

Chapter 14 Knightsbridge

14.1 Introduction

14.1.1 Knightsbridge is the Royal Borough's largest 'town centre', and one of only two 'International Centres' designated within the London Plan (the other being the West End which has a very different character that Knightsbridge does not seek to emulate). This designation reflects the concentration of flagship stores of many international fashion houses in the northern part of Sloane Street, as well as the presence of two of Britain's most prestigious department stores: Harrods, which is the single largest tourist attraction in the Borough, and Harvey Nichols.

14.1.2 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. The London Plan offers an 'indicative boundary' for the CAZ and notes that this should be refined by the local planning authority. The detailed boundary is confirmed within the Proposals Map in section 2a (Chapter 28). It includes the streets that make up the International Centre. The centre is based around Sloane Street and Brompton Road (see blue shaded area on page 86) and is surrounded by residential areas. Whilst most of the centre lies within Kensington and Chelsea, it straddles the boundary with the City of Westminster.

14.1.3 All of the major footfall generators, the tube station entrances, Harrods, and Harvey Nichols, are located on the south side of Brompton Road. This concentration, together with the barrier presented by heavy traffic along Brompton Road and a significant level change across the road west of Harrods, combine to make this a one-sided shopping street in terms of footfall.

14.1.4 Despite its location within the CAZ and its designation as an International Centre, one only has to walk a few metres from the busy commercial frontages to be in wholly residential streets, characterised by mansion blocks and high-quality terraces of houses.

14.1.5 Knightsbridge thus treads a fine line between the needs of a commercial centre to retain its international competitive position, and those of residents.

14.1.6 Thus, while the centre's main function is in serving an international catchment, it also has an important role meeting the day-to-day shopping needs of local people and those visiting or working in the centre. These more local needs tend to be served by the shops in the western part of the centre, west of Beauchamp Place.

14.2 Vision

CV 14

Vision for Knightsbridge in 2028

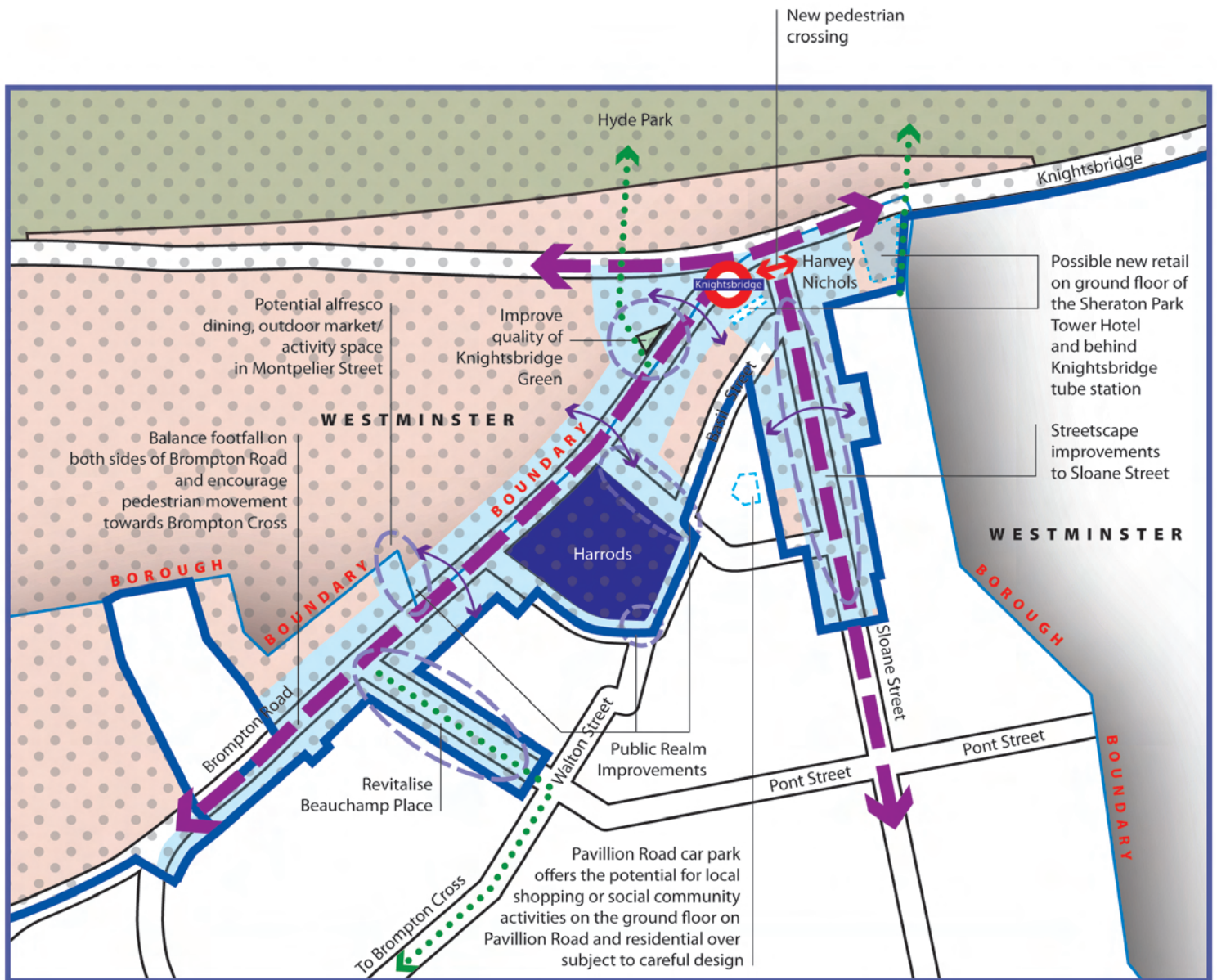
Knightsbridge will continue to enjoy its role as the Royal Borough's national and international shopping destination and home to some of the most exclusive shopping in London. It will also continue its role as an important residential quarter and a service centre for residents in both Kensington and Chelsea and Westminster.



Harrods

14 KNIGHTSBRIDGE

Key Issues and Potential Opportunities



SYMBOL DESCRIPTION

	Create new link		Grade I and II* listed buildings
	Improve linkages/relationship		Designated Shopping Centre
	High traffic volumes		Public Open Space
	Improve pedestrian access		Potential development sites
	Vista		Central Activities Zone

14.3 Priorities for Action

14.3.1 The priorities for action for Knightsbridge have been set out under the Strategic Objectives for the Core Strategy as a whole. The Strategic Objectives are not listed in the same order for each place, instead they have been listed in order of importance for delivering the vision for each place.

Fostering Vitality

14.3.2 As a thriving International Centre there is an opportunity to create more retail floorspace, be this by the intensification of retail uses within the centre or by the expansion of the centre itself. There are, however, few opportunities within the main shopping area. Expansion into the residential areas would not be acceptable. The ground floor of the Park Tower Hotel might change to retail use. There is also the potential to intensify retail uses within the block behind Knightsbridge Underground station and the fire station site might make a suitable retail site at ground floor level⁽¹⁶⁰⁾.

14.3.3 Beauchamp Place appears to have lost some of its attraction in recent years and there is an opportunity to market and develop the street as a unique part of the Knightsbridge offer⁽¹⁶¹⁾.

14.3.4 As a highly-accessible area with excellent links to the West End, Knightsbridge has developed as a location for high-quality hotels. The Council will continue to support this role and promote the area to visitors⁽¹⁶²⁾.

14.3.5 The Council does not welcome hotels in the residential areas, although more hotels may be acceptable in the shopping area⁽¹⁶³⁾.

Keeping Life Local

14.3.6 The Council will support the role that the centre to the west of Harrods plays in meeting the day-to-day shopping needs of residents⁽¹⁶⁴⁾.

14.3.7 Redevelopment of the multi-storey car park in Pavilion Road provides the possibility for the provision of appropriate uses to support the needs of local people, with social and community or neighbourhood facilities on the ground floor fronting onto the existing hotel service area, with residential above. This would need to be carefully designed to protect existing residential amenity⁽¹⁶⁵⁾.

An Engaging Public Realm

14.3.8 As one of the principal routes into Central London, Brompton Road is dominated by heavy traffic. This is not conducive to an attractive shopping environment, although there are opportunities to improve crossings and reduce 'pedestrian penning'. Whilst the Council notes that both the volume of traffic and change in levels between each side of the road will limit the scope for significant improvements, it will encourage Transport for London to explore initiatives to improve the public realm, to re-balance pedestrian footfall between the north and south of the street and make the environment more comfortable so people are encouraged to stay and shop for longer⁽¹⁶⁶⁾.

14.3.9 Streetscape improvements are scheduled for Hans Crescent and also for the junction of Hans Road and Basil Street.

14.3.10 Improving pedestrian links between Knightsbridge, Hyde Park and Belgravia will also be investigated⁽¹⁶⁷⁾.

14.3.11 While the high-level pavements on the north side of Brompton Road may deter pedestrians from crossing, they protect people from traffic and are home to a series of cafés with outside seating. These are valuable assets⁽¹⁶⁸⁾.

14.3.12 The Council will continue to work in partnership with the City of Westminster to achieve a shared vision for the area. The possibility of implementing public realm improvements in

160 See Policy CF3: Diversity of Uses within Town Centres within Fostering Vitality chapter 31.

161 See Corporate or Partner Actions 1 within Fostering Vitality chapter 31.

162 See Policy Policy CF8: Hotels and Corporate or Partner Actions 1 within Fostering Vitality chapter 31.

163 See Policy Policy CF8: Hotels within Fostering Vitality chapter 31.

164 See Policy CK2: Local Shopping Facilities within Keeping Life Local chapter 30.

165 See Policy CK2: Local Shopping Facilities within Keeping Life Local chapter 30 and Policy CH3: Residential Amenity within Diversity of Housing chapter 35.

166 See Policy CR 4: Streetscape and Corporate or Partner Action 1 within An Engaging Public Realm chapter 33.

167 Policy CR 4: Streetscape and Corporate or Partner Action 1 within An Engaging Public Realm chapter 33.

168 See Policy CR3: Street and Outdoor Life within An Engaging Public Realm chapter 33.

Montpelier Street to provide space for alfresco dining, market stalls and events will be investigated⁽¹⁶⁹⁾.

Renewing the Legacy

14.3.13 Harrods is unique, both as a shopping experience and as a building. The Grade II* listed building visually dominates much of the north-eastern part of the centre. The Council will uphold its duties to protect the special architectural and historical interest of the listed building⁽¹⁷⁰⁾.

14.3.14 Most of the area is covered by conservation areas and there are numerous listed buildings reflecting the architectural quality and village character of the surrounding residential area. The Council will continue to preserve or enhance the character and appearance of these areas, building on its strong reputation in maintaining the quality of its historic environments⁽¹⁷¹⁾.

Better Travel Choices

14.3.15 The centre is well served by public transport. Knightsbridge station lies at the north-eastern corner, and South Kensington Station is only 500 metres (550 yards) from the western end of the centre. Numerous buses converge on the centre from all directions. The centre is however dominated by heavy traffic.

14.3.16 The Council will support provision of a pedestrian crossing phase for the crossing at the top of Sloane Street. The Council will also encourage Transport for London to explore initiatives for improving the walking environment and how to encourage people to walk further west along the Brompton Road⁽¹⁷²⁾.

Diversity of Housing

14.3.17 The terraces and mansion blocks of Knightsbridge and Hans Town are of the highest quality.

14.3.18 A diversity of housing is important and schemes which deliver additional affordable housing in the area will be welcomed, providing this is not at the expense of the vitality of the centre⁽¹⁷³⁾.

Respecting Environmental Limits

14.3.19 Brompton Road is one of the main routes into Central London and experiences a level of pollution that one would expect with the movement of so many cars. The Council will support initiatives which reflect the Borough's designation as an Air Quality Management Area to reduce this pollution⁽¹⁷⁴⁾.

14.4 Delivery

Development Management

14.4.1 Development Management Policies to implement the actions identified above are found in Chapters 30-36, and referenced by footnotes in the text above. However, in making a planning decision, it is often necessary to weigh different policies against one another in a particular case. The Vision set out for Knightsbridge guides that decision making process but to ensure the place shaping role is given due weight within the planning process, a place shaping policy for Knightsbridge is required.

Policy CP 14

Knightsbridge

The Council will ensure the continued success of Knightsbridge as the Royal Borough's international shopping destination, and as an important residential quarter and service centre for residents, by resisting proposals which are aimed at mass tourism and supporting proposals likely to favour

169 See Policy CR3: Street and Outdoor Life and Corporate and Partner Actions 15 within An Engaging Public Realm chapter 33.

170 See Policy CL2: New Buildings, Extensions and Modifications to Existing Buildings and Policy CL3: Historic Environment within Renewing the Legacy chapter 34.

171 See Policy CL2: New Buildings, Extensions and Modifications to Existing Buildings and Policy CL3: Historic Environment and Policy within Renewing the Legacy chapter 34 and CH3: Residential Amenity within Diversity of Housing chapter 35.

172 See Policy CT1: Improving Alternatives to Car Use and Corporate and Partnership Action 3 within Better Travel Choices chapter 32.

173 See Policy CH1: Housing Targets and Policy CH2: Housing Diversity within Diversity of Housing chapter 35 and Policy CF3: Diversity of uses within Town Centres within Fostering Vitality chapter 31.

174 See Policy CE5: Air Quality within Respecting Environmental Limits chapter 36.

independent and high end retail and to maintain the area's high residential quality of life.

Quantum of development

14.4.2 There are no strategic allocations for Knightsbridge.

14.4.3 Four potential development sites have been identified. These are shown on the Key Issues and Potential Opportunities map. The site behind Knightsbridge station, the Fire Station and the ground floor of the Park Tower Hotel would be suitable for comparison retailing. The ground floor footprint of these sites is approximately 7,500m² (80,000ft²). The multi-story car park in Pavilion Road would be suitable for provision of appropriate uses to support the needs of local people, with social and community or neighbourhood facilities on the ground floor and residential above. The ground floor footprint of this site is approximately 1,500m² (16,000ft²). These sites will be brought forward for development as market opportunities arise.

Infrastructure needs

14.4.4 The following infrastructure⁽¹⁷⁵⁾ that would help to deliver the vision for Knightsbridge has been identified:

- public realm improvements to ~~to~~ re-balance pedestrian footfall between north and south sides of Brompton Road and encourage people to ~~stayspend~~ longer ~~shopping~~;
- provision of a pedestrian crossing phase for the crossing at the top of Sloane Street.

Future plans and documents

14.4.5 The following plans and documents will be brought forward for Knightsbridge

- Knightsbridge Town Centre Action Plan, identifying the priorities and timescale for actions to support the commercial vitality of the centre. This is being brought forward by the Council's Town Centre Initiatives Manager and will not form a document within the LDF⁽¹⁷⁶⁾.

Monitoring

14.4.6 The policies highlighted in footnotes under each 'Priorities for Actions' to deliver the vision for Knightsbridge will be monitored in accordance with the output indicators identified in the Monitoring chapter 38.

14.4.7 In addition, the following output indicators will be used to monitor the delivery of the vision for Knightsbridge:

1. Has Knightsbridge retained its position as an International Centre and home to some of the most exclusive shopping in London?
2. Has Knightsbridge retained its identity as an important residential quarter and a service centre for residents?
3. Has the ground floor of the Park Tower Hotel been redeveloped for retail use?
4. Has retail use of the block behind Knightsbridge station been intensified?
5. Has Beauchamp Place regained its position as a unique part of the Knightsbridge offer?
6. Have any new hotels been developed in the shopping area?
7. Has the area been promoted to visitors?
8. Has the multi-storey car park in Pavilion Road been redeveloped?
9. Has Transport for London explored initiatives to improve the public realm on Brompton Road?
10. Have streetscape improvements to Hans Crescent and the junction of of Hans Road and Basil Street been implemented?
11. Have improvements to pedestrian links between Knightsbridge, Hyde Park and Belgravia been investigated?
12. Has the Council, working in partnership with the City of Westminster, achieved a shared vision for the area and has the opportunity for improvements to Montpelier Street been investigated?
13. Has a pedestrian crossing phase been introduced for the crossing at the top of Sloane Street?
14. Have Transport for London explored initiatives for improving the walking environment and encouraging people to walk further west along Brompton Road?

¹⁷⁵ See Infrastructure Schedule chapter 37.

¹⁷⁶ See Corporate or Partner Action 1 within Fostering Vitality chapter 31.

Chapter 15 King's Road/ Sloane Square

15.1 Introduction

15.1.1 The King's Road remains one of the Borough's most vibrant fashion shopping centres. In its heyday in the sixties it was the street in which to shop, a position it retained into the eighties. Since then the road has evolved and, although iconic shops like Vivienne Westwood's World's End remain, the number of independent boutiques has declined. Some 70% of all retail floorspace in the eastern part of the centre and 40% to the west is now occupied by multiple retailers.

15.1.2 However, the nature of its shops means that the King's Road has not slipped into being 'just another' high street. It remains a shopping destination that is still greatly valued for its diversity, which attracts visitors from across the Capital. The eastern part of the centre is anchored by Peter Jones at Sloane Square. It is also characterised by a number of upmarket international chains running up Sloane Street, many of which have only a few outlets in this country. This concentration on Sloane Street has developed as a result of a concerted effort by Cadogan Estates since the beginning of the nineties. The western end of the centre is again different in character, containing a healthy mix of specialist retailers, including a significant furniture and design element.

15.1.3 While the primary function of the King's Road is as a centre for comparison shopping, it contains other attractions and points of interest: the Royal Court Theatre on Sloane Square; Cadogan Hall, (home of the Royal Philharmonic Orchestra); the Blue Bird Restaurant; the Saatchi Gallery in the Duke of York's development; and the Chelsea Old Town Hall Registry Office, where so many famous couples have married and have been photographed on its steps. The King's Road also plays a role as a centre where residents can fulfil their everyday shopping needs.

15.1.4 Within the London Plan, the King's Road is divided into two closely-related linear shopping areas. The King's Road (East) Major Centre is separated from the King's Road (West) District Centre 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. Although this break may

discourage some shoppers from visiting the entire shopping street, the King's Road does, in many ways, function as one.

15.1.5 The King's Road includes listed terraces of shops, the high quality open space of the Duke of York's Square, and isolated gems such as the Blue Bird and Peter Jones on Sloane Square. Its distinctive architectural character, however, owes as much to the relationship between the main shopping street and its surroundings as it does to the street itself. It is the side views, the vistas, the opening up of one side of the street by a garden square, an open space or a terrace, which creates the variety and the distinctiveness that contributes to the overall attractiveness of the street and which enhance the visitor experience. As a busy intersection Sloane Square has particular problems and could be radically improved.

15.1.6 The King's Road contains many restaurants, cafés, pubs and bars which contribute to area's character, to its diversity and to its vitality. The Council does however recognise that the concentration of these uses within the centre, and not allowing their spread into the residential areas adjoining the centre, is an important factor in ensuring that the amenity of the surrounding residential areas is protected. The Council also recognises that a 'critical mass' of shops required to attract visitors into the King's Road must be maintained.

15.1.7 The King's Road is served by Sloane Square Underground Station in the east, with numerous buses providing access along the street. The bus routes do however peel off north and south, up Sydney Street and down Beaufort Street, and it is inevitable that pedestrian numbers fall off towards the west.



The Royal Court Theatre,
Sloane Square

15.2 Vision

CV 15

Vision for King's Road/Sloane Square in 2028

The King's Road will not simply be like any other 'successful' high street. It will remain one of London's most iconic and vibrant shopping streets, containing a lively and diverse mix of shops, restaurants, and world-class cultural attractions.

It will remain a place where one can shop in both independent boutiques and multiples; a place to enjoy, to promenade, a place which meets the day-to-day needs of our residents; and a place to experience some of the best theatre, concert and gallery events that London has to offer.

Road, the Council will endorse particular initiatives which support the independent or the local and which promote the King's Road as a centre which offers more than the standard range of shops⁽¹⁷⁸⁾. The Council recognises that there is a particular opportunity to build upon the King's Road's unique retail heritage and support and encourage independent boutiques.

