

Trellick-Edenham Planning Brief

Supplementary Planning Document



THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA



Adopted March 2015

Summary

The Council intends to provide new housing on the vacant land at the base of Trellick Tower.

The Council owns the freehold of the land, which forms part of the Cheltenham estate. The site has been identified for the development of housing. There is a shortage of affordable homes in the Royal Borough, particularly of one and two bedrooms.

In May 2012, it was agreed that the Planning Department would produce a supplementary planning document (SPD) that would set the parameters for the redevelopment of the site.

The SPD will be used to guide development. This SPD contains some illustrations and drawings to show how the development of this site might look. These are for illustrative purposes only and are not intended as detailed proposals or options, but are designed to invite people to comment on the issues raised. This will assist the debate about what might happen on this site and what issues the planning guidance should cover.

The draft SPD was consulted on for eight weeks between 29 July 2014 and 23 September 2014, during which time residents, businesses and any other interested parties were invited to comment. The responses were considered in drafting a final version of the SPD

This SPD was adopted on 5 March 2015.

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1 Introduction

Purpose

- 1.1 The purpose of this planning brief is to provide design and planning guidance for the future development of the site adjacent to Trellick Tower. The Supplementary Planning Document (SPD) will be used by the Royal Borough of Kensington and Chelsea to make decisions about future development and investment in the area.
- 1.2 This SPD sets out the relevant planning policies that should be addressed by redevelopment proposals for the site, any planning and design issues specific to the site, and some of the key information that an applicant should include in any future planning application.
- 1.3 The SPD for the site adjacent to Trellick Tower and Edenham Way has been prepared to give the local community an early opportunity to comment on how the site could be redeveloped.

Background

- 1.4 The site encompasses the former Edenham Care Home and land adjoining Trellick Tower, which is located in the north-east of the Borough in Golborne Ward.
- 1.5 The Edenham Care Home, previously on the site, was demolished in 2008. Residential development with mixed uses is regarded as the most suitable use for the site.

- 1.6 Trellick Tower is a Grade II* listed building and a celebrated example of modernist architecture. The development of the surrounding land will help to celebrate this iconic historic building, and to bring new homes and investment to the area.
- 1.7 The listed status of the Cheltenham Estate and the need to preserve its setting means that any work must receive listed building consent as well as planning permission. It also means that there are constraints to the development of the site in terms of the height and scale of any new development.

Planning Policy Context

- 1.8 This planning brief has been produced with regard to current national policies, the London Plan and the Core Strategy together with saved Unitary Development Plan (UDP) policies and the Council's other Supplementary Planning Documents.
- 1.9 The National Planning Policy Framework (NPPF) emphasises the importance of delivering a wide choice of high quality homes and creating sustainable, inclusive and mixed communities. It attaches importance to good design, and enhancing the historic environment. Proposals for the development of this site should seek to further the objectives of the NPPF.

- 1.10 This SPD is in accordance with the NPPF, which says that *"SPDs should be used where they can help applicants make successful applications... and should not be used to add unnecessarily to the financial burdens on development."* (para.153)
- 1.11 The development plan for the area consists of the London Plan (2011, as revised 2013), the Council's Core Strategy (2010) and various 'saved' policies from the UDP. The Core Strategy sets out the strategic vision for the Borough. It was adopted in 2010 and is the Council's principal development plan document.
- 1.12 Within the Core Strategy, 'Golborne/Trellick' has been identified as being part of a wider North Kensington regeneration area. Policy CP6 seeks to ensure that opportunities for change deliver the widest regeneration benefits.
- 1.13 The site is designated as a Strategic Site (Chapter 22) and the vision for the site (Policy CV6) is elaborated on in the Golborne/Trellick 'Place' chapter (Chapter 6).
- 1.14 The adopted SPD will provide planning guidance for development management purposes and be considered as a material consideration in the determination of any planning applications for the redevelopment of the site.

Development Objectives

The Council's principal objectives for development on the site are:

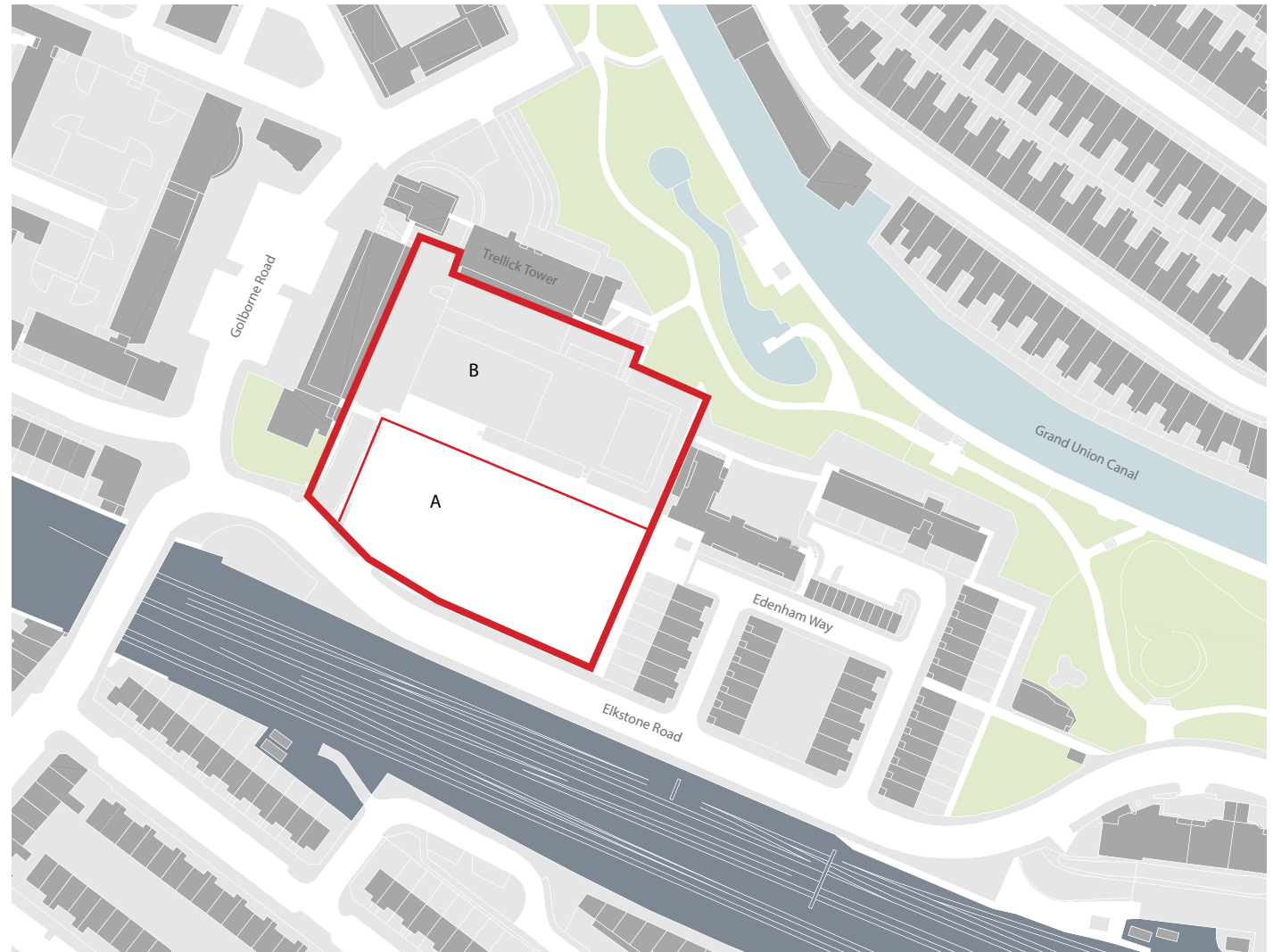
- to provide new homes on the site;
- to maintain a strong and mixed community;
- to improve access to the canal and Meanwhile Gardens;
- to preserve and enhance the character, appearance and setting of heritage assets, especially Trellick Tower;
- to improve existing social and community facilities and ensure a good mix of uses in the area.

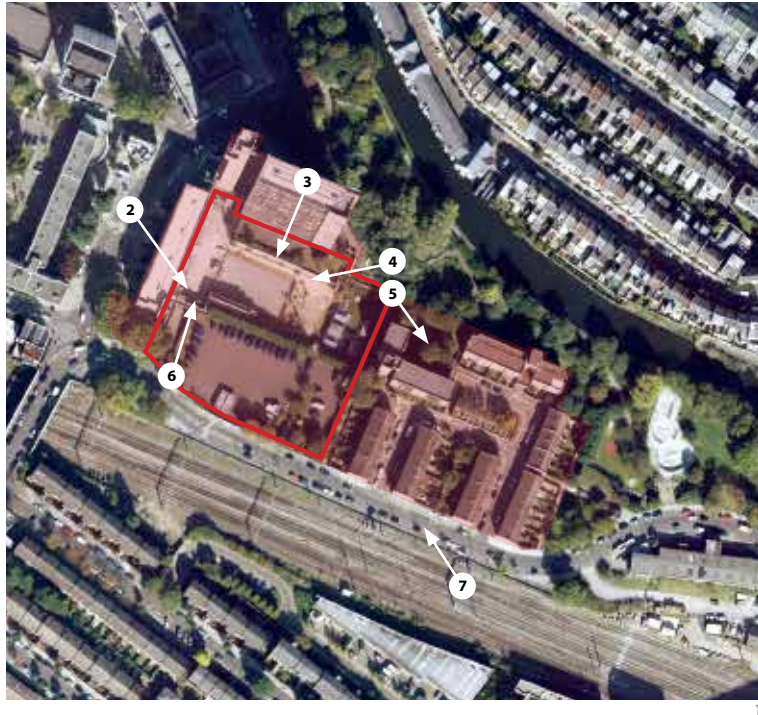


2 Site Description

Site Location and Context

- 2.1 The site is located in Golborne ward in the north-east of the Royal Borough of Kensington and Chelsea.
- 2.2 The site, on Elkstone Road, is adjacent to Trellick Tower and Edenham Way and sits within the wider Cheltenham Estate, originally designed by architect Erno Golfinger.
- 2.3 It is approximately 9,100sqm and has been allocated for new housing in Policy CA3 of the Core Strategy. It is made up of two main components:
- 2.4 Site A is a vacant site fronting onto Elkstone Road. The area of this site is approximately 4,700sqm. The Edenham Care Home, Edenham Day Centre and Denbigh Day Centre, once located on this site, were demolished in 2008. The site is currently being used as a temporary coach park.
- 2.5 Site B is adjacent to and below the Grade II* listed Trellick Tower. It includes parts of the listed pedestrian walkways, stairs and basement car park/storage area that were not demolished. It also includes the ground floor of Trellick Tower, which currently houses social and community uses. The footprint area of Site B is approximately 3,800sqm plus the 630sqm footprint of Trellick Tower.





1. Aerial view of the Cheltenham estate
2. View looking west across coach park site
3. Aerial view of the coach park and Elkstone Road beyond
4. View from the base of Trellick Tower looking across the ball court towards Block B
5. Edenham Way housing
6. Service yard to the rear of the retail units on Golborne Road
7. View from Elkstone Road of the low rise housing at Edenham Way and Trellick Tower behind

Site Summary

Strengths

- The site is well connected to the wider area through public transport with a Public Transport Accessibility Level of 3/4.
- The iconic nature of Trellick Tower and the heritage value of the whole estate is an important aspect of the area's identity.
- The proximity to Harrow Road and Golborne Road retail centres ensures that residents are within walking distance of a range of essential facilities. These key anchors add character and provide an important function for the local community.
- Trellick Tower is a unique and significant example of modern architecture lending status and character to the Cheltenham estate and fulfilling an important role in the wider context of heritage.
- The immediate connection to Meanwhile Gardens and the Grand Union Canal provides an excellent level of access to open outdoor space, leisure/play facilities and nature.

