



Kensington Academy and Leisure Centre Planning Brief

Supplementary Planning Document
Local Development Framework

Adopted: 16th May 2011



THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA

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1.0 Introduction

1.1 BACKGROUND

1.1.1 The Royal Borough of Kensington and Chelsea has a long standing need for more secondary school places. The new Chelsea Academy has resolved this issue for the south of the Borough, but there is still a need in the north of the Borough. At present there are no co-educational non-denominational community schools north of Notting Hill Gate. This means that more than a third of children who live in the Borough, and are educated in a local authority secondary school, go to school outside the Borough.

1.1.2 Finding a site for a new school in the north of the Borough is not easy. A number of possible sites were considered. The site of the existing Kensington Leisure Centre, including the all-weather pitches and Lancaster Green has been selected as the best option.

1.1.3 Kensington Leisure Centre is becoming out-dated, and is not best configured to meet the health and social needs of local communities. Building a new school on the Leisure Centre site opens an opportunity for a comprehensive redevelopment to provide a new leisure centre as well.

1.1.4 This planning brief has the following structure:

- Introduction
- Policy background
- Context of the site
- Vision and Objectives
- Issues to be addressed
- Information to be submitted with a planning application

1.2 PURPOSE OF THIS DOCUMENT

1.2.1 Before a school or new leisure centre can be built on the site, planning permission will be required. This document provides the guidance that planning applications should follow.

1.2.2 This brief provides planning guidance for the site as a whole. Whilst the site is considered in its entirety, it is worth noting that the focus is predominantly concentrated on the western land parcel, as this is the land which is expected to come forward to deliver the school.

1.2.3 Further information on the planning context is included at section 2, later in this document.

1.2.4 The Kensington Academy and Leisure Centre Site is located in Notting Barns Ward on the Lancaster West Estate. It is bounded by Silchester Road to the north, Grenfell Walk and Bomore Road to the south, Dulford Street and Verity Close to the east and the Hammersmith and City Railway Line to the west. There is an irregular topography across the site with level changes of up to 2 metres in some parts. At present the site includes the Kensington Leisure Centre, two car parks, open space, 3 all-weather pitches and a children's playground.

1.2.5 For the purposes of this brief, the site has been divided into two land parcels:

- West: This site is approximately 1.2 hectares and includes the all-weather pitches, the playground and 2,500sqm of other open space including Lancaster Green and car park.
- East: This site is approximately 1 hectare and includes the existing Leisure Centre with 3 adjoining residential units, 28 parking spaces for the Leisure Centre staff and users and approximately 1000sqm of open space

1 The Site
(please note
Grenfell Tower
is not part of
this site)



1.3 SUMMARY OF CONSULTATION

1.3.1 Before drafting the brief, consultation with residents took place. A 'snap and say' consultation event took place on Saturday 20th November 2010, where 50 residents attended a series of walking tours, photographing the area as well as taking part in map-based exercises and answering a survey. This gave officers a better understanding of residents' concerns, which were largely focussed on the loss of open space (known as Lancaster Green) for the building of a school. Officers also heard from local residents about what they wanted from their leisure centre.

1.3.2 A further consultation workshop was held in the evening of 2nd December, during which officers provided feedback from the 20th November session. Approximately 40 residents attended this workshop.

1.3.3 A further presentation of the same feedback material to the Estate Management Board of the neighbouring Lancaster West Estate took place on 6th December 2010.

1.3.4 A draft brief was then issued for public consultation for 6 weeks. Three events were held. The first was an afternoon drop-in held in the Estate Management Board Hall on 2nd February 2011. This event was attended by around 20 members of the public.

1.3.5 The second was held at the Lighthouse Centre on Lancaster Road on the evening of 9th February 2011. This event gave local residents and Leisure Centre users a chance to publicly ask questions about some of the decisions and assumptions made by the Council in the brief. Around 30 members of the public were in attendance.

1.3.6 A final event was held on 22nd February at the Leisure Centre. Around 80 visitors attended this session which took the form of a drop-in. Among the many issues raised, those of most concern were the decision to favour a vehicular north-south connection as opposed to a purely pedestrian link and the loss of open space.



2 Site Plan

1.3.7 A survey was made available in the winter of 2010/2011. This was delivered to all residents living adjacent to the site, as well as being made available at consultation events and on-line. 119 responses were received. The results of this survey have been used to inform this document and the report and are available on the Council's website.