15.3.4 In particular, the Council will require both small and 'affordable' shop units to be provided by way of s106 agreements⁽¹⁷⁹⁾ linked to appropriate new large-scale retail development in, or at the edge, of these centre⁽¹⁸⁰⁾. The Council will also consider how the shops it owns as part of the World's End Estate, and currently managed under the Neighbourhood Shopping Policy, could contribute to the establishment of new independent boutiques as well as continuing to meet the day-to-day shopping needs of local residents.

15.3.5 The Council's Retail Needs Assessment⁽¹⁸¹⁾ suggests that the amount of comparison retail floorspace should expand in the south of the Borough to meet future needs.

15.3.6 The King's Road is not surrounded by empty sites suitable for new retail development. Indeed one of the strengths of the centre, something which gives it a distinct character, is the high-quality terraces of houses which surround it. The Council will therefore look to accommodate as much of this additional shopping floorspace as possible within the King's Road (East) and (West) centres. This is likely to take the form of redevelopment of some sites, the reoccupation of vacant units and by the extension of shopping floorspace into basements and upper floors. The Sloane Square Underground Station site is the exception in that it is a significant site within the centres that has been identified as having the potential for redevelopment.

15.3 Priorities for Actions

15.3.1 The priorities for action for King's Road/Sloane Square have been set out under the Strategic Objectives for the Core Strategy as a whole. The Strategic Objectives are not listed in the same order for each place, instead they have been listed in order of importance for delivering the vision for each place.

Fostering Vitality

15.3.2 The Council will work in partnership with retailers, landlords, residents and other stakeholders to build awareness of the entire King's Road offer to encourage more visitors to shop the full length of the road from Sloane Square in the east to World's End in the west⁽¹⁷⁷⁾.

15.3.3 Multiple retailers have an important role to play, and will always form the spine of a town centre such as the King's Road. However, to maintain the unique retail heritage of the King's

177 See Fostering Vitality, Corporate and Partnership Action 1

178 See Fostering Vitality, Corporate and Partnership Action 2

179 s106 Planning Obligations may be used to help mitigate the specific impact of a development where it would generate additional needs e.g. on community infrastructure. Standard charges are calculations and measurements of the level of contribution likely to be sought by a local planning authority towards infrastructure necessitated by new development. The Government has encouraged the use of formulae and standard charges, and pooling of contributions, where appropriate










180 See Policy CF2 Retail Development within Town Centres within Fostering Vitality Chapter 31

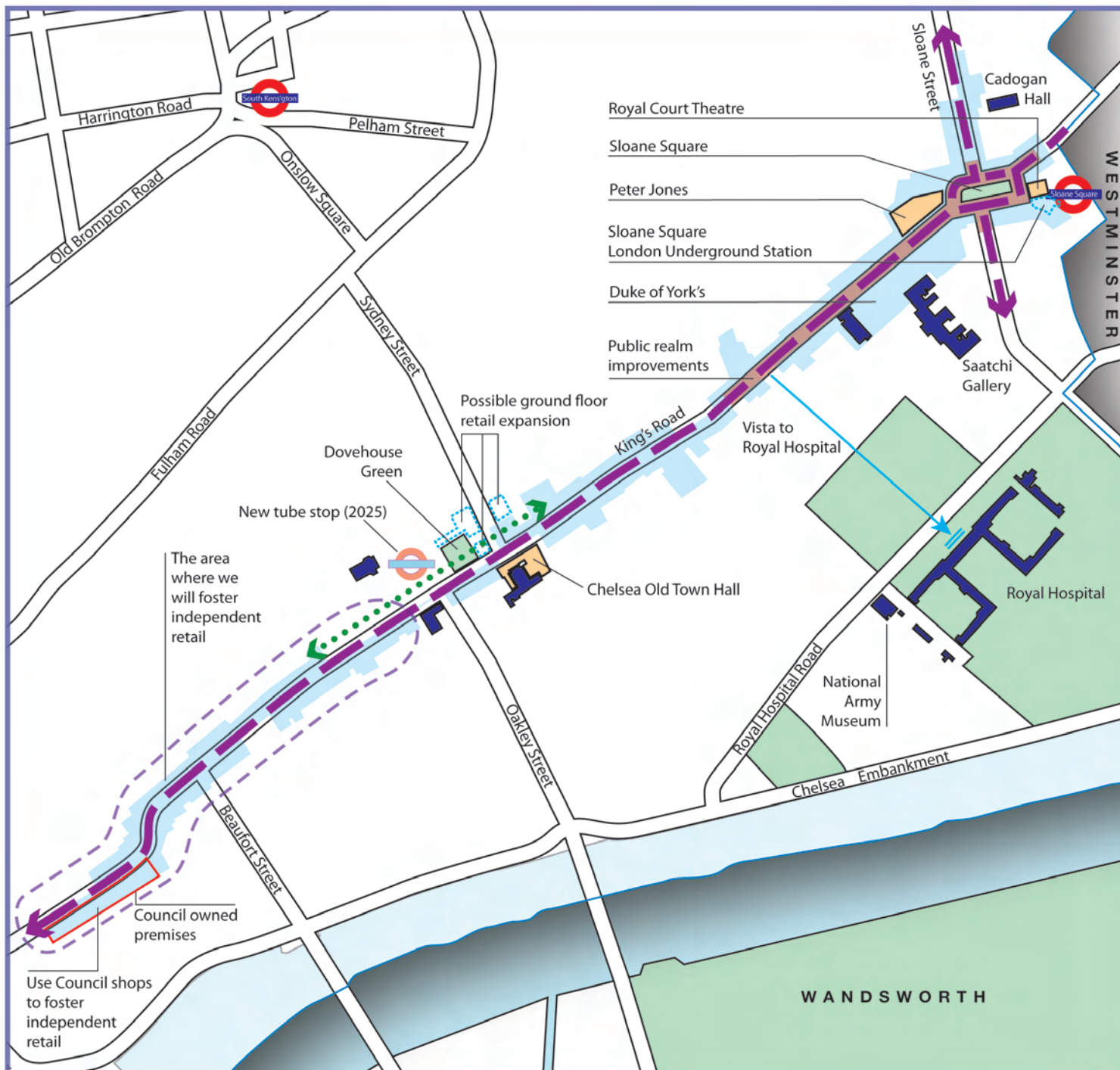
181 RBKC, Retail and Leisure Needs Study Nathaniel Lichfield and Partners, 2008

15 KING'S ROAD and SLOANE SQUARE

Key Issues and Potential Opportunities

SYMBOL DESCRIPTION

	High traffic volumes		Grade I and II* listed buildings		Public Realm Improvements
	Improve pedestrian access		Selected Grade II listed buildings (not all Grade II listed buildings are shown)		Public Open Space
	Vista		Designated Shopping Centre		Potential development sites



15.3.7 The majority of extensions are, however, likely to be small in scale, and the Council recognises that it may be necessary to expand the centre to include sites currently abutting or very close to the existing retail area. The Council has identified No. 250 King's Road (Blocks A and B); the Sydney Street car park; the Chelsea Farmers' Market, 125-155 Sydney Street, and the office building 102 Sydney Street as edge-of-centre sites which have the potential to include a significant amount of retail use at street level. Some supporting town centres uses may also be suitable⁽¹⁸²⁾.

15.3.8 The Council will support the King's Road as a suitable location for new offices, where this is not at the expense of primary shopping function of the centre⁽¹⁸³⁾.

15.3.9 The Council has not yet been able to assess the impact that the opening of the Saatchi Gallery in autumn 2008 has had upon the King's Road. The Council does however recognise that the many thousands of visitors could affect the character of the retail offer. This will be closely monitored. The Council believes new cultural institutions will add to the richness and vitality of the centre.

Better Travel Choices

15.3.10 It is essential that the public transport infrastructure serving the King's Road is supported as the ease of access to the centre is central to the King's Road remaining competitive and amongst the top retail destinations in London.

15.3.11 The Council will work with Transport for London and Crossrail Ltd to establish new underground stations on the King's Road as part of the planned Crossrail 2 (Chelsea-Hackney Line)⁽¹⁸⁴⁾. The Council would support the principle of a new interchange in the existing Sloane Square Underground Station as well as new stations near the Chelsea Old Town Hall, and near, or at, Imperial Wharf. These stations would not be expected to open until after 2025. These stations would improve public transport accessibility to the Fulham Road area as well as helping draw visitors west along the King's Road. The Council does however recognise that the provision of new

stations/interchanges on the Chelsea-Hackney Line would have significant impacts upon the King's Road and surrounding residential areas⁽¹⁸⁵⁾. These impacts would need to be fully understood and found acceptable before any new stations were agreed.

15.3.12 Some people feel that a shuttle bus running along the King's Road would be beneficial. However, given the number of existing buses which already run along the road, this may only add to congestion. The Council will explore the better marketing of bus services to visitors to aid their visit. This will include links to nearby stations, including the Imperial Wharf station on the West London Line.

Keeping Life Local

15.3.13 In common with many of the Borough's other higher order centres, the King's Road plays an important role in serving the day-to-day shopping needs of the residents of the area. The Council will support initiatives intended to maintain a variety of shops and other services which help meet these needs. In particular the Council will support the provision of a new bank in the western part of the King's Road, as well as a GP's Surgery. Given their need, these uses may be appropriate within the primary as well as secondary frontages of the centre⁽¹⁸⁶⁾.

15.3.14 The Council recognises the particular role that the Chelsea Old Town Hall facilities (including the library and assembly rooms) and the Sports Centre play in allowing community life in Chelsea to flourish.

An Engaging Public Realm

15.3.15 The King's Road offers a high-quality, laid back, street environment. However if the Town Centre is to remain one of London's key shopping areas, the enhancement and maintenance of the public realm is essential. Public realm is, however, about more than just streetscape; it is about maintaining the existing contrast of the bustling commercial street with the quiet green spaces or residential squares leading directly from it. Any

182 See Policy CF1 Location of New Shop Uses within Town Centres within Fostering Vitality Chapter 31

183 See Policy CF5 Location of Business Uses within Fostering Vitality Chapter 31

184 See Better Travel Choices, Corporate and Partnership Action 2

185 See Policy CT2 New and Enhanced Rail Infrastructure Better Travel Choices Chapter 32

186 See Policy CF3 Diversity of Uses within Town Centres within Fostering Vitality Chapter 31

development in and around the King's Road should support this balance and build upon the King's Road's ambience as a place to promenade⁽¹⁸⁷⁾.

Renewing the Legacy

15.3.16 Any development within the King's Road must recognise both the quality of its buildings, and the distinct relationship that the main shopping street has to its surroundings. Exceptional architectural and design quality is expected as it will assist the King's Road in remaining the iconic street that it is⁽¹⁸⁸⁾.

Diversity of Housing

15.3.17 The Council supports initiatives to bring vacant properties above shops back into residential use, where this is not at the expense of existing town centre uses. This supports both the vitality of the King's Road by maintaining activity after the shops close and helps diversify the Borough's housing stock⁽¹⁸⁹⁾. Two teaching hospitals lie within, or close to, the area, the Chelsea and Westminster and the Royal Brompton. The Council, therefore, recognises that it must consider the housing needs of the associated key workers and students.

Respecting Environmental Limits

15.3.18 The King's Road is a busy route into and out of Central London and experiences a high level of pollution as the result of the movement of so many vehicles. The Council will seek to support initiatives which reflect the Borough's designation as an Air Quality Management Area to reduce this pollution.

15.4 Changes to the Town Centre Boundary

15.4.1 The boundaries of the King's Road (East) and (West) centres largely follow those shown within the 2002 Unitary Development Plan. The boundary has been amended to include the 'town centre use' developments that have taken place since the designation of the centres - namely at the Duke of York's, Symons Street/Pavilion Road and College House/Lightfoot Hall. The boundaries are shown on the extracts to the Proposals Map.

15.4.2 The units within the Duke of York's Square itself (and not having a King's Road frontage) have been designated as lying within secondary retail frontage. Whilst these units greatly contribute to the function of the centre, the introduction of some non-shop town centre uses will not jeopardise the essential shopping function of the 'core' of the centre. On the contrary, the introduction of some A3 café and other non-shop uses could enhance the benefits available to the centre associated with the large numbers of visitors attracted to the adjoining Saatchi Gallery. The units fronting the King's Road have been designated as lying within the primary retail frontage.

15.4.3 The units in Symonds Street and Lightfoot Hall have been designated as secondary retail frontage. Both sites clearly function as parts of the centre, but both lie in areas which contain higher proportions of non-shop town centre uses. Furthermore both sites adjoin the "non-core" areas of the Council's Unitary Development Plan.

15.4.4 The Chelsea Old Town Hall and Chelsea Sports Centre have been included as secondary retail frontages of the King's Road (East) Major Centre, as they are civic uses which significantly contribute to the non-shop draw of the centre.

15.5 Delivery

Development Management

15.5.1 Development Management Policies to implement the actions identified above are found in Chapters 30-36, and referenced by footnotes in the text above. However, in making a planning decision, it is often necessary to weight different policies against one another in a particular case. The Vision set out for King's Road/Sloane Square guides that decision making process but to ensure the place shaping role is given due weight within the planning process, a place shaping policy for King's Road/Sloane Square is required.

187 See Policy CR3 Street and Outdoor Life, Policy CR4 Streetscape and Policy CR5 Parks, Gardens, Open Spaces and Waterways within An Engaging Public Realm Chapter 33

188 See Policy CL2 New buildings, Extensions and Modifications to Existing Buildings within Renewing the Legacy Chapter 34

189 See Diversity of Housing, Corporate and Partnership Action 3

Policy CP 15

King's Road/Sloane Square

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

Quantum of Development

15.5.2 There are no strategic allocations within the King's Road Place. The Council has however identified No. 250 King's Road (Blocks A and B); the Sydney Street car park; the Chelsea Farmer's Market, 125-155 Sydney Street and 102 Sydney Street as edge-of-centre sites which combined have a ground area of 6,400 m² (69,000 sq ft) and therefore have the potential to include significant amounts of retail use at street level.

Infrastructure needs

15.5.3 The following infrastructure⁽¹⁹⁰⁾ that would help to deliver the vision for the King's Road has been identified:

- increased medical provision in south-west Chelsea;
- the provision of affordable shops to encourage new independent boutiques;
- new underground station on the King's Road as part of the Chelsea-hackney Line;
- new bank on the King's Road in south west Chelsea.

Future plans and documents

15.5.4 The King's Road Town Centre Action Plan identifying the priorities and timescales for actions to support the commercial viability of the centre. This will not form a document within the LDF, being taken forward by the Council's Town Centre Initiatives Manager.

Monitoring

15.5.5 The policies highlighted in footnotes under each 'Priorities for Actions' to deliver the vision for the King's Road will be monitored in accordance with the output indicators identified in the Monitoring chapter.

15.5.6 In addition, the following output indicators will be used to monitor the delivery of the vision for the King's Road:

- Have the number of independent boutiques increased within the centre?
- Where suitable schemes have come forward, have any affordable shops been provided?
- Have any new stations been provided within the centre as part of the planned Crossrail2 (Chelsea-Hackney Line)?
- Has the provision of local medical facilities been improved in the south west of the centre?
- Has a town centre action plan for the King's Road been written, and when it has, have the recommended actions within it been implemented?



Sloane Street

190 see infrastructure schedule in Section 2c

Chapter 16 Notting Hill Gate

16.1 Introduction

16.1.1 Until 1864, Notting Hill Gate was the site of a turnpike toll gate on the old Roman Road between London and the West. It is still one of the main vehicular routes into London. Much of the current retail centre received planning permission in 1957/58, using land left over from the road widening to ease traffic congestion, which also resulted in combining the Central and District Line stations into a new station concourse under the road. The surrounding area, including some of the shops, consists of a high-quality Victorian townscape.

16.1.2 The centre once had a 'bohemian' character. However, apart from being a gateway to Portobello Road, the only remnants of this past are the antique shops along Kensington Church Street, boutiques along Pembridge Road, the Coronet and the Gate cinemas and the Gate Theatre.

16.1.3 The centre has always had a retail function, although it has struggled to find its identity against strong competition from the high-quality local shops along Holland Park Avenue and the wider Notting Hill retail offer. The centre benefits from a good mix of uses, including retail throughout, a valued Saturday Farmers' Market, offices in Newcombe House, Astley House and United House, residential units in Campden Hill Towers and cultural uses, including two cinemas and a theatre. There are also currently some educational uses in the upper floors of David Game House. The Notting Hill Gate library is located a fair distance to the north of the centre, along Pembridge Road, and it may benefit from better integration within the centre.

16.1.4 The centre is increasingly dominated by a proliferation of poor-quality fast food outlets, bureaux de change and estate agents, which have a negative effect on the centre. It is widely accepted that the place lacks a clear function and identity, especially as a centre with high-quality local shops and restaurants, which cater for the local community.

16.1.5 Many of the buildings that received planning permission in 1957/58 are tired and unattractive. Other buildings like the Coronet Cinema are of a noticeable architectural quality, but have not been well maintained. There is a variety of architectural styles, building heights and no consistency to the street frontage with many blank walls along the street. There are two tower blocks: Newcombe House, a 12 storey office block, and Campden Hill Towers, an 18 storey residential block. Their architectural form, together with that of United House, Hobson House, Astley House and David Game House, negatively impact on the character of Notting Hill Gate and the wider area. Newcombe House is identified as an 'eyesore' in the Core Strategy⁽¹⁹¹⁾. The shopfronts are also generally of poor quality, with few helping to create a distinctive identity.

16.1.6 The area around the junction of Notting Hill Gate and Kensington Church Street is designated as a Site of Archaeological Importance.

16.1.7 Notting Hill Gate has excellent public transport accessibility, with many bus routes and the Central, Circle and District Lines, providing an important public transport interchange. The centre is within Public Transport Accessibility Level (PTAL) 6a, as shown on the PTAL map in Chapter 32. It also has very high traffic volumes. There is guard railing down the central reservation, stopping pedestrians from crossing and making it feel like a dual carriageway. Pedestrian movement is further frustrated by the location of the station entrances within the pavement reducing pedestrian space, the lack of pedestrian crossings, and a general proliferation of street clutter.

16.1.8 At the base of Newcombe House there is a small square, with a further 'piazza' at first floor level. There is wide agreement that these are not quality spaces. The street level space is essentially a wider pavement, the upper level is difficult to access and both have blank frontages. The height and orientation of Newcombe House overshadows these spaces and causes wind funnelling that makes them uncomfortable. Public art has been installed by the Notting Hill Gate Improvements Group.

16.1.9 Notting Hill Gate station is one of the main gateways to Portobello Road, but the pavements are narrow and cannot accommodate the number

191 See Policy CL2 in 'New Buildings, Extensions and Modifications to Existing Buildings' in *Renewing the Legacy*

of visitors, especially on Fridays and Saturdays. There is no sense of arrival for visitors and no signage or clear wayfinding to Portobello Road.

16.1.10 Many of the issues facing Notting Hill Gate will need to be resolved through close working between the Council, landowners and other interested stakeholders, which may or may not be conducted through the planning process.

16.2 Vision

CV 16

Vision for Notting Hill Gate in 2028

Notting Hill Gate will be significantly strengthened as a District Shopping Centre, with improved shops and restaurants that reflect the needs of the local catchment. Boutiques and premium-quality retailers will become a feature of the area, as they are in Kensington Church Street and Pembridge Road. The centre will continue to be a major office location.

Notting Hill has a long-standing reputation for arts and culture; Notting Hill Gate will capitalise on this in developing the arts and cultural offer.

The street will become more pedestrian-friendly, with improved crossing facilities, fewer barriers, less street clutter, reduced vehicle impacts and station entrances relocated within buildings. All development will be of the most exceptional design and architectural quality, creating a 'wow factor' that excites and delights residents and visitors. Pedestrian links to Portobello Road **MarketSpecial District Centre** will also be enhanced through good design, legibility and clear wayfinding.

16.3 Priorities for Actions

16.3.1 The priorities for action for Notting Hill Gate have been set out under the Strategic Objectives for the Core Strategy as a whole. The Strategic Objectives are not listed in the same order for each place, instead they have been listed in order of importance for delivering the vision for each place.