Weaknesses

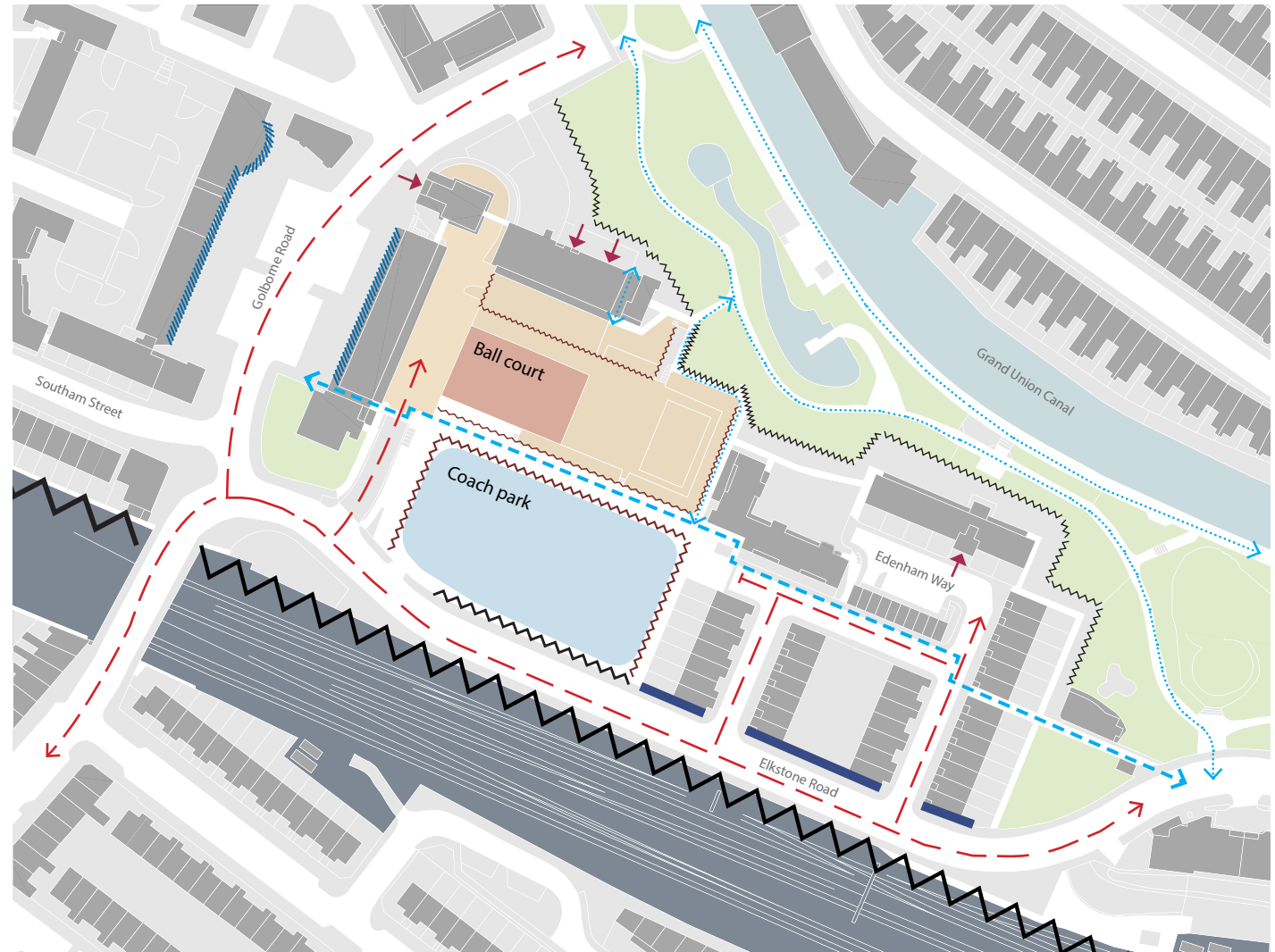
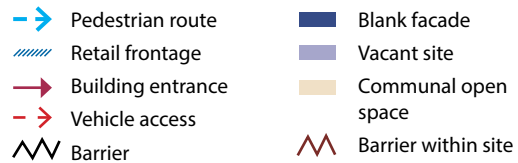
- Walkways and entrances, though an important aspect of the heritage value of the estate, can feel unsafe and limit choice and permeability through the site. Blank walls limit site lines and create barriers at entrances.
- The connection to one of the site's biggest assets, Meanwhile Gardens, is undermined by changes in level, physical barriers and general lack of continuity in landscape between the estate and the gardens.
- Spaces that were previously covered by the car park structure have now become left over 'sunken spaces' with little natural surveillance and poor environmental quality.
- The southern part of the site, currently used as a coach park, offers little to the street environment of Elkstone Road or to the central open space of the estate. It also cuts off the northern part of the estate from Elkstone Road.
- Several spaces throughout the estate are poorly over-looked and feel unsafe.
- The attached retail centre on Golborne Road is dominated by the road and suffers from a lack of enclosure or clear public space strategy.

Opportunities

- New housing could improve the definition of the street edge along Elkstone Road, introducing natural surveillance and active edges to key public spaces.
- The improvement of existing routes and development of new routes through the site and across the canal could increase connectivity to the area's local assets and help to improve the estate's accessibility, helping to redefine it as part of a thriving local neighbourhood.
- Opportunities to reinstate heritage elements could address many of the existing permeability and safety issues whilst enhancing the heritage value of the entire estate.
- New links could connect back to the existing pedestrian network around the estate.
- Physical improvements to Golborne Road shopping could also make this a more welcoming retail hub and focal point reconnecting the estate to its surroundings.
- Maximise opportunities to improve the wider area as well as the environment on site.
- Provide an attractive community space that encourages residents to walk to local destinations and make the most of neighbouring green spaces.

Threats

- Loss of, or negative impact on, the estate's identity through new interventions.
- The estate's listed status and heritage value may preclude proposals that introduce dramatic change.
- Further degradation of the estate's communal areas through vandalism, crime or simple lack of maintenance.
- Development should take care not to be too inward looking and should relate strongly with Elkstone Road, Golborne Road and Meanwhile Gardens.
- The new housing may not sit well within the context of the site and may negatively impact on the housing at Edenham Way.



3 Development Guidelines

3.1 This section outlines the key guidelines for the redevelopment of the Elkstone Road site. It consists of development objectives, an indicative site layout, and planning considerations. These guidelines are grouped by the physical site characteristics and based on current best practice.

3.2 The relevant policies and physical site characteristics in Appendix 2 of this SPD were used to derive the design objectives. This work included a public realm survey and analysis of the area.

3.3 The Council's Core Strategy identifies strategic objectives that should be achieved by any new development. Information about planning considerations is provided later in this chapter.

3.4 The key issues and constraints below have informed the design objectives for future development proposals:

Issues:

- Quality and provision of pedestrian routes through the site
- Poor quality public realm in and around the estate
- Poor integration with the surrounding area
- Safety and security
- Complex level changes across the site
- Lack of activity along Elkstone Road

Constraints:




- Impact on the amenity of the existing dwellings
- Proximity of listed buildings and heritage assets

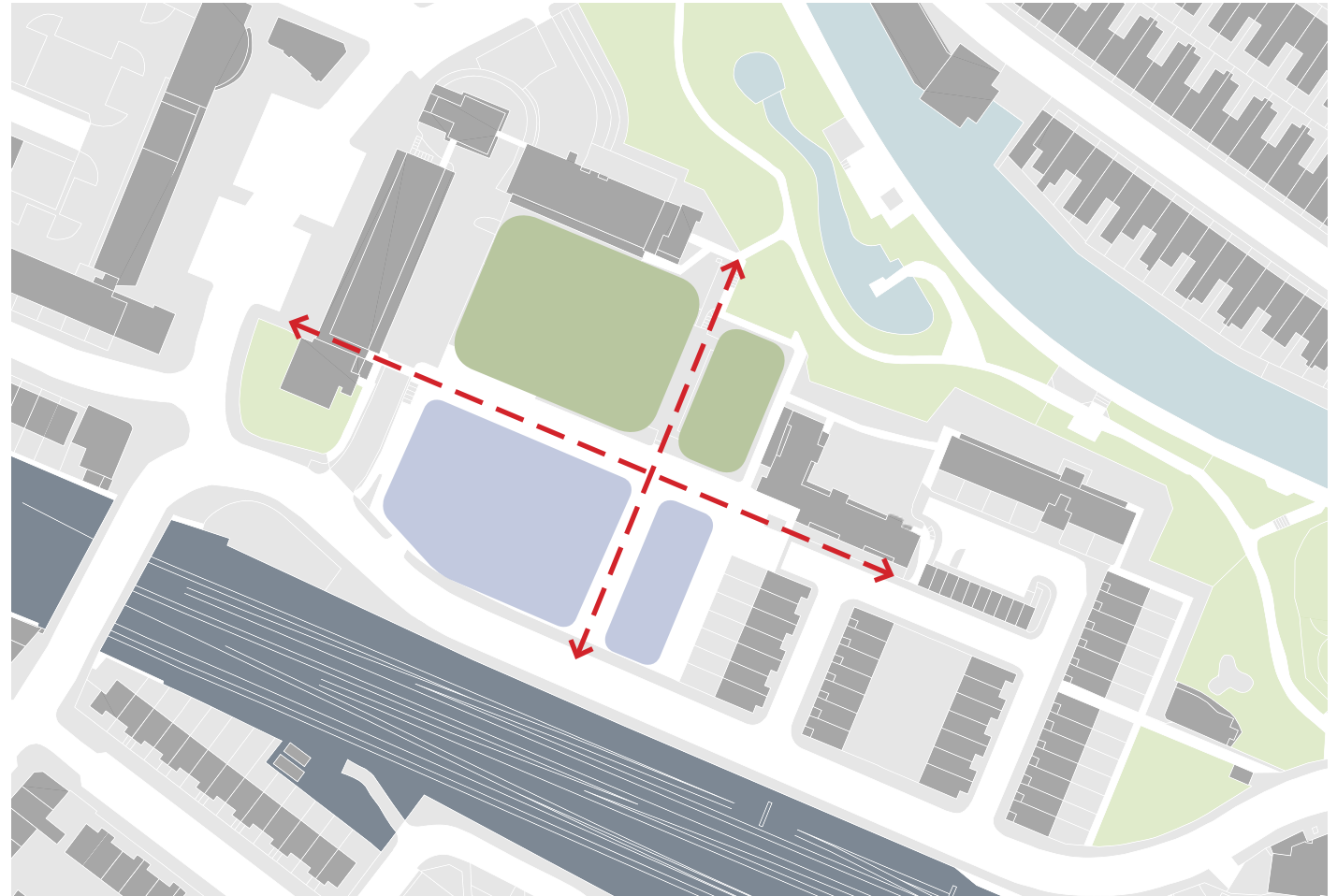
Design Objectives

- 1** Improve visual and physical links through the site from Elkstone Road, and from Edenham Way to Golborne Road
- 2** Improve the public realm and open spaces in and around the site
- 3** Integrate the new housing into the existing estate
- 4** Resolve the difficulties created by the level changes and isolated spaces across the site
- 5** Preserve and enhance the character, appearance and setting of designated heritage assets, especially Trellick Tower

Indicative site layout

- 3.5 The drawing shows how the development of this site might look. This is for illustrative purposes only, designed to invite stakeholders to comment on the issues raised and to help the debate about what might happen on this site.
- 3.6 The analysis and preliminary design work that has been done highlights the key objectives and principles for this SPD and the site. The indicative layout is a response to the site issues and design objectives.

