



Local Plan, September 2019



THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA

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This document has been produced to include all the Main Modifications recommended by the Local Plan Partial Review (LPPR) Planning Inspector as well as the Council's Minor and Additional modifications as adopted. It incorporates all the extant policies and their supporting text from the Consolidated Local Plan 2015. This document will be desk top published to improve the presentation and published in its final form by the end of 2019.

Foreword

Kensington and Chelsea has changed dramatically since the tragic events of 14 June 2017 when 72 people lost their lives as a result of the fire in Grenfell Tower in North Kensington. The appalling events of that night forever changed the lives of those who were bereaved and who survived the events of that night. The tragedy also had a profound impact on the local community, laying bare existing concerns and inequalities.

The Grenfell tragedy has had a wide and deep impact on the conscience of London and on the wider nation. It has shone a searching light on public policy, on urban renewal policies, on resident safety, on the development and management of social housing, and on the assumptions underlying the delivery of local government services.

The Council submitted its Local Plan in 2017 just before the tragedy. Immediately after, in July 2017, we ceased all estate based regeneration in this borough. We committed that any future changes would be co-designed with the residents living within the relevant estate and be subject to a binding resident vote. This was reflected in changes to our Local Plan as submitted as we gave no site allocations or new policies related to Council owned estates. The Latimer Place chapter was removed and will only be replaced after close working with the community who live there and with their backing. However, the Council acknowledges that its corporate focus at that time was on addressing the urgent and pressing needs of over 200 families that had survived the fire and who needed immediate rehousing. The Council accepts that it did not make sufficient alterations to its Local Plan in the light of the tragedy.

Following representations from bereaved and survivors of the Grenfell tragedy, the Council has taken the opportunity of redrafting key elements of the Local Plan so as to take fuller account of the implications of the tragedy.

The Council is genuinely committed to changing the way it works and putting local communities at the heart of everything it does. This means starting with community concerns and ambitions. It is developing new approaches to supporting communities, building local capabilities and co-designing sustainable development with communities. This shift in policy threads through all of the Council's approach to policy, including planning and housing policy.

The Council has changed dramatically. One-half of all councillors were elected to the Council for the first time in 2018. Following in-depth review and widespread public engagement, the Council has redrafted and adopted its Council Plan in March 2019 after changing its fundamental core values and its policy priorities. In this way, the lessons learned from the Grenfell tragedy permeate policies across the entire range of the Council's functions and activities.

In January 2019 the Council agreed a ground breaking Grenfell Recovery Strategy. This commits £50 million of revenue resources, over the next five years, to supporting the bereaved and survivors directly impacted by the tragedy, as well as supporting those local communities most impacted in Notting Dale ward. The dedicated service to bereaved and survivors was co-designed with representatives of the bereaved and survivors themselves; the present challenge is to frame an approach to co-design for the local community element of the strategy.

Our Local Plan can greatly assist in this recovery. It can assist by giving emphasis to sustaining local economic strengths and extending opportunities to all who live in the borough. It can also assist through key housing policies that support the Council's commitment to build more affordable housing in the borough, help to expand opportunities, reduce inequalities, and provide more diversity in the homes that are delivered. These are critical policies given the uncertainty that shadows London's economic growth, given the range of fresh opportunities that may occur and

given the relative pressure on land values in our part of London. In terms of housing growth our Local Plan requires all residential developments to maximise the provision of affordable housing.

Over the past decade (to 2018) there have been over 3,000 homes built in Kensington and Chelsea, and of these, just one in five were affordable homes. Following our change of policy, our local plan contains a target of over 4,400 homes to be built over the next five years, of which one in three are planned to be affordable homes.

We believe that our Plan demonstrates that the Council can deliver sufficient homes to meet its housing targets. This will enable it to protect and provide other important employment as well as social and community uses. New employment policies recognise the need to optimise employment zones to include some housing but at the same time improve their employment offer. Our Local Plan also recognises the challenges faced by high streets by taking a more flexible approach to maintaining the vitality of our centres and to supporting the retail cores of Kensington and Chelsea.

I recognise that, as our approach to community co-design develops, we will need to keep up the pace of change. As a result, the Council has committed to an early review of this Local Plan, having it ready for examination within the next three years. The review will seek to increase social rented housing as a proportion of affordable housing provision in the borough. Work on this is already underway through the production on a new Affordable Housing Supplementary Planning Document (SPD).

I am looking forward to starting the next review of our Local Plan to include the aspirations of all of the communities in the borough, including those who live in social housing and those whose voices were not sufficiently heard in the past. Just as the lessons of the Grenfell tragedy are beginning to transform public policy, urban policy and housing delivery, so too it needs to transform how we plan for a better Kensington and Chelsea. A borough of unique heritage can also be a borough for everyone. In the meantime, the Local Plan policies will lead to better outcomes for all who live, work or visit the borough. Our revisions and amendments to the Plan will help consolidate our recovery, signal a way forward that builds on resident and community aspirations, and also provide a firm foundation for the future.



Cllr Elizabeth Campbell
Leader of Royal Borough of Kensington and Chelsea

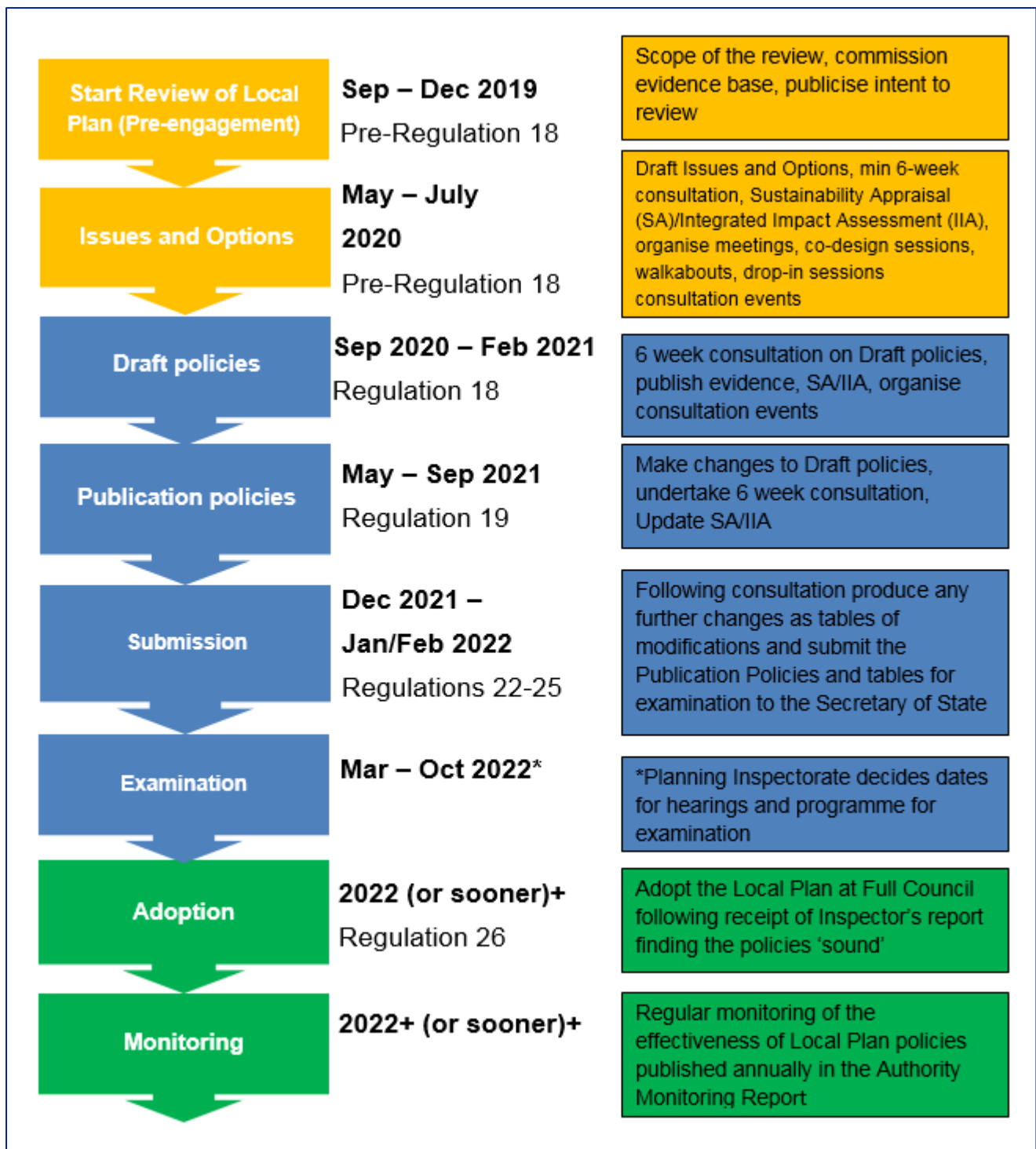


Section 1 Spatial Strategy

Chapter 1 Setting the Scene

1.1 Introduction

- 1.1.1 The Local Plan sets out the future development of the borough looking ahead to 2028 and identifies where the main developments will take place, and how places within the borough will change – or be protected from change – over that period. It contains the Council's planning policies.
- 1.1.2 The Local Plan forms part of the development plan. It is a development plan document. It has to go through an Examination in Public by an independent Government inspector before it can be adopted by the Council.
- 1.1.3 The London Plan, prepared by the Mayor of London, and 'made' Neighbourhood Plans also form part of the development plan.
- 1.1.4 The Council will keep the Local Plan up to date. Any reviews will be set out in the Local Development Scheme (LDS). The current LDS can be viewed on the Council's website. Following the tragic fire at Grenfell Tower on 14 June 2017, the Council decided to end the three new estate regeneration projects which were being worked on in the borough at Silchester, Barlby-Treverton and Warwick Road estates. It was also pledged by the Leader that any estate regeneration projects on the affected estates would be co-designed in conjunction with the residents living within the relevant estate and put to a binding vote with projects only going ahead with the majority of residents in support. Following these commitments, the Council commits to an early review of the Local Plan, at least in part, to consider issues related to North Kensington, the Latimer 'Place', estate regeneration and housing supply, to be adopted within three years of this Local Plan's adoption. In the meantime, all policies in the development plan (the London Plan, the Local Plan and any relevant neighbourhood plans) will continue to apply.



1.1.5 The role of the development plan is to guide decision making on planning applications. When planning applications are received, they are assessed against the development plan to see whether planning permission should be granted or not. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that “if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise”. This allows a common sense approach to the implementation of the

plan. In limited situations we may have to refer applications to the Government as a 'departure' from the development plan

- 1.1.6 The policies in the Local Plan follow the approach of the presumption in favour of sustainable development and show how it is expressed locally. The Council will ensure that planning applications that accord with policies in the Local Plan and the London Plan (and where relevant with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.
- 1.1.7 But the Local Plan has a role beyond that of managing future development proposals. It looks at the borough as a whole, and all the many agencies that affect the way places change, and sets out shared visions for use by all agencies in deciding the future direction of places.
- 1.1.8 Thus, while the Local Plan forms part of the development plan and is therefore central in assessing planning applications, it also has a much wider application than 'just' planning. The Local Plan should be the "spatial" expression of Council policy, in other words, what is going to happen, when, and who will make it happen. It is the geographical expression of Council policy, and as such is a corporate document guiding the future of the borough, as influenced by a whole range of services offered by the Council and its partners.

1.2 Policy framework

National legislation and guidance

- 1.2.1 The Local Plan is prepared within a hierarchical framework of planning policy for England. At the top of the hierarchy are the various Planning Acts, the National Planning Policy Framework (NPPF) issued by the Government in March 2012 and Written Ministerial Statements. Legislation requires local authorities to be consistent with the NPPF in preparation of their plans. What this means is that as a general rule of thumb we should follow national policy but if there are good reasons why it is not appropriate for us, we can prepare our own policy, so long as we can justify our different approach. The Local Plan takes account of government guidance as set out in the NPPF, particularly the requirement for the presumption in favour of sustainable development, as well as that set out in National Planning Practice Guidance (NPPG).
- 1.2.2 In preparing the Local Plan, we have a number of statutory duties, including: to contribute to the achievement of sustainable development; always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings, and the duty to cooperate with other authorities.
- 1.2.3 In addition, Local Plans (taken as a whole) must include policies designed to secure that the development and use of land contribute to the mitigation of, and adaptation to, climate change. Local Plans must¹ also have regard to local transport authority policies², Articles 5 and 12 of the EU Directive 2012/18/EU on the prevention of major accidents and hazardous establishments³ and the national waste management plan⁴.

¹ Regulation 10 of The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended)

² Transport for London 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 largely considered in Chapter 20 – Better Travel Choices.

³ Mostly relevant to Section 1 Spatial Strategy

⁴ Mostly considered under the Waste section of Chapter 24 Respecting Environmental Limits

The London Plan

- 1.2.4 Below national policy sits the London Plan. This is prepared by the Mayor of London. Legislation requires us to be in 'general conformity' with the London Plan. This means that we should be in line with the London Plan, unless there are very strong circumstances to require a different approach. The London Plan forms part of the development plan for the borough and provides the spatial development strategy for Greater London.
- 1.2.5 The development plan for the borough comprises *The London Plan - The Spatial Development Strategy for Greater London Consolidated with Alterations since 2011* published in March 2016, the adopted Local Plan and adopted ('made') neighbourhood plans.
- 1.2.6 The London Plan establishes the strategic planning framework for the Royal Borough and sets a housing target of 7,330 new homes from 2015 to 2025 (733 net additional dwellings per annum). It also sets a target for affordable housing of 17,000 units per year for the whole of London which, when taken as a proportion of the overall London Plan housing target of 42,000 units per year, represents a target of 40%. It also designates the hierarchy of the borough's town centres which includes international, district and local designations, and the Central Activities Zone (CAZ) which aims to strengthen the economic links between the borough and the West End. The London Plan highlights, amongst other specific strategic priorities, the need for a range of work spaces of different types, sizes and costs, and with regard to the built environment, the promotion of world class architecture and design.
- 1.2.7 In terms of integrating transport and development, the London Plan encourages patterns and forms of development that reduce the need to travel, especially by car, and seeks to improve public transport, walking and cycling capacity and accessibility.

Borough policies and strategies

- 1.2.8 In preparing the Local Plan we have ensured that the key spatial planning objectives for the borough as set out in the Local Plan are in harmony with the Council's other priorities.

The Grenfell Recovery Strategy

- 1.2.9 The Council published the Grenfell Recovery Strategy in January 2019. It sets out how the Council intends to deliver its formal Commitments to those affected by the Grenfell tragedy. The land use ambitions of the Strategy include the provision of additional affordable homes, the provision/ protection of the social and community facilities needed by the residents in the area, and the provisions of the workspaces which have the potential to meet the employment needs of our residents.

Neighbourhood Plans

- 1.2.11 Amongst other changes, the Localism Act 2011 introduced new rights and powers to allow local communities to shape new development by coming together to prepare Neighbourhood Plans.
- 1.2.12 A Neighbourhood Plan sets out policies in relation to development and use of land in a particular Neighbourhood area. Neighbourhood Plans are not developed by the Council but they do have to be in general conformity with the Council's Local Plan and the London Plan.
- 1.2.13 Once a Neighbourhood Plan has been successful at examination and approved by a local referendum it will be made (adopted) by the Council. Once made a Neighbourhood Plan

stands alongside the Local Plan and the London Plan in being part of the statutory development plan for the borough.

- 1.2.14 There are currently two Neighbourhood areas with associated Neighbourhood Plans within the borough, the Norland Neighbourhood Plan and the St Quintin and Woodlands Neighbourhood Plan. Where relevant these Neighbourhood Plans have been directly referenced within the Local Plan.

1.3 The content of the Local Plan

What should be in a Local Plan?

- 1.3.1 A Local Plan sets out the key elements of the planning framework for the area. It outlines the long term vision for the area, and the broad locations for delivering housing and other strategic development needs such as employment, retail, leisure, community, essential public service, and transport development.
- 1.3.2 Local Plans should be aspirational but realistic. They should address the spatial implications of economic, social and environmental change.
- 1.3.3 The Local Plan sets out strategic objectives which show how the spatial vision and other Council spatial strategies will be delivered. The strategic objectives explain how the key issues will be addressed within the lifespan of the Local Plan.

Chapter 2 Issues and Patterns: Our Spatial Portrait

2.1 Introduction

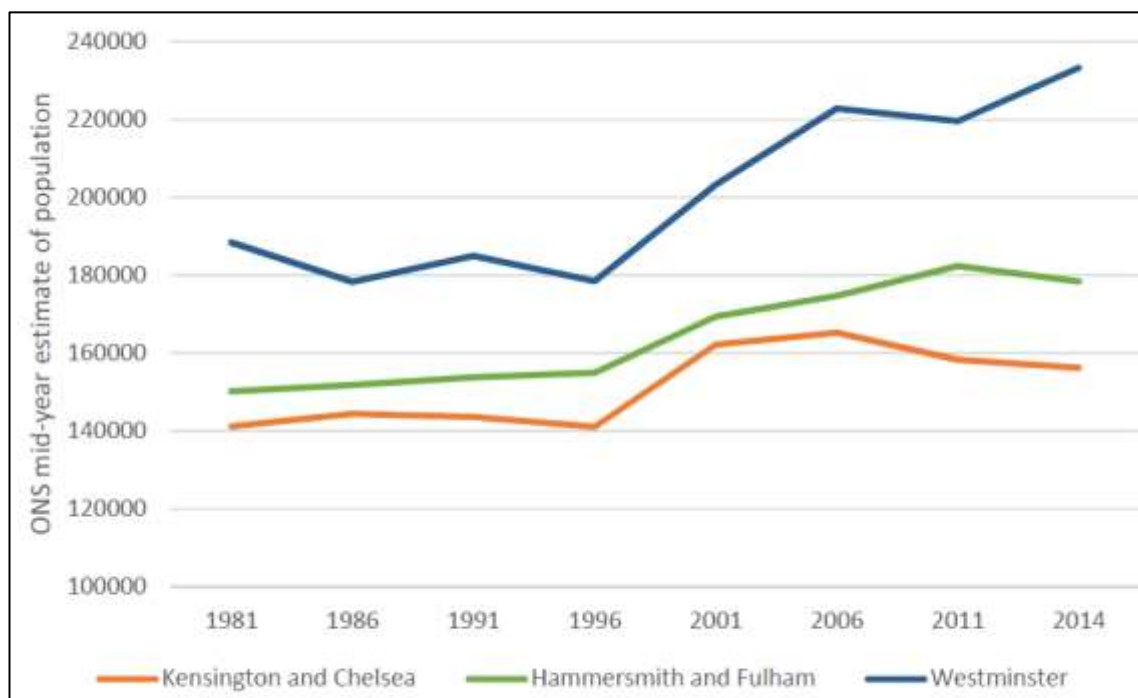
2.1.1 A mix of uses gives the borough its character and vitality. This means, because of the dense built environment the vast majority of residents have local shops and services within a five minute walk of home, often interspersed within the residential neighbourhoods. But the borough also supports world class town centres, museums, hospitals and cultural events such as the Notting Hill Carnival that give the borough its international and national reputation. These attract large numbers of visitors from well beyond the borough boundary, reflecting the location close to, but not in, central London. The borough is anything but a 'residential suburb'. This mixture of uses adds so much to the quality of residents' lives

2.1.2 This chapter sets out an analysis of different issues in the borough, to establish spatial patterns and common themes, to inform the shaping of the Vision and Strategic Objectives (See Chapter 3).

2.2 Analysis

Demographics

2.2.1 In 2014 the Borough's population was estimated at 156,190, the smallest of any London Borough⁵. This represents a modest reduction since the 2001 census.

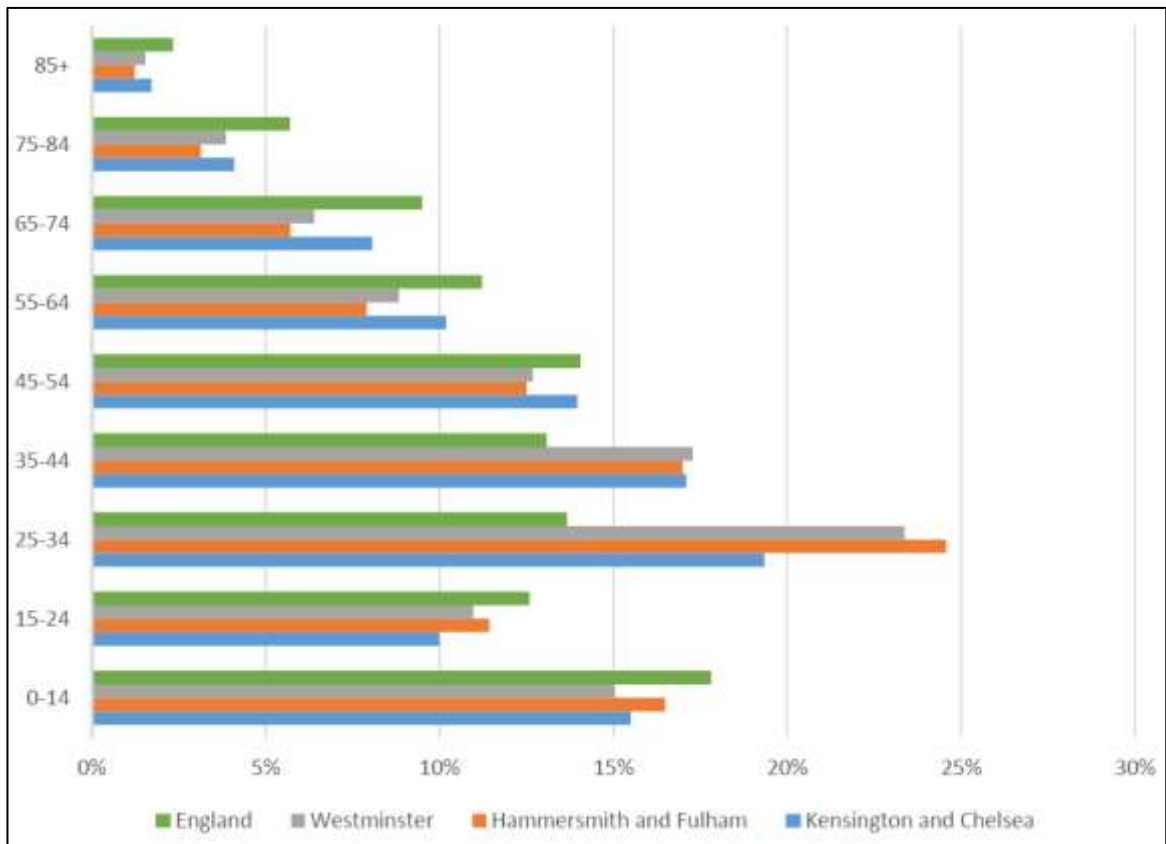


Population change 1981-2014. Source: Office for National Statistics (ONS) mid-year estimates via NOMIS in Strategic Housing Market Assessment (SHMA) December 2015

2.2.2 In comparison to the national average, the borough has high proportions of people aged 25-44 but fewer children and young people aged 15-24. The proportion aged 45-54 is

⁵ Office for National Statistics (ONS) mid-year estimates via NOMIS in Strategic Housing Market Assessment (SHMA) December 2015

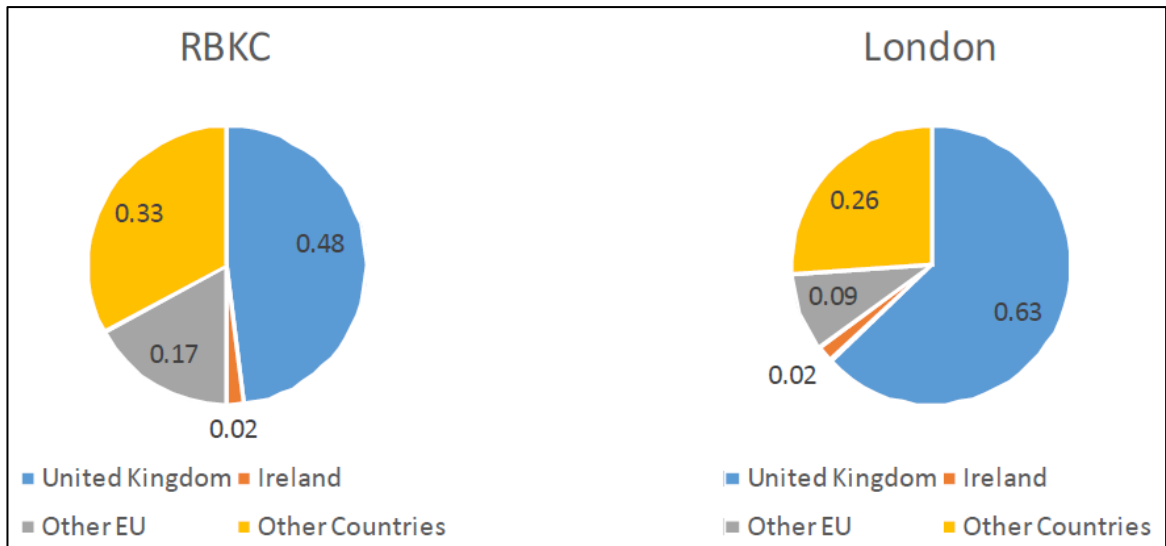
similar to the national average but there are smaller proportions of people in the Borough in all the older age groups than the national average⁶.



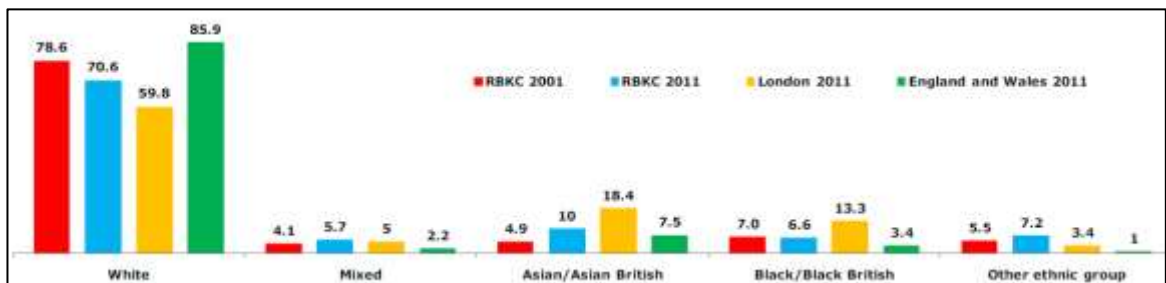
Population age structure 2014. Source: Office for National Statistics (ONS) mid-year estimates via NOMIS in Strategic Housing Market Assessment (SHMA) December 2015

- 2.2.3 However, the picture varies spatially. According to the Census 2011, there are higher concentrations of under 16 year olds in the north and higher concentrations of the working age population in the wards of Queen’s Gate and Earl’s Court. The older population is more likely to be living in the far south.
- 2.2.4 In terms of place of birth, the borough is very diverse. Just under half (48 per cent) of the population is born in the UK. The rest are made up of about 17 per cent from other parts of Europe and 35 per cent from elsewhere. But, as with other statistics, this varies spatially.

⁶ Office for National Statistics (ONS) mid-year estimates via NOMIS in Strategic Housing Market Assessment (SHMA) December 2015



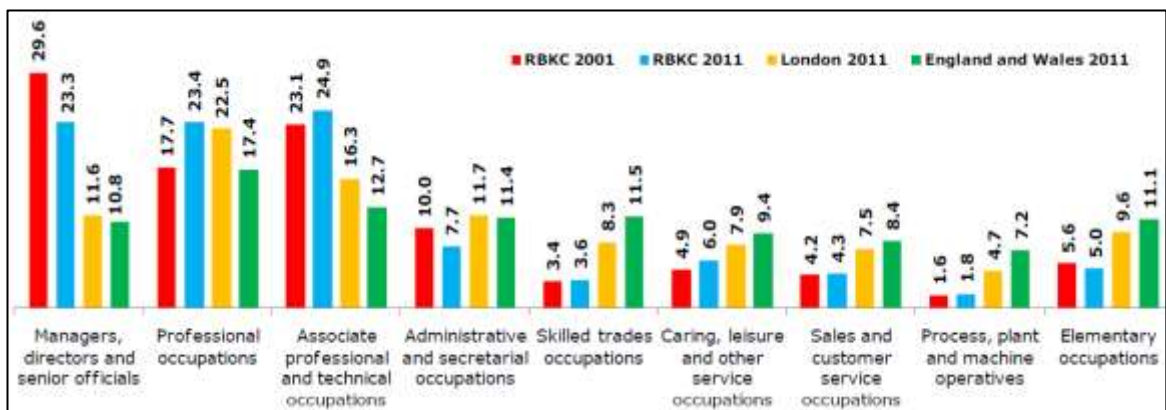
Country of birth. Source: Integrated Impact Assessment (IIA)



Broad ethnicity classifications. Source: Census 2011 RBKC Summary

Economic activity, qualifications and income

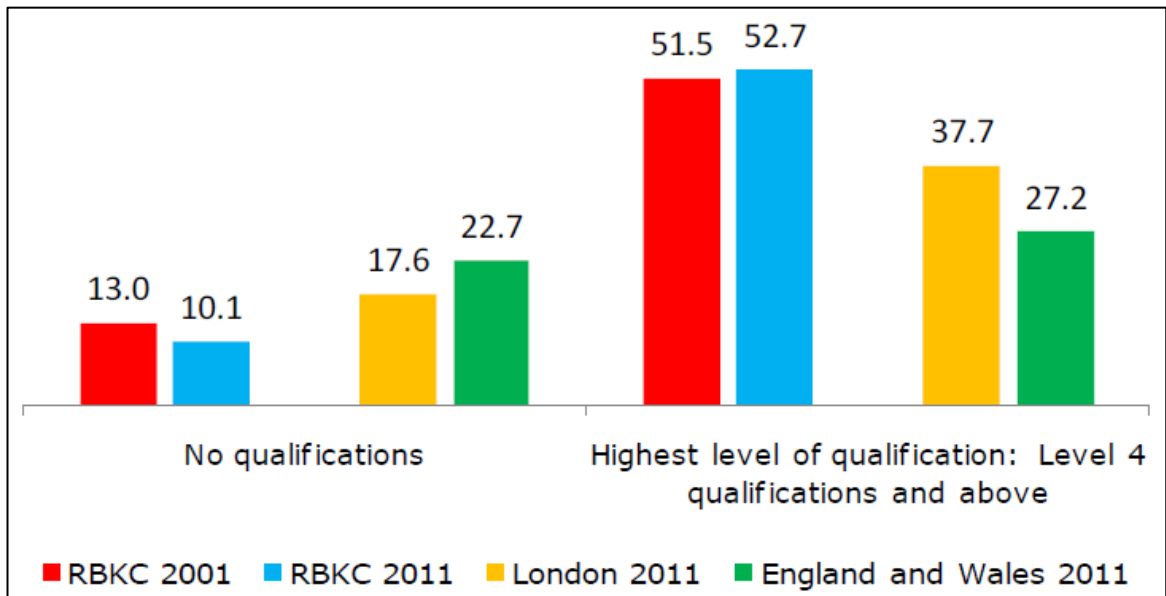
2.2.5 Kensington and Chelsea has the highest proportion nationally of working age residents in the 'managers, directors and senior officials' category. The proportion of residents employed in 'professional occupations' has increased from 17.7 per cent to 23.4 per cent in 2011. Kensington and Chelsea is ranked 28th in England and Wales for this group. Roughly a quarter of working residents are employed in 'associate professional and technical occupations' (24.9 per cent), this is the highest proportion in England and Wales.