1.3.8 In addition, the Council recognised that the community in the area would need support during this project. To this end, the Council invited the Estate Management Board, the Lancaster West Residents' Association, the Grenfell Leaseholders Association and the Grenfell Action Group, as the groups representing residents in the local area, to consider what support they would find most valuable, with a view to the Council paying for the fees of the organisation to provide support. This resulted in Planning Aid being engaged to submit comments on behalf of these groups on the draft brief for the site. Further support will be offered as the project progresses.

1.4 TIMESCALE AND NEXT STEPS

1.4.1 The Council wants the school to be available to local people at the earliest opportunity. Therefore it is planned for the school to open in 2014 and be fully occupied by 2018. This deadline drives the overall project timeframe. The date of construction of the leisure centre has not yet been set. It could be at the same time as the construction of the Academy, or could follow afterwards. The key dates in terms of the planning process are as follows:

Target Date	Event
May 2011	Adopt planning brief
January 2011 - June 2011	Sponsors/ Department for Education consultation about the Academy
June 2011 - May 2012	Further consultation with residents by Sponsors and the Council's Leisure Department and detailed designs drawn-up and discussed with the Planning Department as part of the pre-application planning process
May 2012	Planning Application Submitted
September 2012	Planning Application Determined
October 2012 – July 2014	Construction of Academy (if planning permission is granted)
September 2014	School open for 1st year of pupil intake
September 2018	School to be fully occupied.

2.0 Planning Policy Context

2.1 INTRODUCTION

2.1.1 When planning applications are submitted they are assessed against the Development Plan and other relevant matters, known as 'material considerations'.

2.1.2 The Development Plan is made up of a number of elements:

- The London Plan (Consolidated with Alterations since 2004)
- The Royal Borough's Core Strategy (adopted in 2010) which forms the cornerstone of the Local Development Framework
- Parts of the Royal Borough's Unitary Development Plan 2002 (as amended September 2007) – this has largely been replaced by the Core Strategy, but parts remain in force.

2.1.3 In terms of other material considerations, these include:

- National planning policy, contained in Planning Policy Statements and Guidance
- Supplementary Planning Documents prepared by the Royal Borough, which form part of the Local Development Framework
- Other matters that are regarded as relevant to the development. These matters do not necessarily need to be recorded in a policy document.

2.1.4 The relevant matters for this particular project are set out below under the three levels of 'local', 'metropolitan' and 'national'.

2.2 ROYAL BOROUGH (LOCAL) POLICY

2.2.1 The planning documents prepared by the Council make up the Local Development Framework. Some of the documents in the Local Development Framework form part of the Development Plan, and some are other material considerations (see section 2.1 above).

2.2.2 The Core Strategy forms part of the Development Plan for the Borough.

2.2.3 Within the Council's Core Strategy, there are policies to deliver a new school in the North of the Borough. The Core Strategy is the primary planning document for the Borough. It was adopted by the Council on 8th December 2010, following an independent examination by a Government Inspector during the summer of 2010, and underwent several stages of public consultation since its preparation began in 2004.

2.2.4 Core Strategy Policy CK1a: Social and Community Uses states that the Council will provide a school for the communities of North Kensington in order to deliver the Council's Strategic Objective of Keeping Life Local.

2.2.5 The Core Strategy also contains a Policy (CA4: Kensington Leisure Centre Site Allocation) allocating the existing Kensington Leisure Centre for a school and leisure centre. In order to justify this policy, an assessment of potential alternative sites was required. An initial assessment and subsequent feasibility testing were also carried out to demonstrate the suitability of the site.

2.2.6 The full text of Policy CA4 is included at Appendix 1, but in summary, the policy allocates this site for:

- An academy
- A leisure centre
- Open space in the form of playing pitches for the school (to be shared with the leisure centre)
- District Heat and Power (Combined Cooling, Heating and Power, CCHP) to serve the site and the wider area.

2.2.7 The Policy also identifies the need for:

- Improved public transport infrastructure
- Other requirements identified in the Planning Obligations SPD

2.2.8 In addition the Policy sets out two requirements:

- Planting to contribute to visual amenity
- A new road connecting Grenfell Road and Lancaster Road to assist with how people move across the site.

2.2.9 This planning brief, referred to as a Supplementary Planning Document (SPD), will provide more detail on Policy CA4 Kensington Leisure Centre Site Allocation. It fills in the gap between the Policy itself and the level of detail required for a planning application. It allows the requirements for the development to be established prior to detailed design being undertaken.

2.2.10 This brief is also supplementary to Policies CP2: Places; CP3: North Kensington; CP9: Latimer and CV9: Vision for Latimer.

