Opportunity and Intensification Areas identifies the indicative employment capacity of Kensal Canalside as 2,000 and a minimum capacity of 3,500 new homes. It states: ‘Kensal Canalside has significant development potential and an opportunity to promote regeneration in north Kensington and adjoining boroughs. The scope and scale of development as an Opportunity Area is dependent on resolution of a number of challenges and constraints. Improved public transport accessibility will be a major determinant of the final scale of development. Rail and canal corridors form barriers to north-south movement within and beyond the site and should be addressed to knit
development into the surrounding townscape. Linkages with the Park Royal Opportunity Area and the potential strategic public transport infrastructure hub and interchange at Old Oak Common should be addressed. The opportunity to build over the railway tracks and to address constraints imposed by existing gasholders should be investigated.’

NEIGHBOURHOOD PLANNING

3.2.10 The Royal Borough has one Neighbourhood Plan, which has been ‘made’ (adopted). The Norland Neighbourhood Plan roughly corresponds with the Norland Conservation Area. Norland Neighbourhood Plan does not allocate any sites for development.

3.2.11 The St. Quintin and Woodlands Neighbourhood Plan has passed referendum. The Plan allocates Land at 142A Highlever Road for housing and Units 1-14 Latimer Road for mixed use development.

3.2.12 Policy H of the Plan allocates land for housing, it states:

Policy H1) To allocate for housing use the land at 142A Highlever Road
Policy H2) To allocate the sites occupied by Units 1-14 Latimer Road for mixed use development, allowing housing use (C3) subject to ground and mezzanine floors remaining in commercial use (B1, B8, A or D class).

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

LOCAL

EXISTING LOCAL PLAN POLICY

3.2.14 The existing Local Plan policies relating site allocations are:

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

SUMMARY

<table>
<thead>
<tr>
<th>Date</th>
<th>Document</th>
<th>Organisation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mar 2012</td>
<td>National Planning Policy Framework (NPPF)</td>
<td>DCLG</td>
</tr>
</tbody>
</table>
3.3 EVIDENCE BASE

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

3.4 OPTIONS, CONSULTATION AND INTEGRATED IMPACT ASSESSMENT (IIA)

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

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

- **Positively prepared** – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;

- **Justified** – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;

- **Effective** – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and

- **Consistent with national policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the Framework. (paragraph 182)