-  Area of new housing development
-  Communal open space
-  Strengthened pedestrian routes



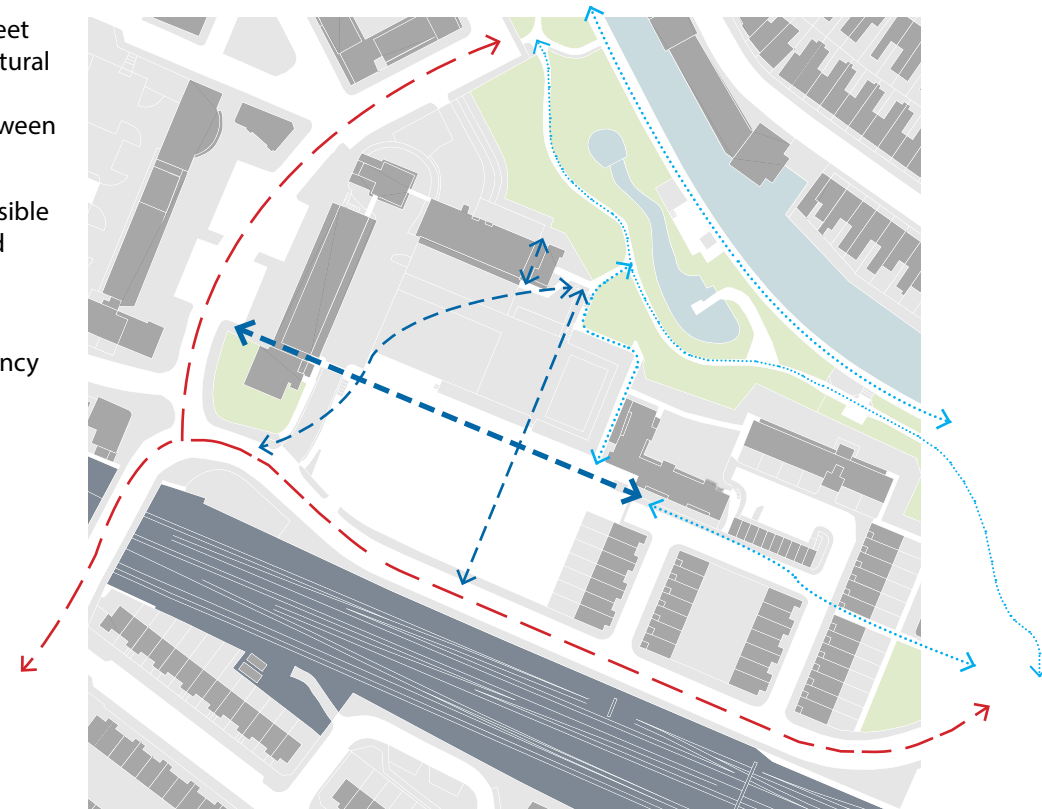
Site Guidance

1. Improve visual and physical links through the site from Elkstone Road, and from Edenham Way to Golborne Road.

- 3.7 A key objective of this SPD is to reinstate strong east-west and north-south pedestrian routes through the site.
- 3.8 Routes created should relate to the estate and to Trellick Tower such that a new, integrated whole is created, which reinforces the significance of both the tower and the estate.
- 3.9 New pedestrian links connecting Meanwhile Gardens with Elkstone Road should reflect desired routes.
- 3.10 The development should help to improve access to the canal to open and integrate it into the network of local routes, helping it to be seen as a destination rather than a barrier.
- 3.11 Access across the site is important to maintain. Improvements to the look and feel of the existing pedestrian route from Golborne Road to Edenham Way should be made to improve feelings of safety. New buildings and improved public realm could activate and enhance the existing well used, but currently intimidating pedestrian route.
- 3.12 New development should also seek to improve the pedestrian environment

along Elkstone Road. Activating the street frontage with regular entrances and natural surveillance can help with safety and security, and improve the interface between Elkstone Road and Cheltenham estate.

- 3.13 Routes should be designed to be accessible to all, with level access to the street and buildings on the site.
- 3.14 Development will need to ensure appropriate levels of access for emergency services and refuse collection vehicles.



- ⋯→ Existing pedestrian route
- Strengthen pedestrian link
- Vehicle route



2. Improve the public realm and open spaces in and around the site

3.15 All routes and links between buildings must be designed so that they are secure, well-lit, welcoming and well-connected. Better access and definition between spaces, including the overlooking of any communal/central open spaces will help to improve the public realm across the site and create a better relationship between the coach park site and the ball court area.

3.16 Open spaces should contain a range of different facilities and allow for a range of activities, and there is scope for different types of open spaces in and around the site.

3.17 These should include improved facilities, such as:

- the retention and additional provision of trees;
- seating for older people;
- a playground for a wide range of ages;
- open areas for ball games;
- allotments;
- an outdoor gym.

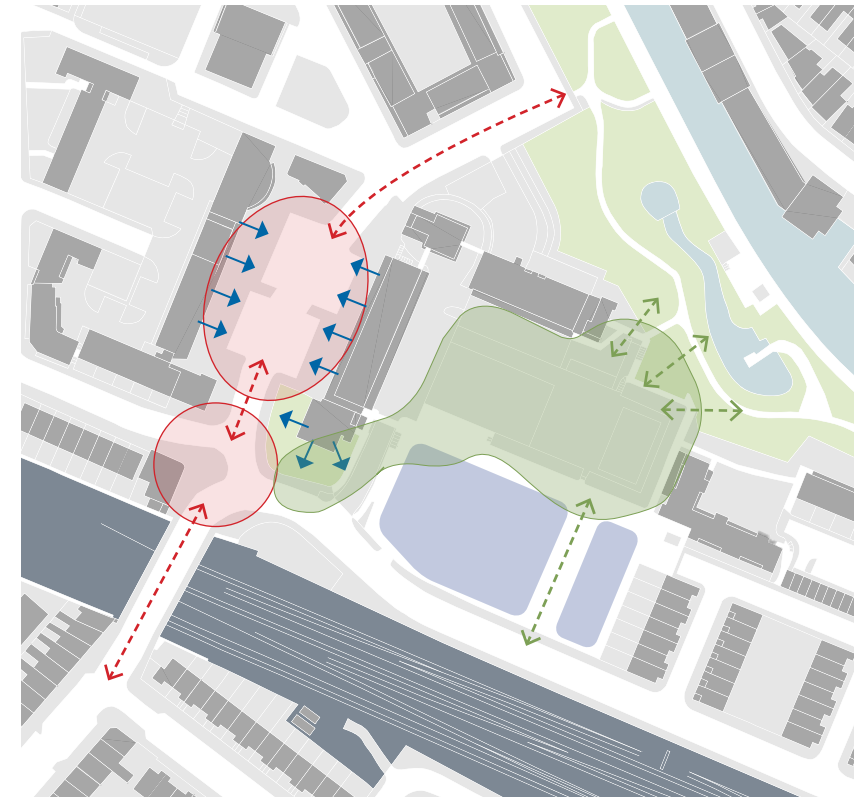
3.18 Consideration should be given to the public realm at Golborne Road and how the area functions. Significant streetscape improvements should be carried out.

3.19 A focal point could be created by a public square at Golborne Road activated by commercial and community uses at ground floor serving both visitors and local residents. Transforming it into a public square could provide significant streetscape improvements, which would improve the area and help stimulate regeneration.

3.20 There is also an opportunity to improve the Golborne Road/Elkstone Road junction. This could be re-aligned in conjunction with improvements at the northern end of Golborne Road and help to encourage people over the bridge, bringing more vitality to the area.

3.21 A private communal open space to be provided to the rear of Trellick Tower, which would be accessible to all residents of the Cheltenham Estate, providing a mix of soft and hard landscaping.

3.22 Each flat must have access to private communal open space.



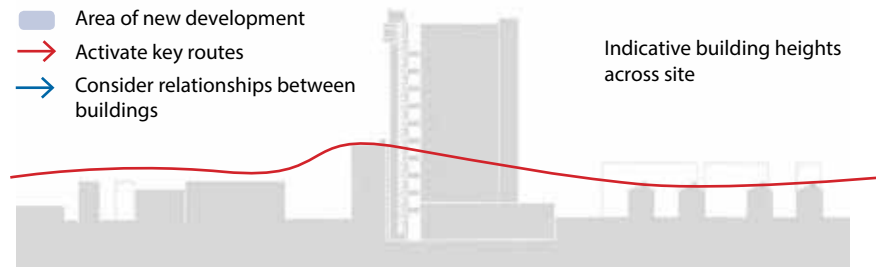
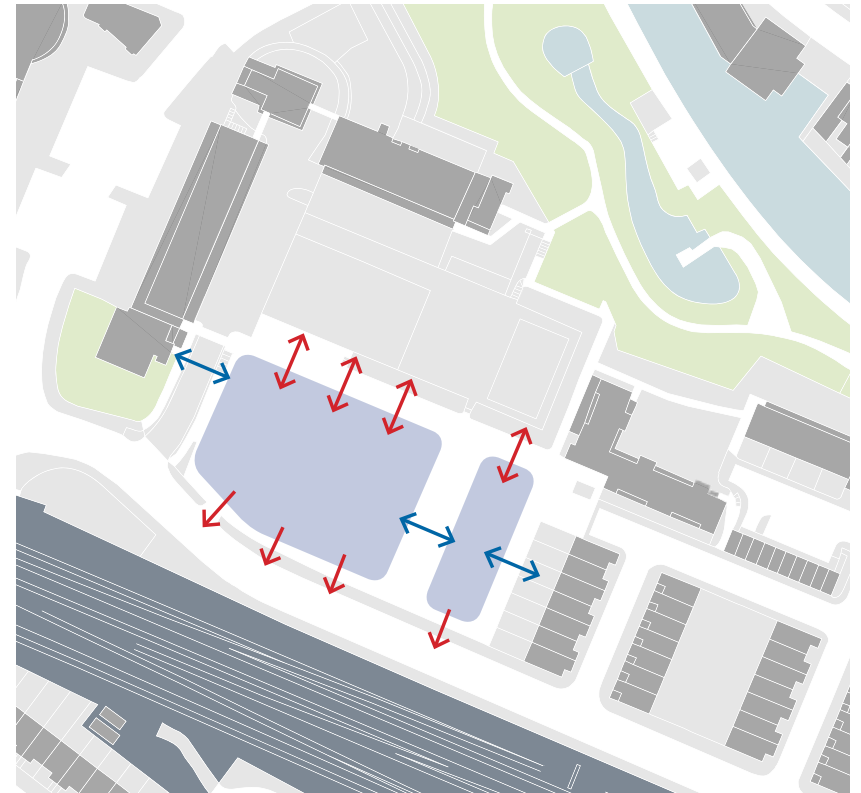
- Public realm improvements
- Strengthen links between spaces
- Improve communal open spaces
- Strengthen links to Meanwhile Gardens

3. Integrate the new housing with the existing context of the site

- 3.23 The new housing should become an integrated part of the Cheltenham estate, linking the new buildings with existing and new routes through the site, and activating the edges of the site at Elkstone Road.
- 3.24 The area of the former residential home is the most suitable location for new housing. This new housing should be broadly consistent in scale with that of the Edenham Estate. It should be clearly subservient in scale to Block B, not overly dominating the low-rise buildings of Edenham Way.
- 3.25 Formal/main entrances to buildings should be visible from the street and clearly identifiable.
- 3.26 The Council will require a clear distinction to be maintained between public, private and communal space through the retention and provision of characteristic boundary treatments.
- 3.27 Privacy to ground floor residential units is important. Small front gardens enclosed by railings or some defensible space can achieve this.
- 3.28 A key consideration is the relationship to the public realm in terms of overlooking

and security, and particularly the interface with the backs of the existing terrace houses of Edenham Way.

- 3.29 Buildings should be oriented so as to front public and communal open spaces to provide sufficient definition and enclosure to the public realm.
- 3.30 New development will need to provide a new street frontage and new buildings that fit into the existing context of facades and massing of surrounding buildings.
- 3.31 The scale of development must respect existing buildings on the site. This will range from lower rise buildings of 2-4 storeys adjacent to Edenham Way, to medium rise buildings towards the western part of the site. Here the site is dominated by the two blocks of Trellick Tower, which rise to 31 and 7 storeys; proposals for buildings of between 4-6 storeys may be appropriate here to ensure the site provides a good number of housing units, whilst not detracting from the setting of Trellick Tower.
- 3.32 The Council's statutory duty to protect the setting of the listed buildings of the estate will be a significant factor in assessing the heights and massing of any proposals.