Employment. Source: Census 2011 RBKC Summary

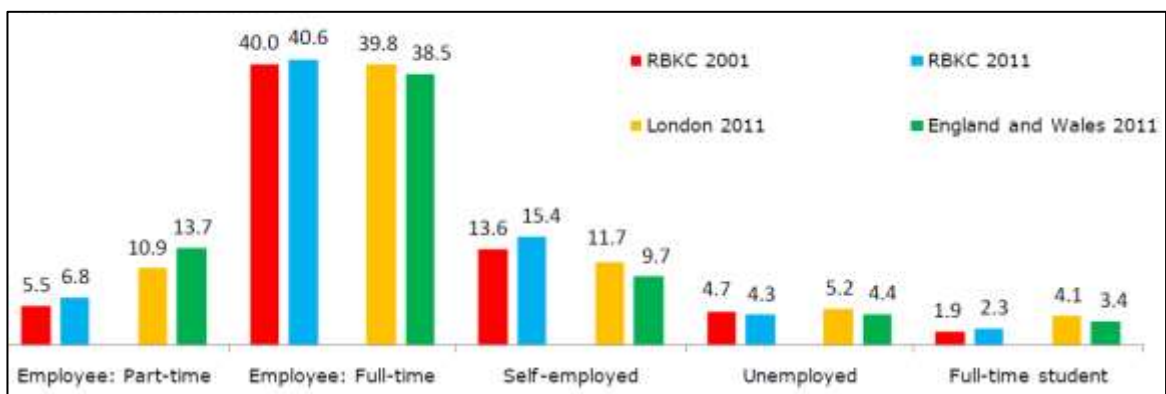
2.2.6 Both Kensington and Chelsea are well known as desirable areas in which to live. A disproportionate number of residents are from professional and managerial occupations, and, similarly, incomes are also higher than average. Over 50 per cent of borough residents

possess a university degree (Level 4 qualifications and above). This ranks the borough fourth nationally and 25 per cent higher than the national average. 10.1% of the population has no qualifications, which is a decrease by three per cent from 2001 to 2011.



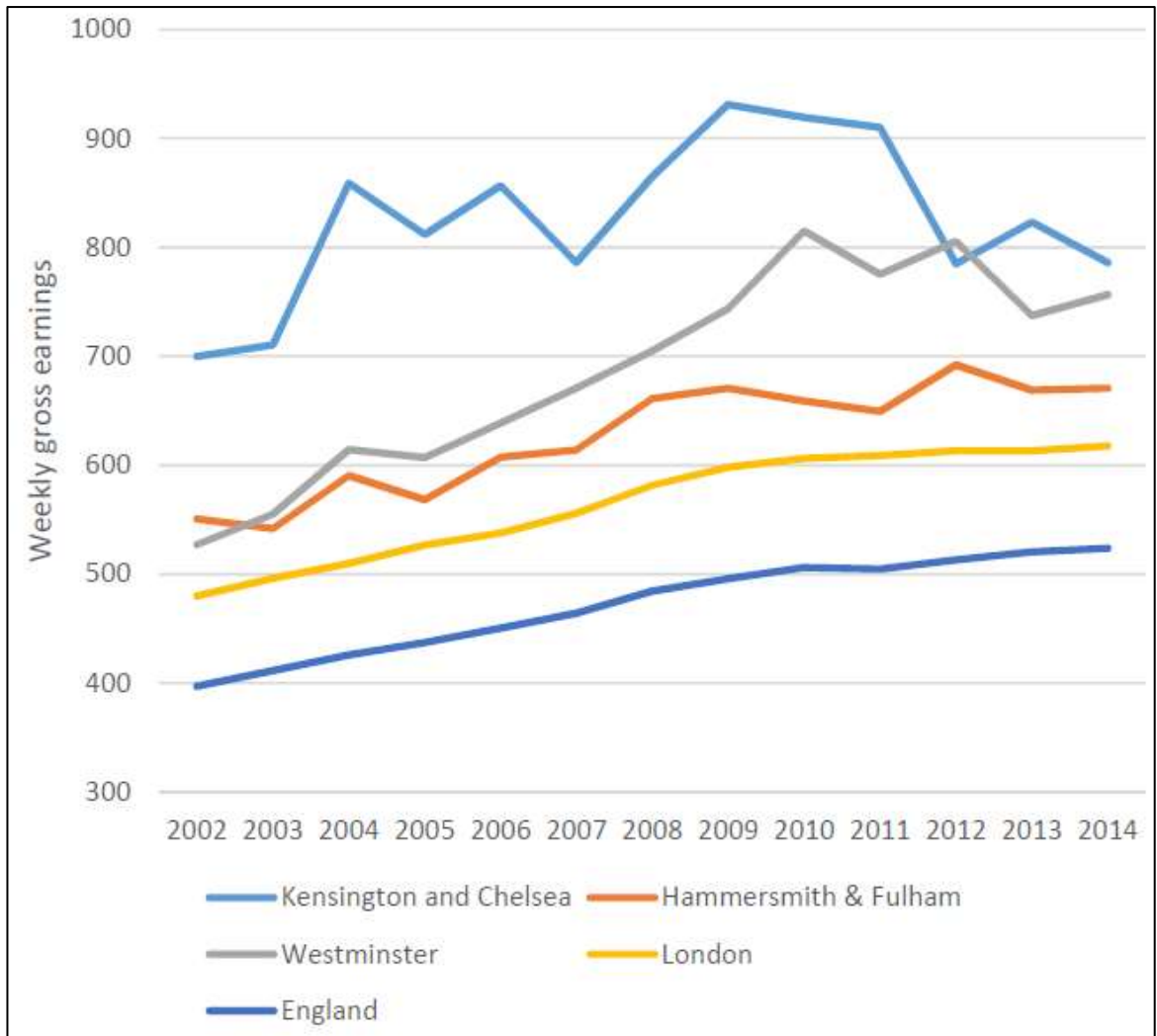
Qualifications. Source: Census 2011 RBKC Summary

2.2.7 However, when looked at spatially, it can be seen that household income varies considerably.



Economic activity. Source: Census 2011 RBKC Summary

2.2.8 As of 2014, average gross weekly earnings were £786, equating to £40,900 per annum.

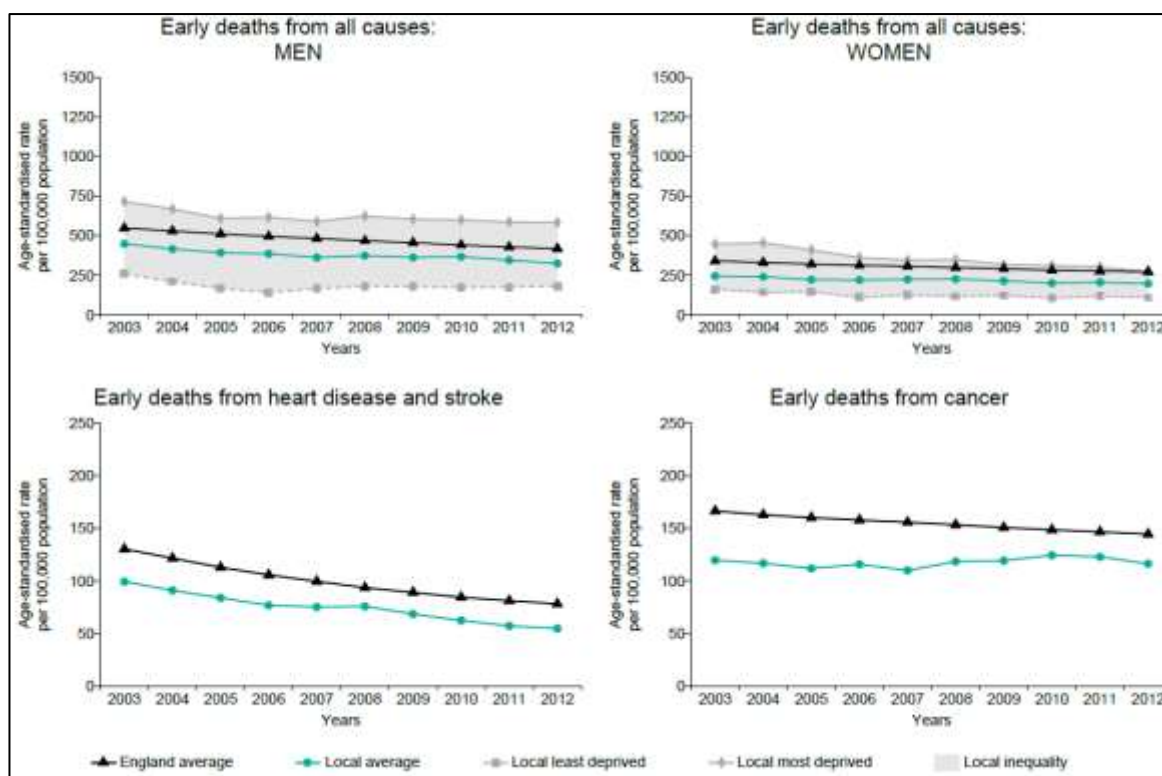


Weekly gross earnings over time. Source: Annual Survey of Hours and Earnings in Strategic Housing Market Assessment (SHMA) December 2015

Health

- 2.2.9 Life expectancy in Kensington and Chelsea is amongst the highest in the country. But this statistic masks a significant difference across the borough. People living in the healthiest wards have a greater life expectancy than those in the least healthy wards. Holland ward is highest for women at 94.6 years. Queen’s Gate is highest for men at 87 years. St Charles is the lowest for both men and women at 75.4 years and 80.5 years respectively⁷. The Council recognises that life expectancy is just a single measure of health, with higher levels of morbidity experienced by older residents.

⁷ Ambitious for Tomorrow, 2014



Early deaths causes. Source: Public Health England Profile 2015

- 2.2.10 Access to General Practitioner surgeries is good across the borough, with nearly 85 per cent of the borough being within ten minutes walk of a GP. Compared to England and London as a whole, the borough has the highest ratio of GP surgeries, with there being 2.5 GP surgeries per 10,000 people and the average in London being 1.7⁸.
- 2.2.11 The borough also has some high quality hospitals, including the Royal Marsden, and Chelsea and Westminster. These have a national role as well as serving local residents. Both are located in Chelsea. The north of the borough is served by St Charles Hospital, a local facility.

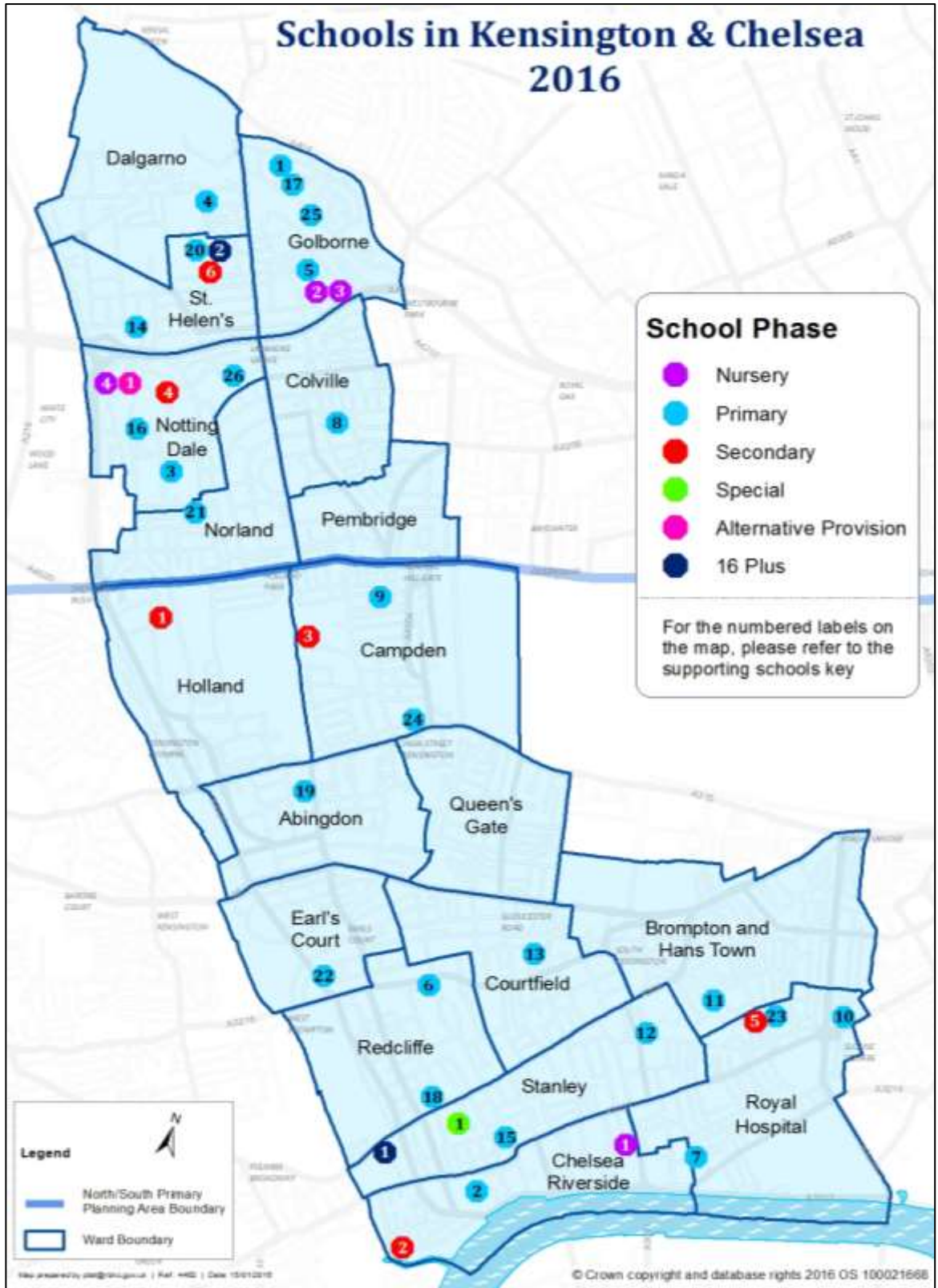
Education

- 2.2.12 The borough is well provided with primary schools, including many in the independent sector. There is a state primary school within a ten minute walk of 93 per cent of the borough but there is a slight deficiency in primary places in the south of the borough, which will be eliminated by 2018. In the secondary sector there is a sufficiency of places for Year 7 to Year 11 which takes into account the added pressure of increased number of primary pupils feeding through the system⁹.

⁸ Local Government Association, 2014

⁹ School Organisation and Investment Strategy, 2016

Schools in Kensington & Chelsea 2016



RB Kensington & Chelsea Schools						
	School	Academy Status	DfE Number	Postcode	Map Key	N/S
Primary	Ark Brunel Primary Academy	Converter	2072000	W10 5AT	1	N
	Ashburnham		2072021	SW10 0DT	2	S
	Avondale Park		2072538	W11 4EE	3	N
	Barlby		2072030	W10 6BH	4	N
	Bevington		2072050	W10 5TW	5	N
	Bousfield		2072060	SW5 0DJ	6	S
	Christ Church		2073321	SW3 4AA	7	S
	Colville		2072121	W11 2DF	8	N
	Fox		2072229	W8 7PP	9	S
	Holy Trinity		2073356	SW1X 9DE	10	S
	Kensington Primary Academy	Academy	2072001	W14 8PU	11	S
	Marlborough		2072399	SW3 2NA	12	S
	Oratory		2073379	SW3 6QH	13	S
	Our Lady of Victories		2075200	SW7 5AQ	14	S
	Oxford Gardens		2072452	W10 6NF	15	N
	Park Walk		2072456	SW10 0AY	16	S
	St Francis of Assisi		2073437	W11 4BJ	17	N
	St Mary		2073542	W10 5AW	18	N
	Servite RC		2073613	SW10 9NA	19	S
	St Barnabas and St Philip's		2073417	W8 6EJ	20	S
	St Charles		2075201	W10 6EB	21	N
	St Clement and St James		2073455	W11 4PG	22	N
	St Cuthbert with St Matthias		2073541	SW5 9UE	23	S
	St Joseph		2073477	SW3 2QT	24	S
	St Mary Abbots		2073504	W8 4SP	25	S
	St Thomas'		2073402	W10 5EF	26	N
	Thomas Jones		2072594	W11 1RQ	27	N

RB Kensington & Chelsea Schools						
	School	Academy Status	DfE Number	Postcode	Map Key	N/S
Nursery	Chelsea Open Air Nursery		2071053	SW3 5JE	1	S
	Golborne		2071010	W10 5TN	2	N
	Maxilla Nursery School		2071054	W10 5TN	3	N
	St Anne's Nursery School		2071021	W10 6TT	4	N
Secondary	Cardinal Vaughan	Converter	2075402	W14 8BZ	1	S
	Chelsea Academy	Academy	2076905	SW10 0AB	2	S
	Holland Park	Converter	2074320	W8 7AF	3	S
	Kensington Aldridge Academy	Academy	2074000	W10 6EX	4	N
	Saint Thomas More		2074681	SW3 2QS	5	S
	Sion-Manning		2074801	W10 6EL	6	N
Special	Chelsea Community Hospital School		2077165	SW10 9NH	1	N
	Parkwood Hall Co-Operative Academy	Converter	2077164	BR8 8DR	2	
AP	Latimer Alternative Provision Academy	Converter	2071100	W10 6TT	1	N
16 Plus	Kensington and Chelsea College		2078001	SW10 0QS	1	S
	St Charles Catholic Sixth Form College		2078600	W10 6EY	2	N

Schools in Kensington and Chelsea 2016. Source: School Organisational and Investment Strategy 2016

Crime

- 2.2.13 Different types of crime show different spatial patterns. The total notifiable offences in the borough has changed from 17,973 in 2013/14 to 18,837 in 2014/15 to 19,635 in 2015/16 (annual crime count)¹⁰.

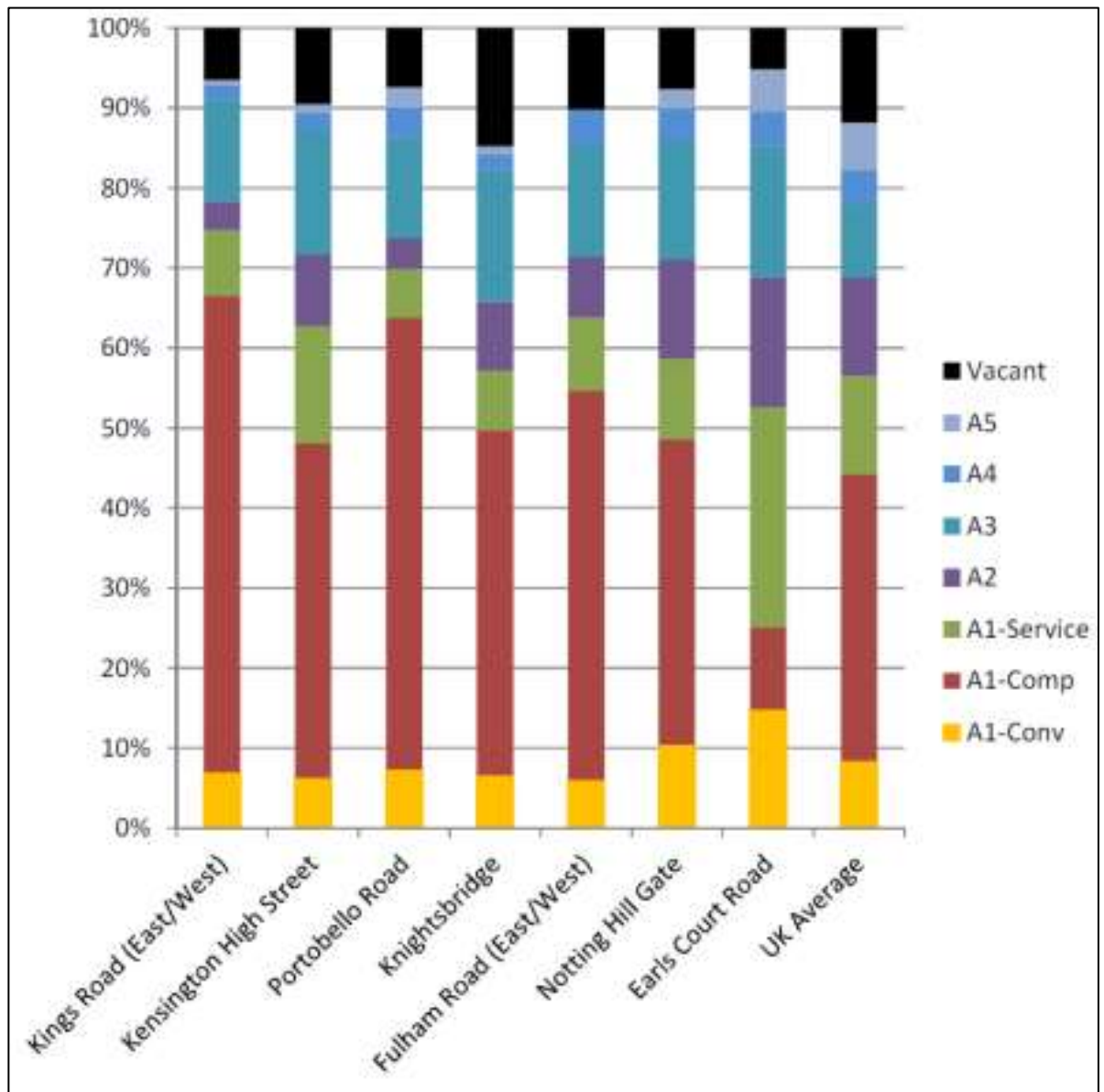
Shopping

- 2.2.14 Nearly 75 per cent of the borough is within a five minute walk of day-to-day shopping facilities. There are however, a number of areas which lie outside a five minute (400m or 440 yards) walk of local facilities. These are: the very south of the borough along the Thames, along the western boundary with the London Borough of Hammersmith and Fulham, and in the far north.
- 2.2.15 In addition to the Neighbourhood Centres, there are eleven larger centres in the borough: Knightsbridge is an International Centre (and is also located in the GLA's Central Activities Zone), Kensington High Street and King's Road East are Major Centres, South Kensington,

¹⁰ <http://maps.met.police.uk/>

Notting Hill Gate, Brompton Cross, Fulham Road, Earl's Court Road and King's Road West are District Centres and Portobello Road and Westbourne Grove are Special District Centres. These centres attract people to the borough and serve a pan-London or greater function, but they also provide a valuable role in serving the day-to-day needs of local residents. The majority of larger centres are located in the south and east of the borough.

2.2.16 The proportion of comparison goods retail units is higher than the national average in all centres except for Earl's Court Road, which has a high proportion of non-retail services. All centres have a high proportion of Class A3 restaurants/café, reflecting the strong evening economy and tourist attractions in the borough. Vacancy rates are generally lower than the national average¹¹.



Mix of units: Comparison with National Average. Source: Goad Plans in Retail and Leisure Needs Study, April 2016.

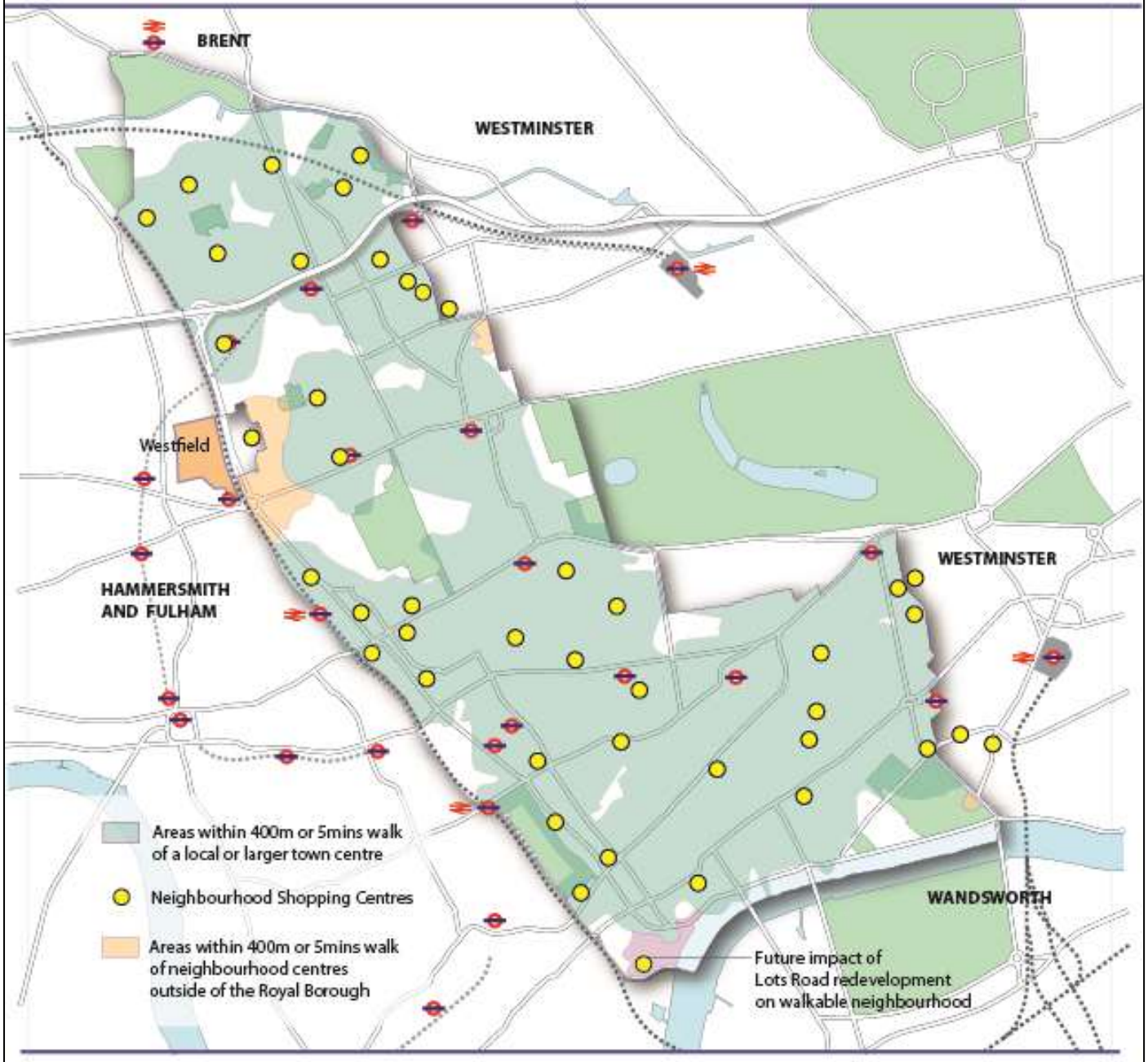
2.2.17 Retail is the number one reason why people visit the borough, topping the South Kensington museums for visitor numbers¹².

¹¹ Retail and Leisure Needs Study, April 2016

¹² Study of the Visitor Economy, 2009

NEIGHBOURHOOD CENTRES

Within 400m or 5 minutes walk of a local or larger town centre

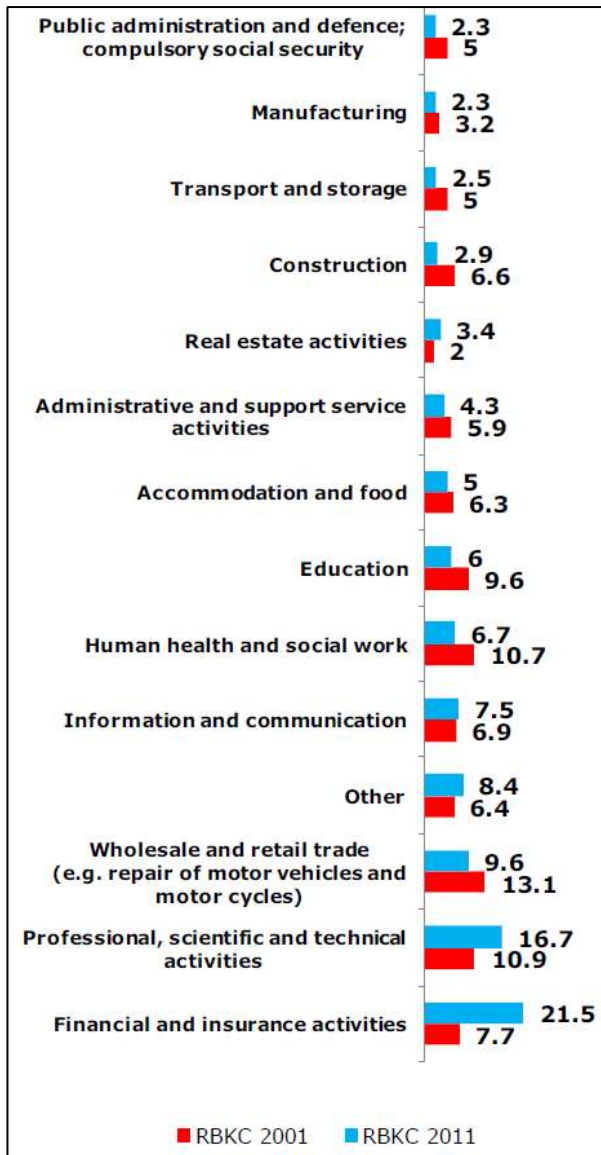


Employment

- 2.2.18 A large proportion of the jobs within the borough are within the service industry and are relatively low paid – the largest sectors for employment are retail, real estate/business activities and hotel/restaurants. This is in contrast to the occupations of the residents of the borough highlighted.
- 2.2.19 The borough has relatively few large employers. Instead, it has a wealth of small businesses. Kensington and Chelsea has a higher ratio of residential properties to commercial compared to many other central London Boroughs. The main commercial occupiers are retail and offices with few occupiers of light industrial and warehouse premises. The profile of the office market varies across the borough and can be identified with specific features of demand, tenant profile and values. As with all markets, the borough provides a mix of stock from small mews style office buildings scattered across the Borough, to larger purpose built office developments or converted warehouses in the core commercial clusters. Kensington and Chelsea has a full cross section of business types, and in the same way as the City of London is known for its financial services, so Kensington is known for its music, fashion and creative businesses¹³.
- 2.2.20 More than one-fifth (21.5 per cent or 17,494 residents) work in ‘financial and insurance activities’. This is the largest group overall and ranks the borough 2nd in England and Wales, after City of London (22.5 per cent). Westminster is ranked third with 17 per cent. The London average is 7.7 per cent¹⁴.

¹³ Frost Meadowcroft Office Market Review, 2014

¹⁴ Census 2011 RBKC Summary



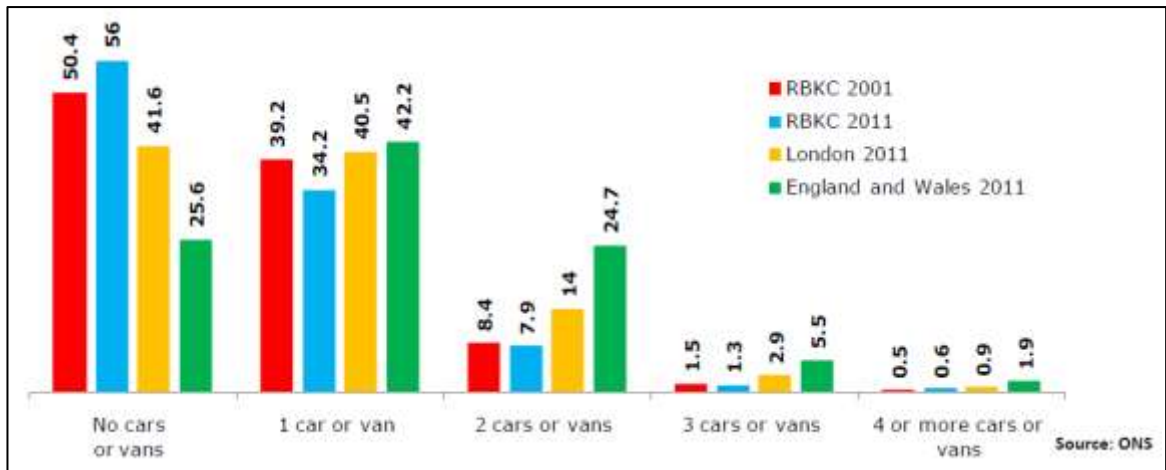
Industry of employment. Source: Census 2011 RBKC Summary

Transport

2.2.21 Well over half of all households in Kensington and Chelsea (56 per cent) do not have access to a car or van. This is the ninth highest percentage nationally and has increased by 5.6 per cent since 2001. The national average is 25.6 per cent and in London 41.6 per cent of households have access to no car¹⁵. The proportion of journeys made on foot by London residents originating in the Royal Borough is 40.2 per cent - the joint highest of all London Boroughs¹⁶.