### SITE ALLOCATIONS

3.4.1 The options and alternatives considered are:

<table>
<thead>
<tr>
<th>Option</th>
<th>Status</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Kensal Gas Works</td>
<td>Preferred option for</td>
</tr>
<tr>
<td>Option</td>
<td>Status</td>
<td>Reason</td>
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<tr>
<td>--------</td>
<td>--------</td>
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<tr>
<td>2</td>
<td>Worlington Green</td>
<td>Preferred option for Publication Policies with Proposed Modifications</td>
</tr>
<tr>
<td></td>
<td>Preferred option for Publication Policies with Proposed Modifications</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Land Adjacent to Trellick Tower</td>
<td>Preferred option for Publication Policies with Proposed Modifications</td>
</tr>
<tr>
<td></td>
<td>Preferred option for Publication Policies with Proposed Modifications</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Earls Court Exhibition Centre</td>
<td>Preferred option for Publication Policies with Proposed Modifications</td>
</tr>
<tr>
<td></td>
<td>Preferred option for Publication Policies with Proposed Modifications</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Warwick Road (four sites including 100 and 100a west Cromwell Road)</td>
<td>Preferred option for Publication Policies with Proposed Modifications</td>
</tr>
<tr>
<td></td>
<td>Preferred option for Publication Policies with Proposed Modifications</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Lots Road Power Station</td>
<td>Preferred option for Publication Policy with Proposed Modifications</td>
</tr>
<tr>
<td></td>
<td>Preferred option for Publication Policy with Proposed Modifications</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Site at Lots Road</td>
<td>Preferred option for Publication Policy with Proposed Modifications</td>
</tr>
<tr>
<td></td>
<td>Preferred option for Publication Policy with Proposed Modifications</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Harrington Road</td>
<td>Preferred option for Publication Policies with Proposed Modifications</td>
</tr>
<tr>
<td></td>
<td>Preferred option for Publication Policies with Proposed Modifications</td>
<td></td>
</tr>
<tr>
<td>Option</td>
<td>Status</td>
<td>Reason</td>
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</tr>
<tr>
<td>9</td>
<td>Chelsea Farmers Market (Royal Brompton Hospital)</td>
<td>Preferred option for Publication Policies with Proposed Modifications</td>
</tr>
<tr>
<td>13</td>
<td>South Kensington Station, including Pelham Street and Thurloe Street.</td>
<td>Reasonable Alternative</td>
</tr>
<tr>
<td>14</td>
<td>92 Lots Road</td>
<td>Not a reasonable alternative</td>
</tr>
<tr>
<td>Option</td>
<td>Status</td>
<td>Reason</td>
</tr>
<tr>
<td>---------</td>
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<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>15</td>
<td>Land to the West of Highlever Road (Formerly Clifton Nurseries), Nursery Lane, London, W10, 6QD</td>
<td>Not a reasonable alternative</td>
</tr>
<tr>
<td>16</td>
<td>Former Commonwealth Institute</td>
<td>Not a reasonable alternative</td>
</tr>
<tr>
<td>17</td>
<td>Kensington Leisure Centre</td>
<td>Not a reasonable alternative</td>
</tr>
<tr>
<td>18</td>
<td>• 60 Sloane Avenue, SW3 • 253 – 261 Kensal Road, W10</td>
<td>Not a reasonable alternative</td>
</tr>
<tr>
<td>19</td>
<td>142a Highlever Road St Quintin Garage W10</td>
<td>Not a reasonable alternative</td>
</tr>
<tr>
<td>20</td>
<td>Kensington Fire Station site</td>
<td>Not a reasonable alternative</td>
</tr>
<tr>
<td>Option</td>
<td>Status</td>
<td>Reason</td>
</tr>
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<tr>
<td></td>
<td></td>
<td>The site has been considered as part of a pre-application in 2014 (AR/14/00927) in which officers were of the opinion that a change of use to a class A1 retail use could be supported were the loss of the social and community floorspace be accommodated elsewhere. Any loss of social and community uses would have to be addressed against the sequential test set out in CLP CK1. There would be no “in principle” objection to the creation of A1 or B class uses on this site were the social and community use sequential test met. The applicants have yet to demonstrate that this is the case. It would not be appropriate to allocate the site for non social and community uses until the requirements of the sequential test have been addressed.</td>
</tr>
<tr>
<td>22</td>
<td>Royal Brompton Hospital</td>
<td>Not a reasonable alternative</td>
</tr>
<tr>
<td>22</td>
<td>Royal Brompton Hospital</td>
<td>This site was proposed for a medical use. The Royal Brompton Hospital is already in medical use so there is no need for an allocation.</td>
</tr>
</tbody>
</table>

### 3.5 PUBLICATION POLICY WITH PROPOSED MODIFICATIONS

**PUBLICATION POLICY WITH PROPOSED MODIFICATIONS**

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

**Policy CA1**

**Kensal Canalside Opportunity Area**

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

Land use allocation:
- a. a minimum of:
  - i. 2,500–3,500 new residential units;
  - ii. 10,000sq.m of new offices;
iii. 2,000sq.m of new non-residential floorspace, including social and community and local shopping facilities in addition to the supermarket;  
b. a Crossrail station on the Elizabeth Line; subject to approval by Crossrail Limited;  
c. the relocation and re-provision of the existing Sainsbury’s supermarket in a location which provides a better relationship with Ladbroke Grove;  
d. a Combined Cooling, Heating and Power (CCHP) plant or similar, of a suitable size on-site renewable energy sources to serve the site with the potential to contribute to the heat and energy demand of the wider community as part of a district heat and energy network;  
e. the provision of on-site waste management facilities to deal with the development’s waste arisings from the new uses of the site (including recycling facilities and/or anaerobic digestion);  