4. Resolve the difficulties created by the level changes and isolated spaces across the site.

- 3.33 New development should establish clear definition between public and private spaces helping to improve legibility and feelings of safety across the site.
- 3.34 The existing ball court suffers from issues of accessibility and safety. The relocation of the ball court may be acceptable in order to deal with the difficulties posed by the level changes and provide a more coherent scheme, but must be assessed against other aspirations for the site.
- 3.35 Issues remain about a lack of active frontages and natural surveillance (except from the tower), and the nature and treatment of the service yard needs careful consideration.
- 3.36 While perhaps providing built form, the centre of the site should be largely open in character. The original podium created by means of the garage structures did not rise above ground level of blocks A and B.
- 3.37 The central core could be re-landscaped as a garden with more clearly defined areas for activity. There may be opportunities for other uses within the central core. The viability of the different uses will need to be established, and further verification needs

undertaking. The uses could range from community facilities, retail, studio space, or a cultural hub.

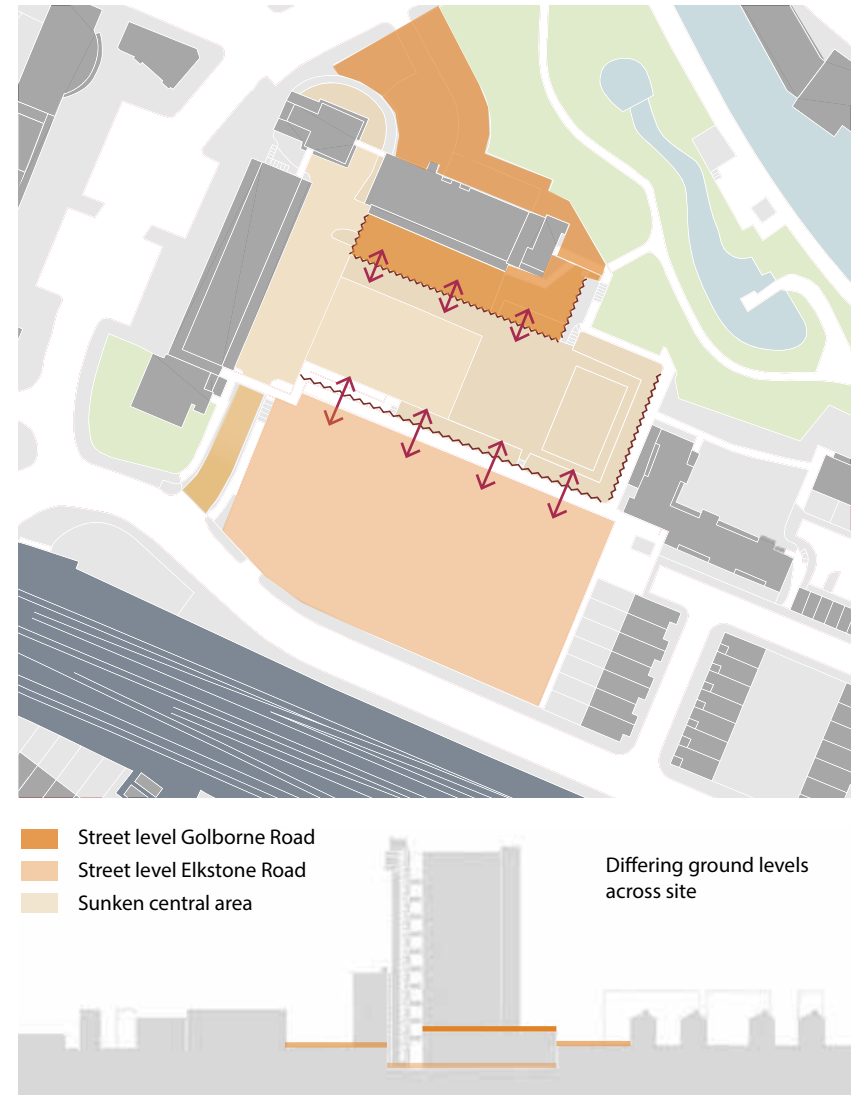
- 3.38 One approach would be for a new podium to provide useful new community space or commercial units, as well as reinstating amenity space above, as originally intended. There are various practical considerations with reinstating a podium, and though desirable from a heritage significance point of view, these need to be assessed against other objectives for the site.



Sunken central communal open space



Service yard level with basement car park



5. To preserve and enhance the character, appearance and setting of designated heritage assets, especially Trellick Tower.

3.39 There is a need to re-provide a suitable setting for Trellick Tower immediately at the base of Blocks A (33 storey block) and B (7 storey block). The nature of the original design suggests that this should be a mix of new built form and open space.

3.40 This mix of new built form and open space should possess the clarity and definition that the original completed work had, with clear enclosure of space and clearly marked routes.

3.41 The surviving ramps and bridges are of heritage significance because they were part of the original design. A new scheme should consider their retention and incorporation where this is possible – access from the south to a new podium (if that is what is proposed) will require a means of changing level. However, while important, their significance is not such that it should dominate a successful scheme to achieve the objectives set out above.

3.42 Individual heritage elements should be considered separately and decisions will have to be balanced between their heritage status and other considerations such as safety and permeability. As such proposals

should aim to work with as much of the existing listed elements, as they are, as much as possible.

3.43 Opportunities to reinstate heritage elements should be looked at carefully. Done well, this approach could address many of the existing permeability and safety issues whilst enhancing the heritage value of the entire Estate.

3.44 Views across the housing site from Elkstone Road to Trellick Tower are important. As such a barrier block along Elkstone Road may not be appropriate, although a similarly oriented block on the extended Edenham Way pedestrian route may be. Views to be considered as part of design proposals are identified in Appendix 2.



Planning Considerations

Housing Density, Type and Mix

- 3.45 The Core Strategy (Policy CA3) requires a minimum of 60 residential units on the site; analysis suggests there is potential for this site to accommodate more. It is important that the final capacity of the site is established through a careful design process. Whilst additional dwellings above the minimum target figure may be accommodated, detailed designs are required to confirm the acceptability and an appreciation of the social, historical and physical context of the site. The impact on the adjoining site of importance for local nature conservation is also a consideration.
- 3.46 The Core Strategy sets out an ambition to provide a more balanced mix of housing tenures in Golborne. The range of housing types, tenures and sizes of homes should take into account the characteristics of the site, and respond to current evidence in relation to housing need, which suggests a need for a mix of mainly 1,2 and 3 bedroom properties in this area.
- 3.47 The site has a Public Transport Accessibility Level of 3/4. The London Plan Density Matrix (Policy 3.4 / Table 3.2) recommends a range of 200-450 habitable rooms per hectare.
- 3.48 Regional and local affordable housing requirements apply, subject to the size of development, viability and other

considerations. The Council has a planning policy (Core Strategy Policy CH2) to provide a target split of 50% market housing and 50% affordable housing by floor area. This will be split between social rented and intermediate housing (note: there is a requirement in Golborne Ward for a minimum of 15% intermediate).

- 3.49 The affordable and market housing should be designed so that it is not possible to identify either tenure to ensure all residents enjoy the same high standards of design and to aid integration of the various communities living within a future housing development.

Other Land Uses

- 3.50 The Council will require improvements to social and community uses as a result of any new development including additional health or leisure facilities within the area to meet local need (Policy CA3).
- 3.51 The Council would support physical improvements to the neighbourhood shopping centre on Golborne Road; it would also support a cultural or leisure facility, which could improve the vitality of the neighbourhood centre at Golborne Road. Employment uses in the form of studio workspace would also be appropriate on the site, as part of a mixed use development.

Open Space

- 3.52 The Core Strategy (Policy CR5) and the London Plan (Policy 7.18) both require high quality design of public open spaces. New development should provide open space, seeking to improve connections to the adjacent green spaces.
- 3.53 On site external play space should be reprovided to a high standard of design (London Plan Policy 3.6).
- 3.54 Meanwhile Gardens and the Grand Union Canal, both adjacent to the site, have been identified as important open spaces providing amenity for residents as well as important site for wildlife and biodiversity. Meanwhile Gardens is designated as a Grade II Site of Borough Importance; the Grand Union Canal a Site of Metropolitan Importance.

Heritage

- 3.55 Consideration of heritage assets will be assessed in detail at planning application stage with reference to adopted planning policies and national, regional and local planning guidance. Any redevelopment of the site will be expected to acknowledge the historical context of this site (NPPG Conserving and Enhancing the Historic Environment, paragraph 4).

3.56 The relationship of the new buildings to the setting of Trellick Tower and the listed buildings of the Edenham Estate is a key consideration.

3.57 The protection of the settings of the listed buildings is important. The overall planning of the estate and the disposition of blocks and open areas is of considerable heritage significance. An important consideration is maintaining important views of the listed buildings from key vantage points (Appendix 2).

3.58 The view of the circulation/service tower should not be affected by developments bridging the existing service ramp at the back of block B.

Safety and Security

3.59 Elevational design should ensure that 'dead frontages' with blank, flat surfaces and no openings or details are avoided.

3.60 Designs must achieve passive surveillance by residents of adjacent public or open space.

Design and Accessibility

3.61 The Council will seek to ensure that all new development will make a positive contribution to the townscape. Heights of buildings should be appropriate to the site context.

3.62 New development will be assessed against a range of design issues, including:

- how the proposals address the character of the site and changes in levels;
- the relationship with the existing homes at Edenham Way, not appearing overly dominant or creating a sense of enclosure and poor outlook;
- not creating a detrimental impact on views, particularly of Trellick Tower;
- how the buildings frame existing and new routes and open spaces;
- how the buildings relate to the surrounding listed buildings and open spaces of Borough/Metropolitan importance.

3.63 Building heights will need to be supported from a townscape perspective in accordance with Policy CL2(h and i) of the Core Strategy and the Council's Building Heights SPD.

3.64 Trellick Tower is a marker of architectural excellence and of a robust, powerful and dramatic physical marker in London's wider cityscape. High quality architecture will be expected on the site to complement this.

3.65 Housing tenure can change in the life-cycle of homes; dwellings must be designed without obvious differentiation between

tenures, particularly in terms of their exterior appearance. High standards of design will be expected for all housing irrespective of whether it is owner-occupied, private rental, intermediate or affordable housing.

3.66 Minimum regional and local standards apply on floor areas, layouts, internal dimensions, refuse, noise and right to light.

3.67 The Mayor of London sets out minimum housing standards in the London Plan in Policy 3.5/Table 3.3. Space standards that must be met as a minimum for new developments are contained within the Mayor's Housing SPG, which also sets minimum floor to ceiling heights within habitable rooms.

3.68 The Council requires all housing on the site to meet Lifetime Homes standards with 10% wheelchair accessible (Core Strategy Policy CH2).

3.69 The Council is committed to ensure that all design meets the 'Secured By Design' standards. Consideration must be given to providing flexibility of internal space in all units.

3.70 Development should avoid large numbers of units sharing a single access, and there should be regular entrances clearly visible from the public realm.

Sustainability

- 3.71 The Council is concerned with social, environmental and economic sustainability. Regional and national standards apply. Detailed local policies are set out in Chapter 36 'Respecting Environmental Limits'.
- 3.72 The Council seeks to ensure that sustainability is integrated into the architectural approach from the beginning of the design process.
- 3.73 The Council will require the reuse and recycling of construction and demolition waste on-site wherever practicable (Policy CE3). Where mobile facilities are proposed, the applicant must present the appropriate EPA 1990 Part B Authorisation for inspection. Operations must not result in unacceptable levels of dust and noise, and have unacceptable impacts on air quality. The plant must be sited sensitively not to impact on residential amenity. The Council will control dust and noise through the Control of Pollution Act 1974 and Section 80 of the Environmental Protection Act 1990 should nuisance occur.

Landscape and Biodiversity

- 3.74 There is a requirement to protect existing biodiversity and attract new biodiversity, especially through opportunities to extend or link existing Green Corridors with the Grand Union Canal (Policy CE4).