¹⁵ Census 2011 RBKC Summary

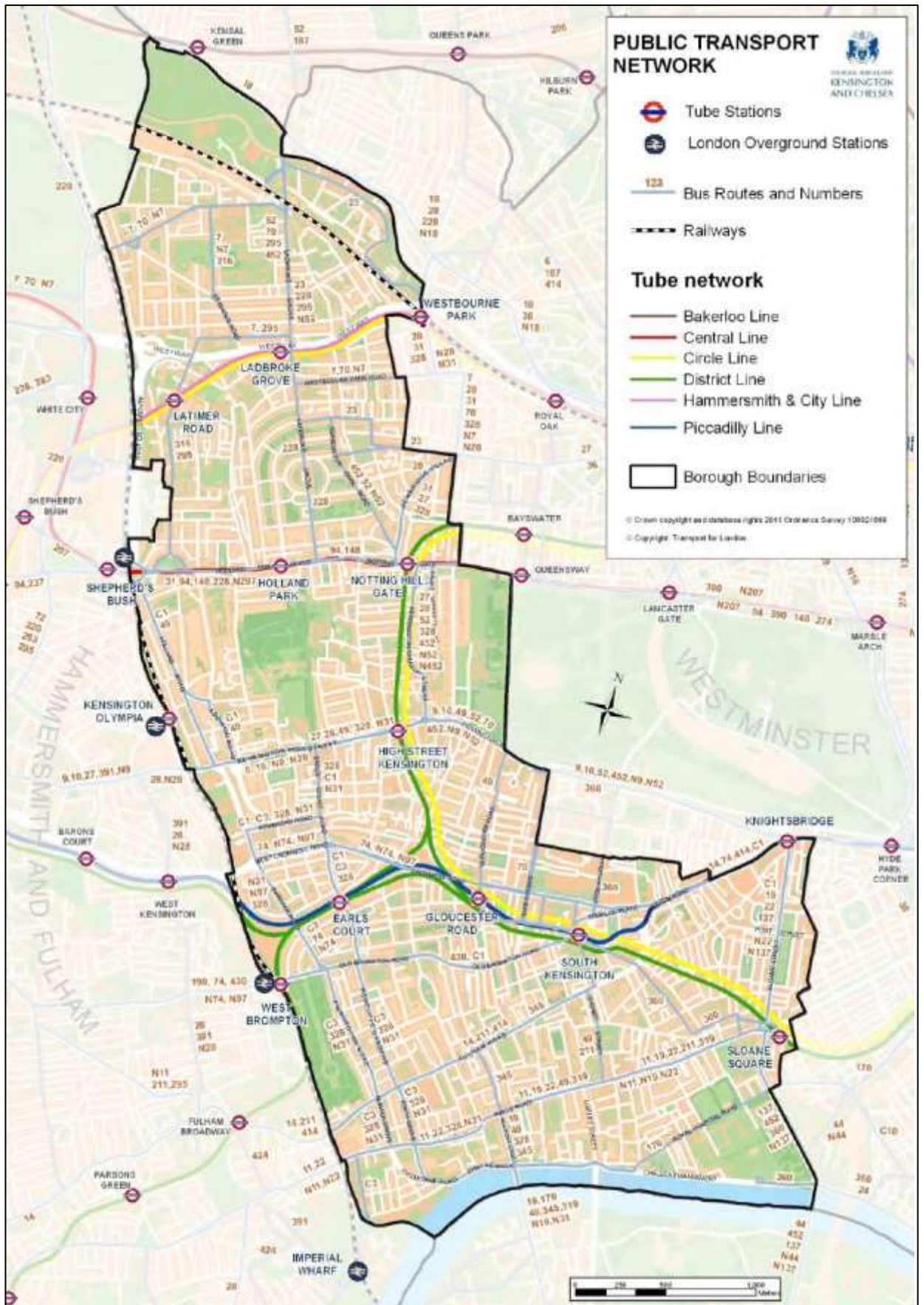
¹⁶ Local Implementation Plan (LIP), January 2014



Vehicle ownership. Source: Census 2011 RBKC Summary

- 2.2.22 Because of the shortage of on and offstreet residential parking in the borough, the Council has encouraged car clubs.
- 2.2.23 There are 207 km (127.6 miles) of roads in the borough. 28 km (17 miles) (13.5 per cent) are A roads, ten km (six miles) (4.8 percent) are B roads and the remaining 169 km (105 miles) (81.6 per cent) are C roads or unclassified. Six per cent (12.5 km (7.8 miles)) of the roads in the borough are designated as part of the Transport for London Road Network (TLRN). Access from the south is restricted to the Albert, Battersea and Chelsea bridges across the River Thames. North-south through routes are restricted because of the presence of the Westway, the Hammersmith and City Underground line, the Grand Union Canal, Holland Park and Kensington Gardens. East-west routes are less restricted but the West London Railway Line is a significant barrier to access into and out of the borough to the west. The restrictions mean that those routes that are available are heavily trafficked. These routes are also often major retail areas with heavy pedestrian flows, resulting in competition for road space¹⁷. This competition is likely to increase still further as the Opportunity Areas surrounding the borough are developed over time.

¹⁷ Local Implementation Plan (LIP), January 2014



Public Transport Network. Source: Local Implementation Plan (LIP), January 2014.

- 2.2.24 The Underground network reflects this east-west geography, with the Central, Circle, District and Piccadilly lines together servicing central Kensington and northern Chelsea, and the Hammersmith and City line serving North Kensington¹⁸. North-south movement on the Underground (apart from High Street Kensington to Notting Hill Gate) is not possible.
- 2.2.25 South Kensington is the busiest station, and is one of the busiest on the Underground network as a whole. Station overcrowding is a particular problem at Earl's Court, especially on the District Line platforms and at High Street Kensington¹⁹.
- 2.2.26 North-south movement is facilitated by the West London line, running down the western boundary of the borough with stations at Shepherd's Bush, Olympia, West Brompton and Imperial Wharf serving the far south west of the borough, in the London Borough of Hammersmith and Fulham. However, there is no station in North Kensington on this line²⁰.
- 2.2.27 There are no mainline rail termini in the borough. Paddington and Victoria lie a kilometre or so to the east, in the City of Westminster²¹.
- 2.2.28 If a journey starts or ends at Kensington High Street, there are a wealth of buses taking north-south routes. However, there are only three services that extend both north and south of Kensington High Street²².
- 2.2.29 Looking at Public Transport Accessibility Levels as a whole, they vary from 'excellent' around Notting Hill Gate and South Kensington, to 'poor' or 'very poor' in the far south and north west of the borough.

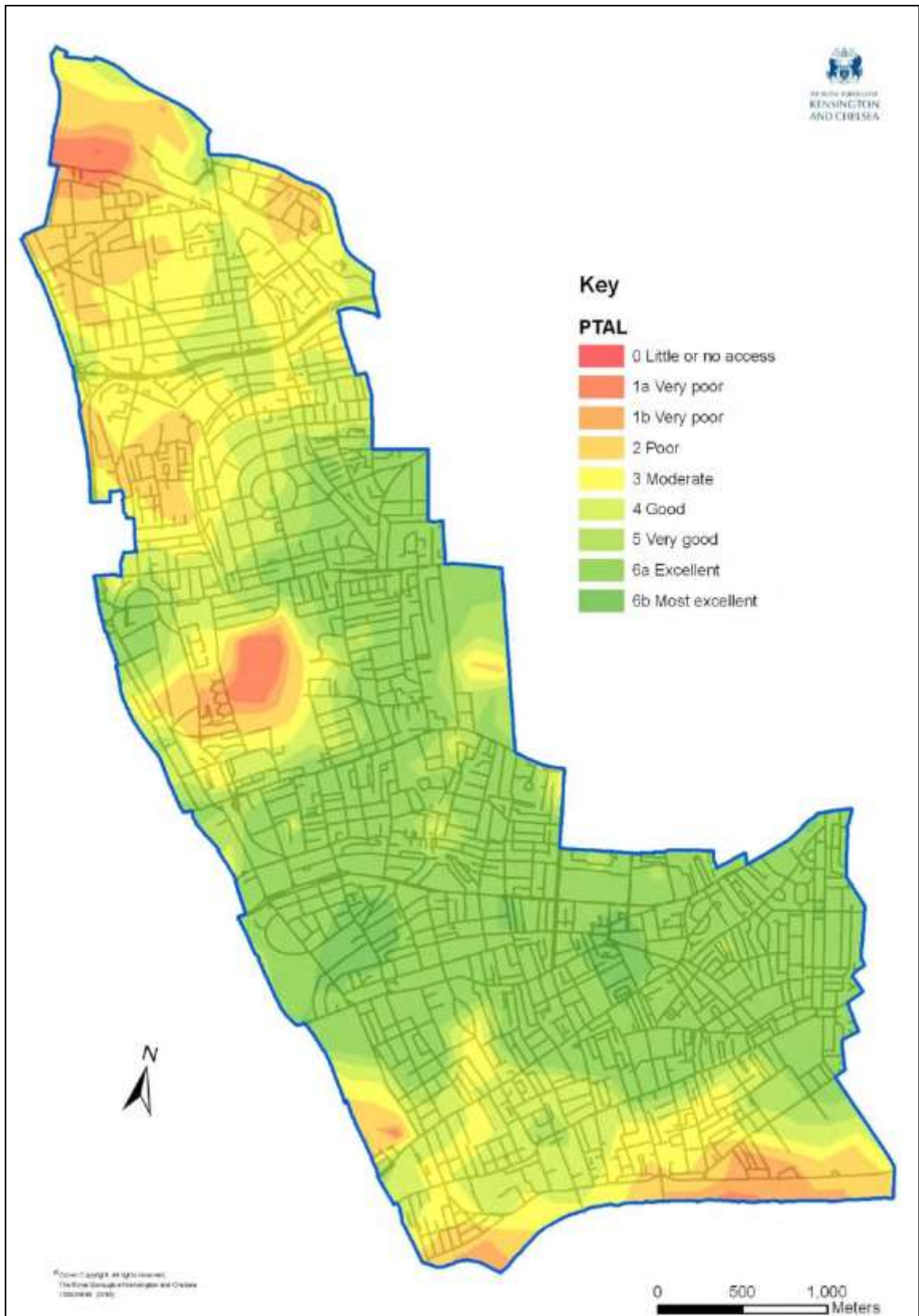
¹⁸ Local Implementation Plan (LIP), January 2014

¹⁹ *ibid.*

²⁰ *ibid.*

²¹ *ibid.*

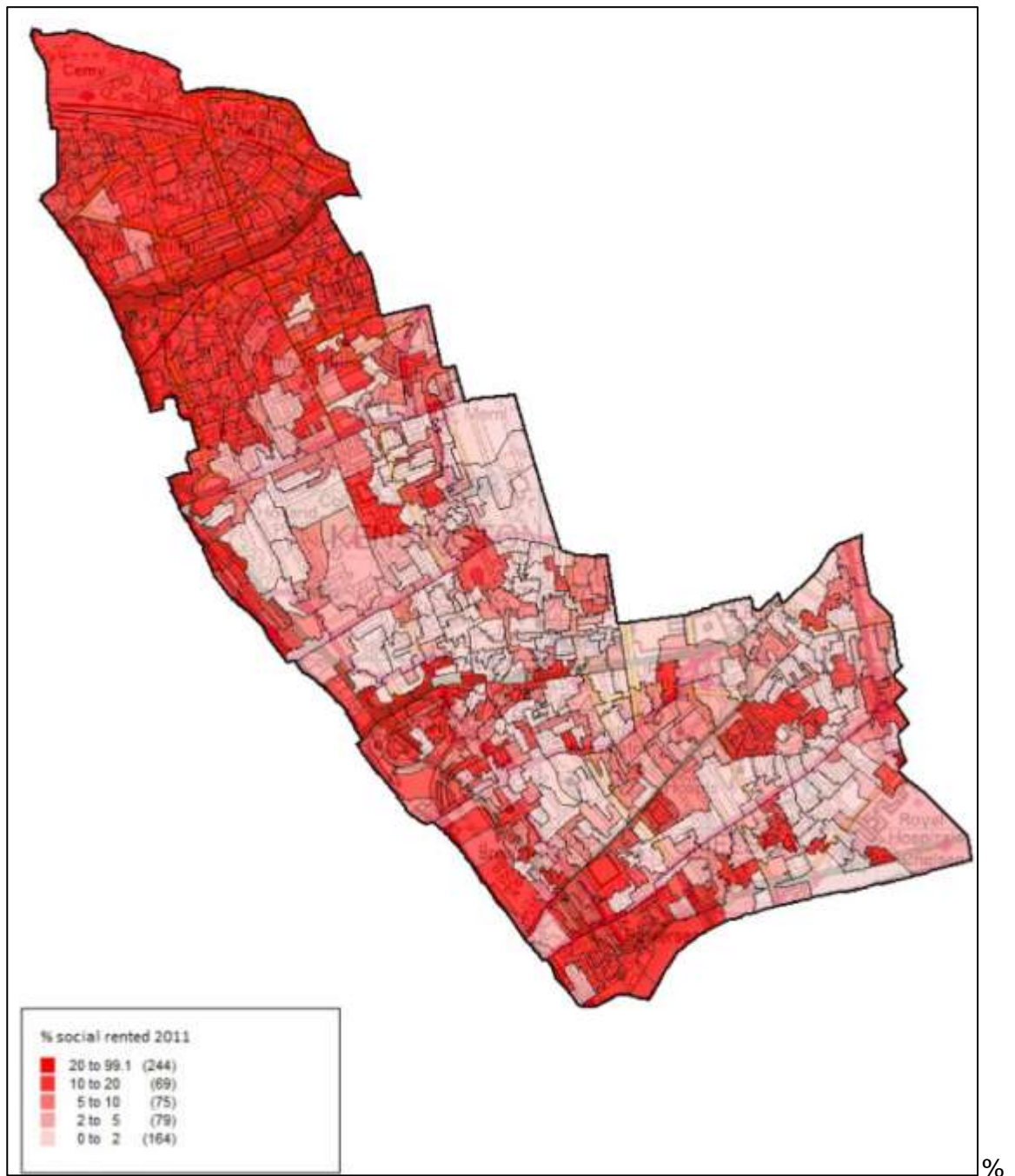
²² *ibid.*



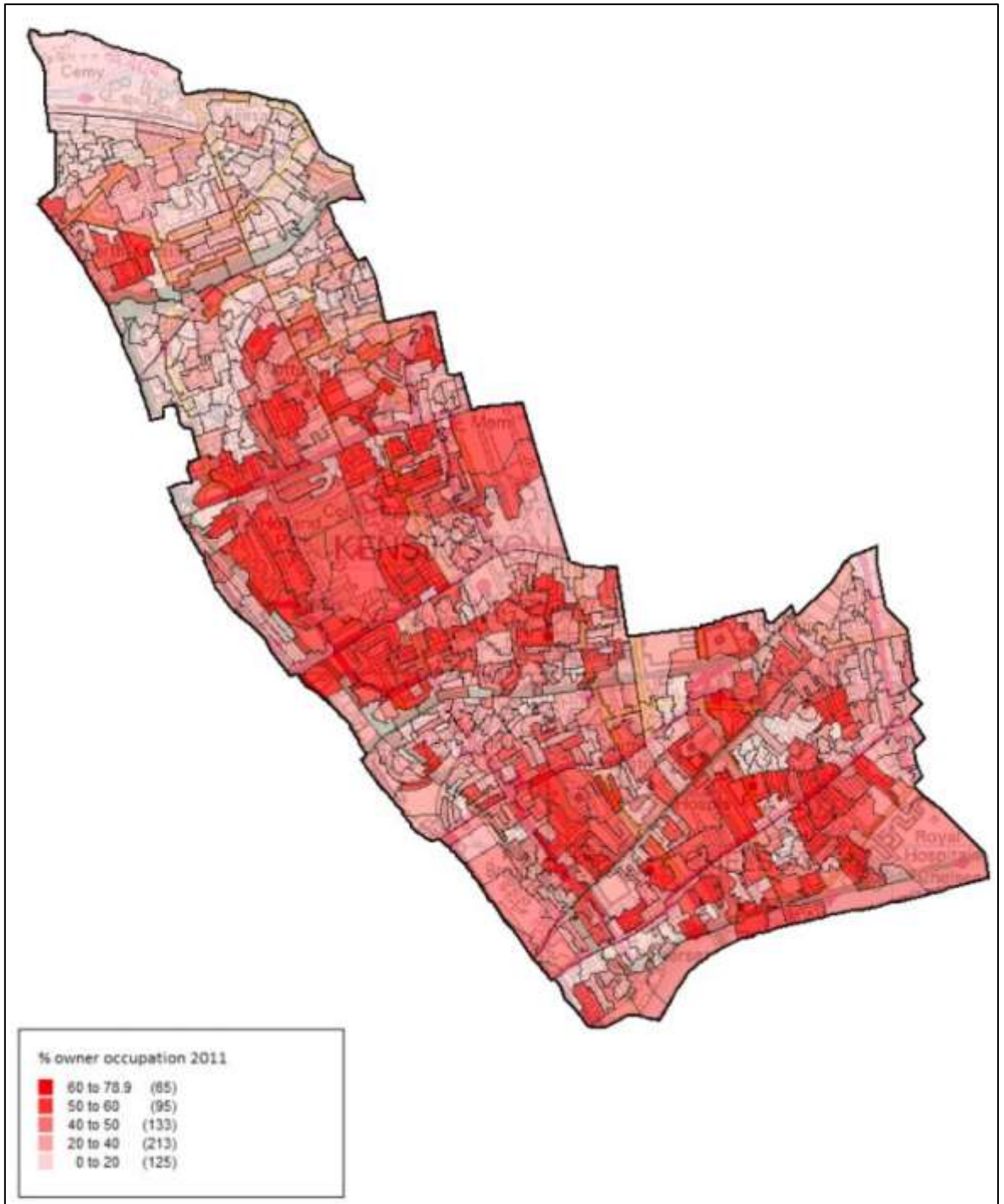
Public Transport Accessibility Levels
 Source: Local Implementation Plan (LIP), January 2014

Housing

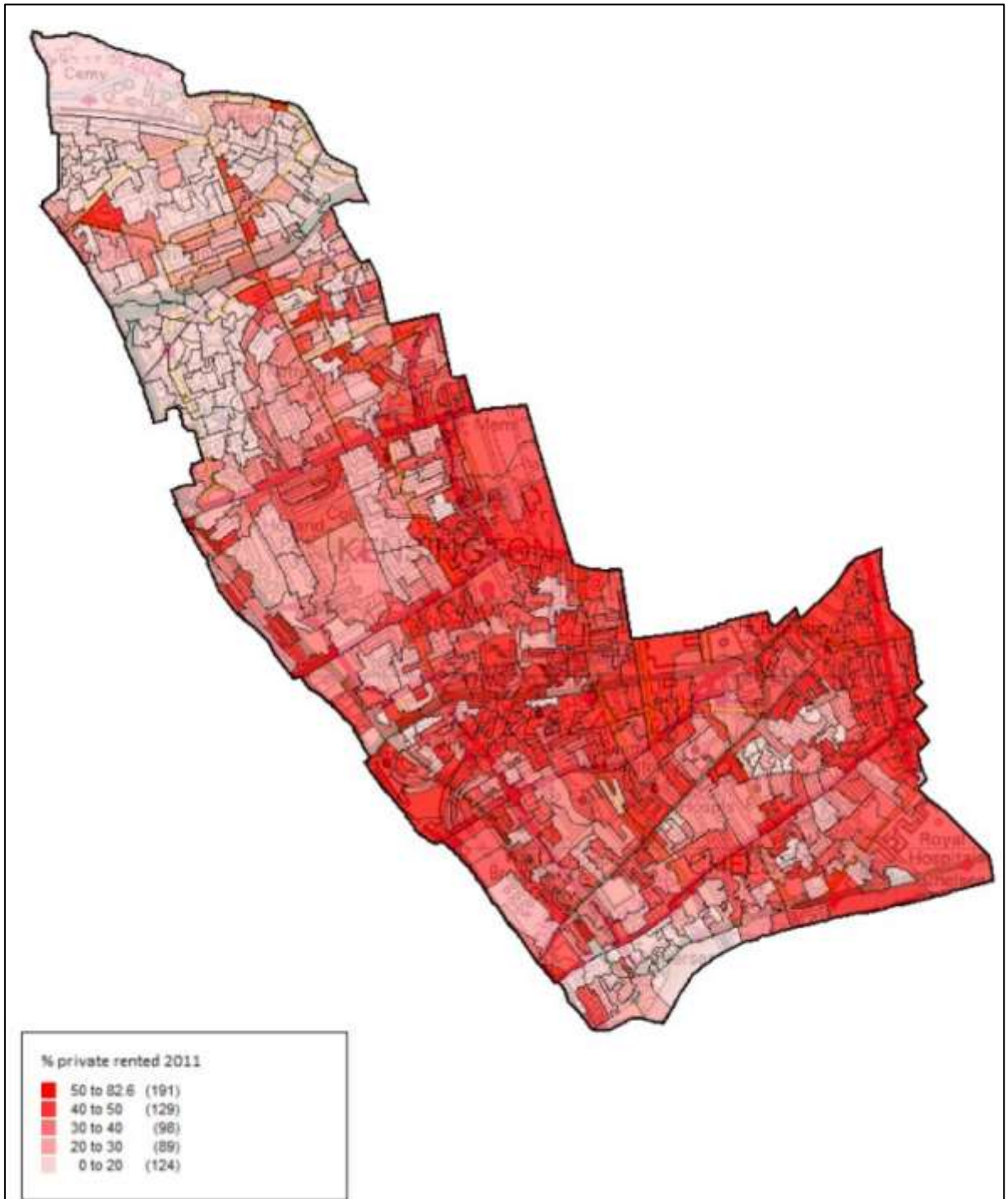
- 2.2.30 Land prices in the Royal Borough are very high, resulting in the highest house prices in England. Demand for private sector housing in the borough is insatiable and, given the relatively little development land available, can never be met. For that reason, we need to make the best use of the sites that we have, while ensuring schemes fit into their surroundings.
- 2.2.31 There is a clear concentration of social rented homes in the north, where most wards have less than 50 per cent owner occupation, and a third have less than 20 per cent owner occupation.



Social rented homes 2011



% Owner-occupation 2011

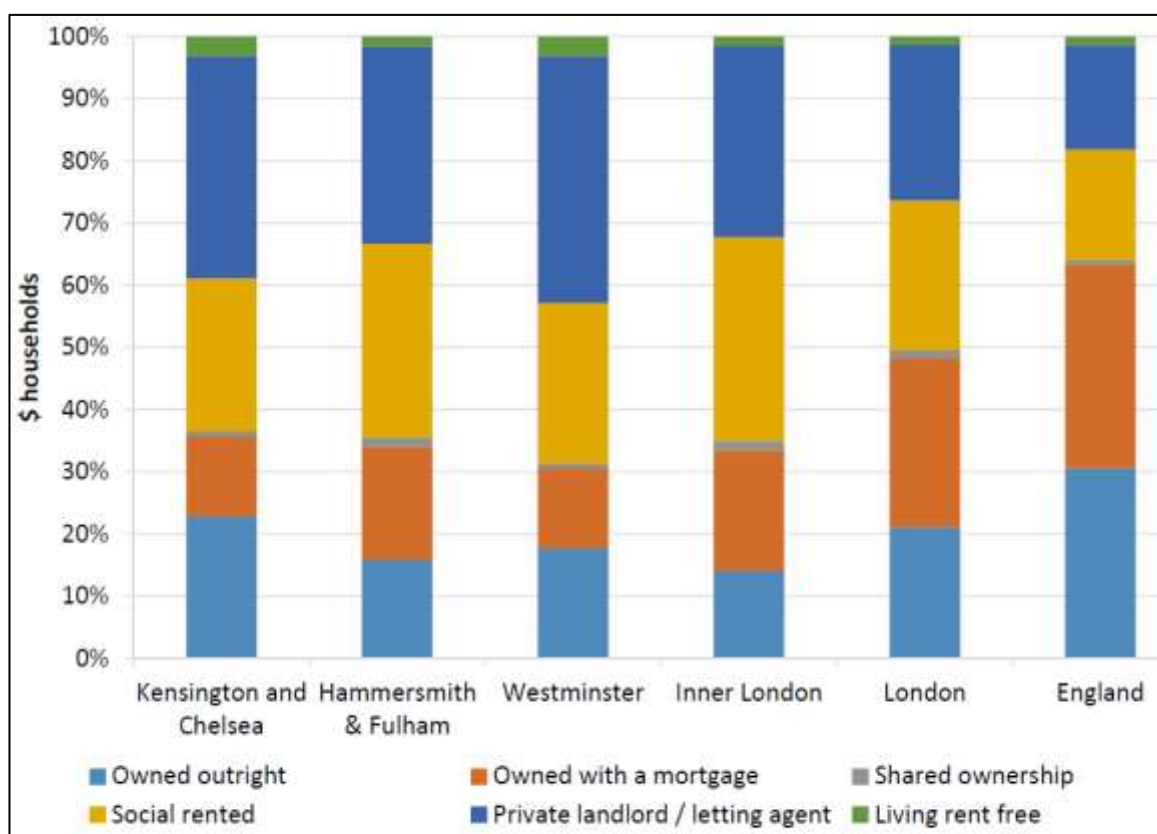


% Private rented 2011

Source: Strategic Housing Market Assessment (SHMA), December 2015

2.2.32 Owner occupation is low across the borough as a whole. The private rental sector is unusually large. This reflects both the traditional role that the borough has played in the London housing market – a place to rent a flat when people arrive in London. According to the 2011 Census the private rented sector had just overtaken owner-occupation as the largest single tenure in the borough, with both housing 36% of households. The social rented sector tenure amounted to nearly 25%, with shared ownership only representing less than 1%. Within the owner-occupier sector, 23% of dwellings were owned outright,

with 13% having a mortgage or loan. This proportion of outright ownership is higher than neighbouring authorities and the inner London average²³.



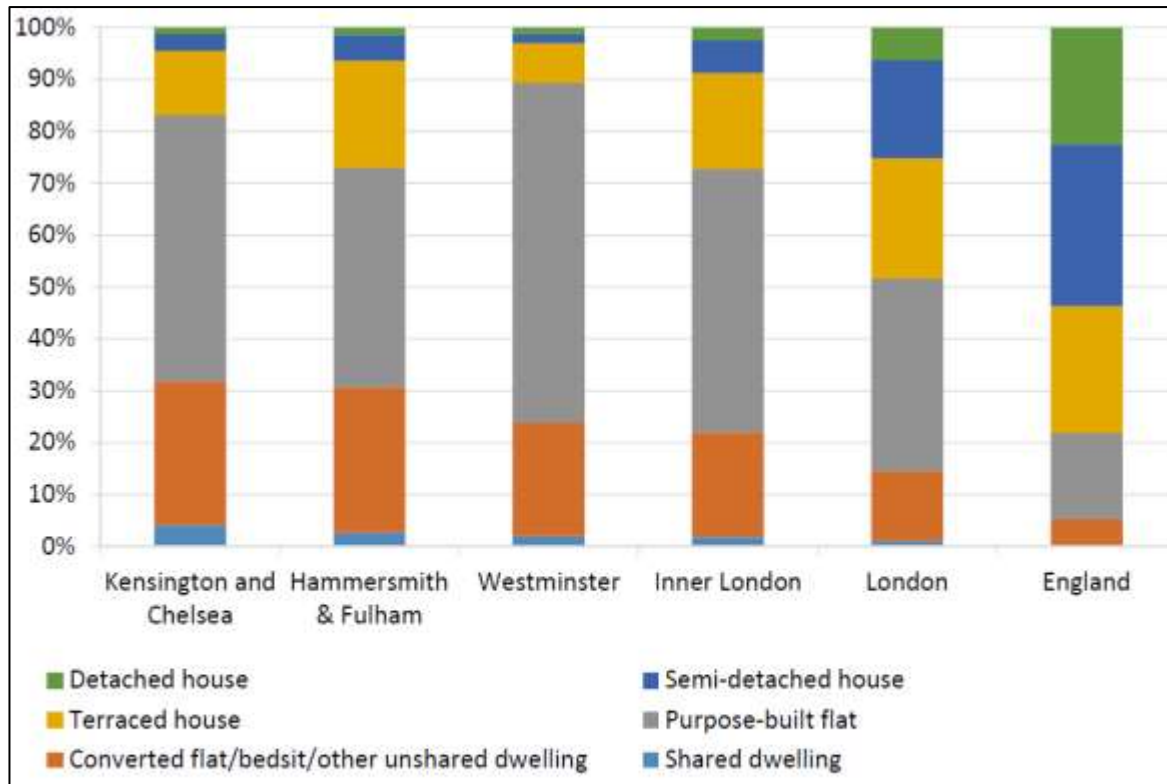
Tenure. Source: Census 2011 in Strategic Housing Market Assessment (SHMA), December 2015

2.2.33 There are 85,550 residential dwellings in the borough (2014) which represents a net increase of around 1,000 homes since 2009²⁴. When comparing the current make-up of stock in the borough with neighbouring authorities, the most striking differences are the low proportion of houses, and the preponderance of purpose built flats. With the exception of Westminster, where approaching 90% of dwellings are flats, the borough has a lower proportion of houses (17%), and a higher proportion of both purpose-built and converted flats (79%) than the Inner London and London-wide averages²⁵.

²³ Strategic Housing Market Assessment (SHMA), December 2015

²⁴ Based on DCLG Live Tables in Strategic Housing Market Assessment (SHMA), December 2015

²⁵ Strategic Housing Market Assessment (SHMA), 2015



Typology. Source: Census 2011 in Strategic Housing Market Assessment (SHMA), December 2015

- 2.2.34 The current house building target, set by the London Plan, is 7,330 houses from 2015 to 2025. Annualised to 733 a year. The nature of sites within the borough is such that there are many small sites and very few larger sites. House building rates, when reported on an annual basis, thus have peaks and troughs. A study of the capacity of the borough has been completed as part of a London-wide study²⁶.
- 2.2.35 The borough has consistently had the highest median house prices amongst its neighbouring and inner London Boroughs (and the highest in both London and England), by a considerable margin. The median sale price in 2014 was £1,198,500²⁷. The borough's housing stock only caters for those with either very high or very low incomes – there are ever fewer opportunities for those on ordinary incomes to live in the borough²⁸.
- 2.2.36 In common with other central London Boroughs, there are high numbers of second home owners and empty homes in the borough. Only 37% who bought a home in the borough in 2014 described their purchase as being for “as a main residence”²⁹. In addition the 2011 census indicated that some 9,000 residents in England and Wales owned a second homes in the borough³⁰, and 18% of the borough's residents have a second home elsewhere³¹. Compared to regional and national average.

²⁶ Strategic Housing Land Availability Assessment, 2013

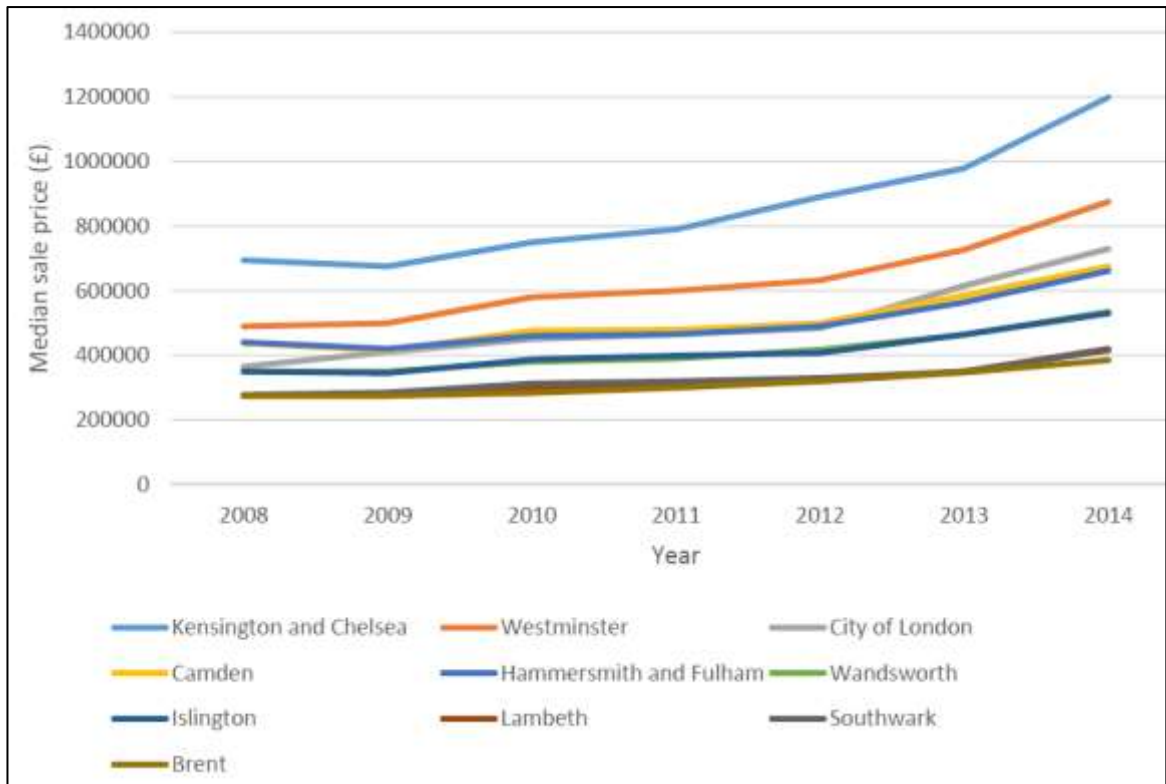
²⁷ Strategic Housing Market Assessment (SHMA), December 2015

²⁸ Ambitious for Tomorrow, 2014

²⁹ The World in London, Dynamics of a Global City, Savills (2014)

³⁰ ONS (2011)

³¹ ibid



Median house prices 2008-14

Source: Strategic Housing Market Assessment (SHMA), December 2015

Built environment

- 2.2.37 The borough has a legacy of Georgian and Victorian terraces laid out in a network of streets, often including garden squares. There are over 4,000 listed buildings and over 73 per cent of the borough is within a conservation area, including some of metropolitan importance such as the Thames, Royal Hospital and South Kensington Museums conservation areas.
- 2.2.38 The Edwardian period saw a shift away from town houses to the mansion block, allowing buildings to be slightly taller and thus, as we see today, higher density. The same principles of street-based architecture with the town house endured with the mansion block. The two principal building types are combined in a rich mix where neither one nor the other predominates over very large areas.
- 2.2.39 Another important characteristic that is also part of this legacy is the interspersal of small scale studios, shops, pubs and other mixed uses within the residential areas. This adds vitality and variety to the street scene – mixed uses are not confined only to town centres or employment zones in the borough.
- 2.2.40 Away from the borough’s traditional central belt, there are many examples of twentieth century estate developments. This includes the much loved icon Erno Goldfinger’s Trellick Tower.