Principles  
f. comprehensive development of the site in accordance with an urban design framework that will be set out in the Kensal Canalside Opportunity Area SPD;  
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, new pedestrian and cycling links remodelling of the Ladbroke Grove junctions, and new roads streets which that connect the site into its surrounding context and other public transport links including improved connections over both the railway lines and the canal;  
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 Paddington Ladbroke Grove rail disaster through a redevelopment which will maintain its dignity;  
m. a suitable setting for the designated heritage assets;  

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

l. a Crossrail an Elizabeth Line station (subject to agreement in principle with Crossrail Limited meeting Network Rail's design requirements);  
m. social and community facilities (including health, education and police depending on the population change;  

n. affordable housing;  
o. construction and maintenance of bridges over the canal and railway a new road bridge across the railway line to provide a second emergency access to the site and accommodate additional traffic generated by development of the site and a pedestrian and cycle bridge over the canal;  
p. public realm and public spaces and improvements to little Wormwood Scrubs
Policy CA3
Wornington Green

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

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

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

Infrastructure and Planning Obligations Contributions
Policy CA34
Land Adjacent to Trellick Tower

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

Land use allocation:

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

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

Policy CA76
Earl’s Court Exhibition Centre

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

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

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

Infrastructure and Planning Obligations: Contributions
l. social and community facilities;
m. additional new public open space, including considering opportunities to create biodiversity;
n. securing highway contributions including the investigation, in consultation with TfL and the boroughs, into returning the Earl’s Court one-way system two way working; implementation of those measures identified during the investigation commensurate to the development proposal; and significant improvements to quality of residential amenity, the pedestrian environment and public transport access in the area of the Earl’s Court one-way system;
o. improvements to Tube, bus and rail access, including interchange from the West London line to the Underground network and the extension of bus services into the site;
p. to contribute to step-free access at West Brompton Station, measures to increase the capacity of the West London line and improvements to its
interchange with the Underground network, particularly at Earl’s Court, if feasible;
pq. improved pedestrian links from and through the site and the surrounding area to public transport facilities and improved cycle links to enhance north/south cycle accessibility;
qr. affordable housing as part of residential requirement;
rs. education facilities;
t. a cultural facility;
su. other contributions as identified in the Planning Obligations Supplementary Planning Document and site specific supplementary planning document.

Policy CA 57
Warwick Road Sites

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

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

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

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

Policy CA10
Site at Lots Road

A mixed use development to include residential and employment floor space

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

Land use
a. a minimum of 120 residential units, including 55 affordable extra care units (C2);
b. a minimum of 4000sq m (GIA) of commercial floor space (A1, B1 and B18) of which at least 2000 sq m will be business floor space (B1 or B8);

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

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

Policy CA11
Harrington Road

A residential-led development which could include some commercial floor space.

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

Land use
a. a minimum of 50 residential units:
Principles
b. active street frontages to Harrington Road and Queen’s Gate;
c. an appropriate setting for the adjacent listed St Augustine’s Church;
d. development that positively contributes to the character and appearance of the Queen’s Gate Conservation Area;
e. development of a scale and density that is appropriate to its surroundings;

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

Policy CA12
Chelsea Farmers’ Market

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

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

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

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

KEY DIAGRAM AND PROPOSALS MAP

3.5.2 Related to the Publication Policies, the following changes are required to made to the Key Diagram and the Proposals Map:

- Update the site allocations. Delete the Former Commonwealth Institute, Kensington Leisure Centre, Charles House site allocations. Include Chelsea Farmers Market, 39-49 Harrington Road, Site at Lots Road and Lots Road Power Station. Delete references to Barlby-Treverton (CA2), Silchester Estates (CA5) and Warwick Road Estate (CA8).
3.6 DUTY TO COOPERATE AND STRATEGIC ISSUES

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

3.6.2 A “strategic matter” relates to “sustainable development or use of land that has or would have a significant impact on at least two planning areas, including (in particular)... in connection with infrastructure that is strategic”.13 Strategic matters are further defined in paragraph 156 of the NPPF14 and paragraph 013 of the NPPG on the duty to cooperate.15