Fostering Vitality

16.3.2 In order to deliver the vision of a significantly strengthened District Shopping Centre, the Council will work with landowners and other interested stakeholders to establish high-quality shops and restaurants which meet the needs of the local catchment and are not already over subscribed in the centre⁽¹⁹²⁾. The Council will carefully monitor the proportion of food and drink uses, particularly hot-food takeaways, estate agents and bureaux de change in the centre⁽¹⁹³⁾.

16.3.3 The Council will generally discourage applications for new hot-food takeaways, estate agents and bureaux de change, as these are already over subscribed within the centre and do not cater for the local catchment. The Council will also use Conditions and Article 4 Directions to carefully control permitted changes of use within this and other uses classes⁽¹⁹⁴⁾. This position will be regularly reviewed and updated as necessary.

16.3.4 As one of the areas of highest accessibility within the Borough, the centre's role as a major office location continues to be important. It offers a range of office accommodation, including both larger offices and smaller office space more suitable to business start-ups⁽¹⁹⁵⁾. The Council will also protect the existing arts and cultural uses, and, where possible, encourage the provision of additional arts and cultural uses in new development⁽¹⁹⁶⁾.

16.3.5 The centre is also suitable for hotels that assist in maintaining the vitality of Notting Hill Gate and do not result in a loss of A1 (shops)⁽¹⁹⁷⁾.

192 See Policy CF3, Diversity of uses within Town Centres, in the Fostering Vitality Chapter 31.

193 See Policy CF3, Diversity of uses within Town Centres, in the Fostering Vitality Chapter 31.

194 See Policy CF3, Diversity of uses within Town Centres, in the Fostering Vitality Chapter 31 and See Fostering Vitality Chapter 31, Corporate and Partnership Action No.11.

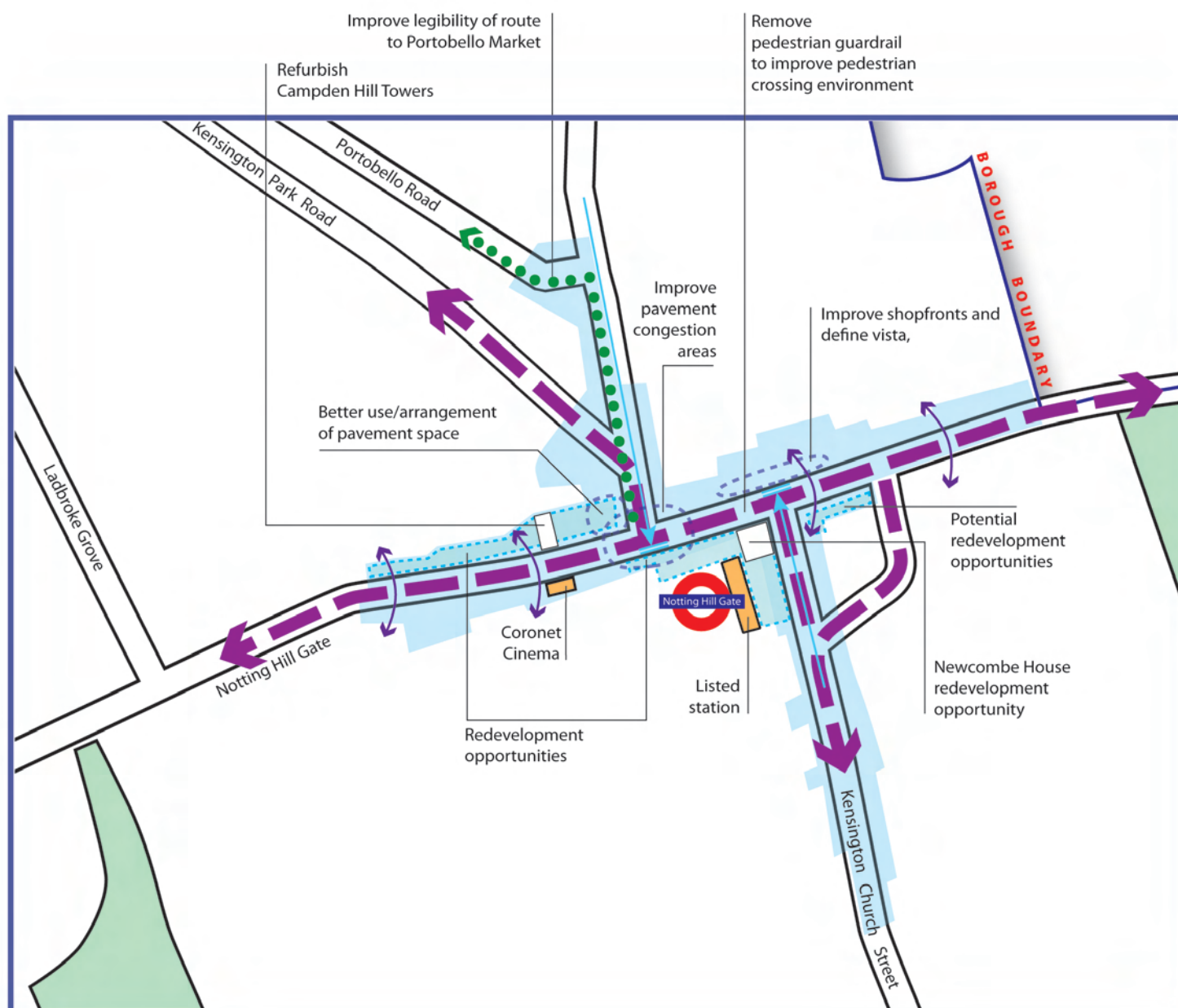
195 See Policy CF5, Location of Business Uses, in the Fostering Vitality Chapter 31.

196 See Policy CF7, Arts and Cultural Uses, in the Fostering Vitality Chapter 31.

197 See Policy CF8, Hotels, in the Fostering Vitality Chapter 31.

16 NOTTING HILL GATE

Key Issues and Potential Opportunities



SYMBOL DESCRIPTION

	Improve linkages/relationship
	High traffic volumes
	Improve pedestrian access
	Vista
	Selected Grade II listed buildings (not all Grade II listed buildings are shown)
	Designated Shopping Centre
	Public Open Space
	Potential development sites

16.3.6 The Council will also require any future major retail or mixed use development in Notting Hill Gate to deliver a mix of unit sizes, having regard to the size (and depth) of the street block and retailer requirements, and where appropriate provide 'affordable shops'⁽¹⁹⁸⁾.

Renewing the Legacy

16.3.7 Redevelopment within Notting Hill Gate presents the Council with the opportunity to correct the mistakes of the postwar period, and create a new distinctive identity of lasting value to future generations⁽¹⁹⁹⁾.

16.3.8 Exceptional architectural and design quality will complement a significantly strengthened revitalised retail offer, drawing on innovative and modern approaches to create 'iconic' buildings and open space. Iconic does not necessarily mean tall, as Barkers in Kensington High Street demonstrates. Building heights will need to respect the character and appearance of adjoining conservation areas⁽²⁰⁰⁾. The Council will work closely with land owners to bring this about⁽²⁰¹⁾.



Notting Hill Gate looking towards the Coronet Theatre

16.3.9 As an eyesore, the Council will adopt flexible planning standards to bring about the redevelopment of Newcombe House as a catalyst for the regeneration of the wider area⁽²⁰²⁾.

16.3.10 The Council will encourage the refurbishment of the Georgian properties along the northeastern side of Notting Hill Gate, and explore opportunities to improve their Victorian shopfronts and/or create wider pavements⁽²⁰³⁾.

16.3.11 The Council will also seek the full restoration of the Grade II listed Coronet Cinema⁽²⁰⁴⁾.

16.3.12 Applications for development proposals within the Site of Archaeological Importance are advised to have pre-application discussions with the Greater London Authority Advisory Service (GLAAS)⁽²⁰⁵⁾.

An Engaging Public Realm and Better Travel Choices

16.3.13 Improving the pedestrian environment by reducing vehicle dominance is a priority for Notting Hill Gate⁽²⁰⁶⁾. A comprehensive package of proposals to reconfigure and update the public realm to the highest standards is needed, which will also contribute to creating an 'iconic' identity for the area.

16.3.14 The pedestrian environment may be significantly enhanced through the removal of street clutter, including the central guard railings; the relocation of the station entrances; narrowing vehicle lanes; widening pavements and central reservations; providing more informal and formal crossing facilities; improving wayfinding to Portobello Road; and a significantly improved or possibly relocated open space⁽²⁰⁷⁾.

198 See Policy CF2, Retail Development within Town Centres, in the Fostering Vitality Chapter 31.

199 See Policy CL1, Context and Character, in the Renewing the Legacy Chapter 34.

200 See Policy CL1, Context and Character and Policy CL2, New Buildings, Extensions and Modifications to Existing Buildings, in the Renewing the Legacy Chapter 34 and the draft Building Heights Supplementary Planning Document and the Notting Hill Gate District Centre Framework, 2009

201 See Renewing the Legacy Chapter 34, Corporate and Partnership Actions No.1 and 9.

202 See Policy CL2, New Buildings, Extensions and Modifications to Existing Buildings, in the Renewing the Legacy Chapter 34.

203 See Policy CL2, New Buildings, Extensions and Modifications to Existing Buildings and Policy CL4, Historic Assets, in the Renewing the Legacy Chapter 34.

204 See Policy CL4, Historic Assets, in the Renewing the Legacy Chapter 34.

205 See Policy CL4, Historic Assets, in the Renewing the Legacy Chapter 34.

206 See Policy CT1, Improving Alternatives to Car Use, in the Better Travel Choices Chapter 32.

207 See Policy CT1, Improving Alternatives to Car Use, in the Better Travel Choices Chapter 32; Policy CR2: Three-Dimensional Street Form and CR4: Streetscape, in the An Engaging Public Realm Chapter 33.

16.3.15 To significantly increase pavement capacity, the Council will work with partners to explore the relocation of the station entrances so they no longer block the pavements and provide a separate exit for visitors to Portobello Road⁽²⁰⁸⁾. This will be achieved through contributions received from major development⁽²⁰⁹⁾ and working in partnership with London Underground and Transport for London⁽²¹⁰⁾.

Keeping Life Local

16.3.16 Notting Hill Gate will be enhanced and significantly improved as a District Centre for local people⁽²¹¹⁾. Provision of a new food store could encourage greater local use of the centre, although servicing must be satisfactorily resolved⁽²¹²⁾. The Council will also support the relocation of the Notting Hill Gate library to a site within the centre, possibly on the first or second floor level overlooking a new or improved public space⁽²¹³⁾.

Diversity of Housing

16.3.17 Town centre living can improve the vibrancy and vitality of retail centres. The Council will protect the existing residential provision in Notting Hill Gate. There is also some opportunity for new residential uses on the upper floors above commercial floorspace⁽²¹⁴⁾.

16.3.18 The Council also acknowledges that refurbishment is the only viable option for improving Campden Hill Towers⁽²¹⁵⁾.

Respecting Environmental Limits

16.3.19 The Council will encourage proposals and design solutions which improve air quality and reduce noise along Notting Hill Gate⁽²¹⁶⁾. Major redevelopment of the centre will also offer an opportunity for a low pollution strategy and district heat and energy source, which will be especially efficient as energy loads can be shared between the mix of uses. This district heat source might be located in the basement of Newcombe House⁽²¹⁷⁾.

The Council will also encourage the planting of street trees and living roofs, which will seek to meet the green infrastructure requirements in the centre.

16.4 Delivery

Development Management

16.4.1 Development management policies to implement the actions identified above are found in Chapters 30-36, and referenced by footnotes in the text above. However, in making a planning decision, it is often necessary to weigh different policies against one another in a particular case. The Vision set out for Notting Hill Gate guides that decision making process but to ensure the place shaping role is given due weight within the planning process, a place shaping policy for Notting Hill Gate is required.

Policy CP 16

Notting Hill Gate

The Council will require development to strengthen ensure Notting Hill Gate's role as a District Centre ~~is strengthened~~ by supporting high trip generating uses; with improving retail and restaurant provision including some anchor retail; ~~and to serve the local catchment; and deliver new distinctive identity through high quality architecture and design of the public realm. The Council will also resisting~~ developments which prejudices the opportunities for wider regeneration of the area and compromises delivery of the vision and do not deliver a new distinctive identity for Notting Hill Gate.

208 See Policy CR4, Streetscape, in the An Engaging Public Realm Chapter 33.

209 See Policy C1, Infrastructure Planning and Delivery Obligations, in Chapter 29.

210 See An Engaging Public Realm Chapter 33, Corporate and Partnership Action No.1.

211 See Policy CK2, Local Shopping Facilities, in Keeping Life Local Chapter 30.

212 See Policy CF1, Location of New Shop Uses, in Keeping Life Local Chapter 30.

213 See Policy CK1, Social and Community Uses, in Keeping Life Local Chapter 30.

214 See Policy CH3, Protection of Residential Uses, in the Diversity of Housing Chapter 35.

215 See Policy CL2, New Buildings, Extensions and Modifications to Existing Buildings, in the Renewing the Legacy Chapter 34.

216 See Policy CE5, Air Quality and CE6: Noise and Vibration, in the Respecting Environmental Limits Chapter 36.

217 See Policy CE1, Climate Change and Corporate and Partnership Actions 4 and 5 in the Respecting Environmental Limits Chapter 36

Quantum of Development

16.4.2 The centre covers a site area of approximately 13,200m² (139,000ft²) and predominantly consists of five sites (United House; Foxtons/RBS; David Game House; Newcombe House, including the Kensington Church Street frontage; and Astley House), which have been identified as opportunities for redevelopment. However, there are no site specific allocations within Notting Hill Gate.

16.4.3 This provides an opportunity for improved retail, better arrangement of the public realm and mixed uses on the upper floors.

16.4.4 These development opportunities would be brought forward as market opportunities arise.

Infrastructure Needs

16.4.5 The following infrastructure⁽²¹⁸⁾ is specifically required to deliver the vision for Notting Hill Gate:

- Creation of enhanced pedestrian links to Portobello Road Special District Centre through good design, legibility and clear wayfinding;
- Improved pedestrian flows through the relocation of the tube entrances;
- The provision of affordable shops to enhance Notting Hill Gate as a District Shopping Centre;
- The provision of a CCHP network, or similar, to deliver cooling, heat and energy in an environmentally friendly way;
- Green infrastructure in the form of street trees and living roofs / walls.

Future Plans and Documents

16.4.6 The Council will prepare a Supplementary Planning Document for Notting Hill Gate in due course.

Monitoring

16.4.7 The policies highlighted in footnotes under each 'Priorities for Actions' to deliver the vision for Notting Hill Gate are monitored in accordance with the output indicators identified in Chapter 38.

16.4.8 In addition, the following output indicators will be used to monitor the delivery of the vision for Notting Hill Gate:

1. What benefits has major development, including the redevelopment of Newcombe House, brought to the wider area?
2. What opportunities exist to further enhance the Georgian shops, and Victorian frontages, along the north of Notting Hill Gate?
3. Has the Coronet Cinema been restored?
4. In which ways has major development contributed to an improved pedestrian environment with reduced vehicle dominance? What effect have these measures had on pedestrian movement (and congestion)?
5. Has a new food store been delivered, and is this used by local people?
6. Has the library been relocated to within the Centre?
7. Has the district heat and energy source been delivered, and is there additional heat and energy being provided by the redevelopment?



David Game House with Newcombe House in the background

218 The Council's infrastructure requirements are set out in the Infrastructure Schedule in Chapter 37 of this Core Strategy

Chapter 17 Fulham Road

17.1 Introduction

17.1.1 Fulham Road Town Centre is a 'district centre'⁽²¹⁹⁾ serving a predominantly local market. Owing to its vibrant nightlife in the 1960s, it became known as 'funset strip' or 'the beach' in one area. This reputation continues today, but many residents dislike these names.

17.1.2 Fulham Road offers a good mix of convenience and lower-order comparison shopping with a high number of small independent specialist retailers, including a cluster of furniture, DIY, hardware and homewares stores. There is a large number of high quality restaurants, bars and nightclubs that contribute to the centre's vibrant nightlife. There are also some tensions with the surrounding residential area. The centre also contains several smaller format supermarkets and a cinema.

17.1.3 The Chelsea and Westminster Hospital is located on the south side of Fulham Road. It was built with shop units on the ground floor facing the street and the Council recognises footfall created by the hospital plays an important role in maintaining the vitality of these shops.

17.1.4 The buildings along Fulham Road are mostly well maintained with some examples of high quality shopfronts. However, the street's overall appearance is somewhat 'tired'. There are only small sections of the Fulham Road frontage included in The Boltons and Sloane/St Stanley Conservation Areas. In contrast, the majority of the surrounding streets are contained within the conservation areas.

17.1.5 The volume of traffic along the Fulham Road significantly impacts on the pedestrian environment. Pavements in some places are narrow and cluttered. This restricts pedestrian movement. At the western end where the one-way system crosses Fulham Road, pedestrian movement is very difficult and the quality of the public realm is poor. The area is served by a number of bus routes, but there is no underground station.

17.1.6 The public realm immediately outside the hospital also needs to be improved.

17.1.7 Chelsea Football Club's Stamford Bridge Stadium is on the Fulham Road, in the neighbouring London Borough of Hammersmith and Fulham. On match days traffic congestion can be an issue, with pedestrian congestion also creating a problem as people from the restaurants and bars overflow onto the pavement.

17.2 Vision

CV 17

Vision for Fulham Road in 2028

Fulham Road will continue to be a centre providing for the daily needs of local people, while also offering a variety of high quality specialist shopping. The proportion of food and drink uses, together with their hours of operation, will be carefully managed to ensure a complimentary environment with the retail uses and surrounding residential area. The appearance of the centre will be enhanced through improvements to shop fronts. Pedestrian and cycle links to the north and south will be improved. The Council will support the hospital's role in contributing to the centre's vitality.

17.3 Priorities for Action

17.3.1 The priorities for action for Fulham Road have been set out under the Strategic Objectives for the Core Strategy as a whole. The Strategic Objectives are not listed in the same order for each place, instead they have been listed in order of importance for delivering the vision for each place.


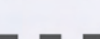

Keeping Life Local

17.3.2 Fulham Road Town Centre provides local shops and community services, such as health care to local residents, workers and students. The Council recognises the importance of this district centre in catering for local needs and will work towards reinvigorating these facilities and services. The Council acknowledges the contribution that the Chelsea and Westminster Hospital plays in delivering health care, to both local and London-wide residents alike⁽²²⁰⁾.

219 The London Plan sets out a hierarchy/classification of centres across London, there are 160 district centres within London

220 See Policy CK1: Social and Community Uses, Policy CF7 : Arts and Cultural Uses

Key Issues and Potential Opportunities

-  Improve linkages/relationship
-  High traffic volumes
-  Improve pedestrian access
-  Improve cycle access
-  Grade I and II* listed buildings
-  Selected Grade II listed buildings (not all Grade II listed buildings are shown)
-  Designated Shopping Centre
-  Main line railway
-  Public Realm Improvements
-  Public Open Space
-  Private green spaces (not all private green spaces are shown)



An Engaging Public Realm

17.3.3 The Council will continue to maintain the public realm to a very high standard. The Council will also work in partnership with the Hospital to bring about significant improvements along Fulham Road by continuing to encourage the removal of street clutter⁽²²¹⁾.

17.3.4 The Brompton Cemetery is located at the western end of Fulham Road. Investigations have been made regarding the possible transfer of the management of Brompton Cemetery to the Council. The cemetery is the resting place for a large number of well known writers, explorers, musicians and scientists. Better use of this space for passive recreational purposes will be explored while still protecting the historic character of the cemetery⁽²²²⁾.

Better Travel Choices

17.3.5 The Council will continue to work with partners to explore opportunities to unravel the Earl's Court One-Way system and improve pedestrian crossings over Fulham Road and the side roads.