Conservation Areas



THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA

Key	Conservation Area
1	The Billings
2	The College of St Mark & St John
3	Neven Square
4	Lexham
5	Earl's Court Square
6	Earl's Court Village
7	Courtfield
8	Cornwall
9	Chelsea Park/Carlyle
10	Brompton Cemetery
11	The Bellows
12	Sloane/Stanley
13	Chayne
14	Thames
15	Royal Hospital
16	Sloane Square
17	Notland
18	Assemble Park Gardens
19	Ladbroke
20	Kensington
21	Pembroke
22	Kensington Palace
23	Kensington Square
24	Kensington Court
25	Edwards Square/Scorsdale & Abington
26	De Vere
27	Queen's Gate
28	Brompton
29	Hans Town
30	Kensal Green Cemetery
31	Chelsea
32	Defiant Gardens
33	Thurton/Smith's Charity
34	Philbeach
35	Colville
36	Assemble
37	Holland Park
38	Lots Village
39	Chelsea Estates

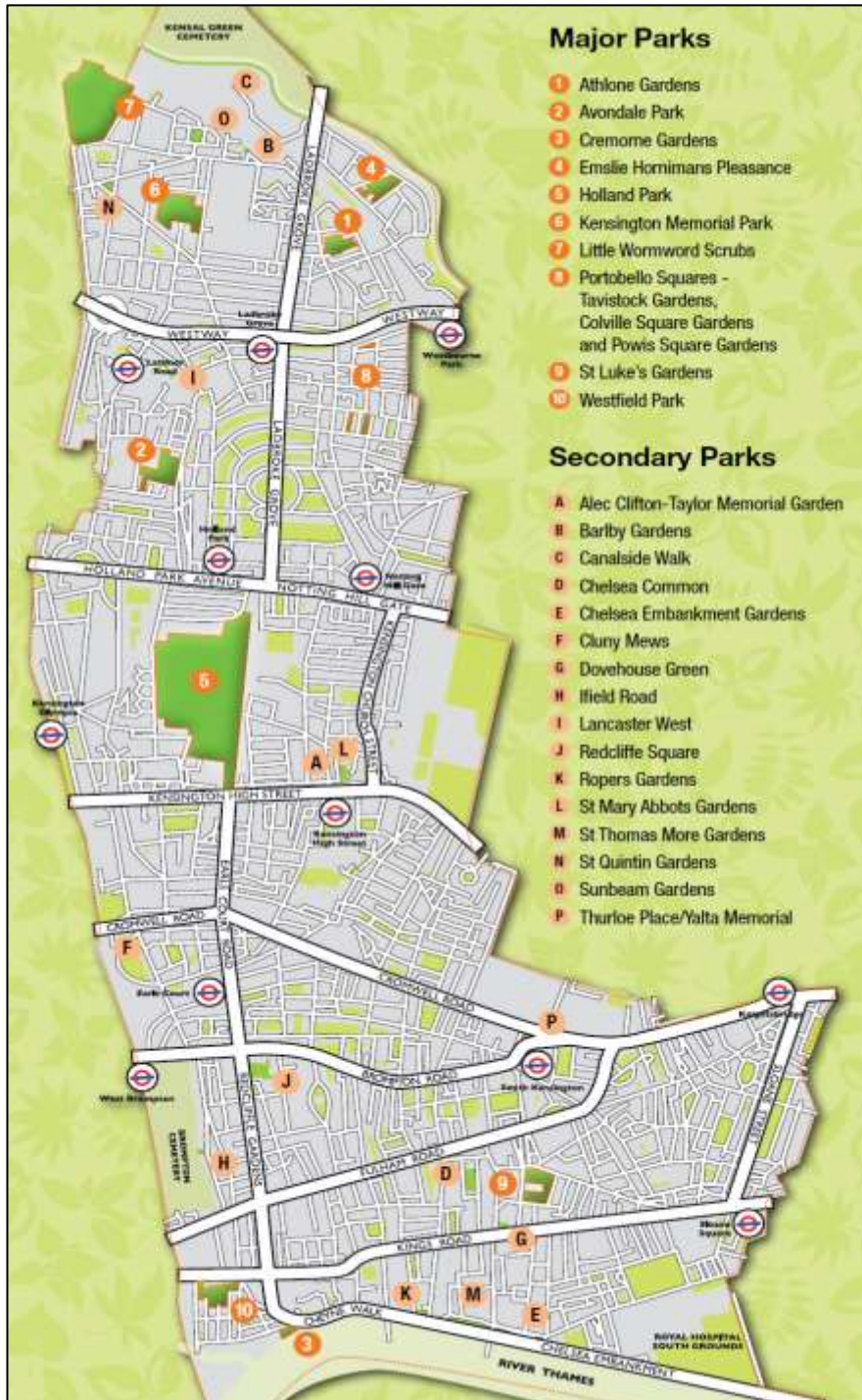
- Legend**
- Tube Stations
 - Conservation Area
 - Borough Boundary

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Conservation Areas in the Borough

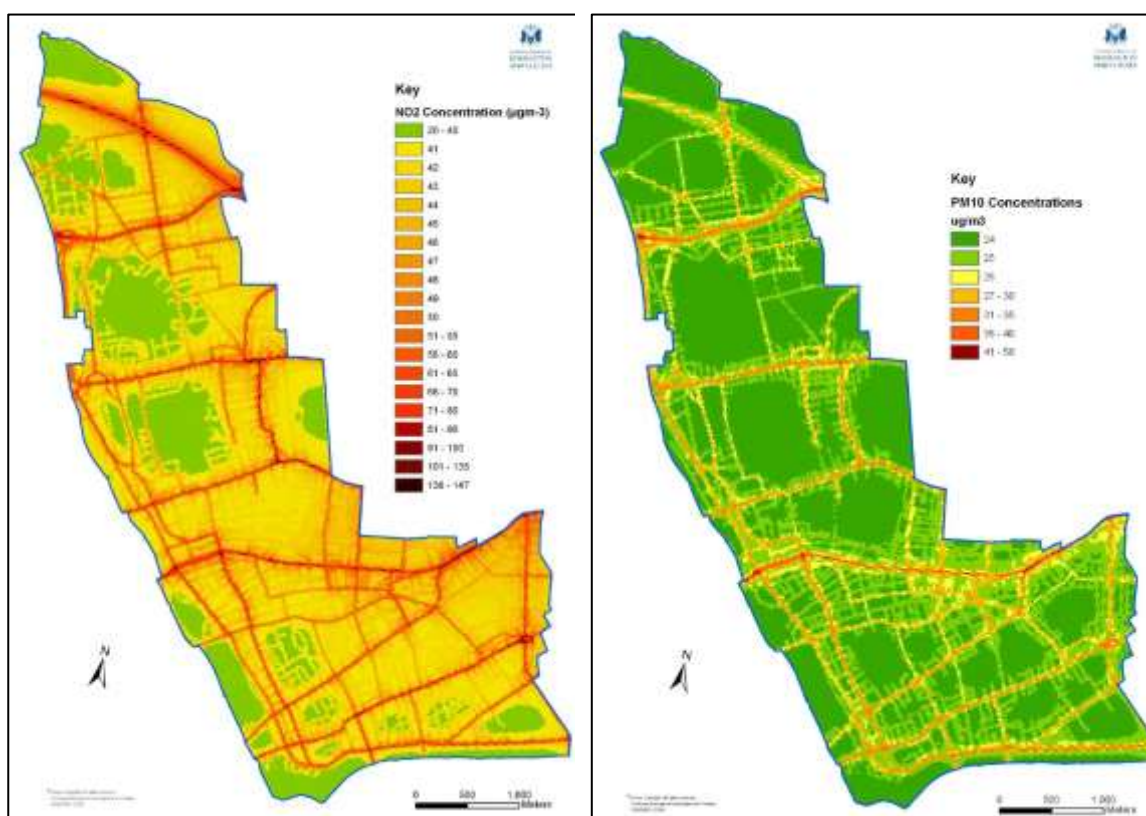
2.2.41 The Georgian legacy in the borough has left us with a tremendous number of garden squares. These are communal spaces enjoyed by the surrounding properties, but their construction has also resulted in a lack of public open and playable space in some parts the borough. This however, is counter-balanced somewhat by Holland Park and Kensington Gardens which act as the borough's primary public open spaces. The Council is responsible for some 28 parks, two cemeteries and a further 60 green spaces. The Council and its stakeholders share a common endeavour to maintain and, where possible, improve the condition of the parks³².



Parks in the Borough. Source: Parks Strategy 2016-25. July 2016.

³² Parks Strategy 2016-25, July 2016

Natural environment



Modelled Annual Mean NO₂ Concentrations, 2010. Source: London Atmospheric Emissions Inventory Datasets and Meteorology

Modelled Annual Mean PM₁₀ Concentrations, 2010

- 2.2.42 The whole borough is designated as an Air Quality Management Area. The primary sources of air pollution are vehicular traffic and diesel trains. A number of the borough's roads produce significant air pollution, such as the Cromwell Road and the Earl's Court one-way system. According to Public Health England figures, the London average for deaths related to air quality in those aged over 25 is 7.2 per cent. Kensington and Chelsea and Westminster are the worst boroughs in London, with 8.3 per cent of deaths attributable to air quality, which equates to 68 deaths out of a total of 824 deceased over-25s in the borough³³. London Atmospheric Emission Inventory estimates for 2012 showed that 906 tonnes of NO_x and 76 tonnes of PM₁₀ are emitted annually from sources within the borough.
- 2.2.43 Potential flooding from the River Thames would affect areas along the embankment, but most of the borough is not under threat³⁴. There have however, been two events of sewer flooding caused by the Counters Creek combined sewer and storm water drain, which runs down the western boundary with the London Borough of Hammersmith and Fulham. This has insufficient capacity in extreme storm events.
- 2.2.44 In terms of carbon dioxide emissions, 60% of the borough's CO₂ came from commercial buildings, 29% from residents' homes and 11% from road transport³⁵. Total CO₂ emissions

³³ Ambitious for Tomorrow, 2014

³⁴ Strategic Flood Risk Assessment, March 2014

³⁵ Air Quality and Climate Change Action Plan 2016-21

in the Borough were approximately 1,236,000 tonnes in 2013, equivalent to 7.9 tonnes per annum per capita³⁶.

- 2.2.45 Biodiversity in the borough is remarkably rich given its urban setting. There are 24 Sites of Importance for Nature Conservation (SINCs). Ninety two per cent of these SINCs are classed as being in 'positive management'. The remaining 8% are rail-side land, over which the Council has little formal control.

Waste

- 2.2.46 Nearly all of the borough's residual waste is transported by barge from Wandsworth by the Western Riverside Waste Authority. In 2015-16 22.9 per cent of our household waste was recycled, which is below the national average 44.9 per cent.

2.3 Spatial patterns and common issues

- 2.3.1 It should be noted that the borough is predominantly residential. It has important town centres, but none of the 'core' commercial activities associated with mainline stations or the centre of London.
- 2.3.2 A principal issue that the borough faces is the value of land and property, stimulated by the insatiable appetite for residential accommodation. The quality of life of those living within the borough is enriched by the mix of land uses.
- 2.3.3 This is important at two levels. There is the local level of day to day living – shops, GPs, schools and other social and community facilities. Without these day to day facilities at a local level, the borough would become a residential dormitory without a sense of community. Keeping Central London 'at bay' and allowing 'normal' residential community activities to flourish, was a key issue identified in the consultation in the preparation of the Local Plan.
- 2.3.4 The second level is that of the vitality of town centres – many of which are important to the long term success of the borough – as well as cultural activities and employment. The number of visitors from outside the borough that support these activities means that the facilities available to residents is much richer, and enhances their quality of life. Consultation during the preparation of the Local Plan also identified this as an important issue, with a particular emphasis of enabling people who live in the borough to work here, especially in finding premises for small businesses.
- 2.3.5 Housing provision was also identified as an important element in the public consultation. The borough can never meet the pent up demand for housing. Even if there were capacity for significant new development, it would be unlikely to have any obvious impact on the overall price of houses. Land prices mean that achieving Intermediate housing³⁷ is a particular challenge.
- 2.3.6 There is also pressure for 'exclusive' (in other words gated) communities to meet a particular part of the Kensington and Chelsea market. This however, would have wider long term impacts, resulting in a more divided society.
- 2.3.7 While the price and number of houses is an important characteristic, the principal issue that the strategy can take steps to address is to ensure that as much affordable housing is provided from the new stock as possible. New housing also needs to be provided in a way

³⁶ Local and Regional CO₂ Estimates for 2005-13, DECC, 2015

³⁷ Intermediate housing includes tenures such as shared ownership, where the occupier buys part of the property and rents the remainder, and intermediate rent

which achieves diversity at a local level, with different types of housing integrated with one another.

- 2.3.8 Another key issue is the predominance of the main transport infrastructure running east-west and the difficulty of moving north-south. There is also an issue in North Kensington, where rail infrastructure has created significant barriers to movement, but brings no access benefits because of the lack of local stations.
- 2.3.9 Compared with other parts of London, the borough might be considered to be well served by public transport. However, within the borough there are large differences. Much of the centre and south of the borough has high levels of public transport accessibility (PTAL). This is due to the original pattern of the underground and bus networks and the density of development and network of local centres reflects this. However, large parts of North Kensington and parts of South West Chelsea have relatively poor public transport accessibility.
- 2.3.10 Vehicular traffic also has a significant impact on our street environments, both in terms of its effect on the quality of the pedestrian and cycling environment, but also in terms of air quality. Measures to improve other travel choices so that car dependency is reduced is thus an important issue to be addressed in the strategy, and one reflected in public consultation.
- 2.3.11 The built environment is central to the identity and success of the borough. Passing this legacy to future generations is thus an important issue the strategy must address. But so too is ensuring new developments are of equivalent quality.
- 2.3.12 One strong characteristic of the built environment of the borough is the structure and quality of the street environment. For such a high density area, the borough is remarkably green, with a significant contribution made by garden squares and street trees. There is limited public open space, but the borough's tradition of communal external space, such as garden squares, compensates for this. Maintaining the quality of the public realm, including repairing the street network in areas that have become fragmented, is important.
- 2.3.13 The preservation and enhancement of the historic environment, achieving high quality new developments and having a high quality streetscape are all very high priorities for our residents and a key consideration within the environmental dimension of sustainable development. This is reflected not only in the comments from the earlier consultation drafts of the Local Plan, but in the number and level of activity of the residents' amenity societies.
- 2.3.14 Another important issue to emerge from the consultation was concern for the overall environmental footprint of the borough. The carbon emissions of the borough are among London's highest, our air quality is poor, and we have complex issues to resolve regarding flooding. Bringing our activities within the limits of the environment is the final strategic issue to be addressed in the Local Plan.

Conclusions

- 2.3.15 It can be seen that the key characteristics and broad spatial patterns present four components that must drive the direction of the Local Plan:
- A fully integrated approach to development in consultation with the community must be taken if all communities are to be able fulfil their potential.
 - The Local Plan can play a positive contribution in addressing the ambitions of the community. This includes meeting their housing needs, providing the community facilities needed, and the premises required for the businesses which can employ local people.

- That there are many places within the borough that have national and international reputations relating to culture and retail, which need to be enhanced. Spatially, the main destinations tend to cluster in the south and east of the borough.
- That the borough is largely residential, and a place where there is a high demand for all types and tenures of housing. A demand that needs to be addressed.

2.3.16 In addition, five strategic issues have been identified which need to be addressed as part of the vision and strategic objectives if the four components above are to be successfully tackled:

- Providing for new residential development in a way which diversifies tenure patterns and house sizes, reflecting the needs of existing and future residents.
- Protecting local uses and those that are important to the vitality of the borough from potential loss to the higher values commanded by residential land uses. The Council will also seek to assist in the provision of additional premises to try to meet objectively assessed need.
- Improving travel choices to reduce car dependency, including getting better access onto the existing rail infrastructure.
- Protecting the high quality historic environment and ensuring new developments are of equivalent quality, so that we pass on a legacy to future generations, including quality within the public realm.
- Reducing the environmental impacts of everyday activities in the borough to better fit within environmental limits.

Chapter 3 Our Vision and Strategic Objectives

3.1 Vision

3.1.1 The vision for the Royal Borough is set out below.

CV1 Vision for the Royal Borough

Our vision for Kensington and Chelsea to 2028 is to reduce inequality within the Borough, and to allow each community to fully realise its potential. This will further develop the strong and varied sense of place of the borough and will assist in a community-led recovery to the Grenfell disaster. We will, in partnership with other organisations, and importantly with our residents:

Stimulate improvements across the borough and particularly in areas of change through the provision of better transport, better housing and better facilities, aiding better health.

By 2028 the Royal Borough will have significantly improved transport, including a new Elizabeth Line station at Kensal, better links to Hammersmith and Fulham across the West London line and improved north-south bus links overcoming the generally lower levels of accessibility in the north. A significant quantum of new homes will have been built, both private market and affordable, addressing the serious shortfall in local housing need, and helping to diversify supply.

It will be of a high quality design, well integrated into its context, overcoming some of the barriers to movement by which the north of the borough is characterised. New development should establish the 'Conservation Areas of the future', reflecting and matching the high quality urban design that already exists in the borough.

Better facilities will have been provided by ensuring sufficient primary and secondary school places in the borough, and a better distribution of GP surgeries, helping to make life more local for residents. The deficiency in local shopping will have been addressed with new town centres at Kensal and Latimer and the Earl's Court Opportunity Area.

Jobs will be readily available across the borough as a range of new businesses have been allowed to grow and to thrive. The employment zones will have been enhanced with new and improved employment floorspace and some supporting residential development providing a mix of uses and thriving centres for small businesses and the cultural and creative industries sector.

The north of the borough will be at the heart of environmental sustainability through, for example, the combined heat and power network at Kensal and Wornington Green.

Enhance the reputation of our national and international destinations – Knightsbridge, Portobello Road, South Kensington, the King's Road, Kensington High Street, – by supporting and encouraging retail and cultural activities in particular. The unique character of Golborne and Portobello Roads will have flourished, including the antiques and street market, adding to the vitality of the area.

In the borough as a whole our reputation as a national and international destination will have been further enhanced. The borough will have avoided becoming little more than a residential suburb, with a flourishing and rich variety of retail and cultural activities adding so much to the quality of life of the residents.

Our top retail destinations of Knightsbridge, King's Road, Kensington High Street and Portobello will have been maintained and enhanced. Construction will have started on a Crossrail 2 station at King's Road, scheduled to open in the early 2030s.

Earl's Court will remain an important cultural destination, as well as providing offices, at least 2000 new homes within the borough and a new town centre to address local shopping deficiency within the Opportunity Area.

Exhibition Road in South Kensington will be providing a first class experience to visitors to the national institutions, and have set a new standard nationally of streetscape design. Opportunities to promote Kensington High Street as a cultural hub will have been taken following the opening of the new Design Museum.

The Royal Marsden, and Royal Brompton hospitals and the Institute of Cancer Research will continue to further their international reputation for delivering world class health care, education and research activities.

Uphold our residential quality of life through cherishing quality in the built environment, acting on environmental issues and facilitating local living, including through strengthening neighbourhood centres and maintaining and updating social infrastructure.

Our residential quality of life will be improved for everyone and we will remain the best place to live in London with our network of local neighbourhood centres offering a wide range of everyday services within easy walking distance, our glorious built heritage protected and improved, new buildings of exceptional design quality and the creation of the Conservation Areas of the future.

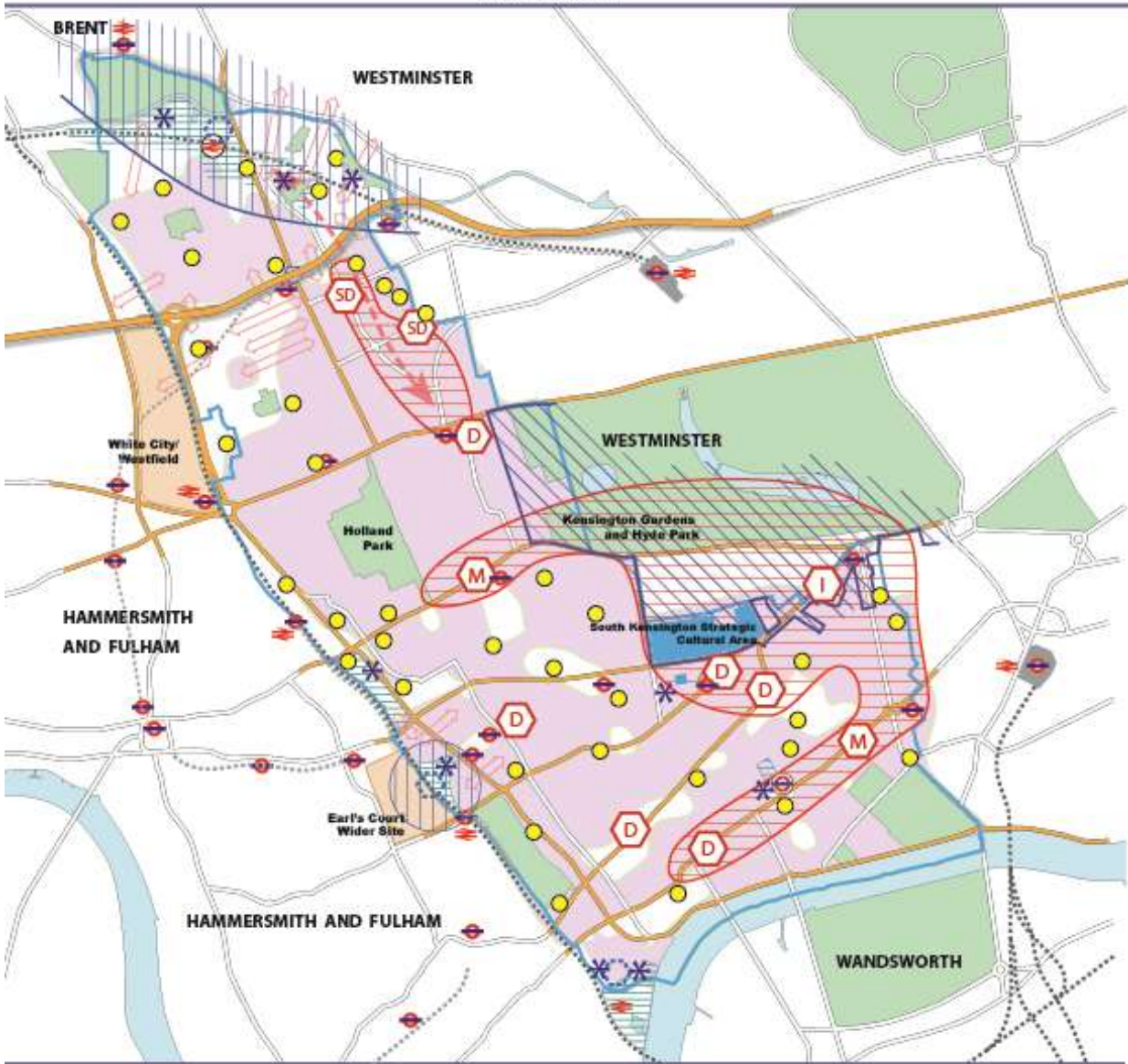
A significant quantum of new homes will have further diversified housing tenure, meeting the acute housing needs of many of those who live within the borough. These new homes will provide high standards of environmental performance to further the aim of sustainable development, including through the use of Council assets.

The waste we produce will be re-used, recycled or disposed of in or very near to the borough. Sustainable Drainage systems will be commonplace throughout the borough, reducing the risk of flood events, especially in the west of the borough when combined with the upgrading of Counters Creek sewer and storm drain.

Green links will help to improve biodiversity and air quality and noise levels will have been significantly improved.

KEY DIAGRAM

- | | | | | | |
|---|--|---|---|--|--|
|  | Areas of Change |  | Neighbourhood Centre |  | New stations |
|  | Areas with particular National or International Reputation |  | Possible Larger Centre |  | Metropolitan Open Land/Cemeteries |
|  | Conservation Areas (largely residential) |  | International, Major, District and Special District Centres |  | Kensal Notting Hill Gate Connection |
|  | Central Activity Zone |  | Better connections and legibility needed |  | Thames and Grand Union Canal showing bridges |
| | |  | |  | Strategic site allocations |



3.2 Strategic objectives

3.2.1 To deliver this vision, strategic objectives are needed to guide decisions of spatial planning. The underpinning issues can be shaped into directional statements of intent, which can directly guide decision making. The table below shows the relationship between the issues and the strategic objectives.

3.2.2 We have taken great care to ensure that the strategic objectives are not simple ‘topic’ statements. Instead, the headline encapsulates the strategic issue for the borough. In this way, we believe we have avoided the risk of them being bland, anywhere statements. For example, we do not have a theme ‘transport’, but ‘better travel choices’ – ensuring sustainable modes are easy and convenient. It is ‘diversity of housing’ that matters most, not just ‘housing’.

3.2.3 It would be possible for a decision maker to take the vision, and the titles of the strategic objectives, and use that alone as a guide. The way that the issues translate into strategic objectives, and relate to topic areas, is shown in the table below.

Issues and Strategic Objectives

The issue...	...Expanded and translated into...	...a Strategic Objective...	...addressing these topics
Protecting local uses and those that are important to the vitality of the Borough from potential loss to the higher values commanded by residential land uses.	Loss of social, community and local uses to residential, and the difficulty of land for new ‘local’ uses being made available.	To keep life local.	social and community uses, local shopping facilities, ‘walkable neighbourhoods’.
	Loss of the range of uses that bring vitality to the Borough - shops, arts and cultural uses, offices and so forth, also as above from the pressure from residential land values.	To foster vitality.	town centres, retail, arts and culture, creative industry and business.
Improving travel choices to reduce car dependency, including getting better access onto the existing rail infrastructure.	The difficulty of moving north-south in the Borough, and the lack of access onto existing rail infrastructure in the north of the Borough, along with the continued need to reduce car dependency.	To offer better travel choices.	public transport, walking and cycling, parking.

The issue...	...Expanded and translated into...	...a Strategic Objective...	...addressing these topics
Protecting the high quality historic environment and ensuring new developments are of equivalent quality so that we pass on a legacy to future generations, including quality within the public realm.	The need to ensure that the public realm - the space between our buildings, and our green spaces - matches in quality of so much of the architecture of the Borough.	To maintain and extend our engaging public realm.	sense of place, attractive streets, parks and outdoor spaces.
	The need to protect the built heritage passed down to us and to ensure new developments are equally valued by our successors.	To renew our legacy.	quality design, conservation and enhancement.
Providing for new residential development in a way which diversifies tenure patterns and house sizes.	The demand for housing of all types and the current concentrations of housing tenures.	To achieve a diversity of housing.	affordable and market housing.
Reducing the environmental impacts of everyday activities in the Borough to better fit within environmental limits.	Issues relating to our use of natural resources and the impact upon the planet's systems.	To respect environmental limits.	climate change, waste, flooding, biodiversity, air quality and noise.

Strategic Objective One: Keeping Life Local

Social and community uses, local shopping facilities, 'walkable neighbourhoods'

- 3.2.4 Residential land values will continue to out-compete those 'local' borough functions which are essential for a successful residential neighbourhood – the local shops and community facilities that are often interspersed within the residential environment, and the borough or London wide, or in some cases international facilities, such as our hospitals. One of our strategic priorities therefore is to protect and promote functions that otherwise might be lost to residential use.

CO1 Strategic objective for Keeping Life Local

Our strategic objective to keep life local is for strong, effective local centres, for social and community facilities to be widely available, and for neighbourhood functions, including neighbourhood shopping facilities, to be easily accessible, so that residential communities can flourish.

Strategic Objective Two: Fostering Vitality

Town centres, retail, arts and culture, creative industry and business

- 3.2.5 We have a finely grained mix of uses such as shops, businesses, arts and cultural facilities, some of which are world class and important institutions in their own right. These uses have benefited from the borough's high residential density and from visitors to the borough. These uses are under pressure from higher value residential development, and there is a

risk that, without appropriate support and protection, they could decline to such an extent that it will be detrimental to the collective quality of life of the borough.

CO2 Strategic objective for Fostering Vitality

Our strategic objective to foster vitality is that the quality of life of our predominantly residential borough is enhanced by a wide variety of cultural, creative and commercial uses which can significantly contribute to the well-being of residents and to the capital's role as a world city.

Strategic Objective Three: Better Travel Choices

Public transport, walking and cycling, parking

- 3.2.6 We have one of the lowest rates of car ownership nationally, but many of our streets are still dominated by parking and vehicular traffic. By making it easier to live without a car, we can improve residents' quality of life and opportunities for physical fitness through walking and cycling, as well as improving the local built environment and reducing our environmental impact.

CO3 Strategic objective for Better Travel Choices

Our strategic objective for better travel choices is that walking, cycling and public transport are safe, easy and attractive, and preferred by our residents to private car ownership and use.

Strategic Objective Four: An Engaging Public Realm

Sense of place, attractive streets, parks and outdoor spaces

- 3.2.7 Kensington and Chelsea is distinguished by a high quality network of streets, squares and public spaces. The public realm is widely recognised and valued for providing the setting for our rich architectural heritage. This is a strategic matter for the Royal Borough, being central to our success as an attractive place to live, work and visit.

CO4 Strategic objective for An Engaging Public Realm

Our strategic objective for an engaging public realm is to endow a strong local sense of place by maintaining and extending our excellent public realm to all parts of the borough.

Strategic Objective Five: Renewing the Legacy

Quality design, conservation and enhancement

- 3.2.8 We have inherited a remarkable historic townscape and a large number of historic buildings. The exceptional visual quality of our built environment is matched by the finely grained mix of uses, underpinning our success as a highly desirable place in which to live, work and invest. Over 4,000 buildings are listed and there are over 100 garden squares. Conservation areas cover more than 70 per cent of the borough. The Royal Borough is known for its legacy of Georgian, Victorian and Edwardian architecture but there are also a number of twentieth century buildings which continue the legacy of high quality design. Our listed buildings and conservation areas contribute immensely to local distinctiveness both within the borough and to London as a whole. The Council will seek to ensure that new developments are undertaken to design standards that could allow them to be designated as Conservation Areas in the future.

CO5 Strategic objective for Renewing the Legacy

Our strategic objective to renew the legacy is not simply to ensure no diminution in the excellence we have inherited, but to pass to the next generation a borough that is better than today, of the highest quality and inclusive for all, by taking great care to maintain, conserve and enhance the glorious built heritage we have inherited and to ensure that where new development takes place it enhances the borough.

Strategic Objective Six: Diversity of Housing

Affordable and market housing

- 3.2.9 House prices in the Royal Borough are equivalent to twelve times median earnings and are the highest in the country. Affordability is therefore a significant issue and the delivery of a substantial number of new homes at a price that our residents and people working locally can afford remains a key housing issue in the Borough. Demand for all types of housing is insatiable, further exacerbating issues of affordability. However many houses we build, we cannot begin to satisfy demand, either for private sale or 'affordable' homes³⁸.