- 3.75 The Council will encourage proposals and design solutions that minimise the impact on air quality and noise, particularly in light of the proximity of the Paddington main line.
- 3.76 The redevelopment of the site should offer opportunities for low carbon development. Any major development along the Blue Ribbon Network must be accompanied by a safety and risk assessment, while all development should consider the natural forces of the canal in development eg. flooding or erosion.
- 3.77 The Council will support the maintenance and enhancement of Meanwhile Gardens and the canal side environment.
- 3.78 New planting should be an integral part of any new development from the outset and should be purposefully designed to complement any new or existing built works. The species and location of new planting should be carefully considered to avoid damage to underground infrastructure and ensure that any below ground infrastructure is easily accessible.

Drainage

- 3.79 As part of this assessment surface water run-off (peak rate) from the site should be to the satisfaction of the Environment Agency. The minimum acceptable reduction

in run-off rates would be 50% of existing rates where Greenfield standards cannot be reached (London Plan Policy 5.13). This can be achieved by the adoption of sustainable drainage systems (SUDs). The Council will therefore expect an appropriate sustainable drainage system (SUDs) to be developed and implemented to ensure that run-off either soaks away on-site or is re-used (Policy CE2). Some SUDs can also be used to enhance biodiversity.

Transport and Parking

- 3.80 Secure, covered, accessible and convenient bicycle parking will need to be provided.
- 3.81 A transport assessment will be required as part of any planning application for new development.
- 3.82 A car free development would be welcome, but as a maximum no more than 0.5 car parking spaces per unit would be allowed.

Delivery

- 3.83 Core Strategy Policy C1 deals with planning obligations. It sets out the policy in respect of securing measures to meet needs generated by development.
- 3.84 Other Borough wide contributions are set out in the Planning Obligations SPD and any emerging guidance that supersedes this document.

3.85 In addition to those contributions there are site specific benefits that could be met from the development, especially improvements to the public realm. Developments in this area will therefore be expected to contribute to the cost of these works.

3.86 Any provisions of a s.106 Agreement would be in accordance with the NPPF and the Community Infrastructure Levy Regulations (2010), and will only be sought where absolutely necessary to make a scheme, if approved, acceptable.

3.87 The Community Infrastructure Levy will apply to development in this area. Once adopted in April 2015 this will be a fixed charge payable on development that creates new additional floorspace. CIL collections will be used to help to deliver infrastructure to support development of the area. Section 106 contributions will be scaled back when the CIL charging regime comes into force.

Appendices

Appendix 1 Material and Information to be Submitted

The Council will expect any future applications (planning permission and listed building consent, if applicable) to include (but be not limited to) the following:

- Design and Access Statement
- Transport Assessment
- Sustainability Statement
- Energy Statement
- Air Quality Assessment
- Noise Report
- Environmental Management Plan
- Drainage capacity assessment
- Sunlight/Daylight analysis
- Sample materials and potential colour palettes
- Statement demonstrating how relevant policies in the Core Strategy and other LDF documents have been addressed.
- Green Space management plan
- Heritage Statement
- Townscape and visual analysis assessment

The full list of documents required for a valid submission of planning applications is available on the Council's website:

[http://www.rbkc.gov.uk/
planningandconservation/planningapplications/
validationchecklistrevisions.aspx](http://www.rbkc.gov.uk/planningandconservation/planningapplications/validationchecklistrevisions.aspx)

Appendix 2 Townscape Analysis



Connectivity

The site is located along the Grand Union Canal, approximately 400-500m from the Westbourne Park Station (Circle and Hammersmith lines) on the busy Great Western Road (A4207).

The Grand Union Canal provides a clear boundary to the north of the area. The area around Trellick is relatively isolated from its surroundings due to the physical and perceived barriers represented by the Grand Union Canal in the north and the Westway Flyover in the south.

Public Transport

The site is well located in relation to these transport facilities, giving it a Public Transport Accessibility Level of 3-4. The eastern part of the site is shown to be the most accessible part of the site by public transport.

Trains

Westbourne Park Underground Station is ½km from the site. Paddington Station is approximately 2 km east of the site.

Buses

Golborne Road and Elkstone Road are served by the 23 bus, which runs along the southern boundary of the site between Westbourne Park and Liverpool Street.

A large number of buses also run along Harrow Road and Great Western Road and Ladbroke Grove. These are a 500-600m walk from the site.

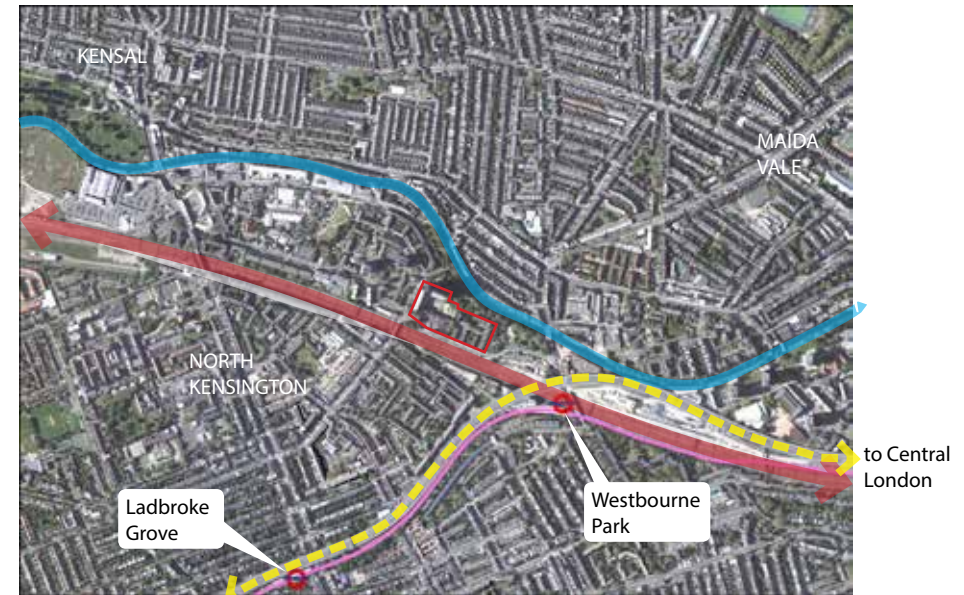
Pedestrian/Cycle Access

The site is five minutes' walk from Portobello Road and the Golborne Road market.

Routes lead out from Harrow Road to Maida Vale, Kilburn High Street and Queen's Park in the north. Golborne Road crosses the bridge to join the busy Portobello Road in the south.

Meanwhile Gardens provides a pleasant route to the Great Western Road in the east and to the Grand Union Canal, which provides pedestrian/cycle routes towards Little Venice/Camden.

Elkstone Road is important as a key route to the Westbourne Park station, but is not very pedestrian friendly: the railway line runs along its southern edge and blank walls face onto its northern edge, creating an inhospitable environment along the street.



Public Transport



Permeability

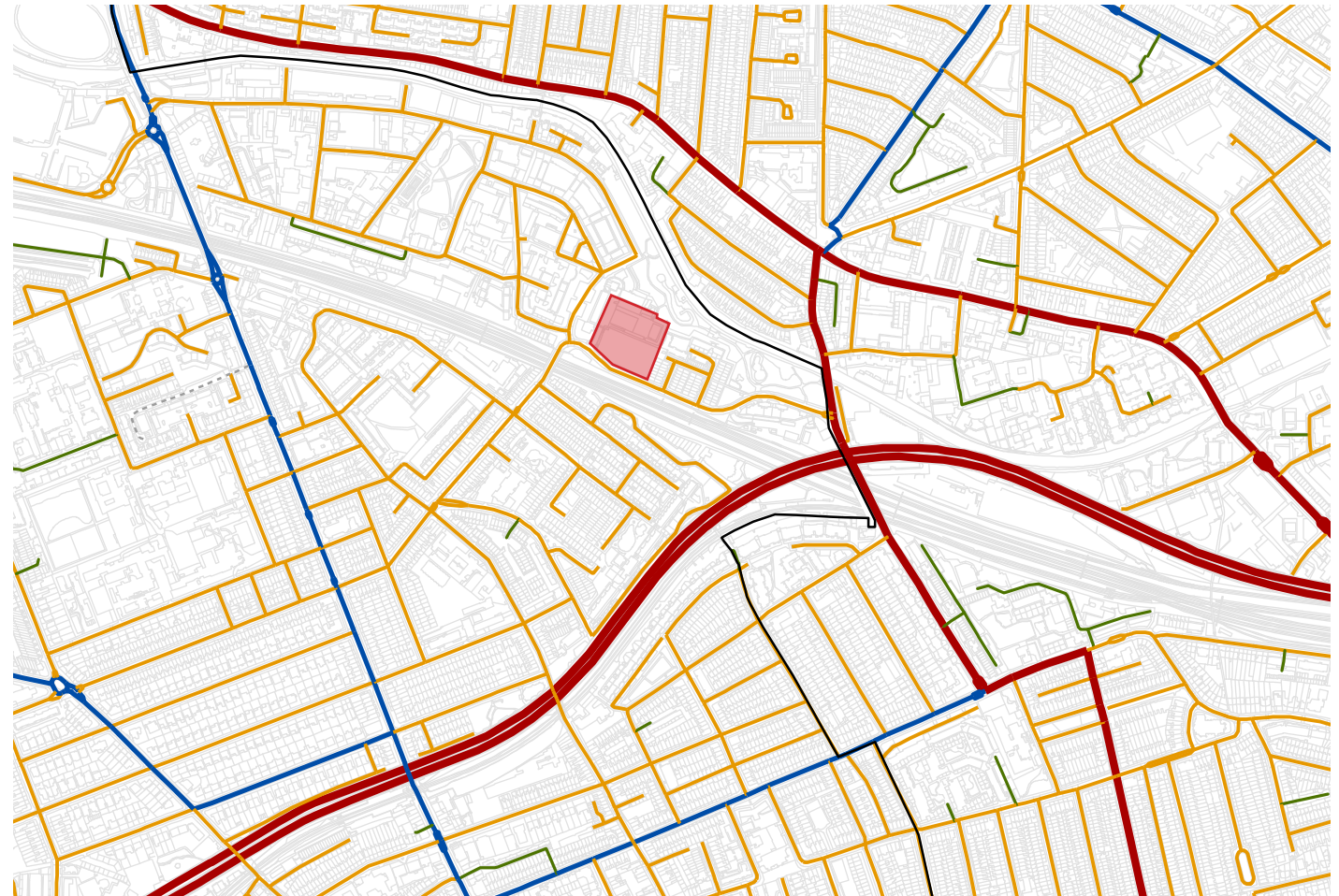
Road Network

The primary roads around the site are mostly to the east of the Cheltenham estate. The Great Western Road, which crosses the canal at the eastern edge of the site, provides access to Harrow Road, running in an east-west direction.

The Westway crosses Great Western Road and the railway line to the south-east of the site.

Ladbroke Grove to the west is another important north-south connection in the borough.

Immediately around the site, the roads are not well inter-connected. The permeability of the surrounding area is limited by its situation between the canal, the railway line and the Westway.



- Primary road
- District road
- Local road

Character Areas

The Golborne area is regarded by its residents as the 'Mini London of London'. Diversity is considered by most to be central to its identity. The area is an eclectic and interesting urban environment, heavily influenced by the large local Spanish, Portuguese and Moroccan communities.