17.3.6 The Council will work with Transport for London and Crossrail Ltd to establish a new underground station on the King's Road as part of the planned Chelsea-Hackney Line⁽²²³⁾. The Chelsea-Hackney Line is not expected to be open before 2025. The planned station near the Chelsea Old Town Hall in the King's Road will improve public transport accessibility to the Fulham Road area. Improved pedestrian links to train and underground stations will be encouraged⁽²²⁴⁾.

Fostering Vitality

17.3.7 The existing retail and restaurant offer contributes to the character of the centre. This must be balanced against the primary function of the centre to provide for local residents' shopping

needs and with the amenity of the surrounding residential areas. The proportion of food and drink uses, together with their hours of operation, will be carefully managed to ensure that residential amenity is maintained⁽²²⁵⁾. Assessing food and drink uses will be done individually and cumulatively.

Renewing the Legacy

17.3.8 The Council will encourage uptake of shopfront improvement grants throughout the centre⁽²²⁶⁾.

Diversity of Housing

17.3.9 The Council will protect existing residential uses above shops along Fulham Road, and encourage further residential uses of upper floors, where this is not at the expense of existing town centre uses.⁽²²⁷⁾

Respecting Environmental Limits

17.3.10 Air quality, from the volume of traffic, is a particular concern. The Council will support initiatives set out in the Air Quality Action Plan and will encourage proposals and design solutions which improve air quality through low emission strategies⁽²²⁸⁾. There is also the potential for a green link to be created through the Brompton Cemetery to the King's Road⁽²²⁹⁾.

17.4 Delivery

Development Management

17.4.1 Development Management Policies to implication the actions identified above are found in Chapters 30-36, and referenced by footnotes in the text above. However, in making a planning decision, it is often necessary to weight different policies against one another in a particular case. The Vision set out for Fulham Road guides that decision making process but to ensure the place

221 See Corporate and Partnership Action 1 in the Engaging Public Realm Chapter

222 see Policy CR2: Three-dimensional Street Form, Policy CR3: Street and Outdoor Life, Policy CR4: Streetscape in the Engaging Public Realm Chapter

223 See Corporate and Partnership Action 1 in the Better Travel Choices Chapter

224 see Policy CT1: Improving alternatives to car use in the Better Travel Choices Chapter

225 see Policy CF1: Location of New Shop Uses, Policy CF2: Retail Development within Town Centres, Policy CF3: Diversity of Uses within Town Centres, Policy CF5: Location of Business Uses in the Fostering Vitality Chapter

226 see policies in Renewing the Legacy chapter: Policy CL1: Context and Character, Policy CL2: New Buildings, Extensions and Modifications to existing buildings, Policy CL4: Historic Assets

227 See Policy CH2: Housing Diversity

228 See Corporate and Partnership Action 16 in the Respecting Environmental Limits Chapter

229 See Policy CE1: Climate Change, Policy CE5: Air Quality, Policy CE6: Noise and Vibration in the Respecting Environmental Limits Chapter

shaping role is given due weight within the planning process, a place shaping policy for Fulham Road is required.

Policy CP 17

Fulham Road

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

Quantum of Development

17.4.2 There are no site allocations within Fulham Road. Any development opportunities brought forward will be dictated as market opportunities arise.

Infrastructure Needs

17.4.3 The following infrastructure⁽²³⁰⁾ is specifically required to deliver the vision for Fulham Road:

- Improvements to shop fronts;
- New pedestrian and cycle links in Brompton Cemetery.

Future Plans and Documents

17.4.4 There are no future plans or documents for Fulham Road.

Monitoring

17.4.5 The policies highlighted in footnotes under each 'Priorities for Actions' to deliver the vision for Fulham Road are monitored in accordance with the output indicators identified in Chapter 38.

17.4.6 In addition, the following output indicators will be used to monitor the vision for Fulham Road.

1. The number of shopfront improvements carried out;
2. The number of new pedestrian and cycle links established in and to Brompton Cemetery;
3. The number of food and drink uses within the town centre;
4. Has any development or redevelopment occurred to the hospital?



Fulham Road

230 The Council's infrastructure requirements are set out in the Infrastructure Schedule in Chapter 37 of this Core Strategy

Chapter 18 Lots Road/World's End

18.1 Introduction

18.1.1 The area is characterised by a vibrant mix of uses, including social and private housing, retail and light industry.

18.1.2 Lots Road is severed from surrounding areas by the River Thames to the south and the railway line to the west. The high volume of traffic acts as a barrier for pedestrians further adding to the perception that it is isolated. Therefore, connections are vital to the wider area.

18.1.3 The World's End Estate contains 742 residential units, parades of shops, a theatre and a nursery.

18.1.4 The Lots Road Employment Zone lie to the west of the *Place*. This is an area containing 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. The south of the area contains the decommissioned Lots Road Power Station. A planning application was approved on appeal by the Secretary of State in 2006. This mixed-use development will include retail, businesses and over 400 new dwellings. Implementation of this permission has yet to commence. The late Victorian housing stock, together with Chelsea Wharf, other smaller employment spaces, and the Heatherley School of Fine Art contribute to the character and 'industrial' feel of this diverse area. It is not currently designated as a conservation area.

18.1.5 Construction of the new Chelsea Academy has already begun in the western corner of Lots Road. The Academy will be a Church of England secondary school specialising in the sciences and catering for 810 eleven to sixteen year olds, with a sixth form for an additional 250 students.

18.1.6 A much needed overland train station opened in September 2009 in the Chelsea Harbour area (Imperial Wharf Station on the West London Line) in the London Borough of Hammersmith and Fulham. There is potential for a pedestrian and cycle bridge to be built either within or alongside the existing Cremorne Railway Bridge that would

link North Battersea with Imperial Wharf station. The Council will welcome the construction of this pedestrian bridge ⁽²³¹⁾.

18.1.7 This is an area which is currently undergoing significant change and will continue to change in the future due to the Chelsea Academy and Lots Road Power Station development.

18.2 Vision

Vision for Lots Road/World's End in 2028

The opening of the new secondary school will bring people into the area. By 2028, improvements to the built and natural environment will transform the area into a place people choose to visit. Investigating the designation of a conservation area in the Lots Road area is an important part of this. The Lots Road Power Station site development will play a vital role in improving the vitality of the area by providing a mixture of uses including housing, new neighbourhood shops, offices, and social and community facilities including mooring facilities. Better pedestrian links from Lots Road to the World's End shops will help overcome the isolation with the wider townscape of Lots Road and reintegrate World's End. Connectivity to the riverside will be supported by completing the Thames Path and the use of the Cremorne Railway Bridge by pedestrians and cyclists.

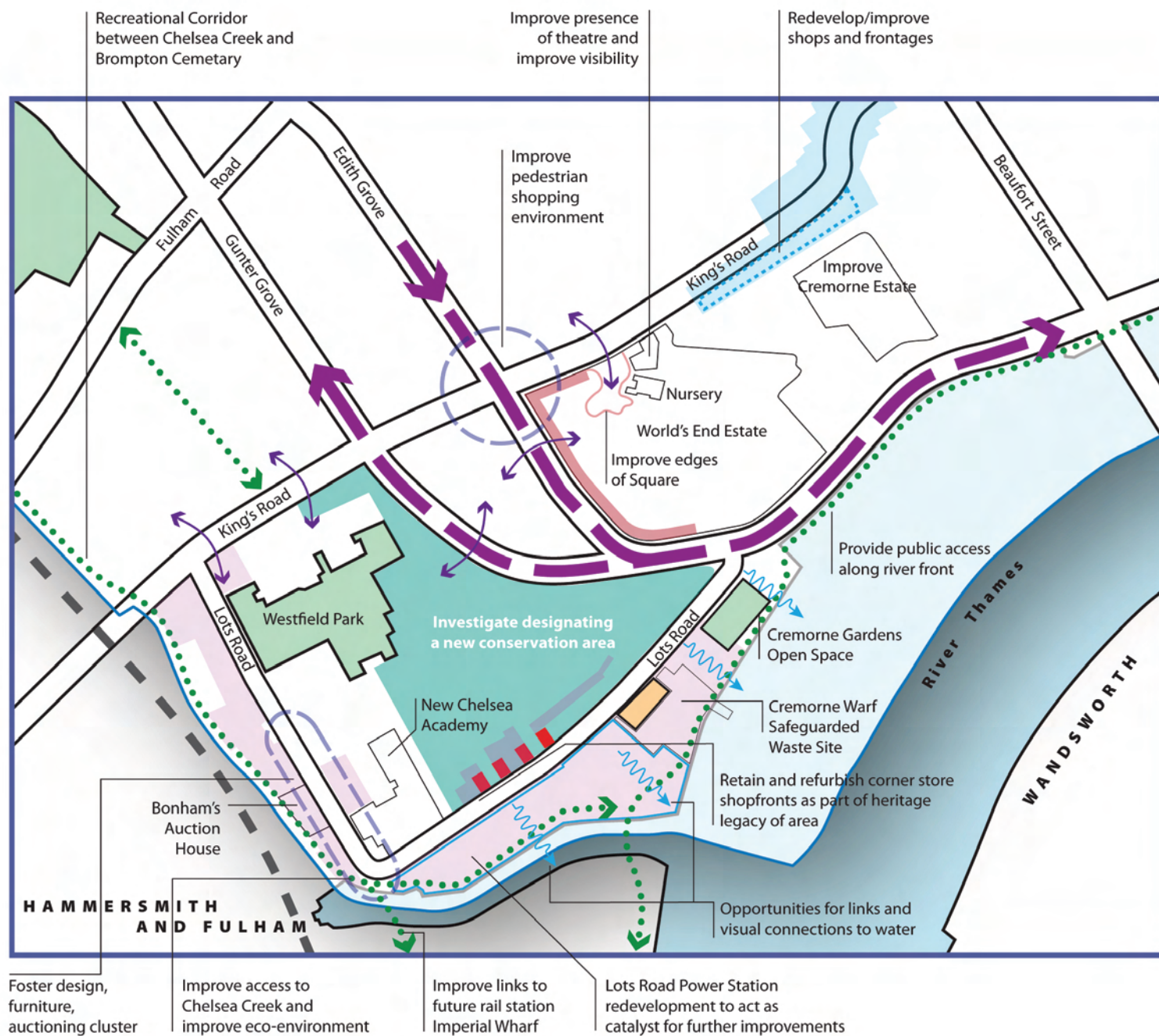


Lots Road and King's Road

231 See Policy CT1, Improving alternatives to car use, in the Better Travel Choices Chapter 32.

18 LOTS ROAD and WORLD'S END

Key Issues and Potential Opportunities



SYMBOL DESCRIPTION

	Improve linkages/relationship		Main line railway
	High traffic volumes		Public Realm Improvements
	Improve pedestrian access		Public Open Space
	Selected Grade II Listed Buildings (not all Grade II listed buildings are shown)		Strategic development sites, allocated in the Core Strategy
	Employment Uses		Potential development sites
	Designated Shopping Centre		Opportunities for links and visual connections to water

18.3 Priorities for Actions

18.3.1 The priorities for action for Lots Road/World's End have been set out under the Strategic Objectives for the Core Strategy as a whole. The Strategic Objectives are not listed in the same order for each place, instead they have been listed in order of importance for delivering the vision for each place.

Renewing the Legacy

18.3.2 The Council recognises the importance of conserving the industrial character of the Lots Road area, which is enhanced by the listed pumping station, Lots Road Power Station, its late Victorian housing stock, and traditional corner shops, public houses and cafés. There is a need to preserve and maintain the existing built environment by assessing the case for it to be made a conservation area⁽²³²⁾. There is also a need for high quality design standards throughout the area⁽²³³⁾.

18.3.3 The World's End Estate was built as a set piece, and conceived as a fortress. It is a landmark series of buildings. While many people do not like its appearance and its dominating presence, the design integrity must nonetheless be respected.

An Engaging Public Realm

18.3.4 The World's End Estate needs to be improved to make it visually and physically pleasing for residents and visitors. Reducing its poor legibility and the fear of crime is also necessary, this will be achieved by increasing its links with King's Road and opening up the World's End Place. Reconfiguring the layout of the Estate will not be easy, but opportunities may present themselves to better integrate the Estate with its surroundings and to make better use of the parking facilities underneath it.

18.3.5 Streetscape improvements have already been made in the Lots Road area, with further improvements to be implemented following the completion of the Chelsea Academy, partially funded through s106 contributions⁽²³⁴⁾.

18.3.6 Existing green open space will be protected and consideration will be given to the creation of new open space when possible. Westfield Park has been upgraded recently⁽²³⁵⁾, it is a local park well loved by residents and provides a valuable open space in the Lots Road area. Cremorne Gardens provides another valuable open space in the area⁽²³⁶⁾.

Keeping Life Local

18.3.7 Some of the shops along the King's Road, by the World's End Estate are not fulfilling their potential. Investment is needed to maintain local shops by improving shop frontages, and providing a more inviting environment for local residents⁽²³⁷⁾. The local residents would also benefit from a thriving, higher-quality supermarket and other community facilities such as health facilities.

18.3.8 The one-way system presents a significant barrier to accessing the shops from Lots Road. Pedestrian facilities are therefore needed⁽²³⁸⁾. The inclusion of retail and social and community uses in the redevelopment of the Lots Road Power Station site could assist in meeting the day-to-day needs of residents of this part of the Borough⁽²³⁹⁾.

18.3.9 The opening of the Chelsea Academy in 2010 will bring an important local facility into the area.

232 See Corporate or Partnership Action 3 in the Renewing the Legacy Chapter 34

233 See Policy CL1, Context and Character, in the Renewing the Legacy Chapter 34

234 See Policy C1, Infrastructure Delivery and Planning Obligations, in Policies and Actions Chapter 29, and Policy CR1, Street Network, in the An Engaging Public Realm Chapter 33

235 See Corporate or Partnership Action 9 in the An Engaging Public Realm Chapter 33

236 See Policy CR5, Parks, Gardens, Open Spaces and Waterways, in the An Engaging Public Realm Chapter 33.

237 See Corporate or Partnership Actions 1 and 6, in Keeping Life Local Chapter 30

238 See Policy CK3, Walkable Neighbourhoods and Neighbourhood Facilities, in Keeping Life Local Chapter 30.

239 See Policy CK1, Social and Community Uses, in the Keeping Life Local Chapter 30

Diversity of Housing

18.3.10 The area offers a diverse range of housing. Further housing will be provided as part of the Lots Road Power Station Scheme⁽²⁴⁰⁾.

Better Travel Choices

18.3.11 With the opening of the new train station in the area, there will significantly improve travel choices, including pedestrian and cycling links along and across the Thames, but further improvements are needed⁽²⁴¹⁾. The Council will support enhanced pedestrian, cyclist and bus links in the area and will seek to secure benefits from the Chelsea-Hackney Line, including potential interchanges onto the West London Line at Imperial Wharf⁽²⁴²⁾. The one-way system with a high volume of heavy traffic and poor pedestrian crossings makes for a poor pedestrian environment⁽²⁴³⁾. The Council will work to unravel the one-way system. The Council will seek to secure the improvements of the Thames Path⁽²⁴⁴⁾. Existing gaps will be closed as development opportunities come forward. River transport will be supported including commuter links to the City and the West End⁽²⁴⁵⁾.

Respecting Environmental Limits

18.3.12 The river frontage is a unique feature that needs to be maximised. The biodiversity potential of Chelsea Creek should be exploited. The Creek could also be used as a recreational waterway providing physical access to the Thames and connecting the Royal Borough to the London Borough of Hammersmith and Fulham⁽²⁴⁶⁾. If opportunities arise as redevelopment takes place, the Council will explore the possibility of expanding the opening of the Creek to the north using it as a green corridor and providing pedestrian bridges. However, any development in this area should consider the potential flood risk from the River Thames⁽²⁴⁷⁾.

18.3.13 Air quality is affected by busy roads. The Council will support initiatives set out in the Air Quality Action Plan and encourage proposals and design solutions which will improve air quality through low emission strategies. The safeguarded Cremorne Wharf will be preserved for waste management purposes, and could be reactivated for river cargo handling purposes⁽²⁴⁸⁾. The use of Cremorne Wharf for waste management purposes could generate a high volume of lorry movements.

Fostering Vitality

18.3.14 The Lots Road Employment Zone has less of an industrial feel to the area than the other two employment zones within the Borough. This zone is currently dominated by antiques, art-related firms and creative industries, but there has been a recent emergence of interior design and business services into the area reinforced by the Design Centre. This eclectic mix offers a unique character to the area which the Council supports and will protect. The Employment Zone will continue to cater for small business and light industry⁽²⁴⁹⁾.

18.4 Delivery

Development Management

18.4.1 Development Management Policies to implement the actions identified above are found in Chapters 30-36, and referenced by footnotes in the text above. However, in making a planning decision, it is often necessary to weight different policies against one another in a particular case. The Vision set out for Lots Road/World's End guides that decision making process but to ensure the place shaping role is given due weight within the planning process, a place shaping policy for Lots Road/World's End is required.

240 See Policy CH1, Housing Targets, and Policy CH3, Protection of Residential Uses, in Diversity of Housing Chapter 35

241 See Policy CT1, Improving alternatives to car use, in the Better Travel Choices Chapter 32

242 See Policy CT2, New and enhanced rail infrastructure, and Corporate or Partnership Action 2, in Better Travel Choices Chapter 32

243 See Corporate or Partnership Action 3, in the Better Travel Choices Chapter 32

244 See Corporate or Partnership Action 10, in the An Engaging Public Realm Chapter 33.

245 See Policy CT1, Improving alternatives to car use, in the Better Travel Choices Chapter 32

246 See Policy CR5, Parks, Gardens, Open Spaces and Waterways, in the An Engaging Public Realm Chapter 33

247 See Policy CE2, Flooding, and Corporate or Partnership Action 6 in the Respecting Environmental Limits Chapter 36

248 See Policy CE3, Waste, in the Respecting Environmental Limits Chapter 36

249 See Policy CF5, Location of Business Uses, in the Fostering Vitality Chapter 31

Policy CP 18

Lots Road/World's End

The Council will maintain, protect and enhance the character of the area by supporting better local shopping facilities, social and community uses, small cultural and creative uses and requiring improvements to connectivity and integration within the place, the wider area, and the river.

Quantum of Development

18.4.2 Permission for the redevelopment of Lots Road Power Station was granted in 2006 for:

- Shops (A1): 1,198m² (12,900 ft²);
- Financial and Professional Services (A2): 82m² (883 ft²);
- Food and Drink (A3): 528m² (5,700 ft²);
- Non-Residential Institutions (D1): 877m² (9,500 ft²);
- Business (B1): 4,904m² (43,000 ft²);
- Housing: 420 dwellings, including 166 affordable units;
- Open Space.

18.4.3 A secondary school catering for 810 pupils is being built.

Infrastructure Needs

18.4.4 The following infrastructure⁽²⁵⁰⁾ is specifically required to deliver the vision for Lots Road/World's End:

- The provision of a river path;
- Provision of a new Chelsea-Hackney Line station and interchange to the West London Line at Imperial Wharf station.

Future Plans and Documents

18.4.5 We are currently in the implementation phase as there is a large amount of development planned for this area including both the secondary school and the redevelopment of the Power Station. There is a need for the area to settle after the implementation of these projects takes place. No plans are in preparation.

18.4.6 Therefore the possible designation of a conservation area in the Lots Road area will be investigated.

Monitoring

18.4.7 The policies highlighted in footnotes under each 'Priorities for Actions' to deliver the vision for Lots Road/World's End are monitored in accordance with the output indicators identified in Chapter 38.

18.4.8 In addition, the following output indicators will be used to monitor the delivery of the vision for Lots Road/World's End:

1. What benefits have both the secondary school and the redevelopment of Lots Road Power Station brought to the wider area?
2. Has a conservation area in Lots Road been designated?
3. Have better pedestrian links from Lots Road to the World's End shops been delivered?
4. Has connectivity to the riverside been improved?