CO6 Strategic objective for Diversity of Housing

Our strategic objective is to boost the supply of housing to further the aim of sustainable development including a diversity of housing that, at a local level, will cater for a variety of housing needs of borough residents, and is built for adaptability and to a high quality.

Strategic Objective Seven: Respecting Environmental Limits

Climate change, waste, flooding, biodiversity, air quality and noise

- 3.2.10 We have to play our part in reducing the impact of human activities on the global and local environment. This will require changes to the way we live, modifications to our existing buildings, and environmentally aware design for our new buildings.

CO7 Strategic objective for Respecting Environmental Limits

Our strategic objective to respect environmental limits is to contribute to the mitigation of, and adaption to, climate change, significantly reduce carbon dioxide emissions, maintain low and further reduce car use, carefully manage flood risk and waste, protect and attract biodiversity, improve air quality, and reduce and control noise within the borough.

³⁸ Affordable Housing is defined in Chapter 32 Glossary

Chapter 4 Our Spatial Strategy

4.1 Introduction

4.1.1 'Spatial' planning is concerned with the 'what', 'when', 'where' and 'how'. Critical to this is the 'where', the 'geography', because in working out the 'where' it is necessary to bear in mind how different policies interact. Thus spatial also involves the integration of initiatives and policies and the work of different partners. This integration is essential in order to 'shape places', and to make sure that policy decisions of different public agencies as well as private investment through development, add up to more than the sum of their parts. In turn, integration requires clarity on delivery - who is responsible for delivering what, when, and how. This results in a locally distinctive approach, tailor made for the specific locality. A spatial plan, must, therefore, contain all these four elements.

4.2 Broad quanta of development

4.2.1 This section sets out geographically how much housing, retail, employment and infrastructure is expected in different parts of the borough, and when it is likely to come forward.

4.2.2 The London Plan (March 2016) sets out the amount of housing that each borough is expected to provide between 2015 and 2025. For Kensington and Chelsea the target is 733 units per year, based upon the ten year target of 7,330 net additional units. This ambitious target is based on the London Strategic Housing Land Availability Assessment (SHLAA) evidence for the borough³⁹, which forms the basis of the London Plan target. Most of the identified capacity is from the site allocations. The London Plan housing target is supported by local evidence of 'objectively assessed need' for housing set out in the Council's Strategic Housing Market Assessment (SHMA)⁴⁰. The London Plan target of 733 units per year exceeds, by about 27%, the local objectively assessed need identified in the SHMA of 575 dwellings per annum.

4.2.3 A revised London Plan SHLAA is currently being prepared (2016+) and the housing capacity of the borough will be reviewed accordingly.

4.2.4 The affordable housing target in the adopted London Plan is 17,000 units per year for the whole of London, which, when taken as a proportion of the overall London Plan housing target of 42,000 units per year, represents a target of 40%.

4.2.5 Delivery will be closely monitored to manage the supply of land to deliver the housing requirements over the next five years of the housing trajectory. The Housing Trajectory (Chapter 28.1) shows the annual requirement for dwellings judged against the target. In common with other inner-London boroughs, there is a necessary reliance on a relatively small supply of housing from windfall sites. These have, historically, provided an important supply of housing for the borough, and based on monitoring of past trends will allow annual targets to be exceeded. Contingency plans for the site allocations exist (Chapter 27) so that, in the event that monitoring identifies possible risks to delivery, the Council has a strategy to address the risk.

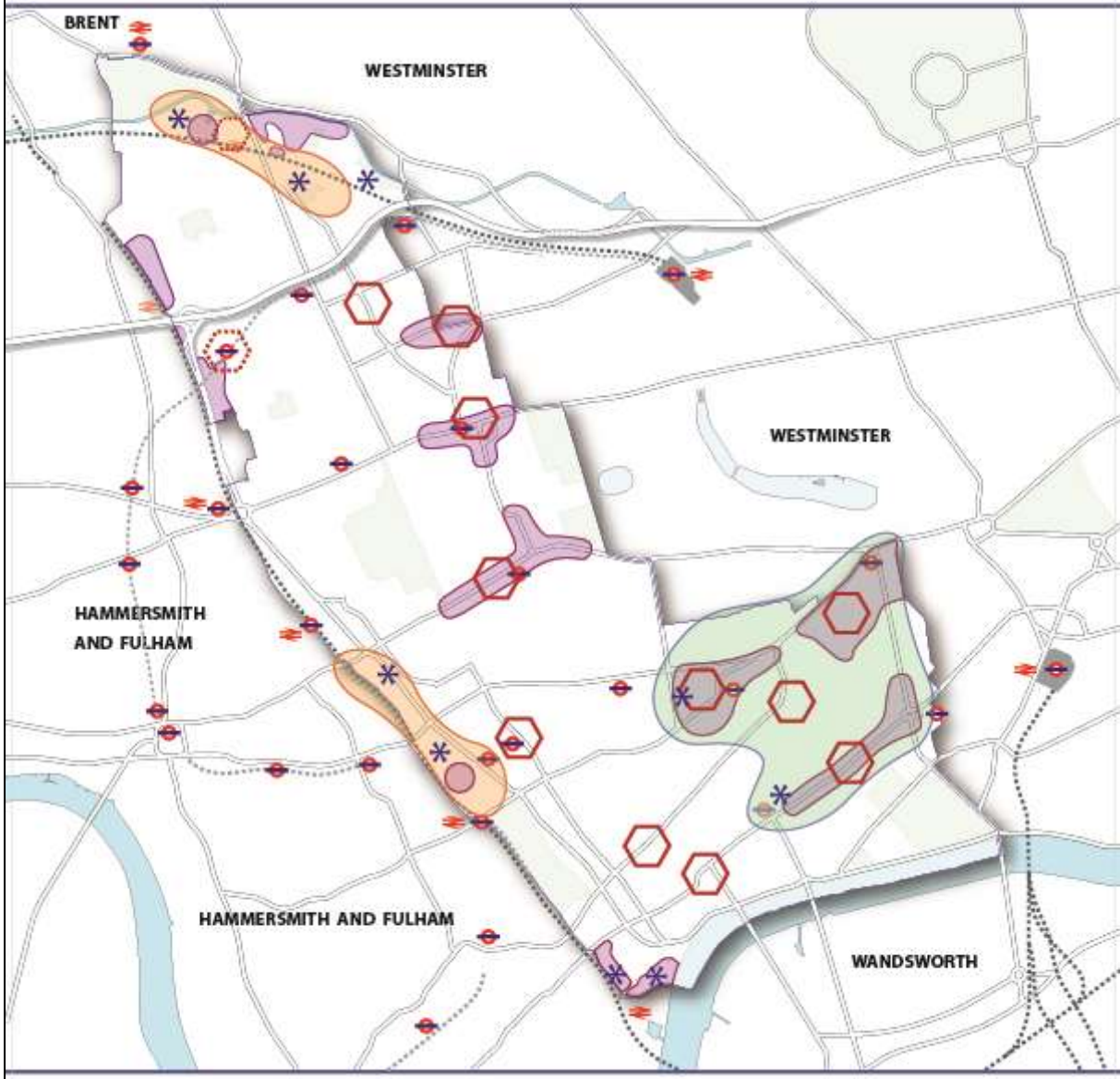
³⁹ GLA (2013), London Strategic Housing Land Availability Assessment (SHLAA), GLA

⁴⁰ RBKC and Cobweb Consulting (2015) Strategic Housing Market Assessment (SHMA)

QUANTUM OF DEVELOPMENT

Broad Locations

-  Broad locations of main existing and proposed employment uses
-  Broad locations of significant new housing
-  Location of town centres with scope for possible expansion
-  Town Centres (excluding neighbourhood centres)
-  Possible larger centre
-  Strategic site allocations



- 4.2.6 In terms of business uses, there is a forecast demand of 45,000sq m of additional office floorspace between 2016 and the end of the plan period in 2028⁴¹. When including the B1(a) floorspace which has been lost since 2016 this translates to a net demand of 47,100 sq m. The development pipeline would suggest that this demand is likely to be accommodated over the plan period, with much of this B class floorspace likely to come forward through the intensification of business uses on existing sites. The borough's Employment Zones are likely to have an important role in this regard.
- 4.2.7 The Council has published an update to its Retail and Leisure Needs Assessment (RLNA). This predicts retail need to 2028, the end of the plan period. It concludes that, at just 700 sq m, there will not be a significant need for additional comparison floorspace to 2023. This figure may rise to 21,000 sq m (net) by 2028, but remains significantly less than the 145,000 sq m of comparison need to 2028, identified in 2009. The need for additional convenience floorspace has held up a little better, with a predicted need of 9,000 sq m (net) by 2023. The RLNA also considers the ability to accommodate this need within existing centres by 2028. It concludes that the re-occupation of currently vacant units, (reducing the overall vacancy rate to 5%) could accommodate some 11,300 sq m (gross) of commercial space, or a little over a third of all retail floorspace needed.
- 4.2.8 Turning to infrastructure, the Council is planning for an Elizabeth Line station at Kensal, which would transform accessibility in the north of the borough, as well as unlock significant development potential at Kensal Canalside Opportunity Area. The Elizabeth Line is timetabled to open in 2018, but the proposed Kensal station would not open until later. Crossrail 2 is also proposed by Transport for London to go through the borough with a station at King's Road. A new academy to serve the communities of North Kensington has been built in the north of the borough and opened during 2014. Thames Water is planning to undertake a major upgrade of the Counters Creek sewer catchment (which runs along the western borough boundary), to help resolve current flooding issues, although this is subject to planning permission and, if granted, is not anticipated to start construction until 2017/18, and is likely to be a three year programme. In the interim Thames Water has been fitting 'flip valves' to vulnerable properties. In addition, work is planned to the Thames Tideway Tunnel to address London-wide infrastructure needs, with construction taking place between 2017 and 2021 at Chelsea Embankment and between 2017 and 2020 at Cremorne Wharf. A new area of public open space is to be provided in the Earl's Court area as part of the Warwick Road developments which are likely to be built out in the next 5-10 years. The Council has also undertaken a radical redesign of Exhibition Road. It is also the ambition of the Council to return the Earl's Court one-way system to two-way working. However, further detailed work will identify the extent and timescales to which this can be achieved. A great deal of smaller infrastructure is required, and is set out elsewhere in Chapter 25.

⁴¹ London Office Policy Review, (2017), GLA.

Policy CP1 Core Policy: Quanta of Development

The Council will:

1. seek to meet and exceed the London Plan target for new homes in the borough, which is currently a minimum of 733 net additional dwellings a year; of which a minimum of 35% of residential floorspace on qualifying sites will be affordable;
2. seek to provide 47,100sq.m of additional office floorspace to 2028;
3. seek to provide 9,700sq.m of retail floorspace to 2023 across the borough;
4. seek to provide infrastructure as set out in the infrastructure delivery plan, including through planning contributions.

To help deliver this the Council has, in this document:

- a. allocated site allocations with a minimum net capacity of 6,630 residential units;
- b. allocated in Kensal Canalside and Earl's Court Exhibition Centre a minimum of 20,000sq.m business floorspace to meet identified unmet demand above the existing permissions;
- c. set out current infrastructure requirements, to be updated as part of the regular infrastructure delivery plan review process.

4.3 Place shaping

- 4.3.1 Place shaping is at the centre of spatial planning. Place shaping requires that different plans and programmes from across the Council and its partners are integrated. It is not enough, therefore, to allocate specific development sites, nor to set out 'generic' policies to guide development across the borough. Each place as a whole needs to be considered, in terms of development management and in terms of the actions of other bodies, both public and private, that have a bearing on the future quality of the place.
- 4.3.2 The eleven 'Place' chapters in this plan (see Places map overleaf) show how that place will develop over the lifetime of the plan. The borough comprises many more places than these. The places mainly relate to two of the spatial themes of the vision for the borough (CV1): the regeneration of areas of change; and enhancing those places in the borough with a national or international reputation – by and large our town centres. This does not mean that the third theme, upholding our residential quality of life, is less important or not considered in place-based spatial strategy. But it is an overarching theme that relates to the whole borough.
- 4.3.3 The place chapters set out the Council's direction of travel in relation to each location. They do not contain place specific policies but they provide a framework to guide future development management decisions relating to the place. This guidance has weight in relation to the application of policies in the plan and place Policy CP2 below is an umbrella policy for all of the place chapters. With the exception of site allocations, the visions, principles and priorities in the place chapters are non-strategic policies.
- 4.3.4 A further element of place shaping is neighbourhood plans which are part of the borough's Development Plan. They set out specific non-strategic policies that are used in determining planning applications in their neighbourhood areas. In places where there is

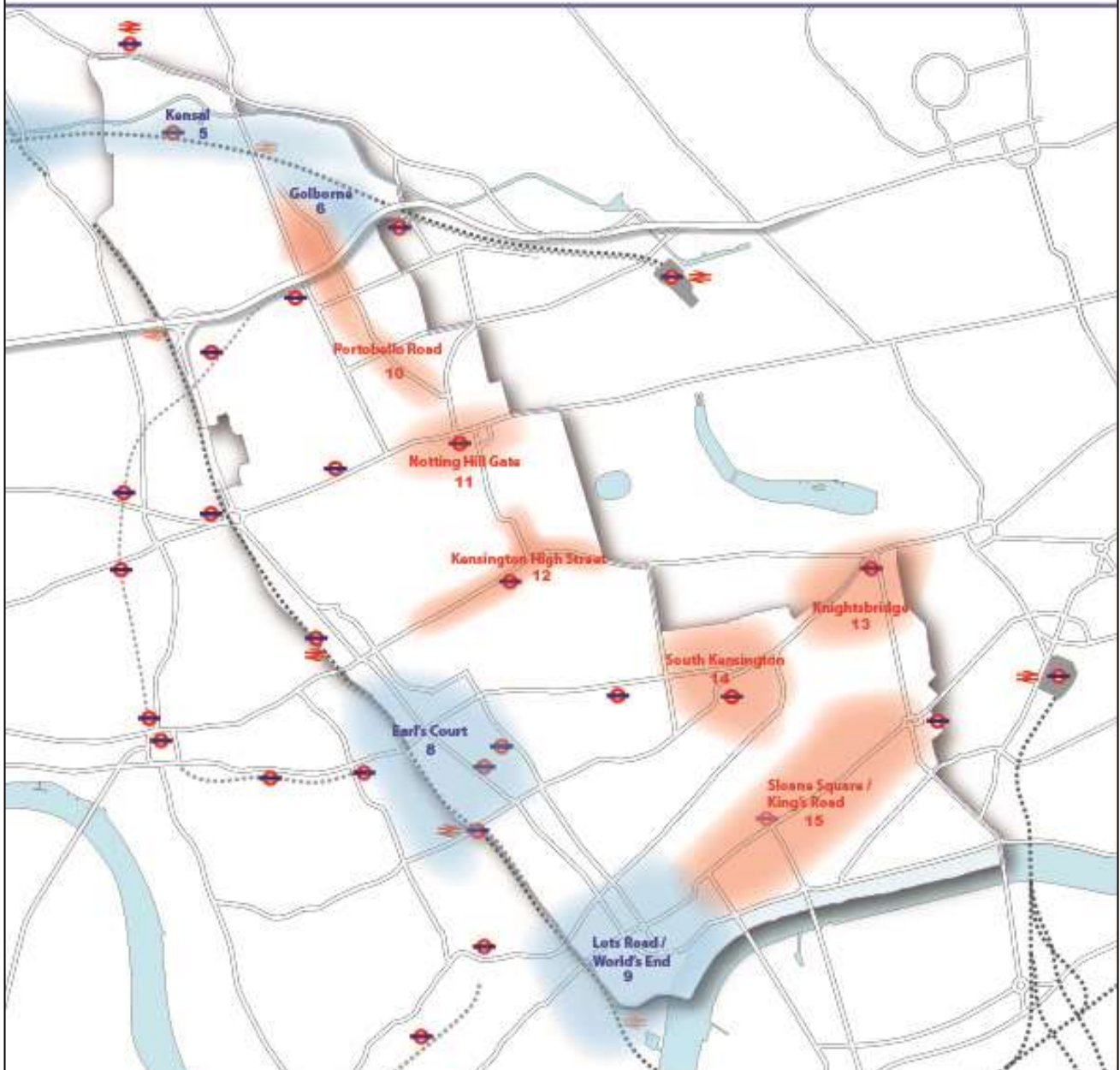
a neighbourhood plan it should be used as well as the Local Plan so that the full suite of relevant policies and actions are considered. The borough currently has two neighbourhood forums that have produced neighbourhood plans: Norland and St Quintin and Woodlands.

- 4.3.4 Each place profile sets a broad overarching vision to guide the future evolution of the places. Below the broad framework laid out in the vision the context section provides an introduction to the history of the area, presents the challenges it faces, and gives a broad description of the way the area functions. The principles section sets out the Council's overarching aims for the place and the priorities section sets out the objectives and actions that will deliver these aims. The delivery section sets out specific pieces of work the planning department and other organisations will undertake to deliver the priorities and overall vision. A final references section highlights any documents, produced by the Council or other bodies that are particularly relevant to the place.

PLACES

Showing chapter numbers and places in the context of the Borough

- Areas of change
- Places with a particular national or international reputation



4.4 Areas of Change

- 4.4.1 Following the tragic fire at Grenfell Tower on 14 June 2017, the Council decided to end the three new estate regeneration projects which were being worked on in the borough at Silchester, Barlby-Treverton and Warwick Road estates. It was also pledged by the Leader that any estate regeneration projects on the affected estates would be co-designed in conjunction with the residents living within the relevant estate and put to a binding vote with projects only going ahead with the majority of residents in support. Following these commitments, the Council commits to an early review of the Local Plan, at least in part, to consider issues related to North Kensington, the Latimer 'Place', estate regeneration and housing supply, to be adopted within three years of this Local Plan's adoption. In the meantime, all policies in the development plan (the London Plan, the Local Plan and any relevant neighbourhood plans) will continue to apply.
- 4.4.2 The key diagram in Chapter 3 shows the areas where there are unique combinations of opportunities which provide real potential for change. These areas of change are: redevelopment of Lots Road power station; stimulating creation of a new community in Earl's Court and redevelopment of sites in Warwick Road; development of Kensal Canalside Opportunity Area; and regeneration of employment zones in North Kensington. Work has already commenced on redevelopment of the Earl's Court Exhibition Centre site and most of the sites in Warwick Road. Many of these sites are close to where wider transformation is taking place across the borough border in the London Borough of Hammersmith and Fulham with the regeneration of South Fulham Riverside, Earl's Court and White City. There is also significant regeneration envisaged in Old Oak and Park Royal managed by the Old Oak and Park Royal Development Corporation (OPDC) to create a new community in west London.
- 4.4.3 The Council's vision for new development is that it must learn from the past. New housing and public space should be developed to a high standard of design that can be appreciated today, but which ages gracefully and in time is widely recognised for its quality, or perhaps even celebrated.
- 4.4.4 Where appropriate new developments will reflect traditional street patterns and urban form to provide safety and legibility. Public spaces will be designed to be attractive, functional places accessible for all, usable for a variety of public purposes, and not simply left-over space around buildings. The London Plan policy on housing density will be used to optimise site density. This would not normally mean more tower blocks, as our traditional townscape shows flatted terraced housing and mansion blocks can often meet the demand in a more appealing way. High quality materials reflecting the local context and well-designed detailing will enrich the appearance and add character and charm. New developments will become places to live as valued as their Georgian and Victorian predecessors, and their architectural and urban design qualities perhaps becoming equally as cherished as our "Conservation Areas of the Future".
- 4.4.5 The Council will expect these standards to be applied to Kensal Canalside and large sites redeveloped by private landowners and housing associations.
- 4.4.6 Estate regeneration is already underway at Wornington Green and proposals for the land adjacent to Trelick Tower are being developed.

4.5 Enhancing places in the borough with a national or international reputation

- 4.5.1 The Borough's national and international destinations are located in and around the main town centres: Knightsbridge, King's Road, and Kensington High Street. They include the V&A, Natural History Museum and Science Museums at Exhibition Road in the South

Kensington Strategic Cultural Area and Portobello Road and Golborne Road street markets.

- 4.5.2 Retail centres are undergoing significant change as more purchases are made via the internet. Chain stores are reducing the number of shops they have as a result. The Royal Borough is less severely affected by this trend because its town centres are more than just shopping centres - they offer cafes, bars and restaurants, and cultural facilities like museums, galleries and theatres that attract visitors and local people. Nevertheless we cannot take the success of our national and international destinations for granted, they face high quality competition across London and internationally.
- 4.5.3 Our national and international centres attract visitors who spend an estimated £4.4 billion a year in the borough⁴². This expenditure means that our residents benefit not only from the attractions that draw in these visitors but the range and quality of shops and leisure services that are also supported.
- 4.5.4 The Council supports the borough’s main town centres through business forums for King’s Road, Kensington High Street and Knightsbridge, and through management of the Portobello and Golborne Road street markets.
- 4.5.5 The borough’s rich and varied cultural attractions contribute significantly to the well-being of residents and to the capital’s role as a world city. The Council will work with institutions and businesses to deliver a range of cultural place-making initiatives to ensure that residents and visitors are aware of the full range of cultural facilities that are available, particularly in: King’s Road, Kensington High Street and Portobello Road and the South Kensington Strategic Cultural Quarter.

Policy CP2 Places

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

4.6 Site Allocations

- 4.6.1 Within the place chapters (Chapters 5-15) the Council identifies nine site allocations, which are sites where significant change is envisaged. Their development or redevelopment is central to the achievement of the Strategic Objectives and overall vision of the Local Plan.

Theme	Place/Centre	Site Allocations
Areas of Change	Kensal	<ul style="list-style-type: none"> • Kensal Canalside Opportunity Area
	Golborne	<ul style="list-style-type: none"> • Wornington Green (permission granted) • Land adjacent to Trellick Tower
	Latimer	<ul style="list-style-type: none"> • No site allocations
	Earl’s Court	<ul style="list-style-type: none"> • Earl’s Court Exhibition Centre (permission granted) • Warwick Road Sites

⁴² Visitor Economy Update and Impact Study of Crossrail 2

Theme	Place/Centre	Site Allocations
	Lots Road / World's End	<ul style="list-style-type: none"> • Lots Road Power Station (permission granted) • Site at Lots Road
Strengthening existing national and international destinations	Kensington High Street	<ul style="list-style-type: none"> • No site allocations
	Portobello Road	<ul style="list-style-type: none"> • No site allocations
	Notting Hill Gate	<ul style="list-style-type: none"> • No site allocations
	Knightsbridge	<ul style="list-style-type: none"> • No site allocations
	South Kensington	<ul style="list-style-type: none"> • 39-49 Harrington Road
	Sloane Square / King's Road	<ul style="list-style-type: none"> • Chelsea Farmers' Market, Sydney Street

4.6.2 For each Site Allocation the policy sets out the allocation in terms of land use, development principles and planning contributions. The land use allocation (land use and quantum of development) is the strategic part of the policy in relation to neighbourhood plans. The development principles guide how it will be achieved and the infrastructure and planning obligations form part of the delivery mechanism. Site and delivery information is set out in a separate table.

4.4 Quality

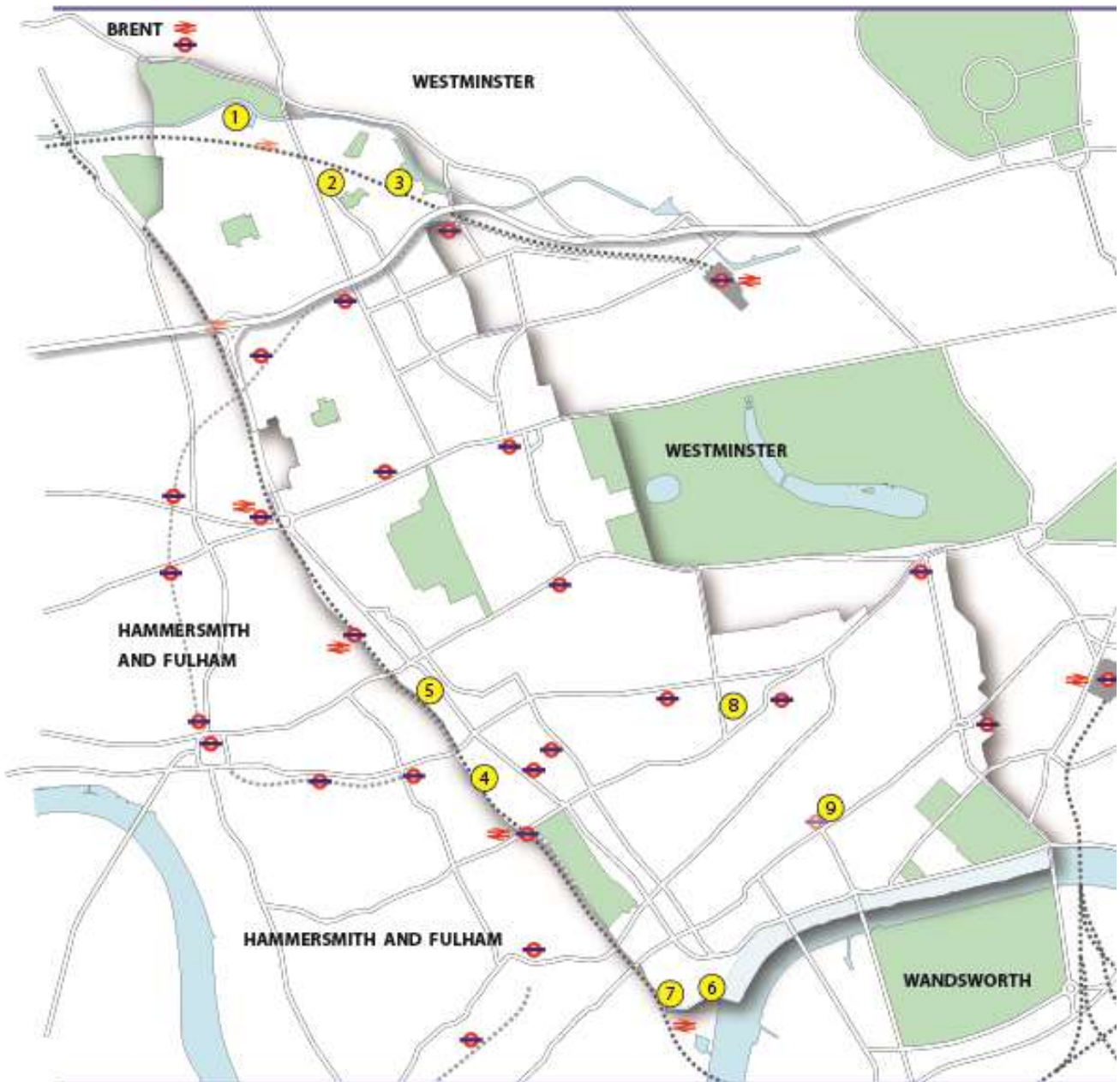
4.4.1 The third part of the vision identifies how quality is fundamental to the success of the borough. As well as its location, it is the exceptionally high quality of the townscape, and the finely grained mixed uses of the borough, that underpins the borough's attractiveness as a place to live.

Policy CP3 Quality

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

STRATEGIC SITES

- | | |
|-----------------------------------|--|
| ① Kensal | ⑥ Lots Road Power Station (permission granted) |
| ② Wornington Green | ⑦ Site at Lots Road |
| ③ Land adjacent to Trellick Tower | ⑧ Harrington Road |
| ④ Earl's Court | ⑨ Chelsea Farmers' Market |
| ⑤ Warwick Road sites | |



Chapter 5 Kensal

CV5 Vision for Kensal in 2028

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

Two new schools will have been built at Barlby Road as part of the Council's investment in the area.

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

5.1 Introduction

5.1.1 Kensal lies to the very north of the borough, bordering the London Boroughs of Hammersmith and Fulham, Brent and the City of Westminster, and is adjacent to the Old Oak and Park Royal regeneration area. The Principles, Priorities and Delivery outlined below will be subject to further technical and feasibility studies that will consider infrastructure requirements and triggers, and development phasing. The Council will review the capacity and masterplan for the Kensal Canalside site via an early review of the Local Plan if an Elizabeth Line station is not agreed. The Barlby-Treverton Estate is located within the Kensal area. The Council commits that any future solutions or improvements to the Barlby-Treverton Estate will be co-designed with residents living on that estate.

5.2 Context

- The Great Western Main Line and the Grand Union Canal run east-west through the area. Together with the West London Line to the west, this has resulted in poor connectivity to the wider area. Ladbrooke Grove is the primary north-south route through North Kensington and Kensal and carries a lot of traffic. The former Kensal Gasworks and the North Pole railway depot are designated as Kensal Canalside Opportunity Area in the London Plan. This 15.4 hectare site is the last remaining large brownfield site in the borough.
- The area has relatively poor public transport accessibility compared to the rest of the borough. The Elizabeth Line will run above ground in the existing rail corridor through Kensal Canalside. A station here would improve accessibility, enhance employment prospects for local people and stimulate regeneration and growth in this part of the borough.

Key issues and potential opportunities



- The Old Oak Park Royal regeneration area lies beyond the borough boundary to the west, where over 24,000 new homes and 55,000 jobs are planned, alongside the proposed transport hub connecting High Speed 2 and the Elizabeth Line.
- To the east of Ladbroke Grove the area is mostly dominated by a mixture of employment land and post war housing estates. It includes areas that are amongst the 10 percent most deprived in the country.
- The Kensal Employment Zone to the western end of Kensal Road is the largest of the three employment zones in the borough. It comprises mostly small offices and light industrial uses. Businesses located here are typically engaged in recording media, advertising, design, printing, publishing and communications. The employment zone is on the western fringe of the central London office market, and, like Paddington, benefits from a canalside location.
- Kensal Green Cemetery is a valued heritage asset and a Grade I Registered Park and Garden of Historic Interest. It is both an operational cemetery and a tranquil open space and contains several Grade I and II* listed buildings and c.130 Grade II listed structures. Kensal House and Kensal Day Nursery, built in the 1930s as an exemplar 'urban village' for the employees of the gasworks, are among the few Modern Movement buildings in the borough to be Grade II* listed.
- The later phases of redevelopment of Wornington Green estate will reconnect the northern end of Portobello Road to Ladbroke Grove. New office and retail will be provided at this junction enhancing the vitality of the area.

5.3 Principles (Overarching Aims)

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

5.4 Priorities (Objectives and actions to deliver the aims)

- Deliver new housing in the Kensal Canalside Opportunity Area
- Support the delivery of a new Elizabeth Line station.
- Provide an integrated public transport network.
- Support the delivery of a new road bridge across the railway line.
- Relocate and upgrade the Sainsbury's supermarket within the Kensal Canalside Opportunity Area.

- Deliver a new road linking onto Mitre Way near Scrubs Lane in the London Borough of Hammersmith and Fulham.
- Establish a new neighbourhood centre in Kensal Canalside to meet the day-to-day needs of those living in the immediate area.
- Facilitate the release of the North Pole Depot from railway use.
- Provide new social and community facilities to support the new neighbourhood.
- Encourage new development to respond sensitively to the historic canal and the setting of Kensal Green Cemetery, Kensal House and Kensal Day Nursery.
- Deliver new, and enhance existing, green and civic spaces that help to improve the important green infrastructure corridor along the canal.
- Improve the towpath area to allow it to be safely used and enjoyed by boaters, pedestrians and cyclists.
- Provide a range of new flexible workspaces. Support the function of the employment zone as a vital and valued asset for a diverse mix of business uses and for the cultural and creative sector.
- Use the canal to transfer demolition and development materials, domestic waste and deliveries.
- Provide a new enlarged primary school at Barlby Road and a new Special Educational Needs school.
- Seek ways to minimise building and road traffic air pollution emissions from new development.