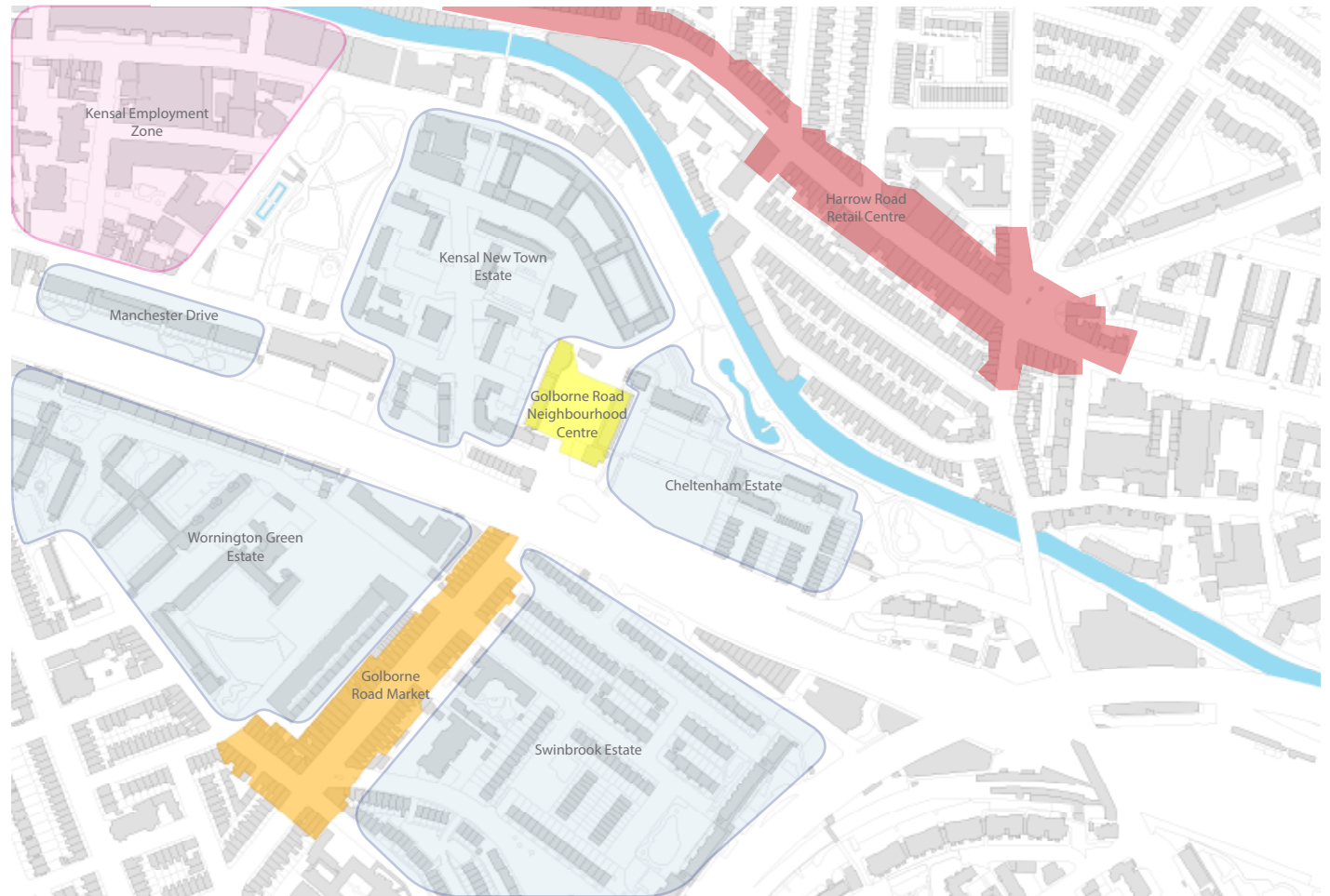
There is a strong sense of community amongst the retailers in Golborne Road, and Golborne Road Market is seen as an integral part of the Portobello Road Market offer to the south.

The Golborne Road Market provides for the local community, which also attracts people from across London, particularly at weekends.

Beyond Golborne Road itself, the area is largely residential, dominated by large housing estates, each with their own distinct character.



Golborne Road Market



Land Use

The site comprises a temporary coach park, a multi-use games area, and unused storage/car parking. There are social and community uses in the ground floor units of Trelick Tower.

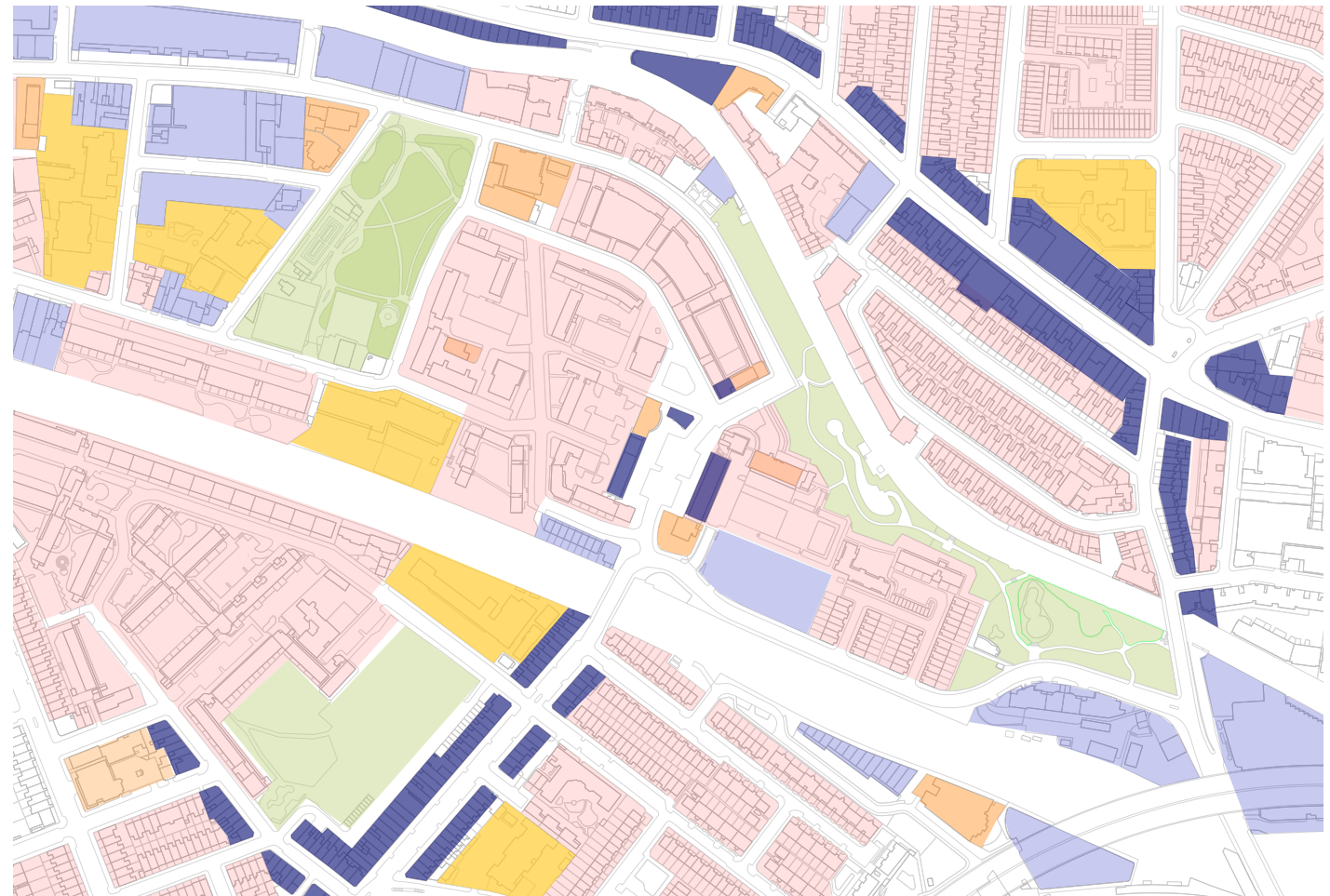
There are retail units in the block fronting Golborne Road, a doctor's surgery, community uses and car parking at the base. The retail units face on to the northernmost end of Golborne Road. They are currently all let, but do not represent a high value retail asset.

On the other side of Golborne Road is a parade of shops and Kensal Library and a doctors' surgery.

The wider area is largely residential, with a large proportion of social housing.

The Kensal Employment Zone lies to the west of Emslie Horniman Pleasance and provides small flexible workspaces.

The area is well served by open space, a variety of shops, community and education uses.



Land Ownership

The area is heavily dominated by social housing. The proportion of households who own their home with a mortgage is 7% in Golborne - the lowest percentage in Kensington and Chelsea*

The Cheltenham Estate is adjacent to and surrounded by a number of housing estates - to the north of the railway, Kensal New Town and Manchester Drive; south of the bridge, Wornington Green and the Swinbrook Estate.

The Cheltenham Estate is owned by the Council and managed by the TMO. Trellick Tower itself comprises 217 residential flats, 157 of which are in the main tower, and of these 26 are leasehold. There are 60 in the lower block, of which 8 are leasehold. Edenham Way contains 98 units.



*Greater London Authority, Housing In London, 2014



Urban Grain

The urban grain of the area is very fractured. The original Victorian street pattern in the area was destroyed with the post-war housing estates that now dominate the area.

The area to the north of the canal retains much of the historic street pattern, with a clearer network of streets and blocks.

The canal and railway line contribute to the fractured nature of the area and relative disconnection to the wider area.

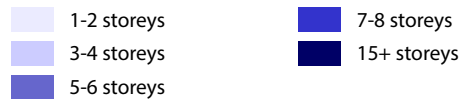


Building Heights

Trellick Tower stands at 31 storeys and is the tallest building in the Borough and an icon of the area. The service tower rises to 35 storeys - the contrast between the tower and the low-rise housing on the estate at Edenham Way is dramatic.

The existing Victorian housing that remains in the area, predominantly to the north of the canal in Westminster and to the south around Golborne Road, is consistent at 3-4 storeys.

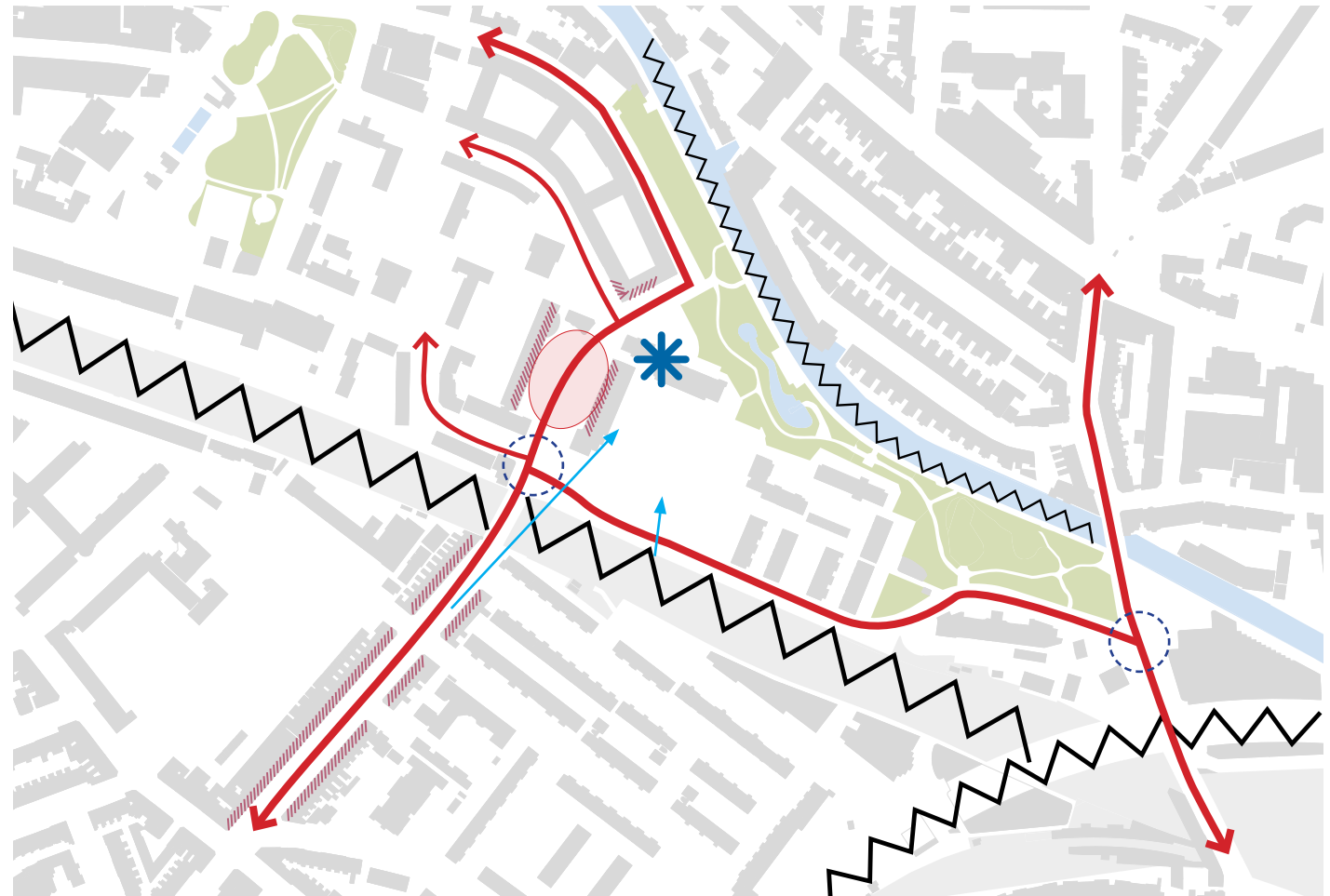
The Kensal New Town Estate comprises varying building heights, with two 15 storey towers surrounded by much lower 2 and 4 storey blocks.