Lots Road Power Station

250 The Council's infrastructure requirements are set out in the Infrastructure Schedule Chapter 37 of this Core Strategy

SECTION 2: DELIVERY STRATEGY

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Chapter 19 Strategic Sites Allocations

19.1 Introduction

19.1.1 The Council has identified eight Strategic Sites, which are sites where great change is envisaged. Their development or redevelopment is considered central to the achievement of the Strategic Objectives and the Core Strategy overall Vision. Seven of these are allocated in this Core Strategy. One further site has been included where planning permission has already been granted which is included for information. The eight Strategic Sites are listed below, with their location shown on the following page.

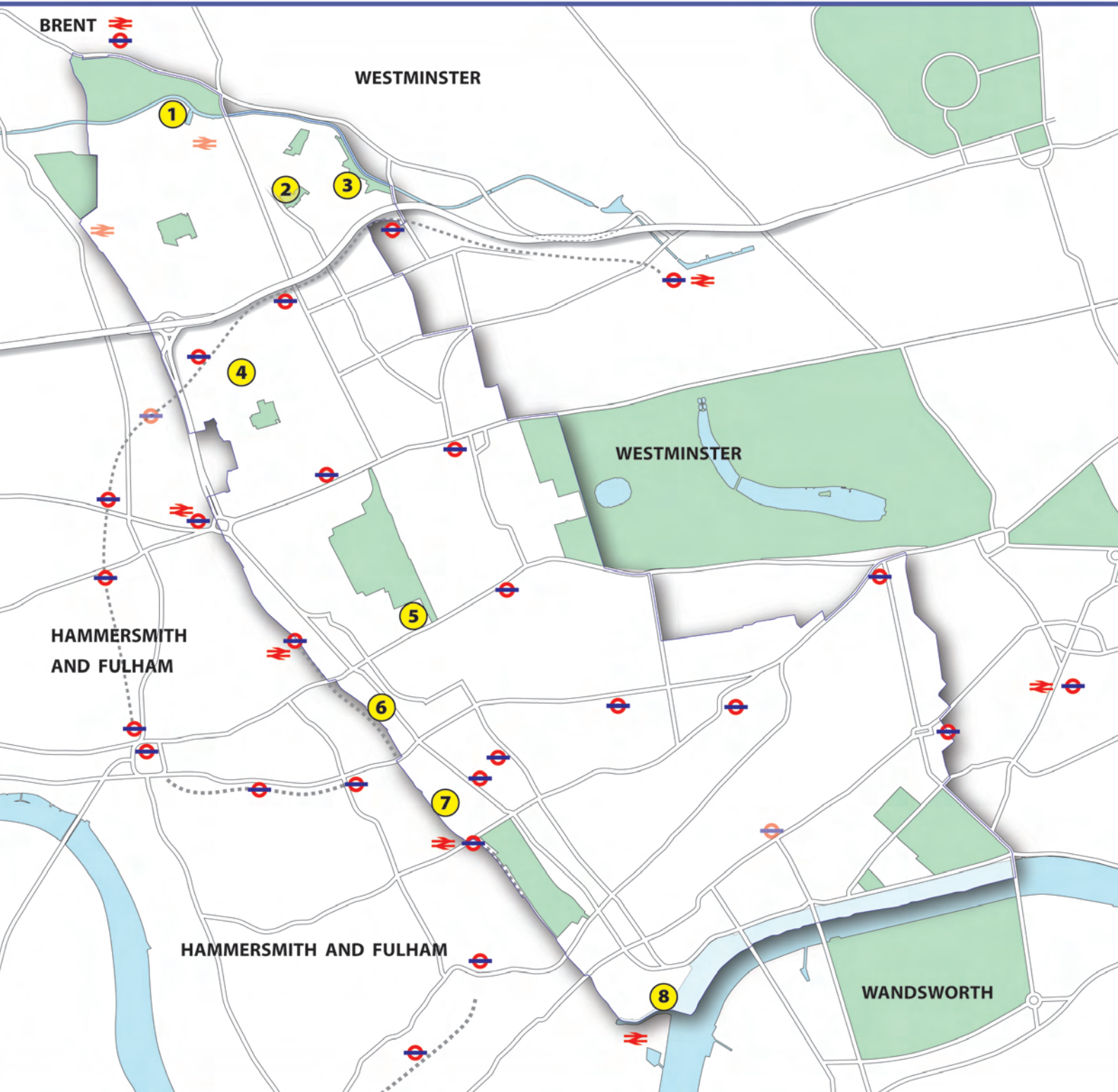
19.1.2 Each of the Strategic Sites is located within one of the 14 *Places*. Not all the *Places* contain Strategic Sites and some *Places* contain more than one Strategic Site and are identified by a red line on the proposals map (see table below).

Kensal
Wornington Green
<u>Edenham Land Adjacent to Trellick Tower</u>
North Kensington Sports Centre
Commonwealth Institute
Warwick Road
Earls Court
Lots Road Power Station (not allocated, but for information only)

19.1.3 Each Strategic Site sets out the allocation in terms of land use and development principles. They also set out known requirements for infrastructure and planning obligations. The delivery agencies that may be involved and the possible timescales for development are also identified.

STRATEGIC SITES

- | | |
|-----------------------------------|---------------------------|
| 1 Kensal | 5 Commonwealth Institute |
| 2 Wornington Green | 6 Warwick Road (5 sites) |
| 3 Land adjacent to Trellick Tower | 7 Earl's Court |
| 4 North Kensington Sports Centre | 8 Lots Road Power Station |



Chapter 20 Kensal Gasworks (sites north & south of the railway)

20.1 Introduction

20.1.1 There are eight sites (including the canal towpath) which make up the Kensal Gasworks Site. Seven of these sites lie to the north of the railway: the west site (the current gas holders site itself), the central site (currently vacant), the east site (Sainsbury's supermarket), Canalside House, the Water Tower, the Boathouse Centre and the canal towpath. To the south of the railway lies the south site (the North Pole railway depot). These sites have been combined into a single Strategic Site due to their regeneration potential.

20.1.2 The sites are located in the far north of the Borough and are situated to the west of Ladbroke Grove. The site as a whole is bisected by the Great Western Railway and the tracks will also form part of the Crossrail network in the future.

20.1.3 The site shares the western boundary with the London Borough of Hammersmith and Fulham and is very close to the London Borough

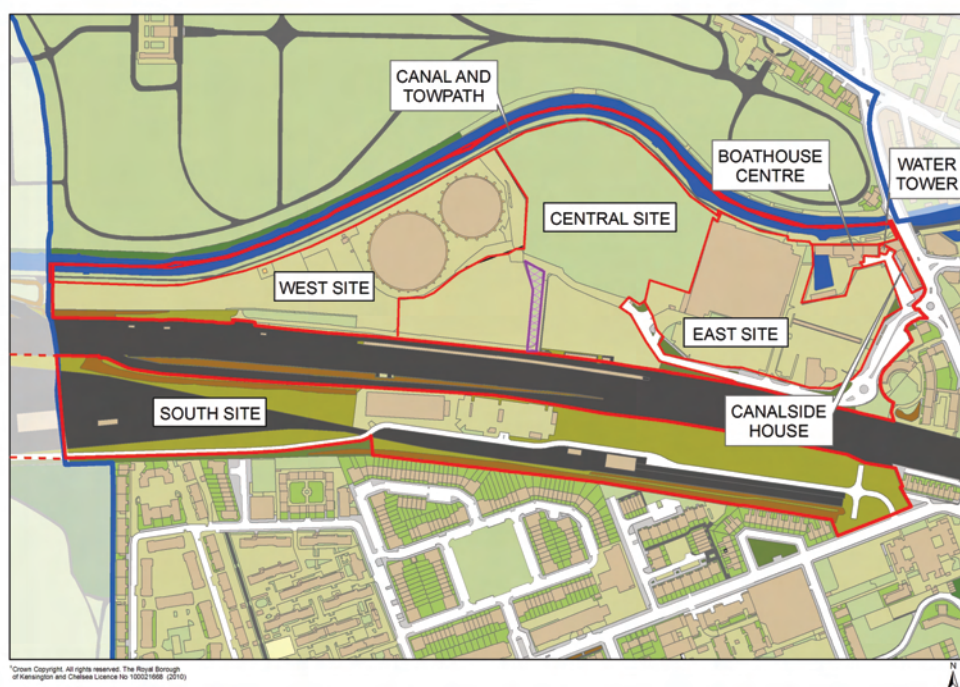
of Brent and the City of Westminster. This makes the site extremely important in the strategic development of the wider area.

20.1.4 Kensal Gasworks is located in the *Kensal Place*, Chapter 5, where the Strategic Objectives of the plan as a whole have been listed in the following order of priority: Respecting Environmental Limits, Better Travel Choices, Diversity of Housing, Keeping Life Local, An Engaging Public Realm, Renewing the Legacy and Fostering Vitality.

Why this site is of strategic significance to the Borough

20.1.5 Kensal represents a significant opportunity to act as a catalyst, not only for the regeneration of the north of the Borough but also for north/west-central London as a whole.

20.1.6 A new Crossrail station, which will provide a high speed link to the West End, The City and Canary Wharf will dramatically enhance accessibility and create the opportunity to develop homes and jobs.



Kensal Gasworks site plan (NB: Purple hatched area in the Central Site has been added to this iteration to denote land not owned by Ballymore)

20.2 Allocation

20.2.1 This site has considerable potential. This is reflected by the GLA who have designated Kensal as an Opportunity Area in the revised London Plan⁽²⁵¹⁾.

20.2.2 The Council considers the site to have ~~the have~~ the capacity for upwards of 2,500 new dwellings and the Council considers that the site also has potential for at least 10,000m² of offices. It is also important to cater for the needs of the community and therefore an quantum of in excess of 2,000m² of non-residential floorspace, including social and community facilities is likely to be necessary to provide for local needs. The site would also reprovide the existing Sainsbury's supermarket, which may be able to be expanded. This should provide a better relationship with Ladbroke Grove and would form the hub of a new town centre which would be needed to meet the local needs of new residents as well as providing a better facility for the existing community. The sites have the potential to deliver a high-density development which meets a high standard of environmental sustainability⁽²⁵²⁾.

20.2.3 Whilst a Crossrail station in Kensal is not provided for by the Crossrail Act, the railway tracks have been 'plain lined' to allow for a station to be built in this location. Further work is currently being undertaken but there would seem to be no technical reasons why this cannot be achieved. It is most likely to provide the 'turnback' facility which is currently planned for Paddington New Yard. This ~~could would instead~~ be provided at Kensal, ~~therefore not imposing further infrastructure costs on the project whilst~~ allowing simultaneous use as a station. Any ~~marginal~~ additional costs incurred in this would fall to the developers of the site.

20.2.4 As the majority of this site only has a moderate public transport accessibility level⁽²⁵³⁾, additional improvements to bus services will also be required so as to provide better links with the rest of the Borough and indeed with neighbouring Hammersmith and Fulham and increase this rating to PTAL4. By doing this, greater densities can be achieved on site as well as allowing more employment opportunities on site.

20.2.5 Access to the site is limited to a single entrance on Ladbroke Grove, therefore the development is also likely to require substantially improved infrastructure including new roads, new public transport nodes and links over the railway lines. The London Borough of Hammersmith and Fulham would be a partner in improving access to the west. The development should also look to reduce residential car parking on site to the minimum number of spaces necessary, thereby easing access on, off and through the site.

20.2.6 Improved connections over both the railway lines and the canal which currently isolate the site will be necessary to knit the site into its surrounding context, aid permeability, create a legible street network and make best use of the site's assets and open spaces. A responsive public realm around the canal-side will be necessary as high quality spaces can help stimulate healthy and more engaged communities⁽²⁵⁴⁾. This should also utilise the invaluable and unique resource provided by the currently underused canal to attract leisure, education and business uses to provide an vibrant and responsive canalside environment.

20.2.7 The facilities currently provided by Canalside House, the Boathouse Centre and the water tower are extremely valuable to north Kensington and these uses must form part of the development. However, their accommodation (especially in the case of Canalside House) is in need of upgrading and therefore, could be reprovided elsewhere on the site in improved accommodation in order to facilitate a comprehensive redevelopment and efficient use of land.

20.2.8 On-site waste treatment facilities will be required as part of the development to handle waste arising from the new uses of the site (this could include recycling facilities and anaerobic digestion). This facilities will help towards the Borough's waste apportionment figure set out in the London Plan. Development must also achieve a high environmental standard in terms of construction, building materials, waste management and energy usage/retention and low levels of car use.

251 The revised London Plan was published for consultation on 12th October 2009

252 Kensal Canalside Pre-feasibility Study, 2009

253 London Plan Map 2A.3

254 Planning Policy Guidance 17: Planning for open space, sport and recreation

20.2.9 Further to this, the Sustainability Appraisal notes that there is a potential flood risk on site and was sequentially tested to examine this risk. The site subsequently passed the sequential test as required by Planning Policy Statement 25 "Development and Flood Risk". Land contamination issues also exist on site, however work is ongoing to mitigate this on the Central Site.

20.2.10 The Memorial site of the victims of the Paddington rail disaster has been included in the strategic site. This is to ensure that the redevelopment will not disadvantage visitors to the memorial in the future.

20.2.11 The development has the potential to become an exemplar of sustainable urban development and is encouraged in the Pre-feasibility Study⁽²⁵⁵⁾ which states that development should balance social benefit and economic value without environmental harm to achieve that bring benefit to all. Central to this will be a Combined Cooling, Heating and Power (CCHP) plant or similar to serve the new development with the potential to form part of a wider network in future. To ensure a truly environmentally responsive redevelopment, use of sustainable building materials and techniques are also required. Borough Grade I and II Sites of Nature Conservation Importance and identified green corridors exist on site, notably along the railway and by the canal. Development should therefore be carefully managed. Ways to create biodiversity should also be considered.

20.2.12 National Grid, who own the gas holders, have informed the Council that they are looking to remove them by 2017. The gas holders site will therefore be in the second phase of the development. The Health and Safety Executive require that, whilst in situ, the gas holder have a 'consultation zone' around them in which residential development is not permitted. Further to this, National Grid will require the land to the west of the gas holders for essential electricity infrastructure network.

20.2.13 British Rail Residuary Board may use the current depot site for the railway uses until 2018 for the building and testing of new inter-city express trains and, like the gas holders, may only become available for development in the Phase 2. However, the use of the land by BRB will be subject to consultation.

Policy CA 1

Kensal Gasworks

Allocation for Kensal Gasworks

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

Land Use Allocation:

- a. upwards of:
 - i. 2,500 new dwellings;
 - ii. 10,000m² of new offices;
 - iii. 2,000m² of new non-residential floorspace, including social and community and local shopping facilities;
- b. a Crossrail station, subject to approval by Crossrail Limited;
- c. the relocation and reprovision of the existing Sainsbury's supermarket in a location which provides a better relationship with Ladbroke Grove;
- d. a Combined Cooling, Heating and Power (CCHP) plant or similar, of a suitable size to serve the site with the potential to contribute to the heat and energy demand of the wider community as part of a district heat and energy network;
- e. the provision of on-site waste management facilities to deal with the development's waste arisings from the new uses of the site (including recycling facilities and/or anaerobic digestion);

Principles:

- f. a high-density development with a high environmental standard in terms of construction, building materials, waste management and energy usage/retention and low levels of car dependency and ownership;
- g. improved infrastructure including new pedestrian and cycling links, new roads which connect the site into its

surrounding context and other public transport links, including improved connections over both the railway lines and the canal;

- h. a usable, vibrant and responsive public realm around a mixed-use canalside which as well as residential, attracts leisure, education and business uses;
- i. the improvement and relocation of the facilities currently provided by Canalside House and the Boathouse Centre on-site if relocation of these facilities is required to achieve a comprehensive redevelopment along the canalside and Ladbroke Grove;
- j. the retention of the area west of the gas holders for the provision of electricity infrastructure. Part of this site may also be required for a gas pressure reduction station, replacing the gas holders. Any buildings must be of a high architectural standard and in keeping with the overall redevelopment of the site;
- k. the ongoing access to the memorial site of the victims of the Paddington rail disaster through a redevelopment which will maintain its dignity;

Infrastructure and planning obligations:

- l. a Crossrail station (subject to agreement in principle and detail with Crossrail Limited);
- m. social and community uses (including health, education and police);
- n. affordable housing;
- o. construction and maintenance of bridges over the canal and railway;
- p. improvements to Little Wormwood Scrubs and Kensal Green Cemetery (subject to access through the cemetery and linking bridge over the canal);
- q. improved transport infrastructure including better bus links and new roads;

- r. landscaping and amenity improvements to the Grand Union Canal;
- s. other contributions as set out in the Planning Obligations SPD and the site specific SPD.

20.3 Delivery Milestones

Risks

20.3.1 There following risks will need to be taken into consideration⁽²⁵⁶⁾:

- Crossrail unable to deliver a station at Kensal, either as a turn back or as a full station;
- Gas works is retained as part of the gas infrastructure beyond 2017 and does not come forward for development, reducing development capacity and also impacting on the potential of adjacent site because of the safety cordon requirements;
- North Pole Depot (eastern end) is not released for redevelopment.

Related site specific Supplementary Planning Documents or Area Action Plans planned or prepared

20.3.2 A Supplementary Planning Document for the site will be produced⁽²⁵⁷⁾.

Delivery agencies

20.3.3 The Royal Borough of Kensington and Chelsea, Greater London Authority (GLA), Ballymore, Sainsbury's, National Grid, British Rail Board (Residuary), Crossrail Limited, Network Rail, Transport for London, NHS Kensington and Chelsea, [British Waterways](#) and other site owners.

Projected Delivery milestones

20.3.4 Kensal Gasworks will be a phased development so as to align with various milestones on site.

- 2009: Scope Planning Framework and enter into Planning Performance Agreement with Landowners; and
- 2009-2011: Prepare and adopt Planning Framework.

256 See chapter 39, where contingencies are set out

257 see 20.3.4 for milestones

20.3.5 Phase 1 (central and eastern Sites, the Boathouse Centre, Canalside House and the water tower):

- 2010-2011: Assess and Grant Planning Permission (eastern and central sites);
- 2011: Commence work on site;
- 2017: Crossrail Open and phase complete.

20.3.6 Phase 2 (southern and western sites):

- 2017-18: Grant Planning Permission for southern and western sites;
- 2018: Decommissioning of gas holders and commencing decontamination as necessary;
- 2019: Start work on site;
- 2023: Phase complete.

Funding arrangements

20.3.7 Primarily private development.

20.4 Site Information

Site address

20.4.1 The addresses for each of the sites are:

- Kensal Gasworks, Canal Way (west site);
- The Former Kensal Green Gasworks Site, Canal Way (central site);
- 2 Canal Way (east site);
- Former North Pole Railway Depot, Barlby Road with the site extending into the London Borough of Hammersmith and Fulham (south site);
- 383 Ladbrooke Grove (Canalside House);
- 1-16 Canal Close (The Boathouse Centre);
- The Water Tower, Canal Close.

Wards

20.4.2 Golborne and St Charles.

Site area

20.4.3 The combined site area is 16.65 hectares (41.14 acres).

Site owners

20.4.4 The current site owners are:

- Western Site – National Grid;
- Central Site – Ballymore;

- Purple hatched area within the Central Site (illustrated on the Site Plan) – Network Rail
- Eastern Site – Sainsbury's;
- Southern Site – British Rail Board (Residuary);
- Canalside House – Royal Borough of Kensington and Chelsea;
- The Boathouse Centre – Royal Borough of Kensington and Chelsea;
- Water Tower – private ownership;
- Canal and Towpath – British Waterways.

Current uses

20.4.5 The current uses of the site are:

- Western Site - Gas storage holders;
- Central Site - vacant brownfield land;
- Eastern Site - Sainsbury's retail;
- North Pole Depot - vacant, former North Pole Depot rail maintenance depot;
- Canalside House - Office and community space;
- The Boathouse Centre - Residential and community and sports facilities; and
- The Water Tower - Redundant.

Existing permissions

20.4.6 Planning permission has only been granted for the Water Tower site. However an application was submitted in 2006 for the central site for 790 residential units (negotiated to 730 units) and 14,895m² (160,330 sq ft) of non-residential uses. This application was subsequently withdrawn in December 2008 (following a change of ownership of the site).

20.4.7 The permission for the Water Tower was for its conversion into a residential dwelling. This was granted in 2007 but is yet to be implemented.



Kensal Canalside

Chapter 21 Wornington Green

21.1 Introduction

21.1.1 Wornington Green Estate is a postwar estate that is located in the north-east of the Borough. It is located in Golborne Ward, which is the most deprived ward in the Borough.

21.1.2 The Estate currently contains 538 flats and houses, which are all socially rented, accommodating approximately 1,700 residents. These were constructed between 1964 and 1985 in predominantly large deck blocks, typical of public housing of the period. There is also a well used community centre (Venture Centre) and public park (Althone Gardens).

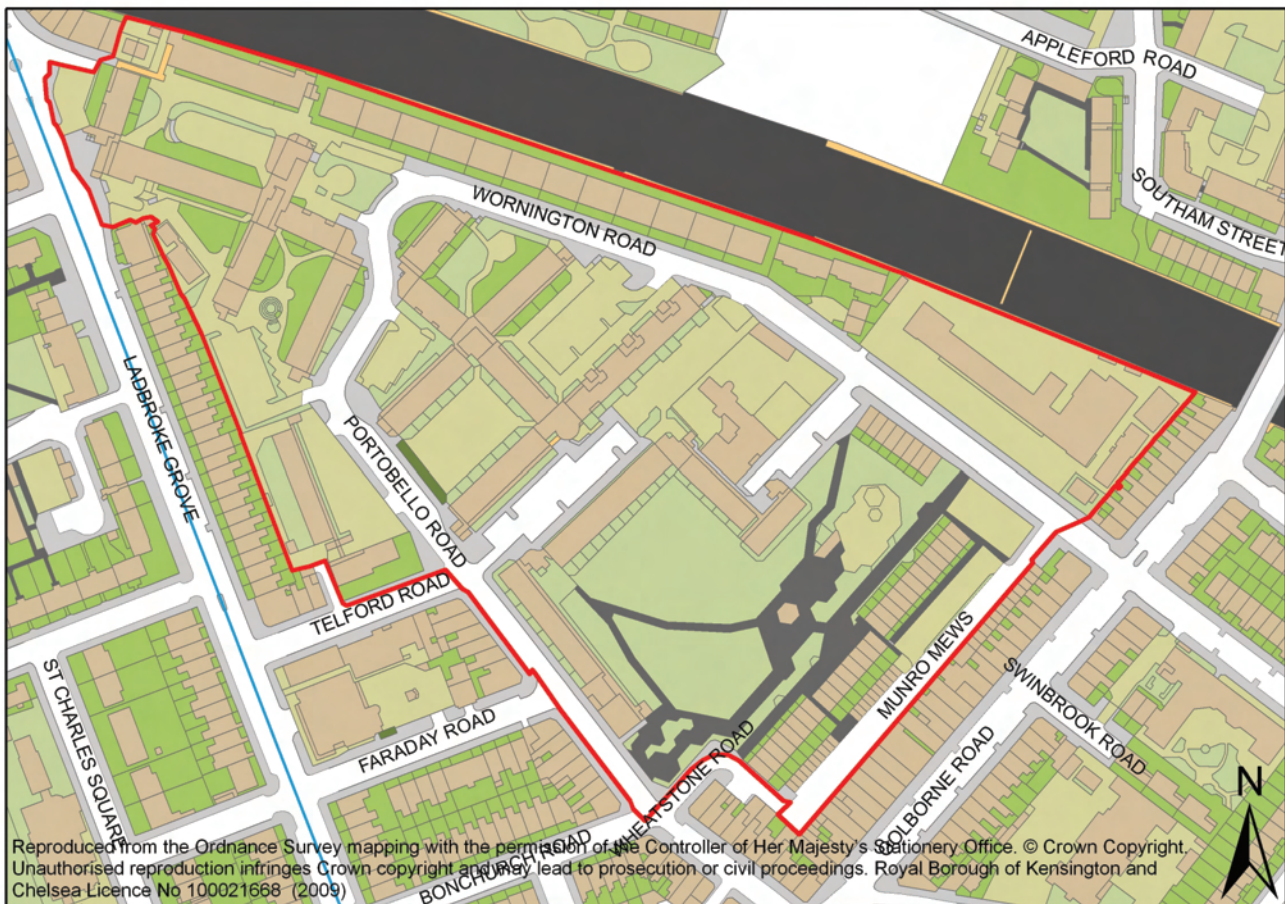
21.1.3 Wornington Green is located in the *Golborne / Trellick Place*, Chapter 6, where the Strategic Objectives of the plan as a whole have been listed in the following order of priority:

Renewing the Legacy, Keeping Life Local, Fostering Vitality, Diversity of Housing, An Engaging Public Realm, Better Travel Choices and Respecting Environmental Limits.

Why the site is of strategic importance to the Borough

21.1.4 The site is of strategic importance to the Borough because of its size and the disruption that will be caused to local residents of the Estate and to the surrounding area. In addition it will reconnect Portobello Road to Ladbroke Grove at the Barlby Road junction. This will make a significant improvement to pedestrian movement along Portobello Road, stimulating the northern end of Portobello Road and its market, and also helping Golborne Road and its market.

21.1.5 It is also the first Estate Renewal scheme in the Borough, and because of its potential to achieve significant shift in the *Diversity of Housing* is of strategic importance.



Wornington Green site plan

21.2 Allocation

21.2.1 The current housing in the Estate fails to meet Decent Homes Standards. Kensington Housing Trust, who own the site, have expressed a strong preference to redevelop the Estate, using receipts from additional private housing and a potential grant from the Homes and Communities Agency to fund the re-provision of the social rented homes. A planning application for the redevelopment of the Estate was granted in March 2010, subject to there being no Direction by the Mayor of London, planning conditions and signing of the necessary s106 agreements.

21.2.2 The Estate currently contains 538 social housing units. The number of market housing required to help fund the redevelopment of the Estate is dependent on the grant from the Homes and Communities Agency and therefore currently unknown. Therefore a minimum allocation of 150 market housing units has been proposed. This will result in a density of approximately 130 dwellings per hectare. However, initial urban design studies suggest that the site is able to accommodate higher densities through efficient design and housing provision that meets current need, without the loss of existing community facilities or a negative impact on residential amenity or design quality.

21.2.3 The Council, through its Overview and Scrutiny Committee, assessed the case for total redevelopment of the Estate and concluded this is the only financially viable option. On this basis, the Council as land owner, has also agreed to facilitate the redevelopment of the Estate by making available some of its assets to help phase construction.

21.2.4 Given the number of residents living on the Estate and the limited amount of space to phase development, the redevelopment is likely to cause some disruption during the construction. To minimise this disruption, and to ensure that residents are kept together and only have to move once, the Council has agreed to allow part of Athlone Gardens to be used to phase development.

21.2.5 The site contains community and leisure facilities, which are all Council owned, including Athlone Gardens, a ball court and the Venture Centre with its adventure playground, IT training facilities and several meeting rooms and halls. Many of these facilities are not only used by the residents of the Estate, but the wider community.

21.2.6 It is the Council's intention that the retail uses along Portobello Road are extended north to provide convenience shopping and local services to the area and animate this frontage. The Council also intends to reinstate the Victorian street pattern, including the reconnection of Portobello Road to Wornington Road and Ladbroke Grove.

21.2.7 There are approximately 20 market storage lockups in Munro Mews.

21.2.8 Several other buildings, such as the Kensington and Chelsea College, are also located within the site allocation but are not programmed for redevelopment unless this is beneficial to the wider community and sufficient funding is identified.

21.2.9 The scale of development and the mix of uses is also a good opportunity for the provision of a Combined Cooling Heat and Power plant, which would form the starting point of a district heat and energy network in the area.

21.2.10 The site has passed the sequential test required in accordance with Planning Policy Statement 25: Development and Flood Risk.

Policy CA 2

Wornington Green

Allocation for Wornington Green

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

Land use allocation:

- a. a minimum of 538 affordable dwelling units;
- b. a minimum of 150 private dwellings;
- c. the replacement of an improved Athlone Gardens, measuring 9,186m² (GEA), including the area of the existing Ball Court;
- d. the refurbishment or replacement of an improved Venture Centre and scope for its enlargement, including the provision of the existing community and leisure facilities currently provided;

- e. A1 to A5 Uses in the order of approximately 2,000m², 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 Ladbrooke Grove with no one unit being over 400m² (GEA);
- f. a Combined Cooling, Heating and Power (CCHP) plant or similar, of a suitable size to serve the site with the potential to contribute to the heat and energy demand of the wider community as part of a district heat and energy network;
- g. replacement of the storage used by market traders in Munro Mews;

Principles:

- h. an integrated community, where current tenants who want to remain at Wornington Green will be guaranteed a new home on the new development and the vast majority of residents should only have to move once;
- i. a phasing scheme to minimise disruption to residents and adjoining neighbours during the construction period;
- j. a good quality open space at least half the size of Athlone Gardens (4,593m²) must be available for public use throughout the construction period;
- k. the reconnection of Portobello Road and Wornington Road to Ladbrooke Grove and the re-establishment of the traditional street pattern in the area;

Infrastructure and Planning Obligations:

- l. affordable housing;
- m. a site management plan;
- n. the reinstatement of an improved Athlone Gardens, Venture Centre and adventure playground;
- o. play space and play equipment;

- p. healthcare facilities;
- q. education facilities;
- r. construction training contribution;
- s. ~~Safer~~ Neighbourhood Policing Facilities base, should ~~they~~ one be required;
- t. mitigation for any negative transport impacts;
- u. improvements to public transport arising from the development, including improvements to the bus infrastructure;
- v. walking, cycling and public realm improvements;
- w. arrangements for on-street residents' permit-free parking;
- x. sustainable development measures as set out in the Wornington Green Supplementary Planning Document;
- y. public art; and
- z. other contributions as identified in the Planning Obligations Supplementary Planning Document and site specific Supplementary Planning Document.

21.3 Delivery

Risks

21.3.1 The following risk will need to be taken into consideration⁽²⁵⁸⁾:

- Funding - Phase 1 is dependent on achieving Homes and Communities Agency (HCA) funding. Discussions are currently taking place and this is not regarded as a high risk.

Related site specific Supplementary Planning Documents or Area Action Plans planned or prepared

21.3.2 The Wornington Green Supplementary Planning Document was adopted in November 2009.

258 See chapter 39, where contingencies are set out

Delivery agencies

21.3.3 The Royal Borough of Kensington and Chelsea, Kensington Housing Trust, Catalyst Housing Group, NHS Kensington and Chelsea, Homes and Communities Agency, and possibly private housing developers in later phases of development.

Delivery milestones

21.3.4 The delivery milestones are:

- 2009 Supplementary Planning Document consultation and adoption;
- 2009 planning performance agreement signed with KHT;
- 2009 KHT planning application submitted;
- 2010 planning application determined;
- 2010 HCA funding secured;
- 2010 site works begin;
- 2015 completion of phase 1; and
- 2021 phases 2 and 3 completed.

Funding arrangements

21.3.5 Kensington Housing Trust/Catalyst Housing Group, Homes and Communities Agency and possibly a private housing developer.

21.4 Site Information

Site address

21.4.1 Wornington Green Estate, Wornington Road.

Ward

21.4.2 Golborne.

Site area

21.4.3 The site area is 5.3 hectares (13.1 acres).

Site owners

21.4.4 Kensington Housing Trust (KHT) own the vast majority of the site. The Royal Borough of Kensington and Chelsea own Athlone Gardens, the freehold to the Venture Centre and the storage units in Munro Mews. Several other landowners include Kensington and Chelsea College and the Opendoor Friendship Centre.

Current uses

21.4.5 Residential use with associated open space, education and community uses.

Existing permissions

21.4.6 In March 2010, the Council resolved subject to there being no Direction to the contrary by the Mayor of London to grant outline planning permission for Phase One (all details submitted) and Phases 2-5 (all matters reserved) subject to conditions and the prior completion of a S106 Planning Obligation (PP/09/02786).



Wells House and Macaulay House

Chapter 22 Land adjacent to Trellick Tower

22.1 Introduction

22.1.1 The site encompasses the former Edenham Care Home and land adjoining Trellick Tower, which is located in the north-east of the Borough and is situated in Golborne Ward.

22.1.2 This site is within the *Golborne/Trellick* place, Chapter 5, where the Strategic Objectives for the place as a whole have been given the following priority order: Renewing the Legacy;

Keeping Life Local; Fostering Vitality; Diversity of Housing; An Engaging Public Realm; Better Travel Choices; and Respecting Environmental Limits.

Why the site is of strategic importance to the Borough

22.1.3 Trellick Tower is a Grade II* listed building and is an iconic historic building within the Borough, which is in need of costly restoration. Its maintenance and enhancement is crucial to the *Renewing the Legacy* Strategic Objective of the Core Strategy, and therefore the development of the surrounding land is considered vital in funding the restoration. Failure to allocate the site will result in a delay in the implementation of the restoration of Trellick Tower.



Land adjoining Trellick Tower site plan

22.2 Allocation

22.2.1 The Edenham site is adjacent to Trellick Tower and the Cheltenham Estate, both of which are residential areas. A mixed use block that fronts on to the northern end of Golborne Road, at the Golborne Road (North) Neighbourhood shopping centre, also abuts the site.

22.2.2 Residential development with mixed uses is regarded as the most suitable use for the site to achieve the strategic aim of renovating Trellick Tower. At around 80 dwellings per hectare, the site allocation takes account of London Plan 'designs on London' policies, and Table 4B1.

22.2.3 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. Whilst additional dwellings may well be able to be accommodated, it would not be prudent to allocate the site for additional dwellings 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.

22.2.4 NHS Kensington & Chelsea - the PCT - is in need of a new facility in the area, to replace some existing doctor's surgeries that no longer meet modern standards that primarily serve the Kensal area. This site is seen as ideal to locate this facility.

22.2.5 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.

22.2.6 Both the additional and existing residential population of the area will benefit from the restoration of Trellick Tower, and the new mix of uses, which will be accessed locally. These are central to both *Fostering Vitality* and *Keeping Life Local* strategic objectives. New uses (e.g. health facility) provide the necessary infrastructure for the

existing and future local community, promoting social inclusion and an enhanced community environment.

Policy CA 3

Land Adjacent to Trellick Tower

Allocation for Land Adjacent to Trellick Tower

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

Land use allocation:

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

Principles:

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

Infrastructure and Planning Obligations:

- d. additional social and community uses, including health provision to be included as part of any redevelopment;
- e. other contributions may be required, as identified in the Planning Obligations and the Site Specific Supplementary Planning Documents.

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

22.3 Delivery

Risks

22.3.1 No high risks have been identified for the delivery of this site⁽²⁵⁹⁾.

Related site specific Supplementary Planning Documents or Area Action Plans planned or prepared

22.3.2 Brief planned for 2010.

Delivery agencies

22.3.3 Royal Borough Kensington and Chelsea (RBKC) and potentially a private developer and/or registered social landlord (RSL). Possibly NHS Kensington & Chelsea if a health facility was included.

Delivery milestones

22.3.4 Within the first 5 years of the Plan, 2010 – 2015.

Funding arrangements

22.3.5 RBKC, private investment, Homes and Communities Agency.

22.4 Site Information

Site Address

22.4.1 The Land adjoining Trellick Tower, defined as the land to the rear of 7-19 Golborne Road and the land to the rear of 1-13 Edenham Way.

Ward

22.4.2 Golborne.

Site Area

22.4.3 The site area is 0.77 hectares (1.9 acres).

Site Owners

22.4.4 Royal Borough of Kensington and Chelsea.

Current Uses

22.4.5 Site of former Care Home (Class C2), garages/ parking area and multi use games area.

Existing Permissions

22.4.6 None.



Games courts by Trellick Tower

Chapter 23 North Kensington Sports Centre

23.1 Introduction

23.1.1 The North Kensington Sports Centre is located in the north west of the Borough, to the south of the Westway. This site is within the *Latimer Place*, Chapter 9, where the Strategic Objectives for the place as a whole have been given the following priority order: Renewing the Legacy and An Engaging Public Realm; Diversity of Housing; Keeping Life Local; Fostering Vitality; Better Travel Choices; and Respecting Environmental Limits.

Why the site is of strategic importance to the Borough

23.1.2 It is a Strategic Site because it has been identified to accommodate the new academy in the north of the Borough. The site is also currently an important sports and leisure facility in this part of the Borough.

23.2 Allocation

23.2.1 There is only one secondary school in the north of the borough and it largely serves the Catholic community. The majority of secondary school age pupils are obliged to travel south to the heavily over-subscribed Holland Park School or to schools in neighbouring boroughs. The Council is resolving this deficiency through the provision of a new academy, agreed by the Minister for Education, to be funded through 'Building Schools for the Future' grants.

23.2.2 The site already contains a very popular sports centre, including adult and junior swimming pools, dance and sports halls, a gym and café, ball courts and play areas which are used by the local community. The Council has yet to decide whether this sports centre should be refurbished in situ or relocated elsewhere on site to facilitate the design of the new academy. If refurbished, extensive internal remodelling would be advantageous. However, the replacement of the facility is more desirable in the long term.



North Kensington Sports Centre site plan

23.2.3 Any sports facilities needed by the academy will be additional to the existing sports provision. The academy would provide the external sports facilities, which will need to be made available to the community. The public and academy sports facilities could be provided next to one another and linked, making the academy facilities more easily accessible by the community out of hours and aiding the management of both facilities.

23.2.4 The 'Building Schools for the Future' funding may need to be supplemented with funding from enabling residential development. However, the amount of enabling residential development will be dependent on the capacity and design of this site and therefore does not form part of the allocation.

23.2.5 The site significantly restricts links between Grenfell Road and Lancaster Road, which results in poor legibility in the area and makes the existing sports centre difficult to locate. Reinventing the traditional street pattern through the site would help to resolve this.

23.2.6 The site lies at the heart of the Latimer area, which has been identified for a wider masterplan exercise and subsequent Area Action Plan. The site has also passed the sequential test prepared in accordance with Planning Policy Statement 25: Development and Flood Risk. Development proposals will also need to take account of potential land contamination.

Policy CA 4

North Kensington Sports Centre

Allocation for the North Kensington Sports Centre

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

Land use allocation:

- a. a new academy with a minimum gross internal floor area of no less than 610,000m², including its own internal sports facilities to deliver the national curriculum but excluding with external sports pitches;

- b. a refurbished or relocated sports centre on site, with equivalent sports facilities to the existing centre, including a swimming pool and other facilities identified through a demand assessment, built in a way that is flexible for the future;
- c. open space in the form of external sports facilities for the school, which should be shared with the sports centre;
- d. a Combined Cooling, Heating and Power (CCHP) plant or similar, of a suitable size to serve the site with the potential to contribute to the heat and energy demand of the wider community as part of a district heat and energy network;

Principles:

- e. green turf, planting and landscaping at the external sports facilities to contribute to the visual amenity of the surrounding properties;
- f. improvements to the legibility and permeability of the street network in the area, through a new road connecting Grenfell Road and Lancaster Road;

Infrastructure and Planning Obligations:

- h. improved public transport infrastructure;
- i. other contribution's as identified in the Planning Obligations Supplementary Planning Document and site specific Supplementary Planning Document.

23.3 Delivery

Risks

23.3.1 There following risk will need to be taken into consideration⁽²⁶⁰⁾:

- The academy will be part funded by the 'Building Schools for the Future'.

260 See chapter 39, where contingencies are set out.

Related site specific Supplementary Planning Documents or Area Action Plans planned or prepared

23.3.2 [A Supplementary Planning Document will be prepared for the North Kensington Sports Centre site for adoption by December 2010.](#) An Area Action Plan will be prepared for the wider Latimer area between 2010 and 2012.

Delivery agency

23.3.3 RBKC, Private Developer(s), Greater London Authority and Westway Development Trust.

Delivery milestones

23.3.4 A bid to 'Building Schools for the Future' will be made shortly, with a planning application to be submitted in 2010/2011. The academy is likely to be completed by 2014 and fully utilised by 2018. The extent to which the existing sports centre will be renovated or replaced will be resolved as part of the detailed site design and related funding arrangements for the academy.