5.5 Delivery

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

5.6 References

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

- Royal Borough of Kensington and Chelsea (RBKC), *Issues and Options for Kensal Gasworks Strategic Site*, 2012
- Peter Brett Associates, *Kensal Canalside Transport Study*, 2016

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

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

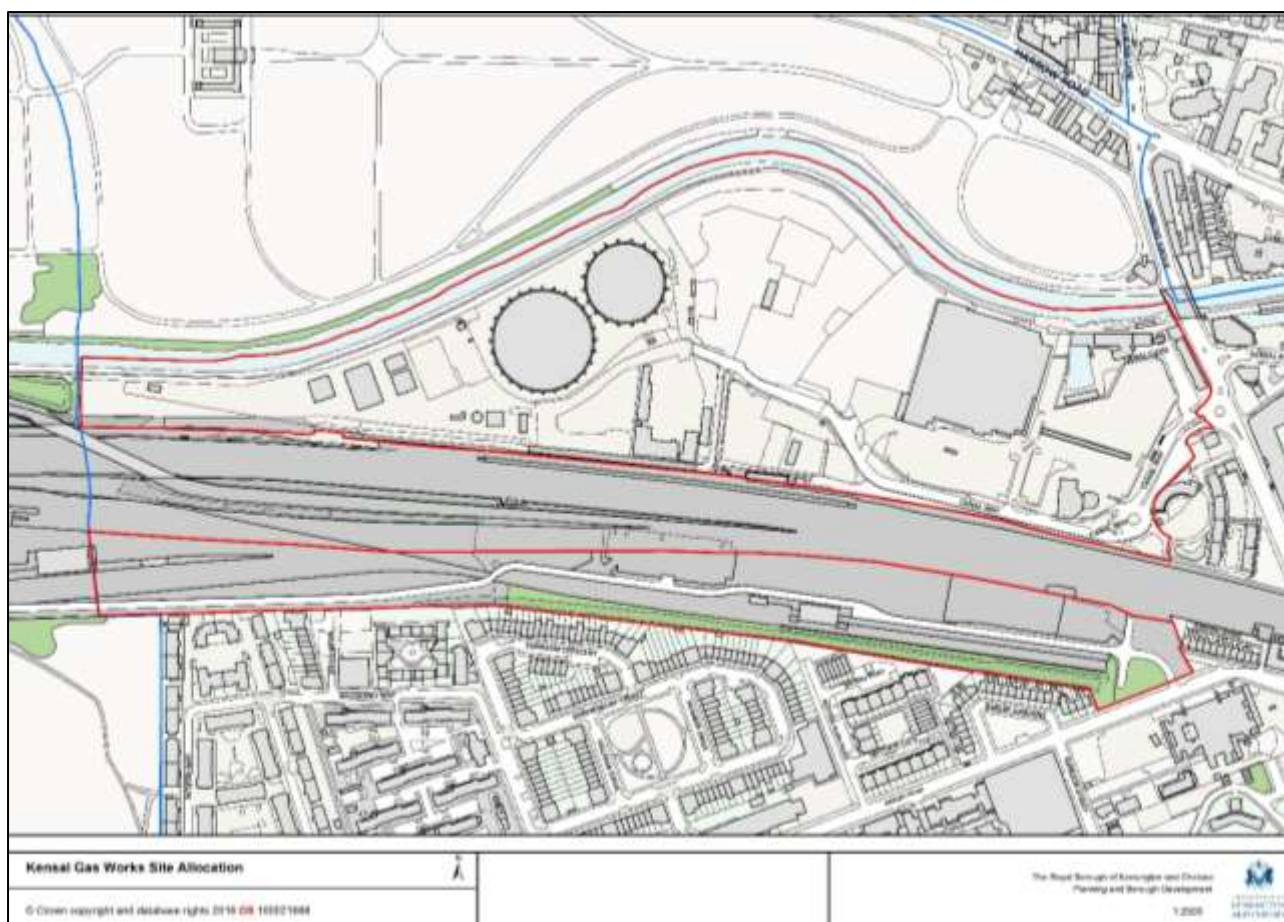
5.6.3 Please note further documents may be produced after publication of this plan so it is important to also check the Council's website.

Site Allocation CA1: Kensal Canalside Opportunity Area

5.7 Site Context

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

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



5.7.3 There is only one road access to the site north of the railway line and the junction with Ladbrooke Grove is close to capacity. This severely constrains the traffic generating development that can be accommodated on the site without transport improvements or reductions in existing traffic generating uses on the site. Optimal development of the site can only be achieved with a new road bridge over the railway line, improving access, and a new Elizabeth Line station, reducing the need for private car ownership. Building the new road bridge requires release of at least part of the North Pole railway depot to the south, which is currently designated for railway use. The north site should make provision for the future road bridge, however, associated land should be released for development should it be deemed unnecessary by the Local Planning Authority following further technical assessment. A new station on the Elizabeth Line would improve rail access, network accessibility and help to reduce the need for private car ownership. The Council will ensure that any development adjacent to the KCOA will not prejudice the deliverability of necessary transportation infrastructure, with particular regard to the improvement of access from the opportunity area onto Ladbrooke Grove. If a new station on the Elizabeth Line is not agreed, the capacity and masterplan for Kensal Canalside Opportunity Area will need to be reviewed. Any change to the housing capacity and infrastructure provision of the site would need to be brought forward through the early review of the Local Plan.

Site Allocation

Policy CA1

Kensal Canalside Opportunity Area

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

Land use

- a. a minimum of:
 - i. 3,500 new residential (C3) units;
 - ii. 10,000sq.m of new offices;
 - iii. 2,000sq.m of new non-residential floorspace, including social and community and local shopping facilities in addition to the supermarket;
- b. a station on the Elizabeth Line;
- c. the relocation and re-provision of the existing Sainsbury's supermarket;
- d. on-site renewable energy sources to serve the site with the potential to contribute to the heat and energy demand of the wider community as part of a district heat and energy network;
- e. the provision of on-site waste management facilities to deal with the development's waste arisings from the new uses of the site (including recycling facilities and/or anaerobic digestion);

Principles

- f. comprehensive development of the site in accordance with an urban design framework that will be set out in the Kensal Canalside Opportunity Area SPD;
- g. a high-density development with a high environmental standard in terms of construction, building materials, waste management and energy usage/retention and low levels of car dependency and ownership;
- h. improved infrastructure including a new road bridge over the railway, a new pedestrian and cycle bridge over the canal, remodelling of the Ladbroke Grove junctions, and new streets that connect the site into its surrounding context and other public transport links;
- i. attractive, usable and flexible public realm providing an appropriate setting for mixed-use canalside development which features leisure, education and business uses as well as housing;
- j. the improvement and relocation of facilities currently provided by Canalside House and the Boathouse Centre on-site if relocation is required to achieve comprehensive redevelopment along the canalside and Ladbroke Grove;
- k. the retention of the area west of the gas holders for the provision of electricity infrastructure. Part of this site may also be required for a gas pressure reduction station, replacing the gas holders. Any buildings must be of a high architectural standard and in keeping with the overall redevelopment of the site;
- l. the ongoing access to, and respect for, the memorial site of the victims of the Ladbroke Grove rail disaster;
- m. a suitable setting for the designated heritage assets;

Infrastructure and Planning Contributions

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

- n. an Elizabeth Line station (subject to meeting Network Rail's design requirements);
- o. social and community facilities (including health, education and police) depending on the population change;
- p. affordable housing;
- q. construction and maintenance of a new road bridge across the railway line to accommodate additional traffic generated by development of the site and a pedestrian and cycle bridge over the canal;

- r. public realm and public spaces and improvements to little Wormwood Scrubs and Kensal Green Cemetery (subject to access through the cemetery and a linking bridge over the canal)
- s. improved transport infrastructure including better bus links and new roads and improvements to the junctions with Ladbroke Grove,
- t. landscaping, biodiversity and amenity improvements to the Grand Union Canal;
- u. on-site renewable energy sources to serve the new development and form part of a wider development in the future;
- v. on-site waste management facilities, which could include recycling facilities and anaerobic digestion;
- w. other contributions as set out in relevant SPDs.

5.7.4 The above mentioned allocation set out within criterion (a) - (w) would be subject to further technical and feasibility assessment that will consider infrastructure requirements based on residential capacity testing, viability and an appropriate phasing strategy.

5.7.5 If a new station on the Elizabeth Line is not agreed, the capacity and masterplan for Kensal Canalside Opportunity Area will need to be reviewed. Any change to the housing capacity and infrastructure provision of the site would need to be brought forward through the early review of the Local Plan.

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

	Transport for London, NHS Clinical Commissioning Group, British Waterways and other site owners.
Delivery milestones	<p>Site development</p> <ul style="list-style-type: none"> • 2017 Publish Supplementary Planning Document • 2022 -2031 construction <p>Station</p> <ul style="list-style-type: none"> • 2017 Network Rail GRIP 2 stage addressing detailed track planning for the station • 2022-23 construction of bridge and station
Funding arrangements	Private investment
Planning guidance	Kensal Canalside Opportunity Area SPD (2017)
Site Constraints	<ul style="list-style-type: none"> • The site is a former gasworks and therefore contaminated, partial decontamination of the central site has been undertaken. • The development capacity of the site is constrained by the road junction onto Ladbroke Grove which provides the only access to the site. • There is a Hazardous Substances Consent (HSC) covering a large area of the former Kensal Green Gasworks relating to the disused gas holders. While they remain in situ the gas holders have a Health and Safety consultation zone around them within which residential development is restricted. • Kensal Green Cemetery is a Grade I Registered Park and Garden of Historic Interest and contains several Grade I and II* listed buildings. Kensal House and Day Nursery are listed Grade II*. Views from the cemetery to the development will be particularly sensitive. • The memorial to the victims of the Ladbroke Grove rail disaster is located on the site. The memorial must be respected and visitor access maintained. • Borough Grade I and II Sites of Nature Conservation Importance and identified green corridors exist on site, notably along the railway and canal. There is also a Site of Nature Conservation of local importance. • A Flood Risk Assessment should be submitted to support any future planning application. This assessment should take into account the new climate change allowances and requirements, especially for surface water flooding. New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates. • Kensington and Chelsea Cemeteries Tier II Archaeological Priority Area
Risks	<ul style="list-style-type: none"> • Network Rail Development Services Agreement identifies that the station and/or additional track cannot be accommodated. • Decommissioning of the gas holders is not brought forward in line with the proposed development phasing, delaying development on the site. • The North Pole Depot (eastern end) is not released for development by the Department for Transport. • The station and bridge need to be built at the same time as the High Speed 2 line and Elizabeth Line station at Old Oak Common in order to take advantage of the line closures that will be required for this. If this window of opportunity is not taken costs will be prohibitive. • There is no guarantee access to the Cemetery can be provided.

Chapter 6 Golborne

CV6 Vision for Golborne in 2028

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

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

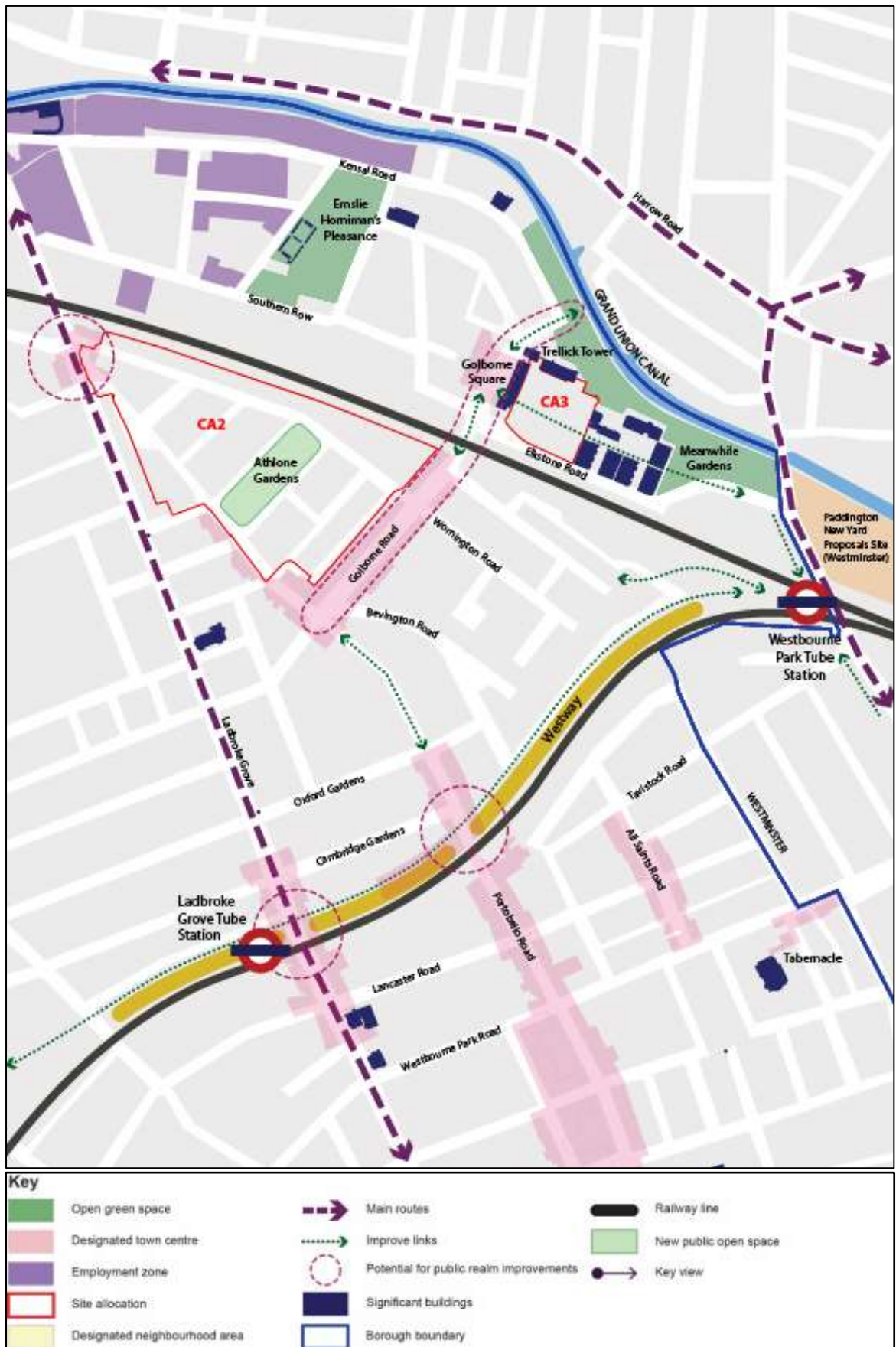
6.1 Introduction

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

6.2 Context

- Golborne Road provides the neighbourhood centre for the area. There is a strong sense of community amongst the retailers in Golborne Road, and Golborne Road Market is seen as an integral part of the Portobello Road Market offer to the south. The Golborne Road Market provides for the local community, and attracts people from across London.
- As growing numbers of international tourists visit Portobello Road, Golborne Road market has become a destination in its own right. As a result Golborne Road has attracted high end independent fashion, vintage furniture, designer goods shops, and niche restaurants.
- Beyond Golborne Road itself, the area is largely residential, with a high proportion of social rented housing. The Wornington Green Estate is being redeveloped to meet modern housing standards and providing new private housing alongside replacement of the existing social rented housing. Phase 2 commenced development in mid-2017. Phase 3 dates are currently to be confirmed. This development will restore the northern connection between Portobello Road and Ladbroke Grove.
- Trellick Tower, designed by Erno Goldfinger, is an architectural icon and landmark of the area. It is listed Grade II* and at 35 storeys is the tallest building in the borough. The neighbouring Cheltenham Estate is Grade II listed.
- The Grand Union Canal runs through Golborne, with Meanwhile Gardens providing open space alongside its southern bank. The regeneration of the Old Oak area, with major investment in the canalside including new basins and recreational facilities, will improve the attraction of the Paddington Basin to East Acton stretch of the canal.

Key issues and potential opportunities



6.3 Principles (Overarching Aims)

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

6.4 Priorities (Objectives and actions to deliver the aims)

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

6.5 Delivery

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

6.6 References

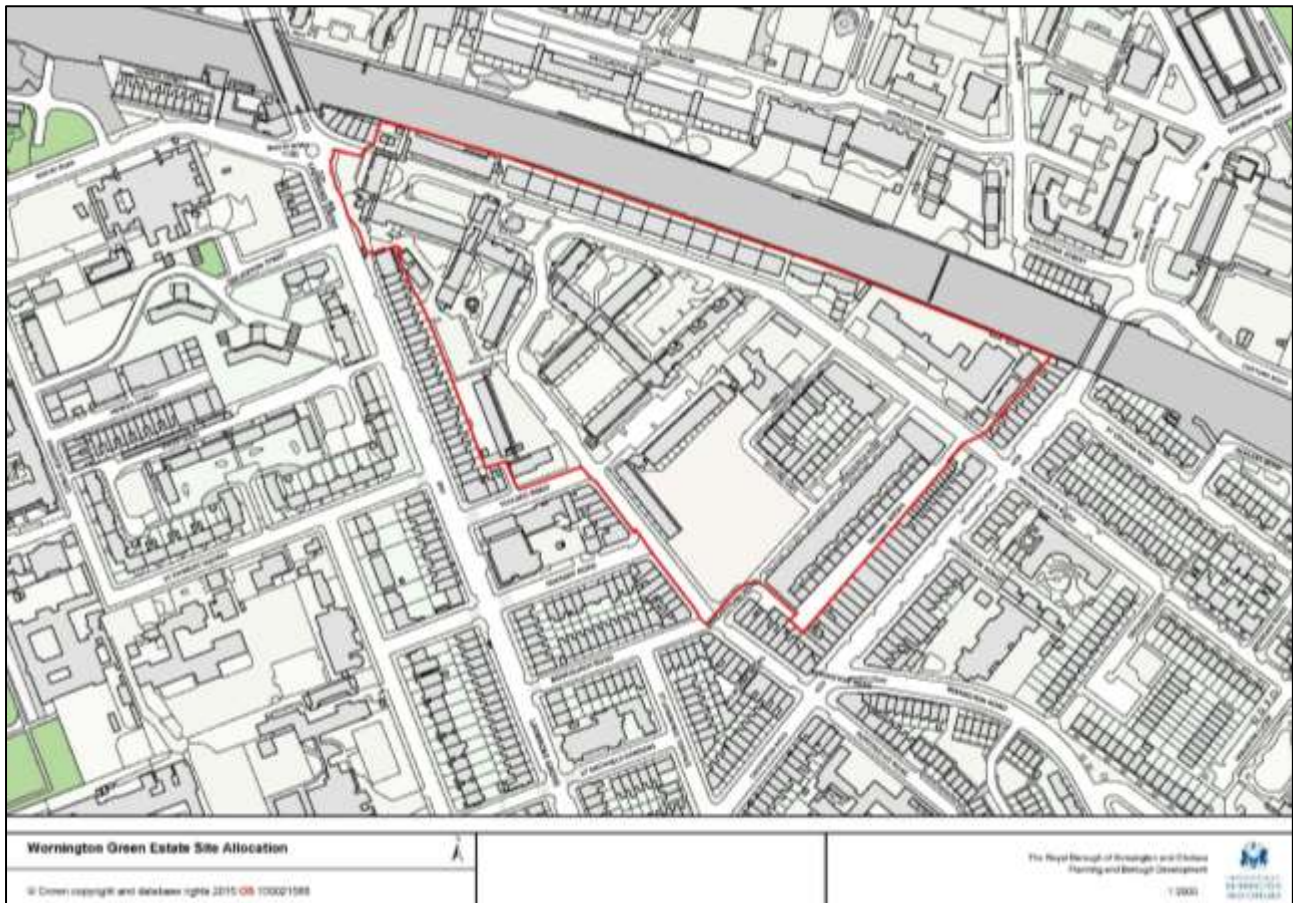
6.6.1 The following documents are relevant to development in Golborne:

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

- RBKC, *Trellick-Edenham Planning Brief SPD*, 2015
- RBKC, *Air Quality and Climate Change Action Plan 2016*

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

Site Allocation CA2: Wornington Green



6.7 Site context

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

Site Allocation

Policy CA2 Wornington Green

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

Land use

- a. a minimum of 281 residential (C3) units;
- b. the replacement of an improved Athlone Gardens, measuring 9,186sq.m (GEA), including the area of the existing ball court;
- c. the refurbishment or replacement of an improved community facility and scope for its enlargement, including the provision of the existing community and leisure facilities currently provided;
- d. 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);
- e. 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;
- f. replacement of the storage used by market traders in Munro Mews;

Principles

- g. 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;
- h. a phasing scheme to minimise disruption to residents and adjoining neighbours during the construction period;
- i. 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;
- j. the reconnection of Portobello Road and Wornington Road to Ladbroke Grove and the re-establishment of the traditional street pattern in the area;

Infrastructure and Planning Contributions

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

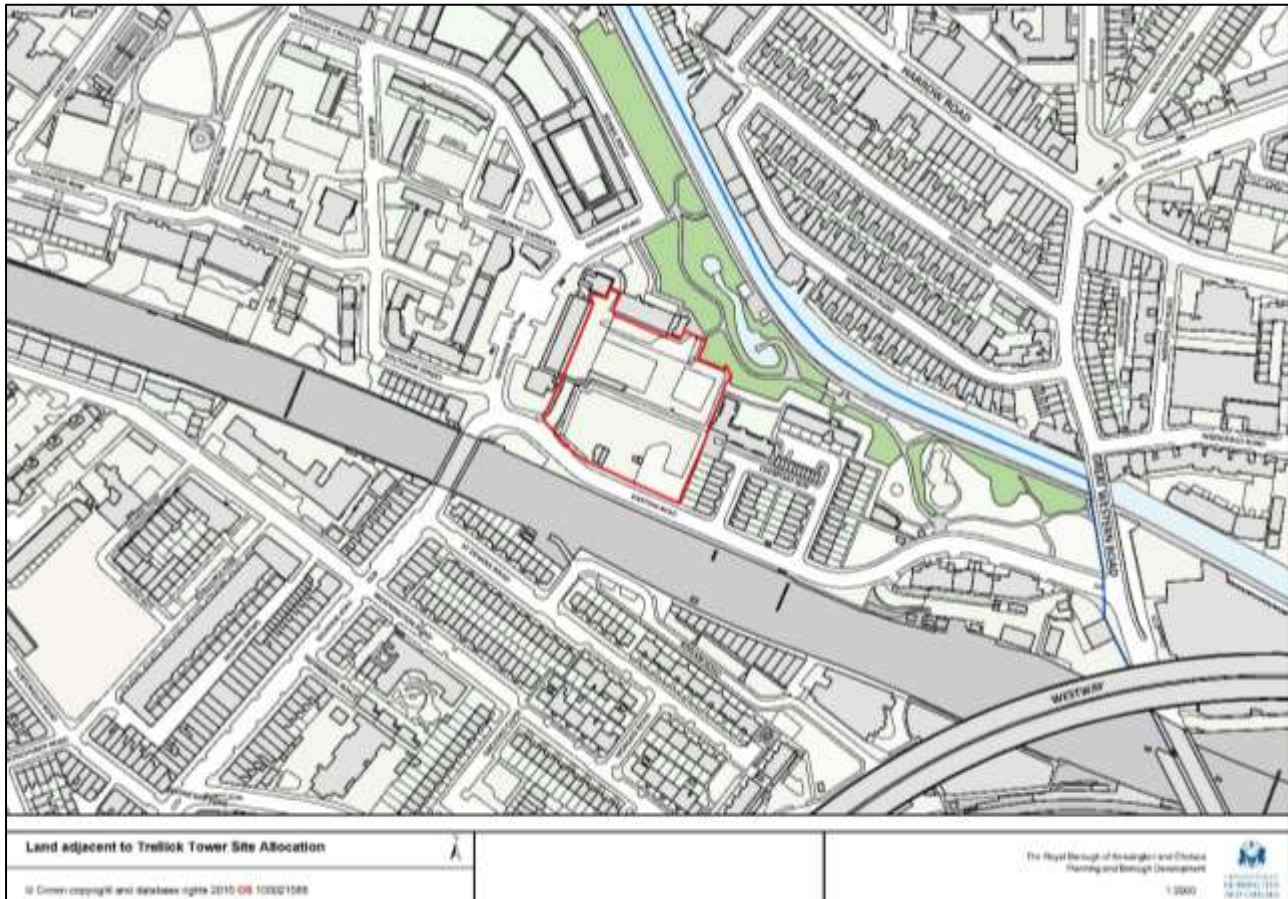
Site Information	
Site Address	Wornington Green Estate, Wornington Road
Ward	Golborne
Site Area	5.3 hectares
Site Owners	Catalyst Housing Limited, Royal Borough of Kensington and Chelsea
Current Uses	Residential use with associated open space and community uses
Existing Permissions	Outline planning permission, with full details in respect of Phase 1, was granted in 2010. Phase 2 received detailed consent in 2014 and is due to commence in 2017. Pre-application discussions for a detailed application for Phase 3 are anticipated to be submitted in 2017. (PP/09/02786).
Delivery	
Delivery agencies	Catalyst Housing Limited
Delivery milestones	Planning permission was granted in 2010. Phase 1 of the development Portobello Square consisting of 324 new homes, a mix of 174 for affordable rent and 150 homes for private sale is complete. Phase 2 will commence construction in 2017 and comprises 168 affordable rent units, 11 shared ownership units and 142 homes for private sale. Delivery will be complete by early 2021. Phase 3 is due for completion by 2023, this will include reinstatement of Athlone Gardens and an improved community facility.
Funding arrangements	Catalyst Housing Limited, Homes and Communities Agency
Site constraints	A Flood Risk Assessment should be submitted to support any future planning application. This assessment should take into account the new climate change allowances and requirements, especially for surface water flooding. New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates.
Planning guidance	Wornington Green Planning Brief SPD (adopted 2009)

Site Allocation CA3: Land adjacent to Trellick Tower

6.8 Site Context

- 6.8.1 The site encompasses the former Edenham Care Home and land adjoining Trellick Tower. Surrounding the site is the neighbouring Cheltenham estate, a mixed use block that fronts on to the northern end of Golborne Road, and the Golborne Road (North) neighbourhood shopping centre. The Edenham Care Home, previously on the site, was demolished in 2008, and it is currently being used as a temporary coach park.
- 6.8.2 Residential-led development is regarded as the most suitable use for the site. At around 80 residential units per hectare, the site allocation takes account of London Plan 'designs on London' policies, and Table 4B1. This estimation may well be found to be conservative. However, with the iconic Trellick Tower adjacent, it is important that the final capacity of the site is established through a careful design process, which could constrain development. While additional residential units may well be able to be accommodated, it would not be prudent to allocate the site for additional units without detailed designs to confirm the acceptability and an understanding and appreciation of the local social, historical and physical context, and impact on the adjoining site of importance for local nature conservation. The grade II* listed status of Trellick Tower could prove a constraint on development in the area.
- 6.8.3 The location of a destination use, such as a leisure facility, could improve the vitality of

the neighbourhood shopping facility at Golborne Road (North). Employment uses in the form of studio workspace would also be appropriate on the site, as part of a mixed use development. However, neither of these are requirements of the development.



Site Allocation

Policy CA3 Land Adjacent to Trellick Tower

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

Land use

- a. a minimum of 60 residential (C3) units;

Principles:

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

Infrastructure and Planning Contributions:

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

Site Information	
Site Address	Land to the rear of 7-19 Golborne Road and land to the rear of 1-13 Edenham Way
Ward	Golborne
Site Area	0.77 hectares
Site Owners	Royal Borough of Kensington and Chelsea (RBKC)
Current Uses	Site of former Care Home (class C2) - currently being used as a temporary coach park. Garages/parking area and multi-use games area; social and community uses.
Planning History	No previous permissions
Delivery	
Delivery agencies	RBKC and potentially a private developer and/or registered social landlord (RSL)
Delivery milestones	Delivered by the end of 2021
Funding arrangements	Public investment
Planning guidance	Trellick-Edenham Planning Brief SPD (adopted 2015)
Site Constraints	<ul style="list-style-type: none"> • Trellick Tower is Grade II* listed, Cheltenham Estate is Grade II listed • Meanwhile Gardens adjoining the site is a site for local nature conservation • The part of the site immediately in front of Trellick Tower is sunken below ground level • A Flood Risk Assessment is not required to support any future planning application. However, the site should assess the new climate change allowances and requirements, especially for surface water flooding. New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates.
Risks	No risks have been identified for this site

Chapter 7 Latimer

7.1 Introduction

- 7.1.1 Latimer is located to the north west of the borough. The area is made up of large post war housing estates including Silchester and Lancaster West. The Westway flyover and West Cross Route, built in the 1960s, pass through the area. Latimer is also home to businesses uses located primarily in the Latimer Road Employment Zone. Following the tragic fire at Grenfell Tower on 14 June 2017, the Council decided to end the three new estate regeneration projects which were being worked on in the borough at Silchester, Barlby-Treverton and Warwick Road estates. It was also pledged by the Leader that any estate regeneration projects on the affected estates would be co-designed in conjunction with the residents living within the relevant estate and put to a binding vote with projects only going ahead with the majority of residents in support. As a result the whole place vision for the Latimer area has also been withdrawn from the Plan, to enable it to be reviewed in the light of any new proposals for the Silchester estate. The Council commits to an early review of the Local Plan, at least in part, to consider issues related to North Kensington, the Latimer 'Place', estate renewal and housing supply, to be adopted within three years of this Local Plan's adoption. In the meantime, all policies in the development plan (the London Plan, the Local Plan and any relevant neighbourhood plans) will continue to apply to any applications which might be submitted for development in the Latimer area.

Chapter 8 Earl's Court

CV8 Vision for Earl's Court in 2028

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

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

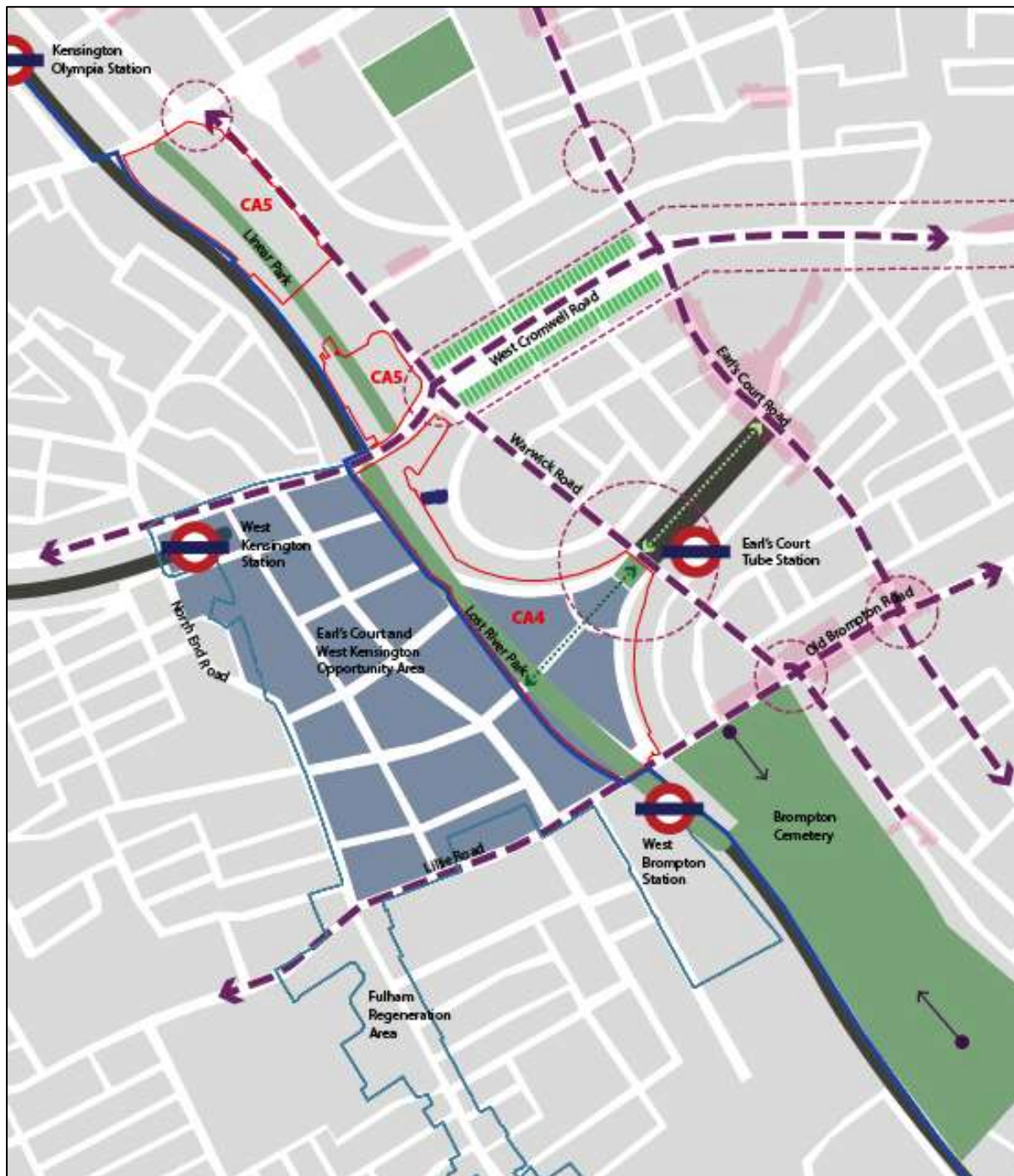
8.1 Introduction
















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

8.2 Site Context

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

Key Issues and Opportunities



Key					
	Open green space		Main routes		Railway line
	Designated town centre		Improve links		Earls Court and West Kensington Opportunity Area
	Employment zone		Potential for public realm improvements		Opportunity for landscape improvements
	Site allocation		Significant buildings		Key view
	Designated neighbourhood area		Borough boundary		Fulham Regeneration Area

8.3 Principles (Overarching Aims)

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

8.4 Priorities (Objectives and actions to deliver the aims)

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

8.5 Delivery

- The outline planning permission sets out how the masterplan for the Opportunity Area will be delivered.
- The Council will work in partnership with Transport for London, the Greater London Authority (GLA) and the London Borough of Hammersmith and Fulham to overcome transport constraints on the future development of the Opportunity Area.
- The Council will work in partnership with Transport for London and identify funding opportunities to deliver improvements to underground stations and highways.