Legibility

Trellick Tower is highly significant in urban terms. Its impact is immediate and distant and the tower forms part of the visual experience of people on the estate, in wider residential areas and in transit, moving past and around the building.

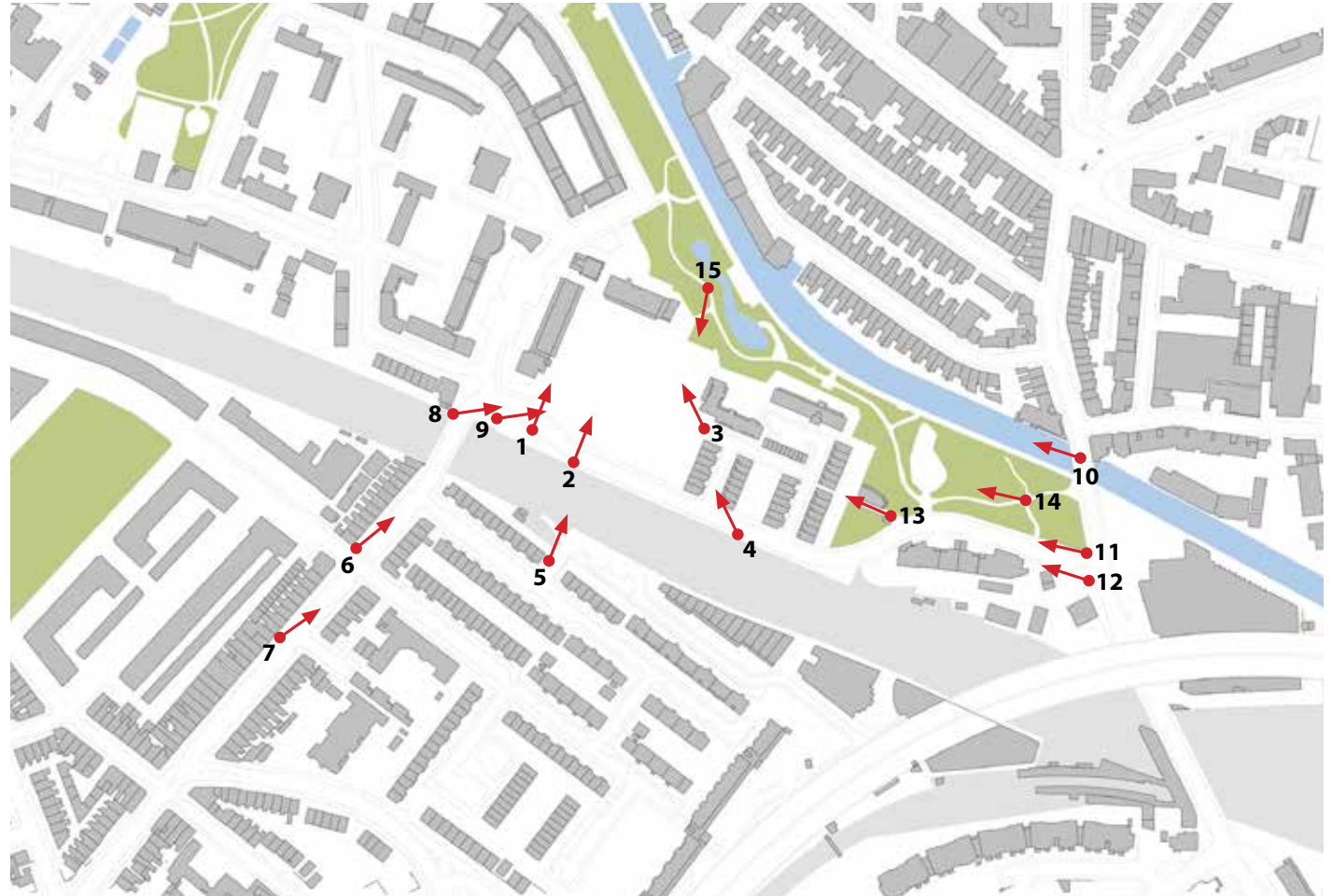
The tower's architectural characteristics, its height and its location all contribute to the building's presence and evident landmark quality. The tower is a marker of architectural excellence and of a long history of local social progression but it is also a very robust, powerful and dramatic physical marker in London's wider cityscape.



- | | |
|--|--|
|  Barrier |  Primary route |
|  Landmark |  Active retail frontage |
|  Key view |  Node |

Key Views

1. View through service yard to circulation tower
2. View of Trellick Tower elevation
3. View from Edenham Way across historic ball court at tower
4. View from Elkstone Road over Edenham Way houses towards Trellick Tower
5. View from St Ervans Road/Aklam Road junction across railway towards tower
6. View towards Trellick Tower from Golborne Road/Wornington Road junction
7. View towards Trellick Tower from Golborne Road opposite Swinbrook Road
8. View from Golborne Bridge
9. View from footway at Elkstone Road/Golborne Road junction
10. View from Carlton Bridge along canal towards Trellick Tower
11. View from Elkstone Road/Great Western Road junction (1)
12. View from Elkstone Road/Great Western Road junction (2)
13. View through Edenham Way towards Block B
14. View from Meanwhile Gardens looking west towards Edenham Way houses
15. View from Meanwhile Gardens looking south towards Edenham Way flats and houses





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2



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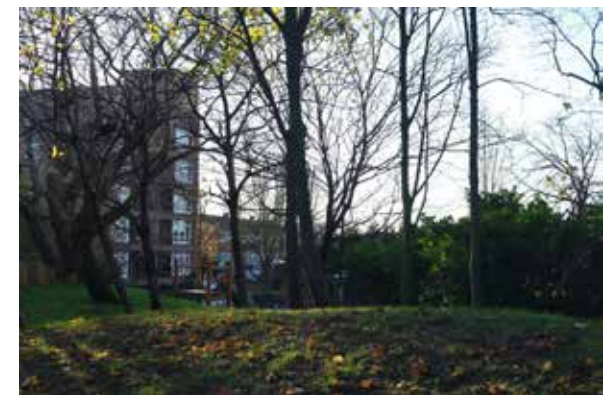
13



14



12



15

Open Space

The site has a variety of open spaces nearby.

Meanwhile Gardens and the Grand Union Canal are adjacent to the site. This comprises a skate park, play hut, wildlife, and opportunities for volunteering and educational schemes.

Emslie Horniman Pleasance is next to the Kensal New Town Estate and comprises a green open space, gardens, hard play areas, and a multi-use games area.

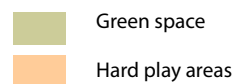
Athlone Gardens to the south of the railway line will be reprovided as part of the Wornington Green estate redevelopment.

The wider area also provides access to the larger open spaces of Wormwood Scrubs and Kensal Green Cemetery.

There are hard play areas within and close to the site. These include the basketball court within the site boundary, two hard play areas within the Kensal New Town estate, a multi-use sports area within Emslie Horniman Pleasance and the skate park in Meanwhile Gardens.



1. Meanwhile Gardens
2. Grand Union Canal
3. Emslie Horniman Pleasance



1



2



3

Historical Development

During the last quarter of the 19th Century the field land and small plots lying between the canal (1801) and railway line (1838) were developed as mainly 3 - 4 storey housing, and thereafter appear to have remained largely unchanged until the Cheltenham Estate was realised approximately 100 years later.

Clearance and subsequent redevelopment took place in the 20th century, largely as a result of the mass social housing programmes of the post-war period and evidence of severe overcrowding and deterioration of the housing stock in the area, noted by the then Kensington Borough Council. Plans for redevelopment by the Council across the wider area of Kensal New Town, including the site, began in 1930.

After the 1960-1970s redevelopment, Elkstone Road was established running beside the railway. The site of the previous canal-side blocks is now Meanwhile Gardens, developed in 1976. As a result of losing the Edenham Street, which ran diagonally across the site, the estate has become poorly accessed from the south to the north.

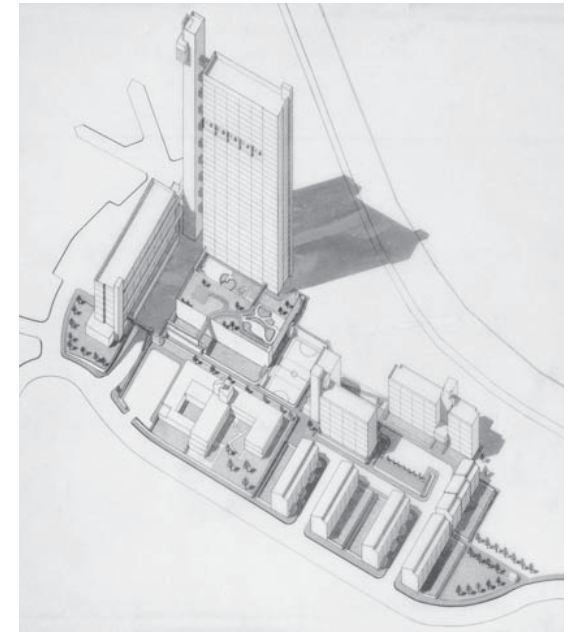
Changes after the completion of the Erno Goldfinger designed Trellick tower estate in 1972 have also seen the original estate modified. The podium and garages on the ground floor area were partly destroyed as a result of unfulfilled plans to create more terraced housing, in 1989. It is largely agreed that this has been detrimental in terms of heritage value and has arguably led

to problems of access and amenity within the estate, having destroyed the open landscape at first floor level and service yard below.

The area to the south of the tower was host to an elderly peoples' home in the 1970s and was demolished in 2008. The coach park that now exists in its place is cut off from the Estate and acts as a barrier between the estate and Elkstone Road.

Despite a history of social issues and changes in and around the Estate, the tower and other elements of Goldfinger's original design have been formally recognised as a significant example of modern architecture. The towers and elements which make up the surrounding public space, including the walls, ramps, stairs and elevated walkways were listed as a grade II* in 1998 and the rest of the Cheltenham estate was listed grade II in 2012.