Funding arrangements

23.3.5 RBKC, 'Building Schools for the Future' funding 2011/12, possibly some enabling residential development and private investment.

23.4 Site Information

Site address

23.4.1 North Kensington Sports Centre and adjoining land, Walmer Road (including the area next to Grenfell Tower).

Ward

23.4.2 Notting Barns.

Site area

23.4.3 1.9 hectares (4.7 acres).

Site owners

23.4.4 Royal Borough of Kensington and Chelsea (RBKC).

Current uses

23.4.5 Sports and leisure centre (Class D1: Non-residential Institution), including dance, gym & sports halls, large & small swimming pools, café, football pitches, car parking and incidental open space.

Existing Permissions

23.4.6 None.



North Kensington Sports Centre

Chapter 24 The former Commonwealth Institute

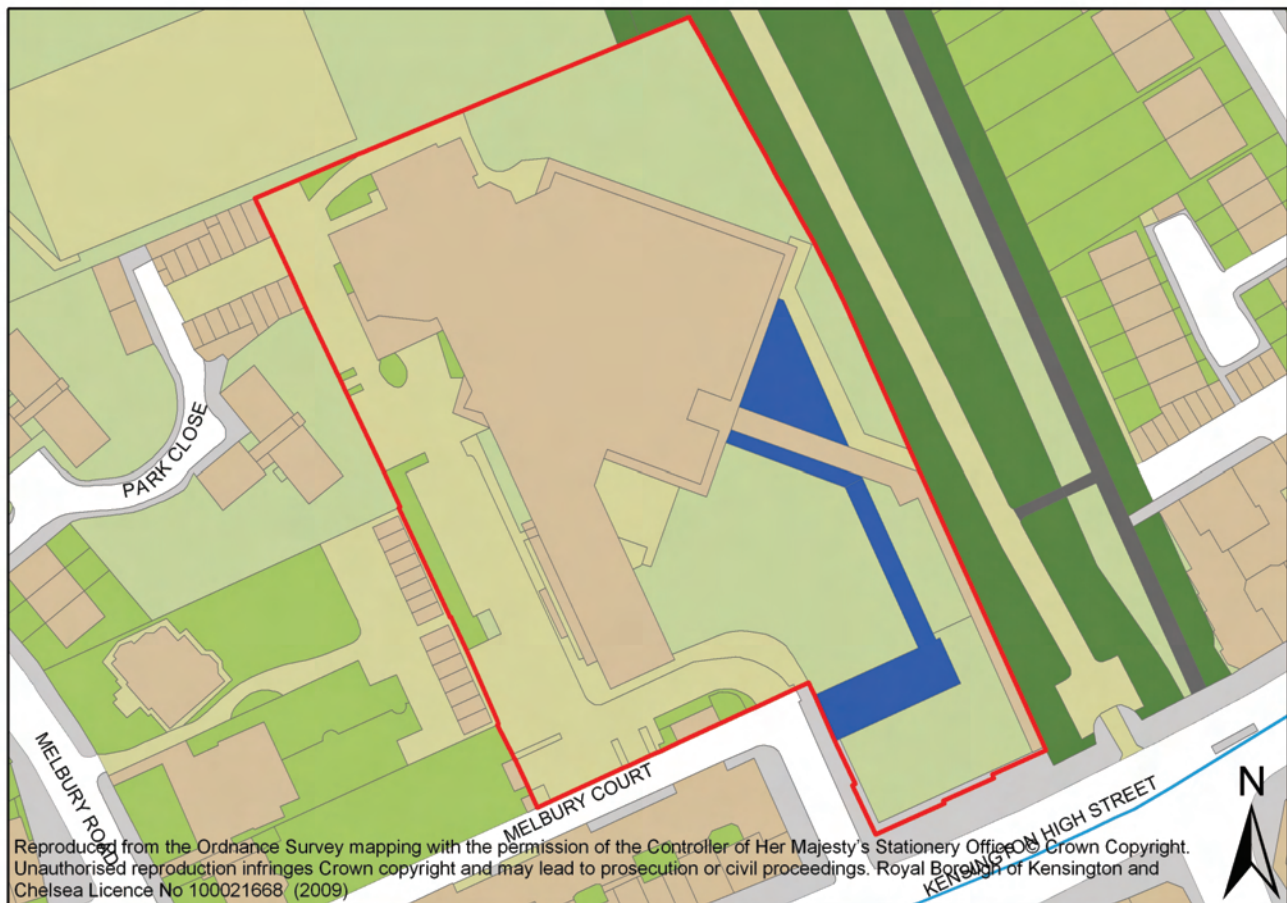
24.1 Introduction

24.1.1 The former Commonwealth Institute site lies at the western end of the Kensington High Street 'Major Town Centre'⁽²⁶¹⁾, immediately to the south of Holland Park. It falls within the *Kensington High Street Place*, Chapter 16.

24.1.2 For the *Kensington High Street Place*, the strategic objectives of the plan as a whole have been given the following priority order: Fostering Vitality, Keeping Life Local, Renewing the Legacy, an Engaging Public Realm, Better Travel Choices, Diversity of Housing and Respecting Environmental Limits.

Why the site is of strategic importance to the Borough

24.1.3 This site has been allocated as a Strategic Site despite its relatively small size, given the potential that it has in assisting in achieving the vision for the *Kensington High Street Place*. The re-use of the site as a major trip-generating exhibition space could help anchor the western end of Kensington High Street and give it a new focus at a time where the centre is likely to be under considerable pressure from both the current market down turn and from the shopping centre at Westfield London. In addition, a use needs to be found to secure the long-term future of this unique Grade II* listed building.



The former Commonwealth Institute site plan

261 The London Plan classifies London's town centres into five levels. Kensington High Street is one of thirty five major centres, classed as an "important shopping and service centre"

24.2 Allocation

24.2.1 The former Commonwealth Institute building is a Grade II* listed building, built in the post war period. It is located at the western end of Kensington High Street's designated town centre. The site backs onto Holland Park, a park also listed as Grade II in the Register of Parks and Gardens of Historic Interest as well as being designated Metropolitan Open Land, and a Site of Nature Conservation Importance. It lies within and is surrounded by conservation areas. There are also a number of trees which occupy the site all of which are protected by Tree Preservation Orders.

24.2.2 The 'Tent', the main building, is set 45 degrees to the High Street. It has a hyperbolic paraboloid roof, covered in copper. To the west on a north-south alignment, there are two wings of administrative accommodation.

24.2.3 The concept of the original building was as a 'tent in the park', although for a variety of reasons, this concept was not fully realised. It was built on land that formed part of Holland Park at the time.

24.2.4 The Commonwealth Institute vacated the building in the 1990s. Since then it has had occasional exhibition use, but has essentially been vacant. It is now on the buildings at risk register.

24.2.5 Because of the building's location relative to Kensington High Street, re-using the building for a high trip generating public institutional arts or cultural use, preferably an 'exhibition' use would have significant regeneration benefits for Kensington High Street.

24.2.6 Alterations to the interior of the building will almost certainly be required to adapt it to a new user, as the existing interior was a bespoke design for the static Commonwealth exhibition, such adaptations being balanced against the need to preserve the special architectural and historic interest of the building.

24.2.7 It is possible that the new user can fund necessary adaptations without development on the site. Development such close proximity to the listed building, and within the setting of Holland Park and various conservation areas would be against policy. However, it is possible that 'enabling' development may be required to secure the future of the tent building.

24.2.8 An application for the re-use of the 'tent' building which includes enabling development is currently pending decision (see Delivery Milestones below).

Policy CA 5

Allocation for The former Commonwealth Institute

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

Land use allocation:

- a. 9,300 m² (net) of exhibition or assembly and leisure floorspace within the 'tent' building;
- b. the re-use of the Commonwealth Institute as a high trip-generating public institutional use;

Principles:

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

Infrastructure and Planning Obligations:

- f. other contributions as identified in the Planning Obligations Supplementary Planning Document and site specific Supplementary Planning Document.

24.3 Delivery

Risks

24.3.1 No risks have been identified for the delivery of the site⁽²⁶²⁾.

262 See chapter 39, where contingencies are set out

Related site specific Supplementary Planning Documents or Area Action Plans planned or prepared

24.3.2 The 'Tent in the Park' Supplementary Planning Document (SPD) was adopted in June 2009.

Delivery agency

24.3.3 Site owners.

Delivery milestones

24.3.4 A major planning application was submitted to the Council in April 2009 for the refurbishment and alteration of the property (including removal of the administration building and extension of the basement) for D1 (non-residential institution), retail, restaurant and café, office, storage and ancillary uses; the erection of two residential buildings and one mixed use building containing 62 residential units, retail and ancillary D1 uses together with basement storage, car, motorcycle and cycle parking, and cinema, fitness centre, swimming pool and spa facilities; works of hard and soft landscaping; removal and replacement of trees; installation of plant and machinery; vehicle access arrangements; and associated works. The Council's Major Development Committee has resolved to grant this application subject to the signing of a s106 agreement and the approval of various statutory bodies.

24.3.5 If this planning application were considered acceptable the refurbishment of the tent building is likely to take place between 2010 and 2012⁽²⁶³⁾.

Funding arrangements

24.3.6 Private investment.

24.4 Site Information

Site address

24.4.1 Commonwealth Institute, 250 Kensington High Street, W8.

Ward

24.4.2 Holland.

Site area

24.4.3 1.37 hectares (3.4 acres).

Site owners

24.4.4 Chelsfield plc and the Ilchester Estate.

Current uses

24.4.5 Vacant exhibition space (Class D1).

Existing permissions

24.4.6 Planning permission (and listed building consent) was granted at the end of 2009, subject to the signing of the necessary s106 agreements, for refurbishment and alteration of the property (including removal of the administration building and extension of the basement) for D1 (non-residential institution), retail, restaurant and café, office, storage and ancillary uses; the erection of two residential buildings and one mixed use building containing 62 residential units, retail and ancillary D1 uses together with basement storage, car, motorcycle and cycle parking, and cinema, fitness centre, swimming pool and spa facilities; works of hard and soft landscaping; removal and replacement of trees; installation of plant and machinery; vehicle access arrangements; and associated works.



The 'Tent in the Park'

263 This section will be kept under review, and updated accordingly

Chapter 25 Warwick Road (5 sites including 100 West Cromwell Road)

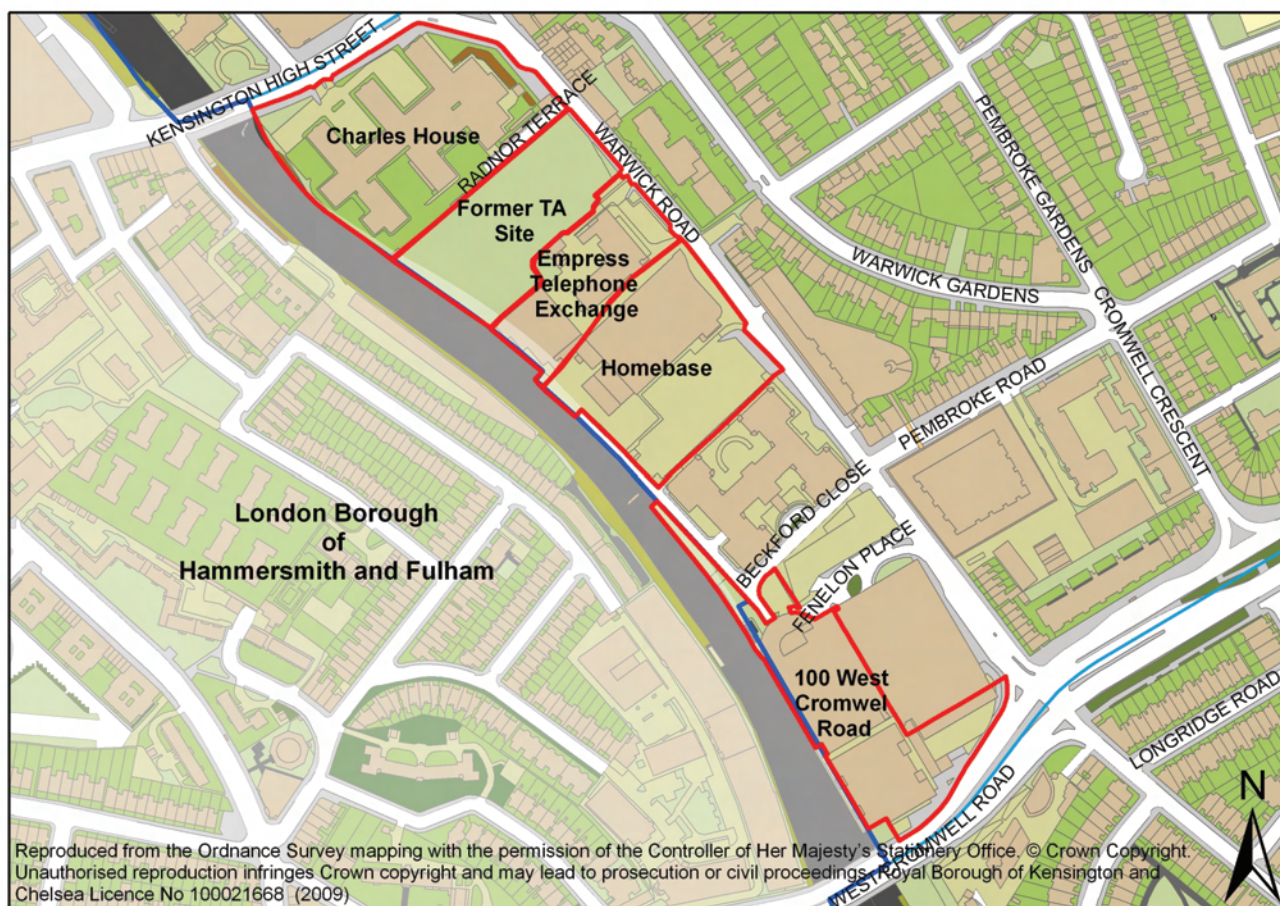
25.1 Introduction

25.1.1 These sites lie on the western boundary of the Borough, bordering the London Borough of Hammersmith and Fulham, adjacent to the West London Line. There are five sites in total: Charles House, the former Territorial Army Site, Empress Telephone Exchange, Homebase and, further to the south, 100 West Cromwell Road. Three of the sites have planning permission and another has an agreed outline planning permission.

25.1.2 Warwick Road is located in chapter 10 of the Core Strategy: Earl's Court Place. For Earl's Court Place, the Strategic Objectives of the Plan as a whole have been given the following priority order: Better Travel Choices, Renewing the Legacy and Fostering Vitality, Keeping Life Local, Diversity of Housing, an Engaging Public Realm and Respecting Environmental Limits.

Why the site is of strategic importance to the Borough

25.1.3 The sites will meet a significant proportion of the housing target in the Borough by creating a high-quality residential environment with an opportunity for a coordinated sustainable development and related infrastructure, including the provision of associated community facilities. The design of the development will incorporate high standard architecture and will need to consider community safety.



Warwick Road sites plan

25.2 Allocation

25.2.1 A primarily residential development with mix-use will ensure that the Borough's housing targets are met. Non-residential floorspace is needed to service the proposed residential accommodation with an active frontage to Warwick Road.

25.2.2 Warwick Road presents a physical barrier to pedestrians due to the one-way system and the lack of good pedestrian facilities, which needs improvements. 100 West Cromwell Road is constrained by the existing podium adjacent to the Tesco Store. There is a need to integrate the developments within its wider residential urban context, and to provide new public open space, private garden space and children's play facilities that gives a focus and sense of place. Public realm improvements, including street tree planting and new pavements are required on the Warwick Road frontage in addition to the internal access roads.

25.2.3 There is considerable and growing demand for primary school places in the central part of the borough and therefore a new primary school should be provided on-site. Residential institutions (Class C2) could also be provided, but are not a requirement. In view of the scale of development, it is likely to generate the need for additional police services in the area. A Safer Neighbourhood Police Base is therefore sought as part of the development. The floor area should be located at ground floor level and be at least 125m². The size of the allocation is in line with the size and scale of the developments envisaged.

25.2.4 There is potential for contaminated land which would need to be taken into account, along with the flood risk of the site. This site has passed the sequential test as required by Planning Policy Statement 25 "Development and Flood Risk".

Policy CA 6

Warwick Road

Allocation for the Warwick Road Sites

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

Land use allocation:

- a. ~~1,700~~ **1,550** total combined residential units across all 5 sites, with a minimum of:
 - i. 500 residential units on the **Charles House** site;
 - ii. 250 residential units on the **Former Territorial Army** site;
 - iii. a minimum of 150 residential units on the **Empress Telephone Exchange** site;
 - iv. a minimum of ~~450~~**300** residential units on the **Homebase** site;
 - v. a minimum of 350 residential units on the **100 West Cromwell Road** site;
- b. On the northern four sites:
 - i. a primary school on-site, and
 - ii. on-site public open space, including outdoor play space;
- c. On the 100 West Cromwell Road site leisure, social and community uses (Class D1), provision of car parking and open amenity space;

Principles:

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

Infrastructure and Planning Obligations:

- g. affordable housing as part of residential development on all the sites to ensure a mixed and balanced community;
- h. social and community facilities;
- i. community sports hall;
- j. health facilities;
- k. crèche and education facilities;

- l. landscape improvements to the West Cromwell Road in connection with 100 West Cromwell Road site;
- m. streetscape improvements to Warwick Road in connection to all development sites;
- n. pedestrian and cycle improvements;
- o. floorspace for Safer Neighbourhoods unit;
- p. a contribution to facilitate the unravelling of the Earl's Court One-Way system;
- q. other contributions as identified in the Planning Obligations Supplementary Planning Document and site specific Supplementary Planning Documents.

25.3 Delivery

Risks

25.3.1 The risk identified for the delivery of this site is the reduction in housing provision, and the possibility the Borough may not meet its housing targets, due primarily to the 2008-2009 recession⁽²⁶⁴⁾.

Related site specific Supplementary Planning Documents or Area Action Plans planned or prepared

25.3.2 The related documents are 100 West Cromwell Road Planning and Design SPD (to be adopted late 2009) and Warwick Road Supplementary Planning Document (adopted January 2008).

Delivery agency

25.3.3 Private developers/ site owners.

Delivery milestones

25.3.4 The delivery milestones will vary depending on each site. Consent has been granted at the Empress Telephone Exchange site. The applications at the Former Territorial Army, Charles House and on three sites (Former Territorial Army;

Empress Telephone Exchange and Charles House). The application for 100 West Cromwell Road are is pending determination⁽²⁶⁵⁾. Land ownership issues and the current recession are delaying implementation at the moment but are expected them to be implemented within the next five years. The implementation of the remaining sites is expected within five to ten years. The different timescales for the site could affect the coordination of the infrastructure provision.

Funding arrangements

25.3.5 Private investment.

25.4 Site Information

Site address

25.4.1 There are five sites in all:

- Charles House, 375 Kensington High Street, and Radnor Arms, 247 Warwick Road;
- Former-Territorial Army (TA) site, 245 Warwick Road;
- Empress Telephone Exchange, 213-215 Warwick Road;
- Homebase, 195 Warwick Road;
- 100 West Cromwell Road.

Ward

25.4.2 Abingdon.

Site area

25.4.3 The total combined area is 5.84 hectares (14.43 acres).

- Charles House: 1.54 hectares (3.8 acres);
- Former TA Site: 0.81 hectares (2 acres);
- Empress Telephone Exchange: 0.60 hectares (1.48 acres);
- Homebase: 1.12 hectares (2.77 acres);
- 100 West Cromwell Road: 1.77 hectares (4.37 acres).

Site owners

25.4.4 The current site owners are:

- Charles House, Prudential Assurance Company Limited;

²⁶⁴ See chapter 39, where contingencies are set out.

²⁶⁵ ~~This text to be updated as appropriate~~

- Former TA Site, Embassy Development Limited and Russian Federation;
- Empress Telephone Exchange, British Telecommunications plc;
- Homebase, Prudential Assurance Company Limited;
- 100 West Cromwell Road, Tesco Stores Limited, Notting Hill Housing Trust and RBKC.

Current uses

25.4.5 The current site uses are:

- Charles House, Offices (Class B1);
- Former TA site, vacant;
- Empress Telephone Exchange, Telephone Exchange;
- Homebase, Retail Warehouse (Class A1);
- 100 West Cromwell Road, Retail food store-Tesco (Class A1) and residential (Class C3).

Existing permissions

25.4.6 The existing permissions are:

- **Charles House:** outline planning permission is pending-was granted for the redevelopment of the site to provide Class C3 (residential use) consisting of 467 market units and 63 affordable housing units, a one-form entry primary school of up to 4,800m² (43,000 sq ft²), 461m² (5,000 ft²) of commercial floorspace in either Class A1 (shops), Class A2 (financial and professional services), Class A3 (café/restaurant) and/or Class A4 (drinking establishment) together with public open space forming part of a linear park;
- **Former Territorial Army (TA) Site:** planning permission is pending has been granted for the redevelopment of the site to provide Class C3 (residential use)

comprising 174 market units and 81 affordable units, 481m² (5,200 ft²) of floorspace to be used in either Class D1 (social and community use), Class A1 (shops), Class A2 (financial and professional services) or Class A3 (restaurant and cafés), together with public open space forming part of a linear park;

- **Empress Telephone Exchange:** planning permission has been granted for the redevelopment of the site to provide Class C3 (residential use) comprising 99 market units and 59 affordable units, 542m² (5,800 ft²) of floorspace to be used in either Class D1 (social and community use), Class A1 (shops), Class A2 (financial and professional services) or Class A3 (restaurant and cafés), together with public open space forming part of a linear park;
- **Homebase:** A planning application is yet to be submitted for this site. Homebase is operating from this site;
- **100 West Cromwell Road:** Application submitted for a scheme for 367 residential units with crèche, health and fitness centre and community sports hall, which is yet to be determined. Revisions submitted to the above proposal, but with a reduction to 347 residential units (the subject of a separate application), which is yet to be determined.
- 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 a 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.



Tesco store in West Cromwell Road

Chapter 26 Earl's Court

26.1 Introduction

26.1.1 This site lies on the western boundary of the Borough, bordering the London Borough of Hammersmith and Fulham, adjacent to the West London Line.

26.1.2 Earl's Court is located in chapter 10 of the Core Strategy: Earl's Court Place. For *Earl's Court Place*, the Strategic Objectives of the Plan as a whole have been given the following priority order: Better Travel Choices, Renewing the Legacy and Fostering Vitality, Keeping Life Local, Diversity of Housing, an Engaging Public Realm and Respecting Environmental Limits.

Why the site is of strategic importance to the Borough

26.1.3 The site is of strategic importance because of its size and its current pan-London function as an exhibition centre, which contributes to the distinctive Earl's Court cultural brand. The aim of this site is to provide a mixed-use development which will include residential, employment and other uses. The Earl's Court Strategic Site falls within the Earl's Court and West Kensington Opportunity Area, as designated in the draft London Plan 2009. The Opportunity Area also includes part of the Earl's Court, West Kensington and North Fulham Regeneration Area, which is identified in the London Borough of Hammersmith and Fulham's Core Strategy, which includes sites in the London Borough of Hammersmith and Fulham. A scheme for the whole Opportunity Regeneration Area would need to be agreed with both boroughs.



26.2 Allocation

26.2.1 It is clear that the site has considerable potential. The draft London Plan states that is reflected in the Greater London Authority (GLA) designating Earl's Court & West Kensington an Opportunity Area in the Revised London Plan⁽²⁶⁶⁾ has the capacity to accommodate which indicates a capacity of over 2,000 dwellings and an employment capacity of 7,000 jobs along with leisure, a cultural and visitor attraction destination uses. Within the Royal Borough it is anticipated the scheme will be residential-led, although but the full development capacity and exact disposition of uses across the Opportunity Area and full capacity of the site which might be in excess of these figures, should be considered as part of the spatial planning for the Opportunity Area site as a whole, through the joint Supplementary Planning Document prepared by both boroughs, in consultation with the GLA.

26.2.2 By bringing together this site, a comprehensive mixed-use scheme can be achieved on the wider Earl's Court and West Kensington Opportunity Area site which is also part of the London Borough of Hammersmith and Fulham, to provide housing, employment, hotels, leisure, offices, and associated facilities. There should be new educational, health and social and community facilities, with shops for day-to-day needs of the development and to complement the existing neighbouring centres facilities of the Earl's Court, West Kensington and North Fulham Regeneration Area. The area of the Strategic Site is deficient in access to neighbourhood or higher order centre facilities. The Council will therefore support the designation of a neighbourhood centre within the Earl's Court Opportunity Area. New public open space will also should be required to improve accessibility to open space in this location provided.

26.2.3 Key to the long term success of the area is the redevelopment of the Exhibition Centre. Earl's Court has a long-standing role as an important cultural destination of London, which contributes to the distinctive Earl's Court 'brand'. A new cultural facility that is a national or international destination is required. This may be in the form of an International Convention Centre. The preferred location for the International Convention Centre is as part of a major refurbishment and/or development within the existing Earl's Court and

Olympia complexes. However, if that facility is located at Olympia (in the same ownership as Earl's Court Exhibition Centre), then significant cultural use that is at least a national destination should be provided in the wider Earl's Court and West Kensington Opportunity Area site to continue the long standing brand tradition of some form of national public cultural destination. It is expected this will be located within the most public transport accessible part of the Opportunity Area in the locus of Earl's Court. The exact location of any cultural or destination uses or attractions will be determined through the Supplementary Planning Document to be prepared jointly by the Royal Borough and the London Borough of Hammersmith and Fulham.

26.2.4 The on-site road pattern and connections must be designed with regard to significantly improving traffic circulation in the surrounding area, and on primary routes in the London Borough of Hammersmith and Fulham and the Royal Borough, such that it investigates and contributes to returning the one-way system to two-way working enables the delivery of the unravelling of the One Way System, for which initial feasibility work has already been undertaken. No funding for this project is at present allocated by Transport for London. The Royal Borough will therefore work in partnership with Transport for London amongst others regarding its delivery.

26.2.5 It will be necessary to deck over the TfL depot and West London Line in multiple locations to allow for good connections. There may also be scope to build over the railway to increase the development capacity of the site. While the accessibility of the site is high, with good tube and rail networks, the quantity of development of different land uses, the capacity of these networks and the road network to absorb further growth, and the identification of deliverable improvements in the transport infrastructure needs considerable further research, in the context of a full Transport Assessment.

26.2.6 Transport for London and the Greater London Authority (GLA) are partners in the planning and delivery of the future development in the wider Earl's Court and West Kensington Opportunity Area site. The Council will work in partnership with them to overcome transport constraints on the development, whilst safeguarding the operational railway.

26.2.7 The redevelopment of the Earl's Court and West Kensington Opportunity and North Fulham Regeneration Area provides an opportunity to create a legacy for the future. It also offers the potential for regeneration of both North End Road, located within the London Borough of Hammersmith and Fulham, and Earl's Court local neighbourhood centre in the Royal Borough. A comprehensive mixed-use scheme should be carefully planned to ensure this potential is achieved.

26.2.8 High-density development is appropriate for this highly-accessible location, but high density does not necessarily mean high rise, which can cause significant adverse effects on existing residential areas through overshadowing and microclimatic changes. The London Borough of Hammersmith and Fulham's Core Strategy Options 2009 states that tall buildings may be appropriate in the Earls Court / North End regeneration area, subject to detailed justification.

26.2.9 On-site waste management facilities will be required as part of the development to handle waste arising from the new uses of the site (this could include recycling facilities and anaerobic digestion). This facility will help towards the Borough's waste apportionment figure set out in the London Plan.

26.2.10 The scale of development and the mix of uses is also a good opportunity for the provision of low or carbon neutral developments and the establishment of a district heat and energy source.

26.2.11 A grade I Registered Park and Garden of Historic Interest has been identified to the south west of the site and therefore development round this site should be carefully managed. Ways to create biodiversity should be considered. Part of the Strategic Site is also designated as a Site of Nature Conservation Importance (Grade I), which forms part of the Green Corridor designated along the West London railway line.

26.2.12 Flood risk of this site needs to be considered as it is located in Flood Risk Zones 2 and 3. This site has passed the sequential test as required by Planning Policy Statement 25 "Development and Flood Risk". The exception test would have to be undertaken.

Policy CA 7

Earl's Court

Allocation for Earl's Court

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

Land use allocation:

- a. a minimum of 500 homes within the Royal Borough, which could be increased if (b) to (e) below are provided within LBHF as part of the masterplanning process conducted in the preparation of the SPD;
- b. a minimum of 10,000m² (108,000 ft²) of office floor space;
- c. small scale retail ~~and associated~~ uses (~~within the~~ A Classes of the Use Classes Order 1987 (as amended)) to serve the day-to-day needs of the new development;
- d. a cultural facility, of at least national significance, 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 long-standing role as an important cultural destination within the locus of Earl's Court;
- e. other non-residential uses required to deliver a sustainable and balanced mixed-use development, such as hotel, leisure and social and community uses;
- f. on-site waste management facilities to handle waste arising from the new uses of the site (including recycling facilities and/or anaerobic digestion), which may be provided within LBHF as part of the masterplanning process conducted in the preparation of the SPD but must benefit development in the Royal Borough;
- g. low or carbon neutral developments and a Combined Cooling, Heating and Power (CCHP) plant or similar, of a suitable size to serve the site with the potential to contribute to the heat and energy

demand of the wider community as part of a district heat and energy network, which may be provided within LBHF as part of the masterplanning process conducted in the preparation of the SPD but must benefit development in the Royal Borough;

Principles:

- g. a new urban quarter which links well with its surroundings, especially to the west and east;
- h. a design of the on-site road pattern and connections which significantly improve traffic circulation in the surrounding area, and on primary routes in the London Borough of Hammersmith and Fulham and the Royal Borough, providing a key component in returning the one-way system to two-way working ~~facilitating the unravelling of the Earl's Court One-Way System;~~
- i. ~~inclusion of~~ an open urban square, fronting onto ~~to~~ Warwick Road, with land uses that provide positive active edges to the building frontages ~~frontage together with associated social and community uses;~~

Infrastructure and Planning Obligations:

- j. community and health facilities;
- k. additional new public open space, including considering opportunities to create biodiversity;
- l. securing highway contributions including the investigation and implementation of measures to return ~~facilitate the unravelling of~~ the Earl's Court ~~One-Way~~ system to two-way working and improve the pedestrian environment;
- m. improvements to tube, bus and rail access, including accessibility from the West London Line to the underground network and the extension of bus services into the site;

- n. 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;
- o. affordable housing as part of residential requirement;
- p. education facilities;
- q. other contributions as identified in the Planning Obligations Supplementary Planning Document and site specific Supplementary Planning Document.

26.3 Delivery

Risks

26.3.1 There is a risk that the Earl's Court 'brand' is lost if no exhibition centre, convention centre or cultural use is included in the redevelopment. There is also a risk that redevelopment does not investigate, nor contribute to, returning the one-way system to two-way working. The only risk identified for the delivery of this site is the fact that the exhibition or convention uses require too high a cross-subsidy from the development, forcing up development volumes to unacceptable levels. ⁽²⁶⁷⁾ Other risks are not ranked as 'high'.

Related site specific Supplementary Planning Documents or Area Action Plans planned or prepared

26.3.2 A joint Supplementary Planning Document will be produced working in partnership with the London Borough of Hammersmith and Fulham and the GLA. This document will provide a framework for a coordinated and phased development of the Earl's Court and West Kensington Opportunity Area ~~site~~ and may include some other land in Hammersmith and Fulham, and may fulfil the role of any Opportunity Area Planning Framework.

Delivery agency

26.3.3 Capital and Counties Plc. Other delivery agencies unknown at this stage.

267 See chapter 39, where contingencies are set out.

Delivery milestones

26.3.4 The delivery milestones are:

- 2009: agree scope and arrangements for preparation of a Supplementary Planning Document with the London Borough of Hammersmith and Fulham;
- 2009-2011: preparation of the Supplementary Planning Document;
- 2012: grant planning permission;
- 2013: start implementation on site;
- 2023: completion.

Funding arrangements

26.3.5 Mainly private investment.

26.4 Site Information

Site address

26.4.1 The sites address are:

- Earl's Court Exhibition Centre, Warwick Road;
- Land in Cluny Mews;
- Land located between the railway line and the rear of Philbeach Gardens;
- The site extends into the neighbouring borough of Hammersmith and Fulham.

Ward

26.4.2 Earl's Court.

Site area

26.4.3 The ~~Strategic S~~site area is 7.43 hectares (18.36 acres). The ~~wider~~ Earl's Court ~~and West Kensington Opportunity Areas~~site as a whole extends into the London Borough of Hammersmith and Fulham and covers an area of approximately ~~3127~~ hectares (~~7667~~ acres).

Site owners

26.4.4 Earl's Court Limited ~~and Transport for London~~ (the Exhibition Centre site), Clear Channel and Empress Limited (Cluny Mews). The Earl's Court ~~and West Kensington and North Fulham Regeneration Opportunity~~ Area which extends into the London Borough of Hammersmith and Fulham includes further ownerships including Transport for London, Network Rail and the London Borough of Hammersmith and Fulham.

Current uses

26.4.5 Within the Royal Borough of Kensington and Chelsea: Exhibition Centre and associated ancillary uses (D1), and offices (Class B1).

26.4.6 The ~~remainder of the~~ Earl's Court ~~and West Kensington Opportunity and North Fulham Regeneration Area~~ includes a range of other uses such as Exhibition Centre and associated ancillary uses (D1), residential (C3), offices (B1) and shops (A1) amongst others.

Existing permissions

26.4.7 None. The Earl's Court One Exhibition Centre has a Certificate of Immunity from Listing which expires in 2012.



Earl's Court Exhibition Centre

Chapter 27 Lots Road Power Station

27.1 Introduction

27.1.1 This site is not a strategic site allocation. There is a live planning permission which expires in 2011. However, we recognise that this is an important site which will play a significant role in meeting the Borough's housing target and on this basis, the site has been included for information purposes.

27.1.2 The site lies on the southern boundary of the Borough, between Lots Road and the Thames. In the Core Strategy 14 *Places* have been identified in the Borough to which particular attention will be paid. One of these is for Lots Road/World's End (Chapter 18) and the site falls within this study area. For Lots Road/World's End the Strategic Objectives of the plan as a whole have been given the following priority order: Renewing the Legacy; an Engaging Public Realm; Keeping Life Local; Diversity of Housing; Better Travel Choices; Respecting Environmental Limits and Fostering Vitality.

27.2 Delivery

Related site specific Supplementary Planning Documents or Area Action Plans planned or prepared

27.2.1 None.

Delivery agency

27.2.2 Private developers.

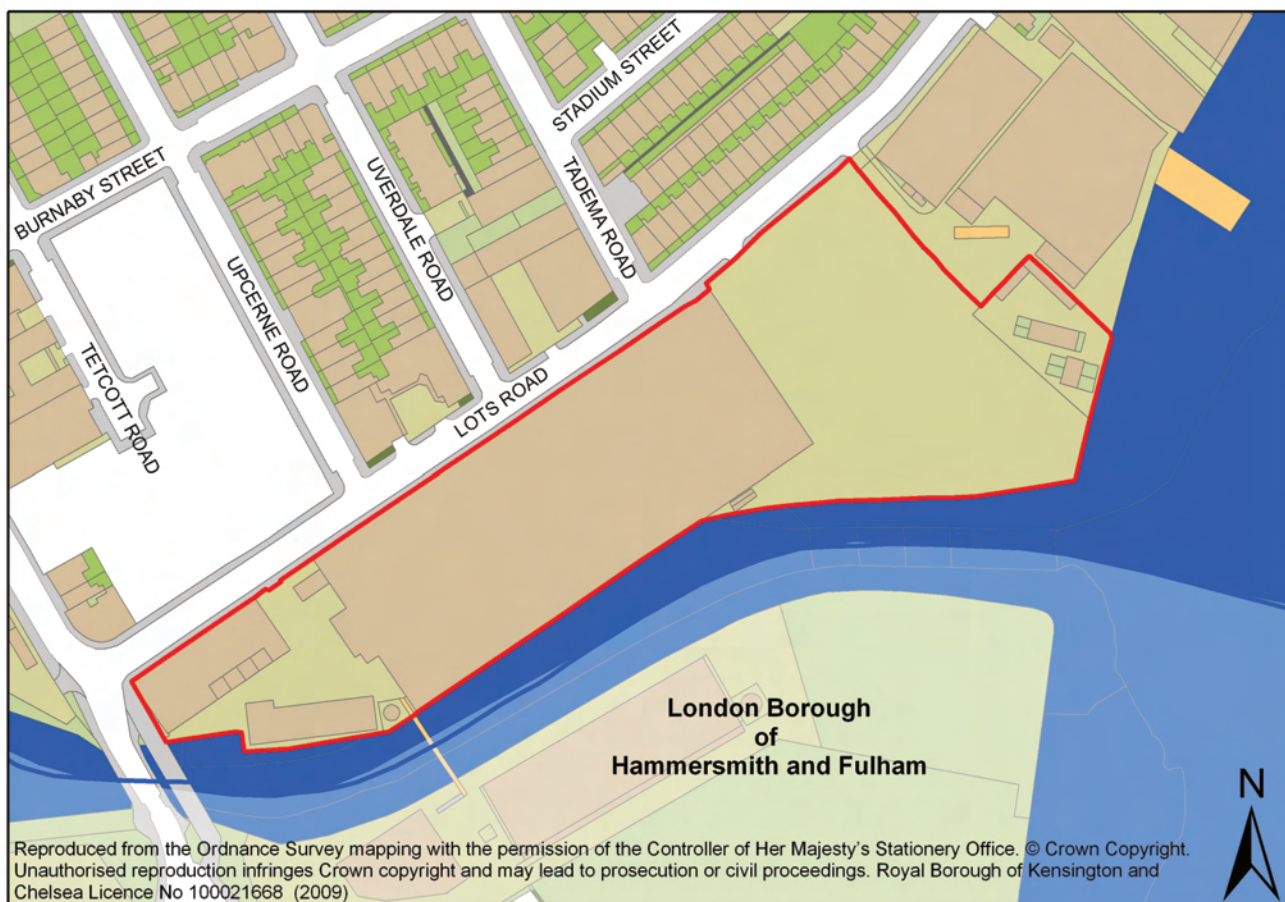
Delivery milestones

27.2.3 The delivery milestones are:

- 2006: permission granted;
- 2009-2011: start implementation on site, otherwise the planning permission expires;
- 2015: completion.

Funding arrangements

27.2.4 Private investment.



Lots Road site plan

27.3 Site Information

Site address

27.3.1 The site address is 55 Lots Road.

Ward

27.3.2 Cremorne.

Site area

27.3.3 The site area is 1.77 ha (4.37 acres).

Site owner

27.3.4 Hutchison Whampoa Ltd.

Current uses

27.3.5 Vacant power station.

Existing permissions

27.3.6 Permission was granted in 2006 for:

- Shops (A1): 1,198m² (12,900 ft²);
 - Financial and Professional Services (A2): 82m² (883 ft²);
 - Food and Drink (A3): 528m² (5,700 ft²);
 - Non-Residential Institutions (D1): 877m² (9,500 ft²);
 - Business (B1): 4,904m² (43,000 ft²);
 - Housing: 420 dwellings, including 166 affordable units;
 - Open Space.
- Known site specific s106 requirements (if not provided as part of the development)**
- 27.3.7** As for existing permission, which includes:
- Contribution towards parking facilities, bus stops, riverbus services, and travel plans;
 - Improvements to Chelsea Harbour Pier;
 - Road junction improvements;
 - Cycle and pedestrian improvements;
 - Streetscape improvements;
 - Community facilities;
 - Contribution towards improvements to Westfield Park;
 - Affordable housing provision;
 - Works and maintenance of Chelsea Creek;
 - Adherence to design quality standards.