- The Council will investigate developing a Cromwell Road improvement plan, which could include streetscape improvements and use of land.
- The Council recognises the importance of the Earl's Court District Centre to cater for local needs and will work with local business groups to improve it and make connections to the proposed new centre in the Opportunity Area.
- The Council will encourage developers to adopt low emission technology and innovative energy saving measures to maximise sustainability and minimise the air quality impact of development.

8.6 References

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

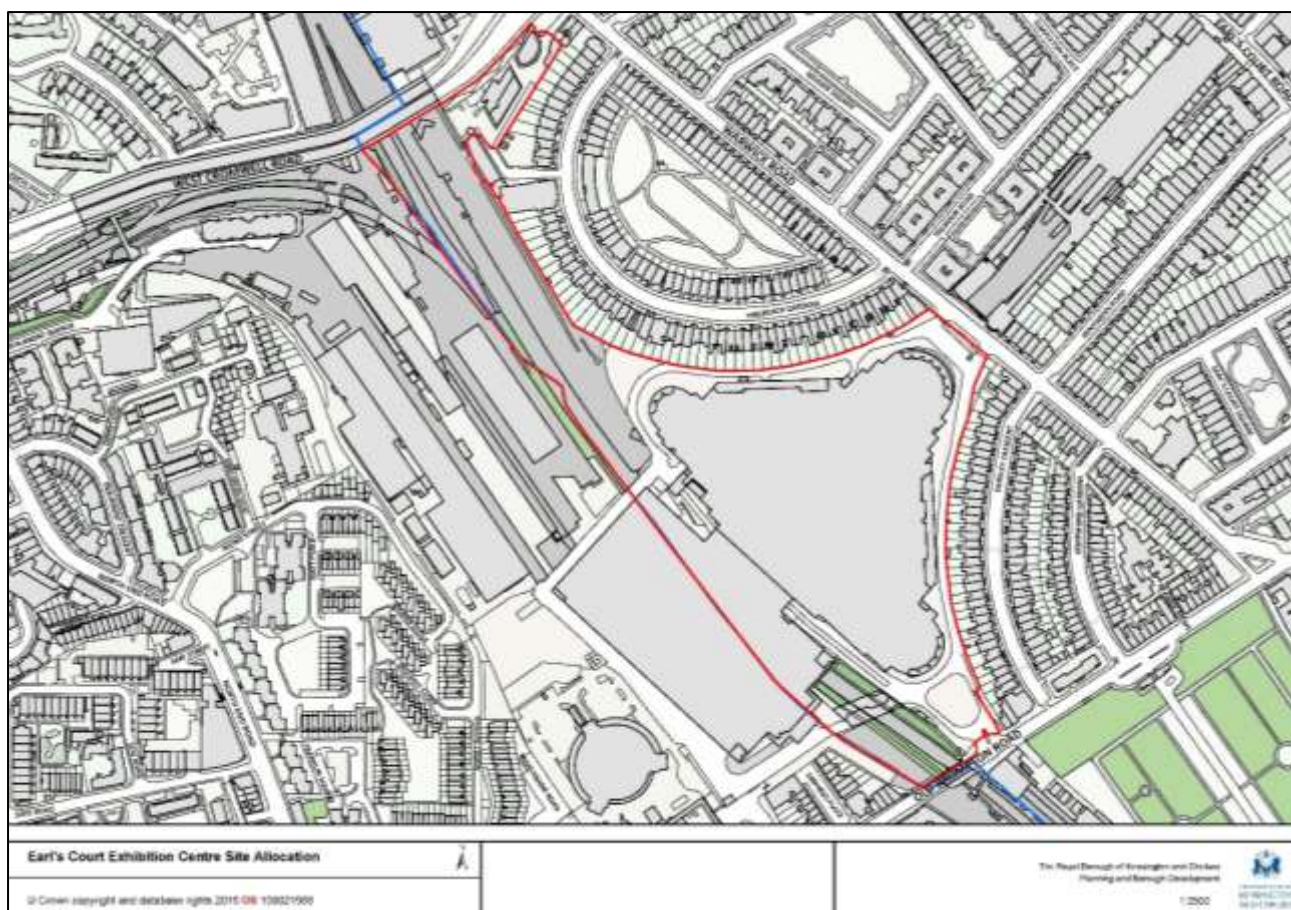
- RBKC and LBHF, *Earl's Court and West Kensington Opportunity Area Joint Opportunity Area SPD*, 2012
- RBKC, *Warwick Road Planning Brief SPD*, 2008
- Green Infrastructure and Open Environments: The All London Green Grid, pp.125-6
- RBKC, *Earl's Court Square Conservation Area Appraisal*, 2016
- RBKC, *Earl's Court Village Conservation Area Appraisal*, 2016
- RBKC, *Nevern Square and Philbeach Conservation Area Proposal Statement*, to be updated in 2017
- RBKC, *Air Quality and Climate Change Action Plan 2016*

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

Site Allocation CA4: Earl's Court Exhibition Centre

8.7 Site Context

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



Site Allocation

Policy CA4 Earl's Court Exhibition Centre

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

Land use

- a. a minimum of 900 (C3) homes within the Royal Borough;
- b. a minimum of 10,000sq.m of office floor space;
- c. retail and other uses within the A class of the Use Classes Order 1987 (as amended) to serve the day-to-day needs of the new development;
- d. a significant cultural facility to retain Earl's Court's long standing brand as an important cultural destination, located on the area of the Opportunity Area nearest to public transport accessibility;
- e. other non-residential uses required to deliver a sustainable and balanced mixed-use development, such as hotel and leisure uses;
- f. social and community uses;
- g. on-site waste management facilities to handle waste arising from the new uses of the site (including recycling facilities and/or anaerobic digestion), which may be provided within LBHF but must benefit development in the Royal Borough;
- h. on-site renewable energy sources to serve the site with the potential to contribute to the heat and energy demand of the wider community as part of a district heat and energy network;

Principles

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

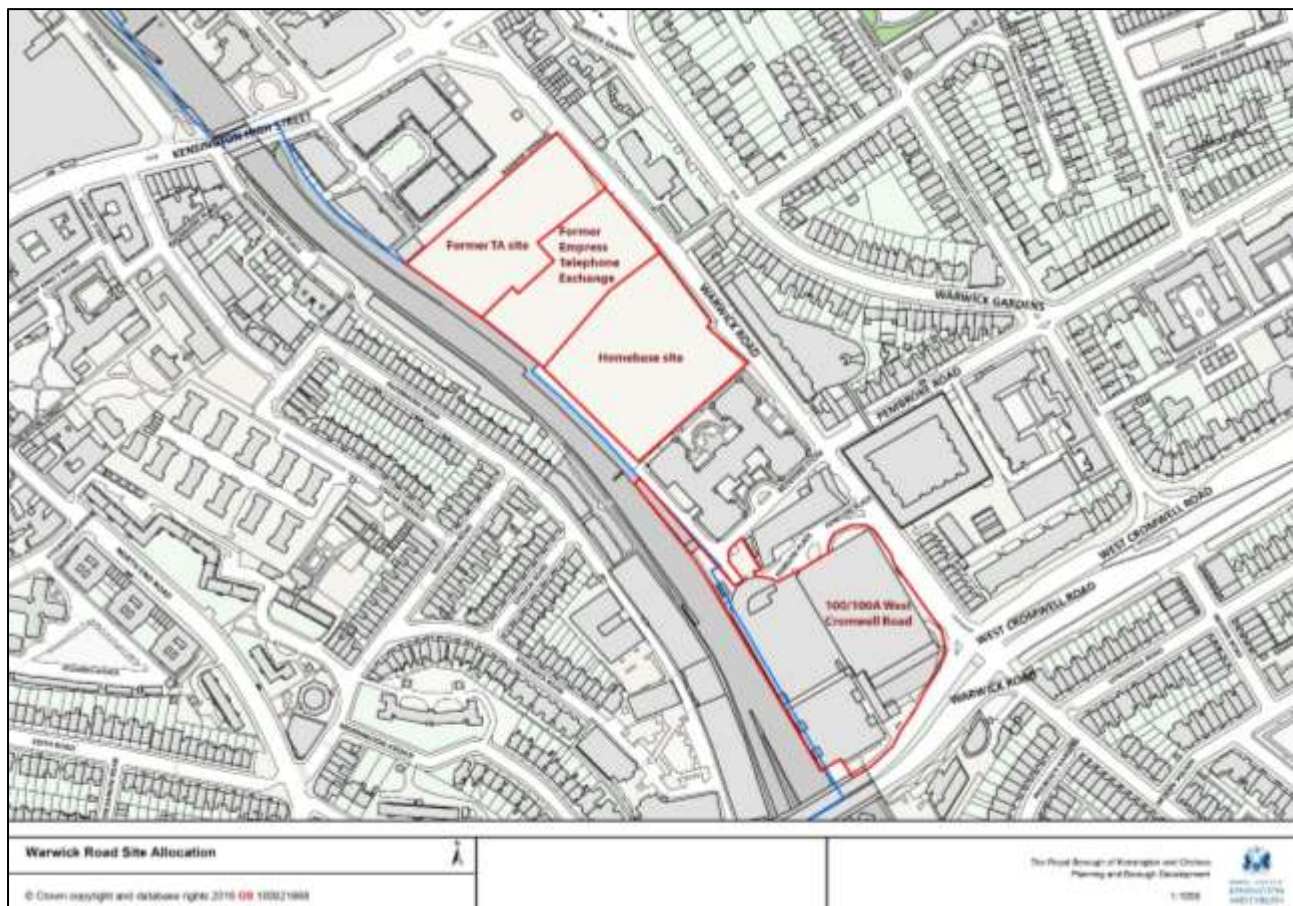
Infrastructure and Planning Contributions

- m. social and community facilities;
- n. additional new public open space, including considering opportunities to create biodiversity;
- o. 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;
- p. 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;
- q. 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;
- r. 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;
- s. affordable housing as part of residential requirement;
- t. education facilities;
- u. a cultural facility;
- v. other contributions as identified in the Planning Obligations Supplementary Planning Document and site specific supplementary planning document.

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

Delivery milestones	2012: grant planning permission 2013: start implementation on site 2023: completion
Funding arrangements	Mainly private investment
Planning guidance	Earl's Court and West Kensington Opportunity Area Joint Supplementary Planning Document (adopted 2012)
Site Constraints	Part of the site falls within Flood Zones 2 and 3. An Exception test and a Flood Risk Assessment should be submitted to support any future planning application. The assessments should take into account the new climate change allowances and requirements, especially for surface water flooding. New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates.
Site Constraints	<ul style="list-style-type: none"> • Brompton Cemetery is designated Grade I on English Heritage's Register of Parks and Gardens is adjacent to the site • Philbeach Gardens Conservation Area surrounds the site to the east.

Site Allocation CA5: Warwick Road Sites



8.8 Site Context

- 8.8.1 Physically separated from Earl's Court by the Cromwell Road these sites lie on the western boundary of the borough bordering the London Borough of Hammersmith and Fulham, adjacent to the West London line.
- 8.8.2 Originally five sites in Warwick Road were allocated for a total of 1,550 residential units,

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

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

Site Allocation

Policy CA5

Warwick Road Sites

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

Land use

- a. a minimum of 1,219 total combined residential (C3) units across all four sites:
 - i. 255 residential (C3) units on the Former Territorial Army site;
 - ii. 163 residential units (C3) on the Former Empress Telephone Exchange;
 - iii. a minimum of 375 residential (C3/C2) units of which a minimum are 283 C3 residential units on the former Homebase site;
 - iv. a minimum of 450 (C3) residential units on the 100/100A West Cromwell Road site;
- b. On the northern three sites on-site public open space, including outdoor play space;
- c. On the 100/100A West Cromwell Road site: leisure, social and community uses (Class D1), provision of car parking and open amenity space;

Principles:

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

Infrastructure and Planning Contributions

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

Site Information	
Site Address	<ul style="list-style-type: none"> • Former Territorial Army site, 245 Warwick Road • Former Empress Telephone Exchange, 213-215 Warwick Road • Former Homebase, 195 Warwick Road • 100 and 100a West Cromwell Road
Ward	Abingdon and Holland
Site Area	3.3 Hectares
Site Owners	<ul style="list-style-type: none"> • Former Territorial Army site - Russian Federation • Former Empress Telephone Exchange – St Edwards/Prudential Former Homebase – St Edwards/Prudential Assurance Company Limited • 100 and 100A West Cromwell Road - Tesco Stores Limited, Notting Hill Housing Trust and RBKC
Current Uses	<ul style="list-style-type: none"> • Former Territorial Army site - vacant • Former Empress Telephone Exchange – under development • Former Homebase – under development • 100 and 100a West Cromwell Road - retail food store - Tesco (Class A1) and residential (Class C3)
Planning History	<ul style="list-style-type: none"> • Former Territorial Army site has planning consent for 281 residential unit (PP/08/00218) • Former Empress Telephone Exchange has consent for 158 residential units (PP/08/01214) • Former Homebase has consent for 330 units (PP/10/02817) • 100 West Cromwell Road has no extant permission as an individual site. It formed part of a wider site for which outline planning permission was granted in 1996 for the redevelopment of the greater 'Fenelon Place' site to provide a three phase development. Phases one and three have been implemented and comprise the existing Tesco store with housing above and the Kensington Westside residential development respectively. Phase two was for an office building (14.864 square metres) and has not been implemented. The phase two site is now known as the 100 West Cromwell Road site.(TP/93/0434)
Delivery	
Delivery agencies	Unknown (private developers)
Delivery milestones	<ul style="list-style-type: none"> • Former Territorial Army site – not known • Former Empress Telephone Exchange – delivery by Q3 2020 • Former Homebase – delivery by Q2 2022 • 100 and 100a West Cromwell Road - retail food store - Tesco (Class A1) and residential (Class C3) – delivery from 2021
Funding arrangements	Private investment
Planning guidance	Warwick Road Planning Brief SPD
Site Constraints	<ul style="list-style-type: none"> • A Flood Risk Assessment should be submitted to support any future planning application. This assessment should take into account the new climate change allowances and requirements, especially for surface water flooding. New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates.

Chapter 9 Lots Road/World's End

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

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

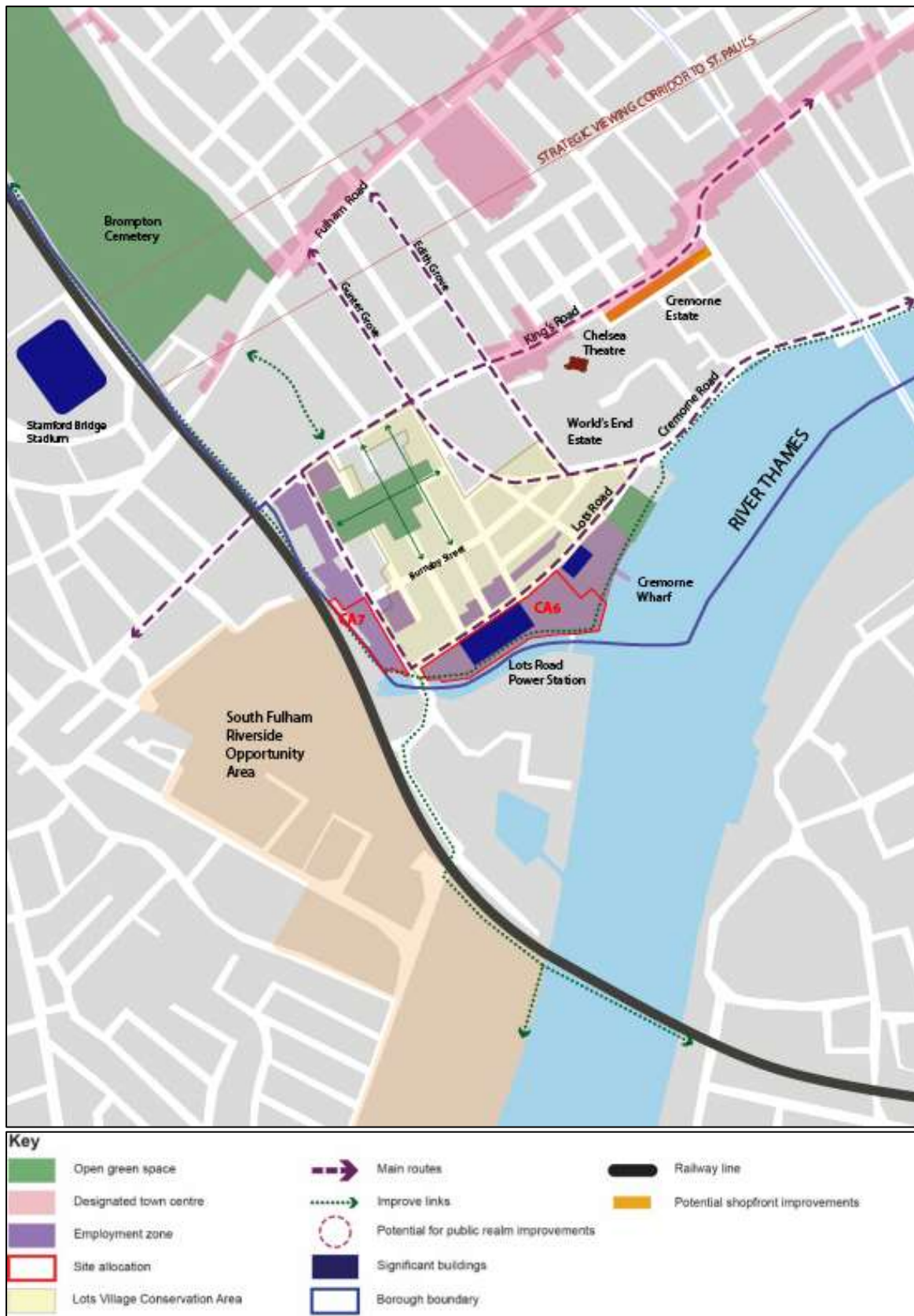
9.1 Introduction

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

9.2 Context

- The area is characterised by a vibrant mix of uses, including social and private housing, retail and business uses. The late-Victorian housing stock, together with the former warehouses of Chelsea Wharf, other smaller employment spaces, and the Heatherley School of Fine Art contribute to the character and 'industrial' feel of this diverse area. The World's End estate contains 742 residential units, parades of shops, a theatre, a primary school and a nursery. It was built as a set piece and conceived as a fortress. The Chelsea Academy secondary school and sixth form opened in 2009.
- The Lots Road place is currently undergoing significant change. A planning application was approved on appeal by the Secretary of State in 2006 for the decommissioned Lots Road Power Station. It includes retail, businesses and over 420 new dwellings, children's play space, and works to Chelsea Creek and Chelsea Basin in the London Borough of Hammersmith and Fulham. This scheme has been implemented and construction is in progress. Further change is expected nearby at the former Imperial Gas Works site across the boundary with Hammersmith and Fulham, which is likely to be comprehensively redeveloped in a residential-led scheme. The future redevelopment of Stamford Bridge Stadium will lead to an increase in its capacity.
- Lots Road is separated from surrounding areas by the River Thames to the south and the railway line to the west. The high volume of vehicular traffic associated with the one-way system acts as a barrier for pedestrians further adding to the perception that the area is isolated. Improving connections to the wider area is therefore vital.
- The Lots Road Employment Zone contains a cluster of antiques and art-related firms focused on the Bonhams and Lots Road auction houses, as well as designers and business services typically associated with the creative industries. There has been a recent emergence of interior design and business services in the area reinforced by the Design Centre nearby in the London Borough of Hammersmith and Fulham.

Key issues and opportunities



- Cremorne Wharf is currently being used as a tunnelling site for the Thames Tideway Tunnel and may in future be used as a site for Counters Creek storm relief sewer project, which is due to continue beyond 2022. The site is safeguarded for waste management, water transport and cargo handling purposes in Policy CE3.

9.3 Principles (Overarching Aims)

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

9.4 Priorities (Objectives and actions to deliver the aims)

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

9.5 Delivery

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

9.6 References

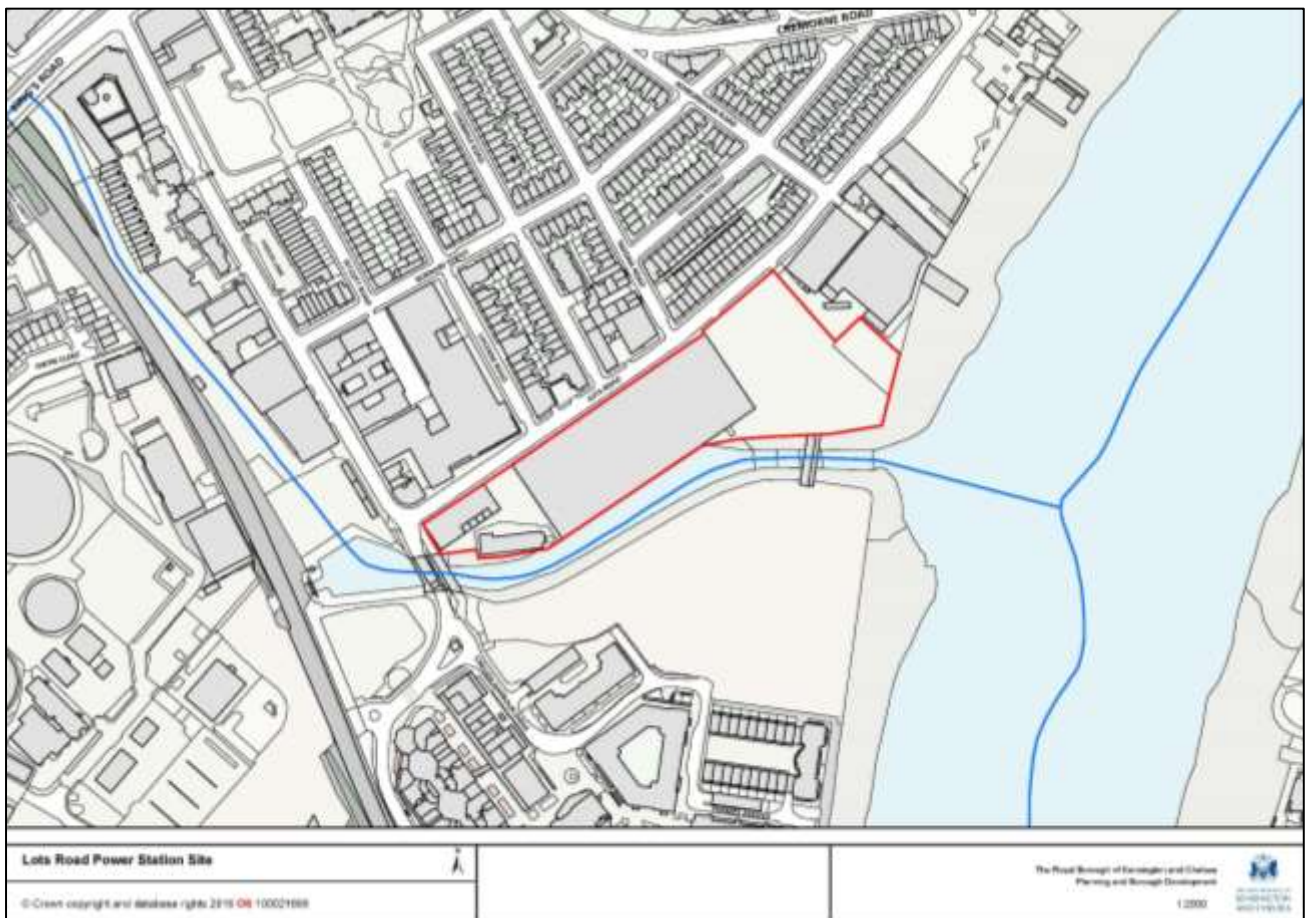
9.6.1 The Council and other bodies have produced the following documents that are relevant to the Lots Road area:

- Royal Borough of Kensington and Chelsea (RBKC), *Lots Village Conservation Area Appraisal*, 2015
- RBKC, *Thames Conservation Area Appraisal*, 2016

- RBKC, *The College of St Mark and St John Conservation Area Appraisal*, to be revised 2017
- RBKC, *Local Biodiversity Action Plan*, 2010
- Historic England, *Royal Borough of Kensington and Chelsea Archaeological Priority Areas Appraisal*, 2016
- London Borough of Hammersmith and Fulham, *South Fulham Riverside Supplementary Planning Document*, 2013
- RBKC, *Air Quality and Climate Change Action Plan*, 2016

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

Planning Permission CA6 Lots Road Power Station



9.7 Site Context

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

Planning Permission

Policy CA6

Lots Road Power Station

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

- a. Flexible uses incorporating shops (A1), professional services (A2) or food and drink (A3): 1,029 sq.m
- b. Flexible uses incorporating shops (A1), professional services (A2), business (B1) or assembly and leisure (D2): 364 sq.m
- c. Business (B1): 3,499 sq.m
- d. Flexible uses incorporating non-residential uses (D1) or assembly and leisure (D2): 1653 sq.m
- e. Housing: 420 (C3) dwellings, including 166 (C3) affordable units
- f. Open space

Infrastructure and Planning Contributions:

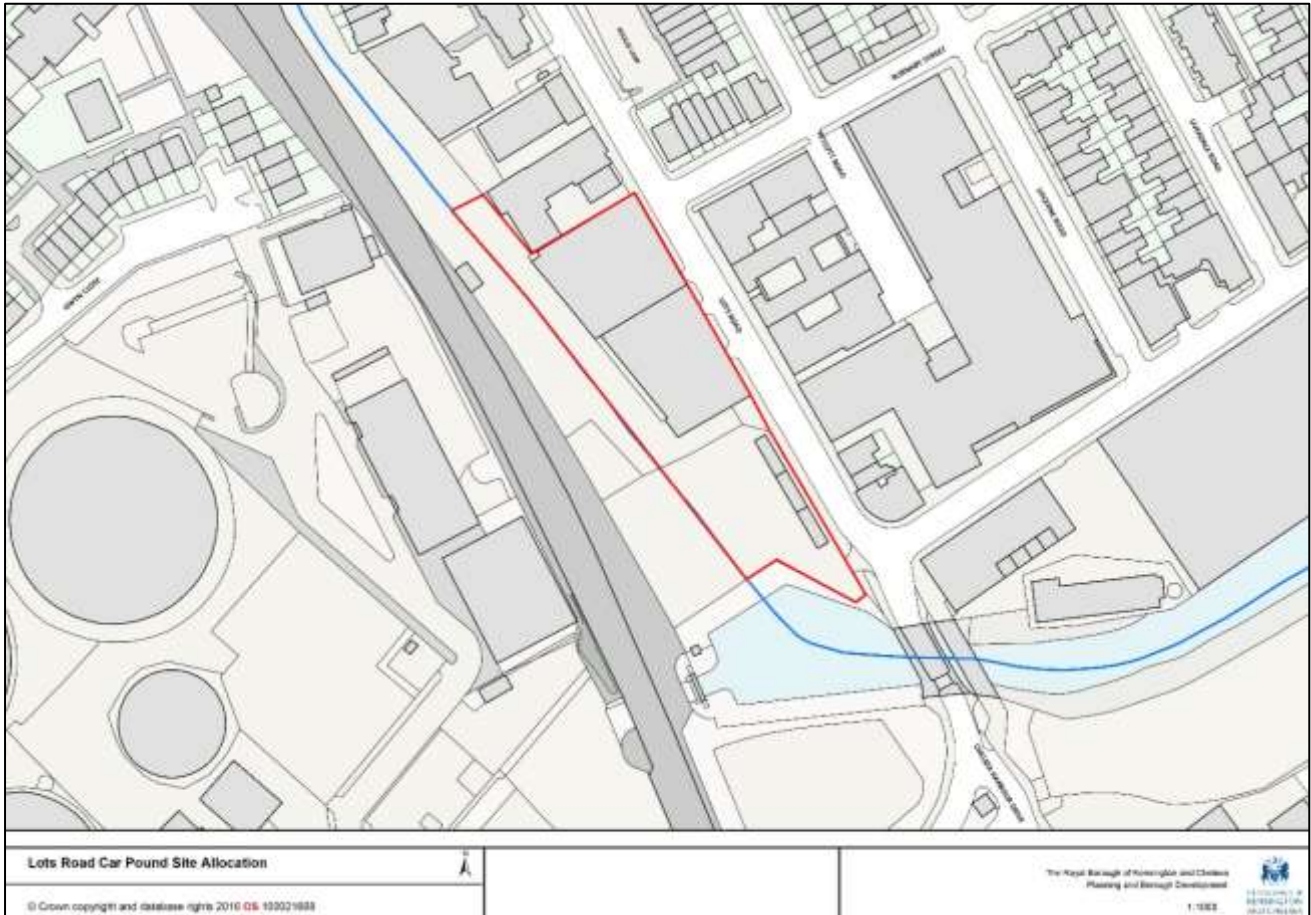
The permission includes:

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

Site Information	
Site Address	Lots Road Power Station, Lots Road
Ward	Chelsea Riverside
Site Area	1.77 ha
Site Owners	Hutchison Whampoa Ltd
Current Uses	Vacant former power station
Planning History	Planning permission was granted in 2006 and has been implemented. (PP/02/01324), PP/13/04082 minor material amendments to the extant permission, PP/16/06360 minor material amendments.
Delivery	
Delivery agencies	Private developer
Delivery milestones	Delivery Q1 2020
Funding arrangements	Private investment
Site Constraints	<ul style="list-style-type: none"> • The site lies within Flood Zone 3. An Exception test and a Flood Risk Assessment should be submitted to support any future planning application. The assessments should take into account the new climate change allowances and requirements for surface water flooding. New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates. • An undeveloped buffer of at least 10m incorporating intertidal terracing will be required from the statutory flood defence line, to allow access for future flood

defence raising, maintenance and betterment in line with the Thames Estuary 2100 Plan /Thames River Basin Management Plan.

Site Allocation CA7: Site at Lots Road



9.8 Site Context

- 9.8.1 The site is situated on the south western side of Lots Road between Chelsea Harbour and the King's Road and is currently occupied by a vehicle pound and two warehouse buildings. The site is located within Lots Road Employment Zone where business uses are protected and is immediately adjacent to the Lots Village Conservation Area.
- 9.8.2 The site is owned by the Council and the Council's ownership extends beyond the borough boundary into the London Borough of Hammersmith and Fulham. The larger part and existing buildings are within the Royal Borough of Kensington and Chelsea.
- 9.8.3 The vehicle pound occupies the southern portion of the site, with access from Lots Road. The existing buildings on the site are two-storey warehouse buildings facing Lots Road, used principally as auction rooms.
- 9.8.4 This stretch of Lots Road is a boundary between predominantly business and retail on the west side and a residential area on the east side. The area supports a mix of uses including retail, office and residential accommodation. The south end of Lots Road sees the beginning of Chelsea Harbour; to the west of the site is the access road to the depot and railway lines. On the opposite side of Lots Road from the site are a variety of building

uses, including residential, office, retail and education.

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

Site Allocation

Policy CA7

Site at Lots Road

A mixed use development to include residential and employment floorspace

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

Land use

- a. a minimum of 55 affordable extra care units (C2);
- b. a minimum of 4000sq m (GIA) of commercial floorspace (A1, B1 and B8) of which at least 2000 sq m will be business floorspace (B1 or B8);

Principles

- c. active street frontages to Lots Road;
- d. development that respects the setting of the Lots Village Conservation Area;
- e. development of a scale and density that is appropriate to its surroundings;
- f. protection of the auction house use;
- g. seek an east west cycling and pedestrian link across the West London Line connecting to the Imperial Gasworks National Grid site.

Infrastructure and Planning Contributions

- h. 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.

Site Information	
Site Address	Crown Wharf 63, 65/69 & 71/73 Lots Road, SW10 0RN
Ward	Chelsea Riverside
Site Area	Royal Borough of Kensington and Chelsea land: 0.50 Ha (4856sqm); including Hammersmith & Fulham: 0.74 Ha (7404sqm)
Site Owners	Royal Borough of Kensington and Chelsea
Current Uses	Vehicle pound, studio workspace, commercial auction rooms, self storage
Planning History	71-73 Lots Road An application was submitted in 2008 for the demolition of the existing buildings and erection of a new building for re-housing the auction rooms and provision of B1 business/office space. It was withdrawn in December 2008 A previous application (PP/06/00940) for a similar scheme for the demolition of existing buildings and erection of new 7 storey building comprising auction rooms and business accommodation was refused and a subsequent written representations appeal was dismissed on 16 May 2007 (PINS Ref: APP/K5600/A/07/2035974).

Delivery	
Delivery agencies	Royal Borough of Kensington and Chelsea/Private investment
Delivery milestones	2019-2020
Funding arrangements	Royal Borough of Kensington and Chelsea
Site Constraints	<ul style="list-style-type: none"> • The site lies within Flood Zones 2 and 3. An Exception test and a Flood Risk Assessment should be submitted to support any future planning application. The assessments should take into account the new climate change allowances and requirements, especially for surface water flooding. New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates. • An undeveloped buffer of at least 10m incorporating intertidal terracing will be required from the statutory flood defence line, to allow access for future flood defence raising, maintenance and betterment in line with the Thames Estuary 2100 Plan/Thames River Basin Management Plan. • The site is within the Lots Road Employment Zone • The site is adjacent to the Lots Village Conservation Area • The site is directly adjacent to The River Thames and tidal tributaries Site of Nature Conservation Importance, which is of Metropolitan Importance • The site abuts the Thames Policy Area • Chelsea Riverside Tier II Archaeological Priority Area
Risks	The site straddles the boundary with the London Borough of Hammersmith and Fulham (LBHF). Delay due to both Councils failing to agree comprehensive development of the site.

Chapter 10 Portobello Road

CV10 Vision for Portobello Road in 2028

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

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

10.1 Introduction

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

10.2 Context

- Portobello Road is designated as a Special District Centre highlighting its unique role. It is identified as a Strategic Market and as having a night time economy of more than local significance in the London Plan. It consists of Portobello Road from just north of Chepstow Villas to Oxford Gardens and businesses in the surrounding side streets and is characteristically made up small shops. The centre has a very extensive primary frontage where the loss of shops to other 'A' class uses is resisted.
- It is the heart of the local area which is very diverse with millionaires and those on low incomes living side-by-side and significant Spanish, Portuguese, Moroccan, Somali, West Indian and East Asian communities. The area's longstanding Afro-Caribbean community has a deep commitment to its own cultural contribution to the Portobello and Colville area since the 1950s. This has created the area's unique bohemian character celebrated in literature, film and music which attracts visitors from all over the world.
- Property prices in the area have increased dramatically in the last 20 years. This has altered the demographics of the area and led to significant changes in the types of shops and is a regrettable erosion of the unique character of Portobello Road and the surrounding side streets. However, only 25 per cent of the total retail floorspace within the centre is occupied by multiple retailers (compared with 60-80 per cent in the major centres in the borough). Many of the new businesses are coffee shops and souvenir sellers and there is concern that local needs are not well served.
- Portobello Road Market, is one of the most visited attractions in London. It started in 1865 serving visitors to the Crimean War veterans cared for in the former convents north of the Westway became an antiques trading centre in the 1950s, and celebrated its 150th anniversary in 2015.

Key issues and opportunities



- The antique market is under pressure, with the transformation of arcades into retail spaces let to a single tenant. Vintage clothes and bric-a-brac continue to be popular. This part of the market attracts very high footfall to the road on Fridays and during the weekend, but there is concern that this footfall does not translate into sales and overcrowding can damage trade and create a nuisance for local residents.
- During the week only the central section of the market operates serving mostly local needs and footfall is much lower. The number of traditional fruit and vegetable stalls in the market has declined and fast food stalls have proliferated.
- The Westway Trust, set up in partnership with the Council, manages the space underneath and adjacent to this part of the raised A40, which is owned by Transport for London. The land is used for a variety of retail and community uses and a vintage clothing market. The Westway Trust has consulted on development proposals for Portobello Village including the arcade under the Westway.
- North of the Westway the market dissipates, and the blank brick walls on both sides of the road discourage visitors from continuing to the smaller but distinctive Golborne Road market. To encourage more street trading in this section in-ground electricity points have been installed between Acklam Road and Golborne Road and the wall has been used successfully for a range of 'Portobello Wall' arts projects.
- In contrast Westbourne Grove Special District Centre, which extends into the City of Westminster, has changed from antiques and local food shops to a cluster of up-market fashion shops and art galleries.
- All Saints Road and Ladbroke Grove are designated as Neighbourhood Centres in the London Plan.
- Notting Hill Gate and Ladbroke Grove underground stations act as gateways to the markets.
- Because of proximity to the Westway, Portobello Road experiences high levels of air pollution.

10.3 Principles (Overarching Aims)

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

10.4 Priorities (Objectives and actions to deliver the aims)

- Protect and support the licenced street trading in the area, its variety and ancillary services
- Continue to improve links between Portobello Road, Golborne Road and Thorpe Close markets.
- Enhance the public realm underneath the Westway to create safe and attractive routes.
- Ensure the 'Portobello Village' development beneath the Westway provides a multi-use cultural venue, benefits all local residents and businesses and provides lavatories for visitors and market traders, while allowing the area's vibrant street culture to evolve.
- Support a new pop-up market in Thorpe Close.
- Support meanwhile arts and cultural use of land under and adjacent to the Westway

- Enhance wayfinding to Portobello Road from Notting Hill Gate
- Provide free wireless internet access in Portobello Road
- Develop bespoke shopfront guidelines for Portobello Road.
- Protect new small retail units from amalgamation.
- Protect existing launderettes.
- Work with Transport for London to complete the installation of lifts at Ladbroke Grove station.
- Ensure market traders have adequate storage facilities
- Protect the improved wayfinding from Notting Hill Gate station to Portobello Road.
- Investigate opportunities to enhance Portobello Road and Ladbroke Grove as neighbourhood shopping centres and Ladbroke Grove's role as a key gateway to Portobello Road and Golborne Road Markets
- Seek ways to minimise building and road traffic air pollution emissions from new development.
- Deliver cultural place-making initiatives to enhance and promote the area's cultural attractions to local people and visitors

10.5 Delivery

- The street market will act as a key driver to deliver the vision for Portobello Road. The Council manages the markets and the Markets Development Officer organises an annual programme of events to promote the markets and attract shoppers, as well as developing market traders skills and local support networks to ensure the long term viability of the markets and market streets. The Council will continue to work with the Portobello and Golborne Management Committee and the Markets Streets Action Group to ensure the continued success of the markets.
- The Council's Arts and Culture Service supports the Portobello Wall arts projects.
- The Council will investigate delivering an improvement plan for Portobello Road and Ladbroke Grove.
- The Council will work with The Westway Trust who have consulted on ideas for redevelopment of their estate immediately around Portobello Road and has been awarded GLA High Street funding for pop-up market stalls in Thorpe Close.
- The Council and Westway Trust will seek GLA Regeneration Funding for public realm improvement underneath the Westway and the provision of free wireless internet access.
- The Council will encourage developers to adopt low emission technology and innovative energy saving measures to maximise sustainability and minimise the air quality impact of development.
- The Council's Highways Department will work with the Markets Manager to investigate the provision of additional parking facilities for permanent stall holders and antiques traders.

10.6 References

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

- Royal Borough of Kensington and Chelsea (RBKC), *Land underneath and close to the Westway SPD*, 2012
- Historic England, *Royal Borough of Kensington and Chelsea Archaeological Priority Areas Appraisal*, 2016
- RBKC, *Shopfront Design Guidelines*, 2011
- Futurecity and BOP Consulting, *Cultural Placemaking in the Royal Borough of Kensington and Chelsea*, 2012

- RBKC, *Air Quality and Climate Change Action Plan 2016*

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

Chapter 11 Notting Hill Gate

CV 11 Vision for Notting Hill Gate in 2028

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

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

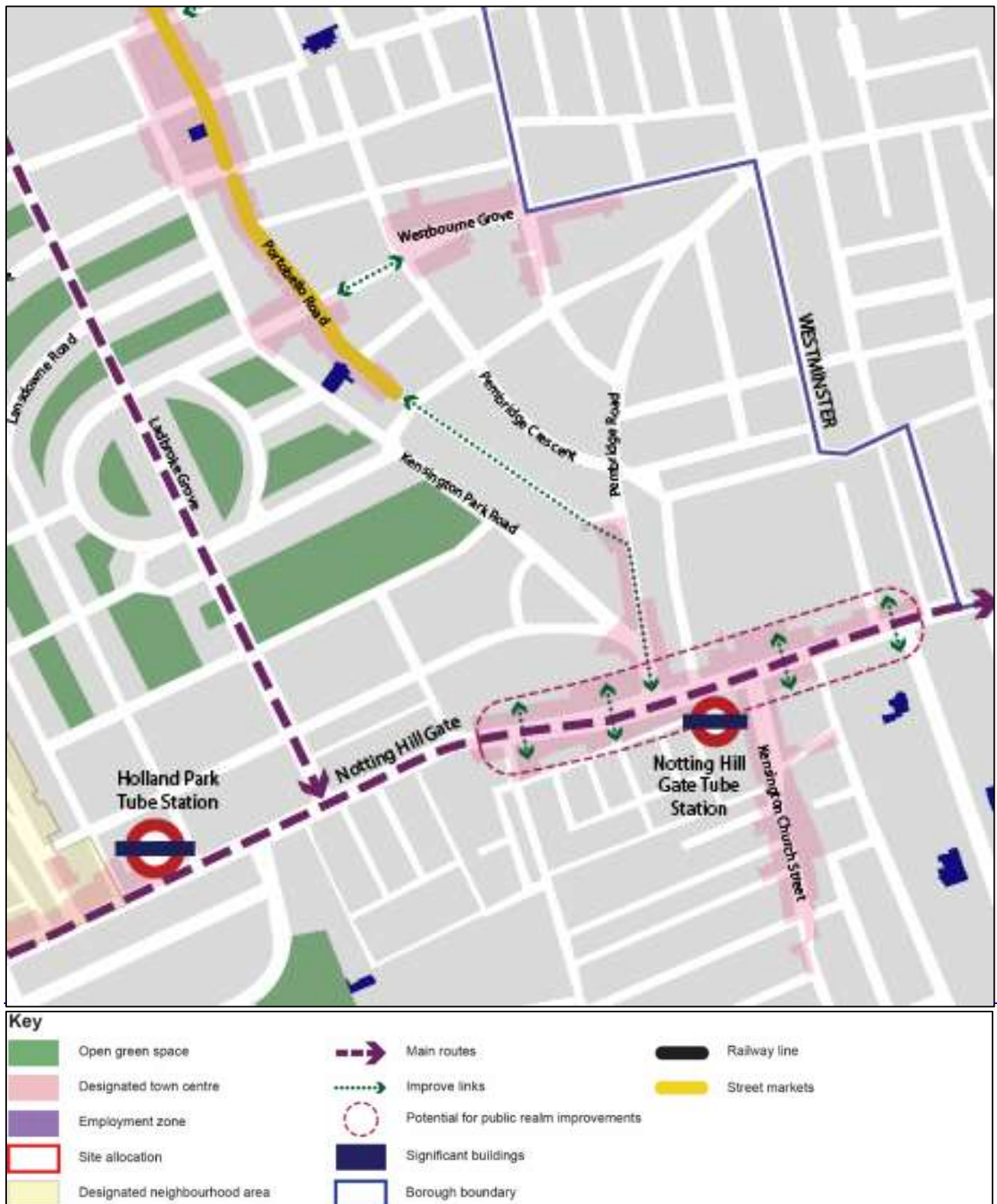
11.1 Introduction

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

11.2 Context

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

Key issues and opportunities



11.3 Principles (Overarching Aims)

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

11.4 Priorities (Objectives and actions to deliver the aims)

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

11.5 Delivery

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

11.6 References

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

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

- Historic England, *Royal Borough of Kensington and Chelsea Archaeological Priority Areas Appraisal*, 2016
- Royal Borough of Kensington and Chelsea (RBKC), *Shopfront Design Guidelines Supplementary Planning Document 2011*
- Royal Borough of Kensington and Chelsea (RBKC), *Air Quality and Climate Change Action Plan 2016*

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

Chapter 12 Kensington High Street

CV12 Vision for Kensington High Street in 2028

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

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

12.1 Introduction

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

12.2 Context

- Kensington's High Street is an important shopping and leisure destination, it is the focus of the local community providing public and community services such as the town hall, library, post office, pharmacies and banks and attracts visitors from outside the borough. The centre and surrounding side streets offer a wide range of shops, cafes, bars and restaurants these make an important contribution to the vitality of the area.
- Designated as a major centre in the London Plan. It has been one of London's top retail streets for the last 100 years and like many town centres Kensington High Street has seen significant retail change. Once the biggest concentration of department stores outside Oxford Street, these have now been replaced by more mainstream chain stores leaving an impressive architectural legacy within the High Street. A unique cluster of bespoke travel agents and outdoor leisure shops has developed and the world's largest Whole Foods Market opened in 2007. The side streets provide valued lower cost retail and Kensington Church Street retains a cluster of antique shops. Part of the centre's strength is that it serves the day-to-day needs of local residents.
- Kensington High Street is the borough's largest town centre office location providing a range of accommodation from drop-in desk space and small offices above shops to large footplate offices in the former department stores. The music industry and newspaper journalism have focused on this location. Approximately 14,000 people work in the area.
- Kensington High Street is an important cultural centre. Bookended by Kensington Gardens and Holland Park it features attractions such as Kensington Palace, Leighton House, Linley Sambourne House, Opera Holland Park and the Design Museum, which will open in November 2016. The Design Museum expects to attract more than 600,000 visitors a year, while Kensington Palace attracts c.400,000 visits a year.

Key issues and potential opportunities



- There are a number of hotels on and around Kensington High Street accommodating the many visitors that make an important contribution to the vitality and viability of the area.
- Kensington High Street is a public transport interchange but the underground station does not have step free access.
- Kensington High Street is a wide roadway that has benefited from comprehensive public realm improvements that have gained international acclaim. However, north-south cycling movements across Kensington High Street are not easy to make.
- Residential accommodation on the upper floors, particularly within the mansion blocks on the north side of the High Street, help to support the leisure and entertainment uses in the area and contribute to the activity within the street, especially at night.

12.3 Principles (Overarching Aims)

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

12.4 Priorities (Objectives and actions to deliver the aims)

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

12.5 Delivery

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

12.6 References

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

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

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

Chapter 13 Knightsbridge

CV13 Vision for Knightsbridge in 2028

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

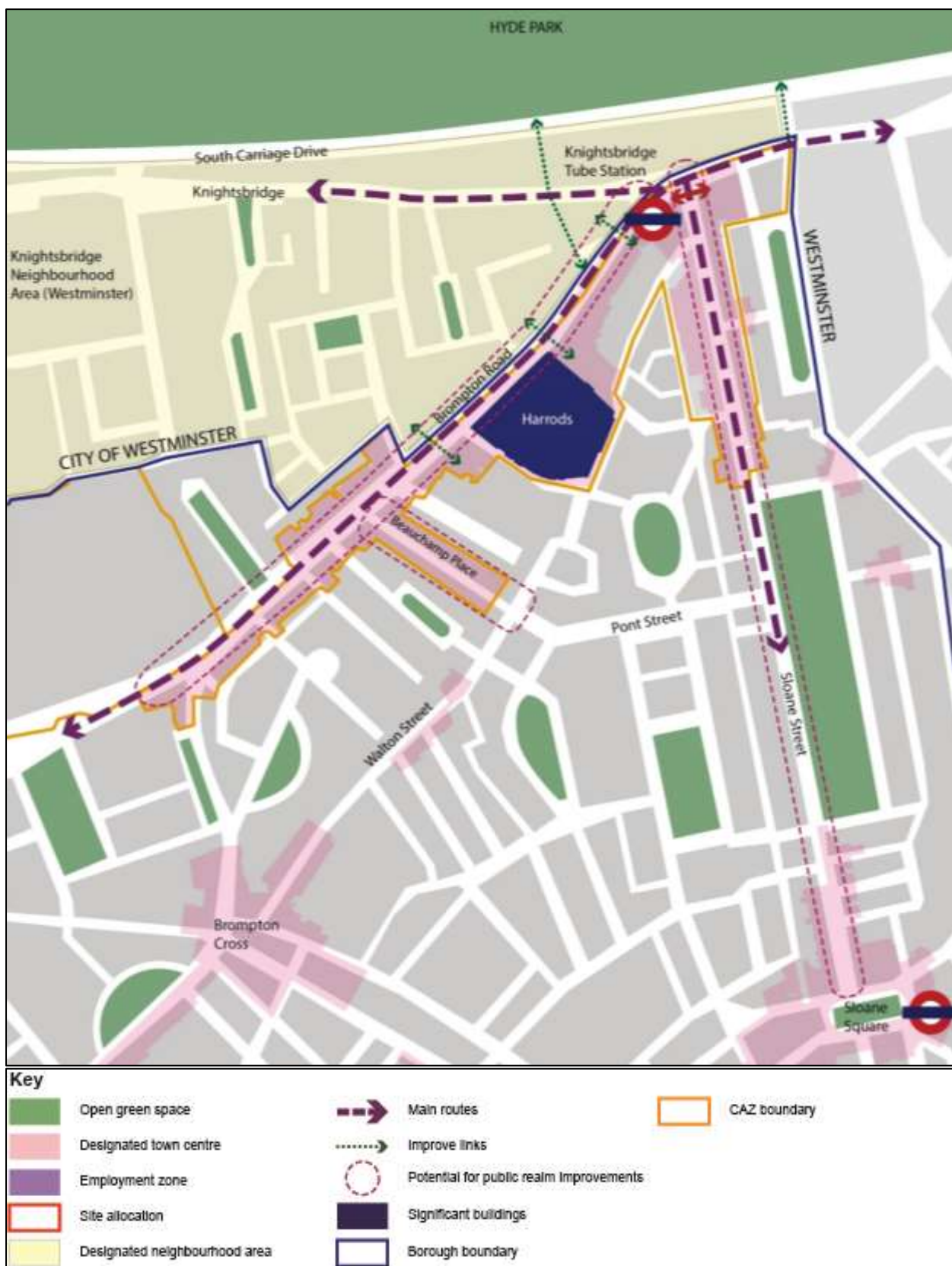
13.1 Introduction

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

13.2 Context

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

Key issues and opportunities



13.3 Principles (Overarching Aims)

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

13.4 Priorities (Objectives and actions to deliver the aims)

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

13.5 Delivery

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

13.6 References

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

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

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

Chapter 14 South Kensington

CV14 Vision for South Kensington in 2028

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

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

14.1 Introduction

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

14.2 Context

- Originally the vision of Prince Albert, Queen Victoria’s husband, the land was purchased with part of the proceeds of the Great Exhibition of 1851. ‘Albertopolis’ became the world’s first designed cultural and educational destination and has been the blueprint for all subsequent centres of this kind.
- Straddling the border with the City of Westminster it is home to three international museums; the Victoria and Albert Museum, the Natural History Museum and the Science Museum, education institutions such as Imperial College, and the Royal Colleges of Art and Music and cultural institutions such as the Polish Club, Goethe Institute and Ismaili Centre. The museums have expanded their visitor numbers considerably in the last decade and now receive 12 million visitors a year. Imperial College has a student population of over 13,000 and employs over 6,000 staff.
- Recognising the area’s role in defining London as a world city it is included within the Central Activities Zone and designated as the South Kensington Museum Complex / Royal Albert Hall Strategic Cultural Area in the London Plan.
- South Kensington hosts a diverse range of land uses in addition to the large scale cultural and educational institutions and is a valued and established creative district. There are a number of office uses, largely characterised by smaller premises on the upper floors of commercial properties. The area also features numerous hotels, embassies and consulates and a concentration of French institutions, including the Consulate and the French Lycée, that serve the significant number of French citizens living in London.
- South Kensington District Centre south of Cromwell Road has many small shops and Bute Street Farmers’ Market that give it a village character much valued by local residents. However, over the last ten years the area to the north of the station has become increasingly dominated by food and beverage outlets predominantly catering for visitors. There is a cluster of shops focusing on interior design, fashion and galleries in Brompton Road and Brompton Cross that have synergies with the Victoria and Albert Museum.

Key issues and opportunities



- The surrounding residential area includes some of the best Georgian architecture in the borough. The buildings around Pelham Place, Pelham Crescent, Thurloe Square and Alexander Square are listed, as are many of the houses in the surrounding streets. South Kensington Station, the station arcade and the pedestrian tunnel are also listed.
- High quality public realm improvements to the 'spine' of the cultural quarter Exhibition Road and Thurloe Street have shown the way in contemporary urban design and greatly improved the experience for users, ease of movement and the setting for the area's world-class cultural institutions.
- South Kensington underground station acts as a gateway to the area but fails to provide an appropriate sense of arrival for a major cultural destination. The station now struggles to accommodate the number of passengers using it daily. It lacks step-free access and the listed pedestrian tunnel to the museums is in need of refurbishment.

14.3 Principles (Overarching Aims)

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

14.4 Priorities (Objectives and actions to deliver the aims)

- Ensure the day-to-day shopping needs of the local residents continue to be met by the South Kensington District Centre.
 - Protect and increase the retail offer (class A1) as part of the South Kensington Station improvements and protect A1 shop use in Thurloe Street
 - Protect any new retail units from amalgamation into larger units, where control exists.
- Improve facilities at South Kensington Station to provide a better sense of arrival
 - Provide step-free access to all platforms and the pedestrian tunnel at South Kensington Station.
 - Restore the listed station arcade and the block to the south of Thurloe Street, retaining or reinstating the historic shop fronts and entrances to the flats above.
 - Reduce traffic congestion around South Kensington Station.
 - Refurbish the pedestrian tunnels linking the station and the museums.
- Improve the public realm.
 - Improve the Yalta Memorial Garden.
 - Re-landscape the entrance to Museum Lane from Exhibition Road

- Improve walking routes and signage to and from Old Brompton Road, Gloucester Road, King's Road, Knightsbridge, Brompton Cross and Kensington High Street.
- Improve the museums' facilities, access and entrances.
 - Provide better way-marking and tourist information.
 - Provide a new public square within the Natural History Museum grounds at Cromwell Road/Exhibition Road.
 - Enhance sense of place in Exhibition Road through high-quality, innovative and inspiring events, installations and activities in the public realm relevant to the Strategic Cultural Area.
 - Encourage the museums to increase their catering offer as an ancillary use not at the expense of their cultural mission.
- Seek ways to minimise building and road traffic air pollution emissions from new development.
- Strengthen the sense of place at Brompton Cross and encourage the return of long-term vacant retail units to retail use.

14.5 Delivery

- The Council will develop cultural place-making initiatives to promote the institutions to visitors and residents, installing public art and ensuring an integrated planning policy approach with Westminster City Council.
- The Council will investigate the possibilities for the installation of temporary exhibitions by the museums and other institutions within the South Kensington Cultural Quarter.
- Transport for London are progressing proposals to upgrade the station including new escalators to the Piccadilly Line and providing step free access to the District and Circle Line by 2022 and the Piccadilly Line by 2026. Planning applications are likely to be submitted from 2017.
- The Council will work with Transport for London and local institutions to deliver improvements to the South Kensington Station Site and to the pedestrian tunnel.
- The Council is working with Transport for London to improve the flow of traffic on south side of South Kensington station and make crossing easier for pedestrians by changing the signal arrangements.
- The Council will work with the institutions and local residents to achieve a suitable balance reconciling the institutions' need to promote themselves and draw attention to particular exhibitions or sponsors by using their exterior facades and the need to preserve or enhance the character and appearance of the conservation areas and the setting of the listed buildings.
- The V&A and the Natural History Museum are improving access to their sites by building new entrances onto Exhibition Road.
- South Kensington will be at the heart of the Council's Cycle Quietway programme, with routes to the south, west and north.
- The Council will encourage developers to adopt low emission technology and innovative energy saving measures to maximise sustainability and minimise the air quality impact of development.

14.6 References

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

- Royal Borough of Kensington and Chelsea (RBKC), *Thurloe Estate and Smith's Charity Conservation Area Appraisal*, 2016
- RBKC, *Queen's Gate Conservation Area Proposal Statement*, to be revised in 2017

- Futurecity and BOP Consulting, *Cultural Placemaking in the Royal Borough of Kensington and Chelsea*, 2012
- RBKC, *Shopfront Design Guidelines Supplementary Planning Document 2011*
- Knightsbridge Neighbourhood Forum, *Draft Knightsbridge Neighbourhood Plan* (within City of Westminster)
- RBKC, *Air Quality and Climate Change Action Plan 2016*
- RBKC, *Future Use of Exhibition Road Key Decision report 2011*.

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

Site Allocation CA8: Harrington Road



14.7 Site Context

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

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

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

Site Allocation

Policy CA8

Harrington Road

A residential-led development which could include some commercial floorspace

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

Land use

- a. a minimum of 50 residential (C3) units;

Principles

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

Infrastructure and Planning Contributions

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

Site Information	
Site Address	117A Queen's Gate, 39-49 Harrington Road and 2 Reece Mews, LONDON SW7
Ward	Courtfield
Site Area	0.21 Ha
Site Owners	The Government of the Islamic Republic of Iran
Current Uses	Temporary use a car park (75 spaces)
Planning History	<p>Use as a car park The site was acquired in 1974 by the then Iranian Government, now the Government of the Islamic Republic of Iran, the current owner. The site has been used as a public car park since as early as 1985. A more permanent redevelopment scheme has always remained the ultimate long term intention for the site.</p> <p>Between 1985 and 1994, nine temporary permissions were granted for the use of the application site as a public car park for 45-50 cars; with this use ceasing in 1996. The site remained vacant from 1996 until 2000 at which time the site resumed use as a car park without planning consent.</p> <p>Planning permission was granted at appeal for the temporary use of the site as a car park in November 2001 (PP/00/00639). Since then, the temporary planning permission has been renewed seven times, most recently in September 2016 (PP/16/04254). The Council has continued to grant planning permission for the</p>

	<p>temporary use of the site as a car park due to a lack of progress with proposals for the long term redevelopment of the site.</p> <p>Iranian Embassy and Cultural Centre Planning permissions for redevelopment proposals by the owners were granted in 1975, 1982, 1991 and 2000. A material start was made on the 1991 permission for 33 flats, a diplomatic/cultural centre and a basement car park for 34 cars served off Harrington Road and this permission remains extant. All others have lapsed including the 2000 permission for a cultural centre, 20 flats and car parking. The most recent application (PP/10/00153) proposed the '<i>erection of new building comprising basement, ground and five upper floors for use as an embassy and cultural exhibition centre for the Islamic Republic of Iran in London</i>'. This was registered on 26 May 2010. the application was withdrawn by the Council on 27 December 2012.</p>
Delivery	
Delivery agencies	Private developers/site owners
Delivery milestones	Not known
Funding arrangements	Private investment
Site Constraints	<ul style="list-style-type: none"> • The western part on the site lies within the Queen's Gate Conservation Area • The Grade II* listed Church of St Augustine lies directly south of and adjacent to the site • A Flood Risk Assessment is not required to support any future planning application. However, the site should assess the new climate change allowances and requirements, especially for surface water flooding. New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates
Risks	The site is not brought forward for development

Chapter 15 Sloane Square/King's Road

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

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

15.1 Introduction

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

15.2 Context

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

Key Issues and opportunities



15.3 Principles (Overarching Aims)

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

15.4 Priorities (Objectives and actions to deliver the aims)

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

15.5 Delivery

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

15.6 References

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

- Royal Borough of Kensington and Chelsea (RBKC), *Chelsea Conservation Area Appraisal*, 2016
- RBKC, *Royal Hospital Conservation Area Appraisal*, 2016
- RBKC, *Sloane Square Conservation Area Proposal Statement*, to be revised 2017
- RBKC, *Cheyne Conservation Area Proposal Statement*, to be revised 2017
- RBKC, *Chelsea Park/Carlyle Conservation Area Proposal Statement*, to be revised 2017
- Historic England, *Royal Borough of Kensington and Chelsea Archaeological Priority Areas Appraisal*, 2016

- RBKC, *Air Quality and Climate Change Action Plan*, 2016
- RBKC, *Shopfront Design Guidelines Supplementary Planning Document* 2011

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

Site Allocation CA9: Chelsea Farmers' Market



14.7 Site Context

- 14.7.1 This site lies on Sydney Street, a busy street connecting the King's Road and Fulham Road. The site is situated close to the junction with the King's Road and is well located for public amenity and transport hubs, as well as sports, leisure and retail facilities.
- 14.7.2 The site forms part of a large urban block defined on two of its edges by Sydney Street and Britten Street. The site is surrounded by conservation areas, though is not located within one itself. Dovehouse Green, an ancient burial ground, adjoins the southwest boundary.
- 14.7.3 The site itself is occupied by a collection of chalets and kiosks containing a variety of small shops, cafes and restaurants to the south. The northern part is occupied by a garden centre and includes a covered showroom facing onto Sydney Street and the area behind 117-123 Sydney Street which has a frontage on Britten Street.
- 14.7.4 The Royal Brompton & Harefield NHS Foundation Trust are seeking to redevelop this site to provide a high quality residential-led development.

Site Allocation

Policy CA9 Chelsea Farmers' Market

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

Land use

- a. a minimum of 50 (C3) residential units;
- b. retail units at ground level facing 151 Sydney Street;
- c. the creation of a new public square facing 151 Sydney Street and linking to Dovehouse Green;

Principles

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

Infrastructure and Planning Contributions

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

Site Information	
Site Address	Chelsea Farmers Market, 125 Sydney St, Chelsea, London SW3 6NR
Ward	Stanley
Site Area	0.6 hectares
Site Owners	Royal Brompton & Harefield NHS Foundation Trust
Current Uses	Classes A1 (Retail) and A3 (Food and Drink).
Planning History	<ul style="list-style-type: none"> • Planning permission was originally granted for the use of the site as a Farmers' Market and Garden Centre in 1986 for a limited period. This has been renewed on 5 separate occasions. • In March 2005 planning permission (PP/05/00023) was granted for the replacement of two single storey retail units in similar style, construction and materials to existing units. • Two retrospective planning applications were submitted in April 2016 for the continued use of the Chelsea Farmers' Market (PP/16/02375) and Chelsea Gardner (PP/16/02377) for a further period of 5 years up until 2021. Permission was granted for application PP/16/02375 on 27/07/2016 and PP/16/02377 on 25/08/2016.
Delivery	
Delivery agencies	Unknown – private developers
Delivery milestones	Delivery is dependent on Crossrail 2
Funding arrangements	Private investment
Site Constraints	<ul style="list-style-type: none"> • The Grade I listed St Luke's church is adjacent to the site • Dovehouse Green is an ancient burial ground adjacent to the site • Part of the site is within the Royal Hospital Conservation Area, and it is surrounded by the Chelsea, Chelsea Park/Carlyle and Cheyne Conservation Areas • The Strategic View of St Paul's Cathedral (King Henry VIII's Mound to St Paul's Cathedral) runs through the site

	<ul style="list-style-type: none"> • A Flood Risk Assessment is not required to support any future planning application. However, the site should assess the new climate change allowances and requirements, especially for surface water flooding. New development needs to address surface water to reduce the peak flow into the combined sewer network such that surface water discharge into the network is restricted to greenfield run-off rates. • The site is covered by a Crossrail 2 safeguarding direction requiring the Council to consult Transport for London on any planning applications.
Risks	<ul style="list-style-type: none"> • The site has been identified as a construction site for Crossrail 2

Chapter 16 Proposals Map

16.1 Proposals Map

- 16.1.1 The proposals map gives spatial expression to the policies in the Local Plan. A separate fold out map is also available.

Local Plan Proposals Map (September 2019)