- 1 Isometric of scheme as first built
- 2 View across rail cutting from south east
- 3 View from tower onto podium roof and Edenham Way
- 4 Podium terrace outside nursery
- 5 Sectional perspective of access to dwellings, typically three storeys served from one corridor



1



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3



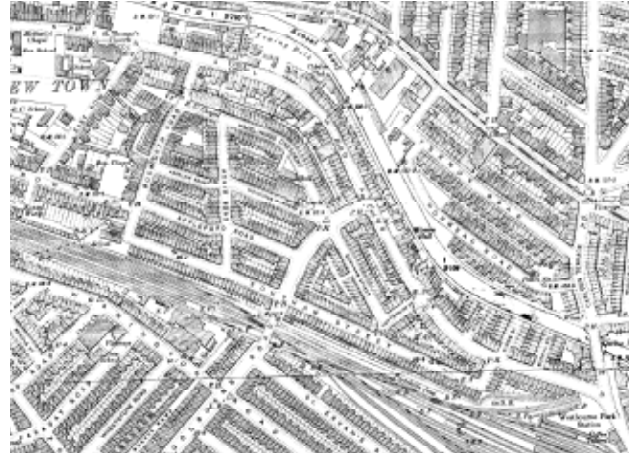
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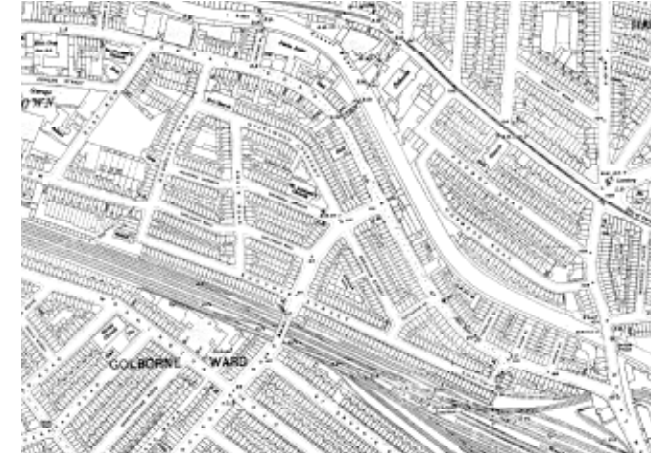
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1869



1896



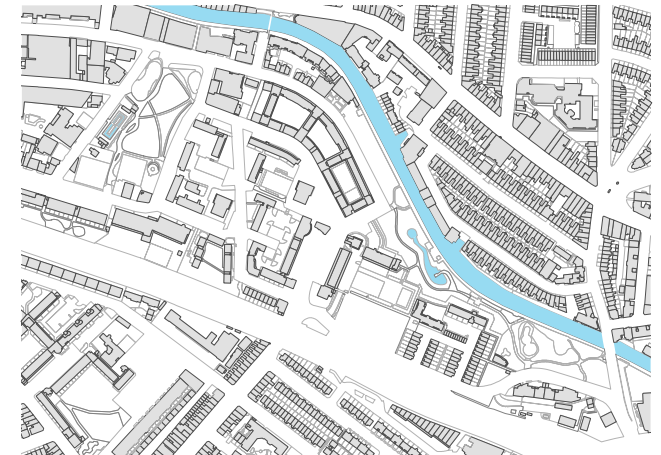
1915



1938



1955



2014

Listed Buildings and Heritage Assets

Trellick Tower, the Edenham Estate and the nearby Oxford Gardens Conservation Area are all 'designated heritage assets', as defined by the National Planning Policy Framework (NPPF).

The estate was designed by Erno Goldfinger and built between 1968 and 1972. Trellick Tower, the service tower and the block fronting Golborne Road are Grade II* listed. All buildings and structures original to the Goldfinger design are also Grade II* listed, such as the 3 storey car park, storage area, external walkways and stairs to the south of, and extending below, Trellick Tower. However, parts of these structures were demolished before listing. The site is not located within a Conservation Area.

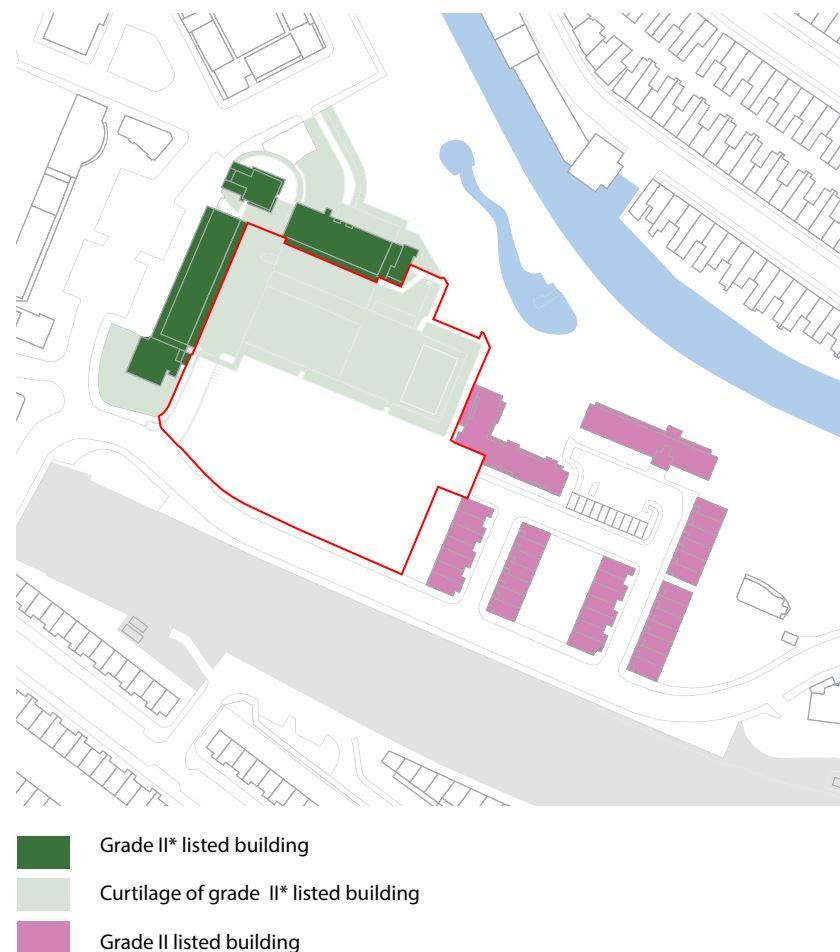
The tower is often considered in isolation as a listed building, but it is important to emphasise that Trellick Tower forms part of a wider estate and part of a much larger area of which redevelopment began in the 1920s. The tower has an immediate setting and context provided by the remainder of the Cheltenham Estate. To the east of the estate, the blocks are relatively low to medium rise, providing a balance to the far higher and strikingly different form of the tower. This part of the estate was Grade II listed in 2012.

Since its construction, the Trellick Tower has attracted comment and discussion: its architectural distinctiveness, its place in the history of high-rise housing as well as the less

positive aspects of severe social problems and crime. The building has always been provocative and while criticised over the years it has now become a landmark and icon for London and for English modernist architecture.

It is usually the case that the special architectural and historic interest of the building will consist of a hierarchy of elements that make a greater or lesser contribution to the overall special interest.

The heritage significance of Trellick Tower and the Edenham Estate has been harmed by the loss of key elements at the base of Trellick Tower – this has affected not just the tower but the estate as well. The present situation can be considered as simply harmful, but it also powerfully suggests the priorities for recovering heritage significance.



Public Realm

Within the estate

The current public realm suffers with issues of safety and security. The maintenance of communal spaces and routes is poor, and in many cases there is no clear definition between public and semi-private spaces.

Key problem areas include:

- Service area to the rear of the Golborne Road retail units
- Under crofts and dark spaces
- Poorly overlooked pathways and routes through the sites - many enclosed by high walls
- Badly maintained communal facilities including the ball court and children's play
- Bin storage
- Entrance to the service yard via Elkstone Road
- Remaining car park structure is not secure



Golborne Road

The current public realm has some positive and some negative aspects:

Positive aspects

- The space is a natural square, with the road opening up as you come across the bridge
- Meanwhile Gardens, which connects the site with the canal
- Graffiti wall is well used and maintained
- Good local facilities including GPs, a library and local shops

Negative aspects

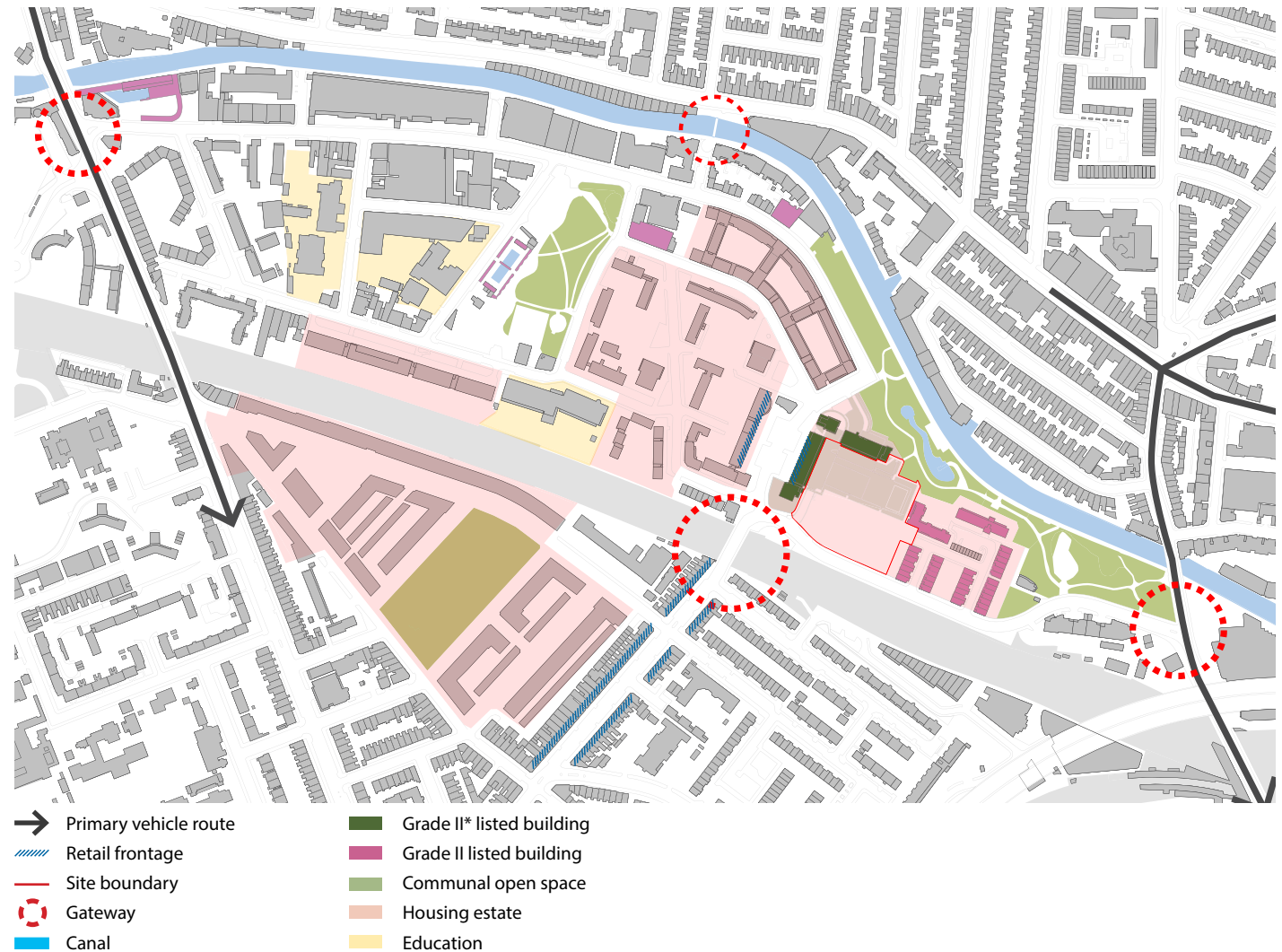
- Disused area to the back of the tower
- Under crofts and dark spaces
- Bridge acts as a barrier to people coming into the area



Urban Structure

The diagram opposite summarises the key characteristics of the area.

- Wider area is surrounded by the canal, railway line and major roads, with few points of access.
- Area largely dominated by social housing estates
- Good provision of well-maintained public open space
- Good access to different means of public transport
- Good provision of community facilities including primary schools, GPs a library and local shops.





THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA