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

<table>
<thead>
<tr>
<th>Prescribed body/ies / LPAs16</th>
<th>Action(s)</th>
<th>Date(s)</th>
</tr>
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<tr>
<td>All</td>
<td>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)</td>
<td>Ongoing</td>
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<tr>
<td>All</td>
<td>Local Plan Partial Review Issues and Options consultation – see Consultation Schedule</td>
<td>Dec 2015 – Feb 2016</td>
</tr>
<tr>
<td>All</td>
<td>Local Plan Partial Review Draft Policies Regulation 19 consultation – see Consultation Schedule</td>
<td>Feb – March 2017</td>
</tr>
<tr>
<td>OPDC / LBHF / LB Ealing / LB Brent</td>
<td>Regular OPDC Project Team Meetings – attendance when necessary</td>
<td>Fortnightly</td>
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12 Section 33A of the Planning and Compulsory Purchase Act 2004, as inserted by Section 110 of the Localism Act 2010
13 Section 33A(4) of the Planning and Compulsory Purchase Act 2004, as inserted by Section 110 of the Localism Act 2010
16 Regulation 4 of The Town and Country Planning (Local Planning) (England) Regulations 2012
<table>
<thead>
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<th>Date(s)</th>
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<tr>
<td>OPDC</td>
<td>RBKC/OPDC Planning Policy Liaison Meetings</td>
<td>May + Sep 2015; Jan + Apr 2016</td>
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<tr>
<td>OPDC</td>
<td>RBKC response to Regulation 18 Draft Local Plan</td>
<td>Mar 2016</td>
</tr>
<tr>
<td>Mayor of London / TfL</td>
<td>General liaison with GLA/TfL on Kensal Canalside Opportunity Area and Crossrail. Political level meetings with GLA/ TfL</td>
<td>May + July 2016 Dec 2015, Feb 2016</td>
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<tr>
<td>Mayor of London / TfL</td>
<td>Duty to cooperate meeting discussion of: Network Rail GRIP 1 workshop for Kensal Portobello station, and Kensal Canalside Liaison Group</td>
<td>March 2017</td>
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| LBHF                     | RBKC/LBHF Planning Policy Liaison meetings discussion of:  
  - LBHF Imperial Gasworks allocation  
  - Allocation of the site at Lots Road as the development site straddles the border with LBHF and will require permission from both boroughs  
  - Network Rail GRIP 1 workshop for Kensal Portobello station | Quarterly Oct 2016 + March 2017 |
| Historic England          | Mitigation of the impact of development of Kensal Canalside Opportunity Area on Grade 1 listed landscape Kensal Green Cemetery. | Nov 2016 + Jan 2017 |

*Figure 3.1: Duty to cooperate strategic issues, prescribed bodies and Council actions*
Policy CP2 North Kensington
The Council will ensure opportunities for change in North Kensington deliver the widest possible regeneration benefits commensurate with the scale of the development. Policy CP3 Places The Council will protect, promote and enhance the local distinctiveness and economic success of the Places of the borough, and improve their character and quality and the way they function.

Policy CP3 Places
The Council will protect, promote and enhance the local distinctiveness and economic success of the Places of the borough, and improve their character and quality and the way they function.

EXISTING LOCAL PLAN CHAPTER: CHAPTERS 5-18: PLACES
RELEVANT LOCAL PLAN PARTIAL REVIEW ISSUES AND OPTIONS
SECTION: SECTION 3: PLACES

Policy CP5 Kensal
The Council will ensure the long-term regeneration of Kensal by requiring development to positively contribute to the regeneration and environmental sustainability of the area, and resisting development which prejudices long term regeneration opportunities and which undermines the role of the employment zone.

Policy CP6 Golborne/Trellick
The Council will ensure the long-term regeneration of Golborne/Trellick by requiring development to positively contribute to the regeneration of the area, and resisting development which prejudices long-term regeneration. Proposals which increase footfall that would aid the viability of the market will be supported.

Policy CP7 Portobello/Notting Hill
The Council will ensure the long term success of Portobello Road, with its antiques and street market, and Notting Hill as unique local and international centres by promoting their retail character and supporting small format retail units, more suitable for independent businesses and antiques arcades, and by improving wayfinding and access.

Policy CP8 Westway
The Council will ensure the negative impacts of the Westway are ameliorated by requiring development to include appropriate measures to improve the quality of the environment.

Policy CP9 Latimer
The Council will ensure the long term regeneration of Latimer by requiring development to positively contribute to the regeneration of the area, and resisting development which prejudices long term regeneration opportunities and which undermines the role of the employment zone.
Policy CP10 Earl’s Court
The Council will ensure an attractive ‘urban-village’ environment in Earl’s Court by supporting improvements to the public realm, pedestrian environment and open space. The Council will resist development proposals which prejudice the opportunities for wider regeneration of the area and compromise delivery of the vision.

Policy CP11 Kensington High Street
The Council will ensure the continued success of the High Street as a high quality shopping street serving residents, workers and visitors by paying close regard to the need to enhance the character of the area, support existing retail niches, attract new trip generating uses and ensure it is inclusive for all.

Policy CP12 South Kensington
The Council will ensure the continued success of South Kensington as a premier public cultural destination, and as a local shopping centre, by securing good quality public open spaces and step-free access at South Kensington station to cater for the very large number of visitors the area receives, and supporting proposals to uplift the quality of the retail offer, especially proposals likely to favour local and niche markets.

Policy CP13 Brompton Cross
The Council will ensure Brompton Cross has a stronger sense of identity by supporting small format retail units to protect and promote the high quality specialist boutique retail nature of the centre and improve the pedestrian links between South Kensington Underground station and the Museums.

Policy CP14 Knightsbridge
The Council will ensure the continued success of Knightsbridge as the Royal Borough’s international shopping destination, and as an important residential quarter and service centre for residents, by resisting proposals which are aimed at mass tourism and supporting proposals likely to favour independent and high end retail and to maintain the area’s high residential quality of life.

Policy CP15 King's Road/Sloane Square
The Council will ensure King’s Road and Sloane Square remains one of London’s iconic and vibrant shopping streets by supporting proposals likely to favour independent retailers and small up market chains, supporting cultural facilities and promoting improvement to the public realm to better reflect its international reputation.

Policy CP16 Notting Hill Gate
The Council will require development to strengthen Notting Hill Gate’s role as a District Centre by supporting high trip generating uses; improving retail and restaurant provision including some anchor retail to serve the local catchment; and deliver new distinctive identity through high quality architecture and design of the public realm. The Council will also resist development which prejudices opportunities for wider regeneration of the area and compromises delivery of the vision.
**Policy CP17 Fulham Road**  
The Council will ensure the local retail and residential character of Fulham Road is maintained by limiting new food and drink uses.

**Policy CP18 Lots Road/World’s End**  
The Council will maintain, protect and enhance the character of the area by supporting better local shopping facilities, social and community uses, small cultural and creative uses and requiring improvements to connectivity and integration within the place, the wider area, and the river.
Policy CA1 Kensal Gasworks
Allocation for Kensal Gasworks
The Council allocates development on the site to deliver, in terms of:

Land use allocation:

a. upwards of:

i. 2,500 new dwellings;
ii. 10,000sq.m of new offices;
iii. 2,000sq.m of new non-residential floorspace, including social and community and local shopping facilities;

b. a Crossrail station, subject to approval by Crossrail Limited;
c. the relocation and reprovision of the existing Sainsbury’s supermarket in a location which provides a better relationship with Ladbroke Grove;
d. a Combined Cooling, Heating and Power (CCHP) plant or similar, of a suitable size to serve the site with the potential to contribute to the heat and energy demand of the wider community as part of a district heat and energy network;
e. the provision of on-site waste management facilities to deal with the development’s waste arisings from the new uses of the site (including recycling facilities and/or anaerobic digestion);

Principles:

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

Infrastructure and planning obligations:

l. a Crossrail station (subject to agreement in principle and detail with Crossrail Limited);
m. social and community uses (including health, education and police);
Policy CA2 Wornington Green
Allocation for Wornington Green
The Council will require development on the site to deliver, in terms of:

Land use allocation:

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

Principles:

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

Infrastructure and Planning Obligations:

l. affordable housing;
m. a site management plan;
n. the reinstatement of an improved Athlone Gardens, Venture Centre and adventure playground;
o. play space and play equipment;
p. healthcare facilities;
q. education facilities;
r. construction training contribution;
s. neighbourhood policing facilities, should they be required;
t. mitigation for any negative transport impacts;
u. improvements to public transport arising from the development, including improvements to the bus infrastructure;
v. walking, cycling and public realm improvements;
w. arrangements for on-street residents’ permit-free parking;
x. sustainable development measures as set out in the Wornington Green Supplementary Planning Document;
y. public art; and
z. other contributions as identified in the Planning Obligations Supplementary Planning Document and site specific supplementary planning document.

Policy CA3 Land Adjacent to Trellick Tower
Allocation for Land Adjacent to Trellick Tower
The Council will require development on the site to deliver, in terms of:

Land use allocation:
a. a minimum of 60 residential units to fund regeneration;
b. improvements to social and community facilities and housing;

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

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

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

Policy CA4 Kensington Leisure Centre
Allocation for the Kensington Leisure Centre
The Council will require development on the site to deliver, in terms of:

Land use allocation:
a. a new academy with a minimum gross internal floor area of 10,000sq.m, including its own internal sports facilities to deliver the national curriculum but excluding external sports pitches;
b. a refurbished or relocated sports centre on site, with equivalent sports facilities to the existing centre, including a swimming pool and other facilities identified through a demand assessment, built in a way that is flexible for the future;
c. open space in the form of external sports facilities for the school, which should be shared with the sports centre;
d. a Combined Cooling, Heating and Power (CCHP) plant or similar, of a suitable size to serve the site with the potential to contribute to the heat and energy demand of the wider community as part of a district heat and energy network;
Principles:
e. green turf, planting and landscaping at the external sports facilities to contribute to the visual amenity of the surrounding properties;
f. improvements to the legibility and permeability of the street network in the area, through a new road connecting Grenfell Road and Lancaster Road;

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

Policy CA5 Allocation for the former Commonwealth Institute
The Council allocates development on the site to deliver, in terms of:

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

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

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

Policy CA6 Warwick Road Allocation for the Warwick Road Sites
The Council allocates development on the site to deliver, in terms of:

Land use allocation:
a. 1,550 total combined residential units across all five sites, with a minimum of:
   i. 500 residential units on the Charles House site;
   ii. 250 residential units on the Former Territorial Army site;
   iii. a minimum of 150 residential units on the Empress Telephone Exchange site;
   iv. a minimum of 300 residential units on the Homebase site;
   v. a minimum of 350 residential units on the 100 West Cromwell Road site;

b. On the northern four sites:
   i. a primary school on-site, and
   ii. on-site public open space, including outdoor play space;

c. On the 100 West Cromwell Road site leisure, social and community uses (Class D1), provision of car parking and open amenity space;
Principles:
e. sufficient non-residential uses on the northern four sites to provide active frontages to the ground floor of Warwick Road;
f. four northern sites to be developed to a single masterplan;

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

Policy CA7 Earl’s Court Exhibition Centre
Allocation for Earl’s Court Exhibition Centre
The Council allocates development on the site to deliver, in terms of:

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

i. a new urban quarter which links well with its surroundings, especially to the west and east;

j. a design of the road network and connections with the surrounding area that significantly improves residential amenity, the pedestrian environment and public transport access in the area of the one-way system, and does not have an unacceptable impact on traffic congestion;

k. an open urban square, fronting onto Warwick Road, with land uses that provide positive active edges to the building frontages;

**Infrastructure and Planning Obligations:**

l. social and community facilities;

m. additional new public open space, including considering opportunities to create biodiversity;

n. securing highway contributions including the investigation, in consultation with TfL and the boroughs, into returning the Earl’s Court one-way system two way working; implementation of those measures identified during the investigation commensurate to the development proposal; and significant improvements to quality of residential amenity, the pedestrian environment and public transport access in the area of the Earl’s Court one-way system;

o. improvements to Tube, bus and rail access, including interchange from the West London line to the Underground network and the extension of bus services into the site;

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

q. affordable housing as part of residential requirement;

r. education facilities;

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