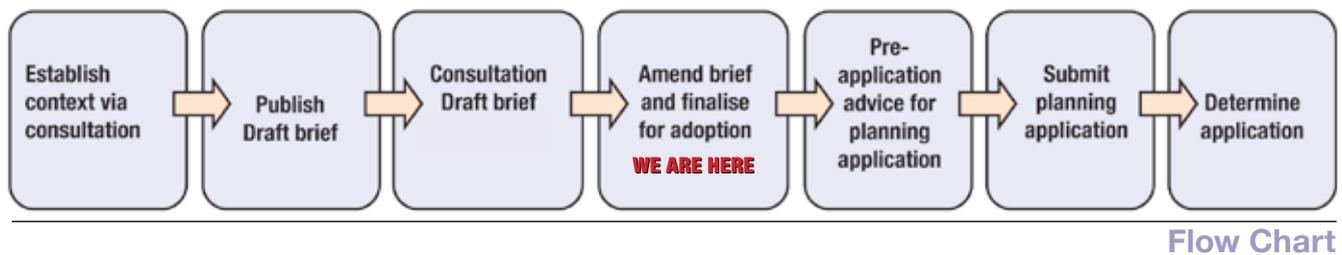
2.2.11 Together with 17 other locations, Latimer (where this site is located) is identified as a ‘Place’ within the Core Strategy. The Core Strategy aims to protect and promote their local distinctiveness of places, and improve their character, quality and the way they function.

2.2.12 Latimer has also been identified as being part of a wider North Kensington regeneration area. Policy CP3 (North Kensington) ensures opportunities for change in North Kensington deliver the widest possible regeneration benefits commensurate to the scale of development.

2.2.13 This is elaborated in the Latimer ‘Place’ chapter, which sets a strategic vision and policy for the area. The Latimer Vision CV9 includes the statement that: “New development, including a new neighbourhood centre, will be located around Latimer Road Station. A community sports centre with a swimming pool will be retained in the area and a new academy will be established.”

2.2.14 Further to this, Policy CP9 (Latimer) states that the Council will ensure the long term regeneration of Latimer by requiring development to positively contribute to the regeneration of the area, and resisting development which prejudices long term regeneration opportunities.

2.2.15 The planning processes involved in delivering the project are outlined below:



2.2.16 The Council has other supplementary planning documents which will also be relevant to any planning application for this site. These include:

- Public Art SPG 2004
- Designing Out Crime SPD 2008
- Transport SPD 2008
- Noise SPD 2009
- Air Quality SPD 2009
- Subterranean Development SPD 2009
- S106 Planning Obligations SPD 2010
- Building Heights SPD 2010

- Trees and Development SPD 2010
- Planning Obligations SPD 2010
- Access Design Guide SPD 2010

2.2.17 A study (the Notting Barns South Masterplan Report) was carried out in 2009 by Urban Initiatives on behalf of the Council to investigate the feasibility of the redevelopment of the Latimer area over the course of a decade or more to address the deficit in the Housing Revenue Account (HRA) - the Council's fund for the management of its housing stock. Whilst the Masterplan includes a school, the document as a whole does not represent Council policy, although the Council still wishes to investigate, with local residents, how the area as a whole can be improved.

2.2.18 Apart from the units adjoining the Leisure Centre, the demolition of existing residential development does not form part of this brief.

2.3 METROPOLITAN POLICY

2.3.1 The London Plan (Consolidated with Alterations since 2004) provides the regional planning policy context for the Kensington and Chelsea and together with the Core Strategy forms part of the adopted Development Plan for the Royal Borough.

2.4 NATIONAL POLICY

2.4.1 Of the current National Planning Policy Statements (PPSs) and Planning Policy Guidance (PPGs), PPS1: Delivering Spatial Development and PPG17: Planning for Open Space Sport and Recreation are of particular importance to this brief.

2.5 STRATEGIC ENVIRONMENTAL ASSESSMENT

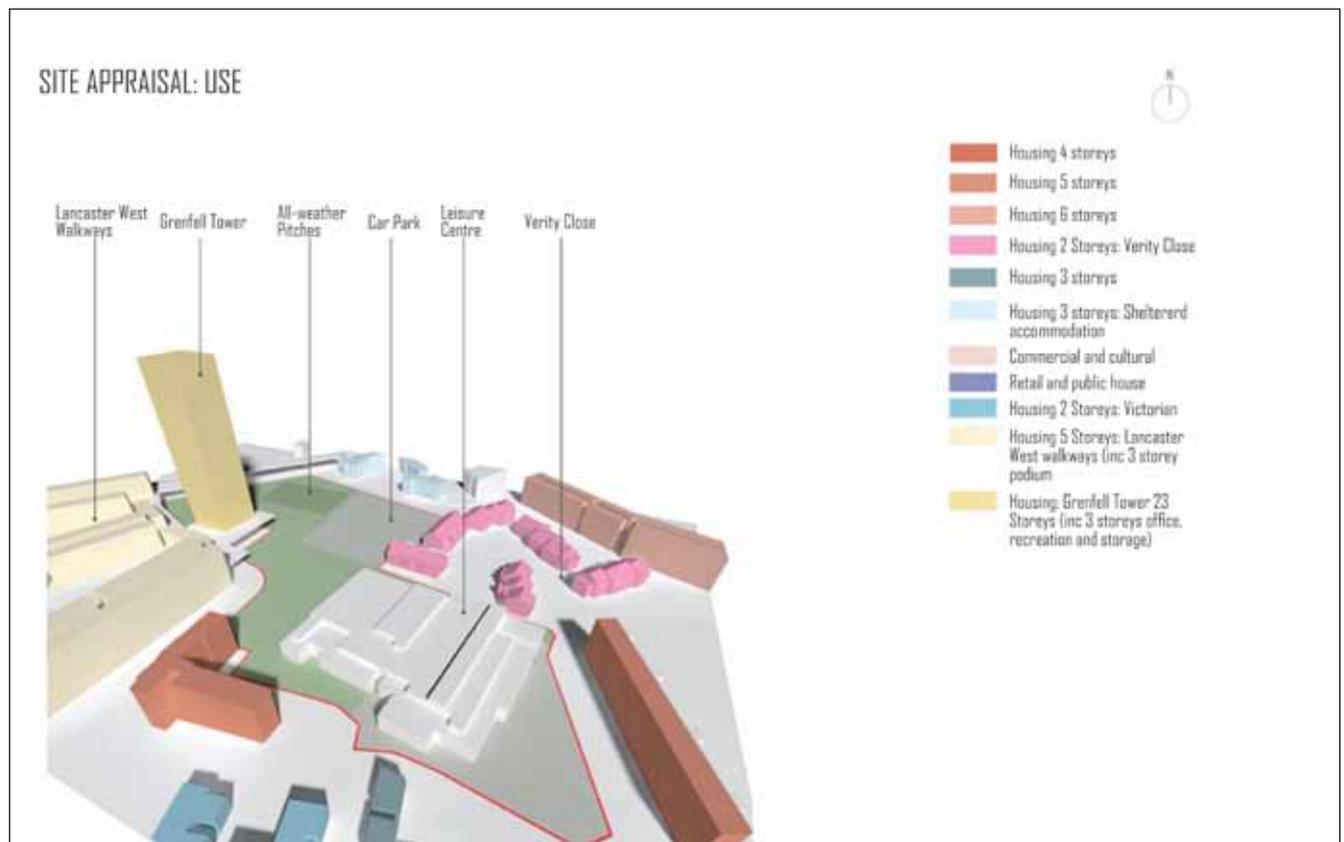
2.5.1 Given the nature of the proposed development which forms the subject of this brief, a Strategic Environmental Assessment will not be required.

3.0 Context

3.1 THE SURROUNDING AREA

3.1.1 Unlike many parts of the Royal Borough of Kensington and Chelsea, which is characterised by a well structured, classic street and urban block pattern, seen in the Borough's Conservation Areas, the area between Latimer Road and Ladbrooke Grove underground station has a disrupted street pattern and urban grain. This was established as a result of major post war redevelopment including the Westway and West Cross Route.

3.1.2 The Lancaster West Estate is characterised by the 23 storey Grenfell Tower, which stands at a height of 67 metres. However, buildings also include Barandon Walk, Hurstway Walk and Testerton Walk which are part four part five storeys in height. The existing Leisure Centre comprises a part single storey part two storey building with a height of some 6 metres. The other buildings comprising the Lancaster West Estate include the two storey terraces in Verity Close and Treadgold House which is a five storey building. The terraced housing on Grenfell Road, which is adjacent to the Estate, is two storeys in height. This variety of building heights, together with the layout of the estate results in there being no consistent building height or defined townscape context.



3D Diagram

3.2 LAND USES

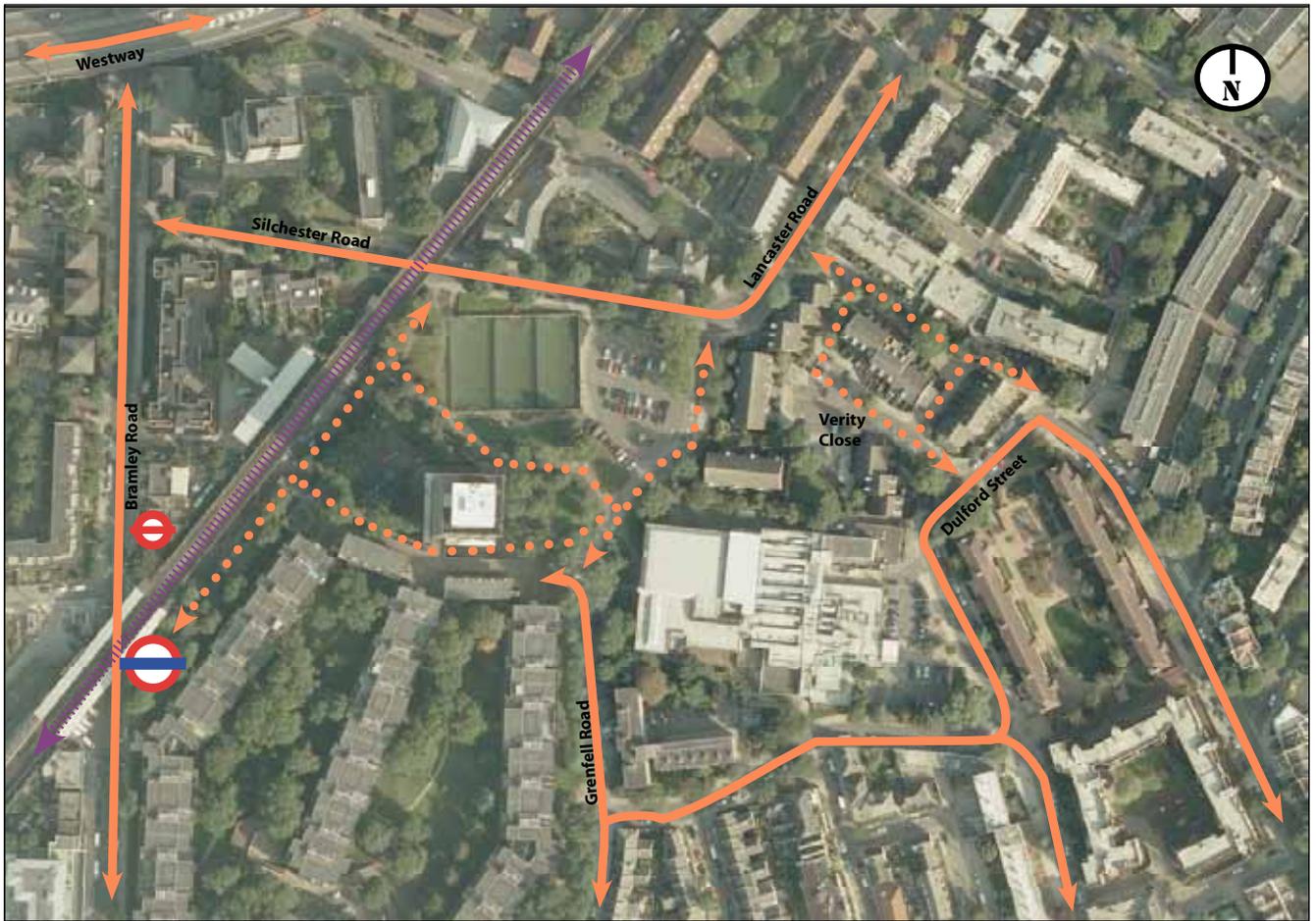
3.2.1 The site is characterised by a number of different land uses. These include the leisure centre (including residential accommodation), the multi-use pitches (1,800sqm), a playground (1,100sqm) and 3,500sqm of other open space including Lancaster Green. There are also 80 car parking spaces, six disabled bays, two mini bus bays, one coach parking area, a bay for four motorcycles and two bicycle racks.

3.3 TRANSPORT AND ACCESS

3.3.1 The nearest underground station to the site is Latimer Road, a few minutes' walk to the west on Bramley Road. Buses run along Bramley Road and connect to the north to Ladbrooke Grove, Sainsbury's and Cricklewood and to the south to Clapham Junction and White City. There are numerous bus routes running along Ladbrooke Grove which is about 10 minutes walk away. The site achieves a low Public Transport Accessibility Level (PTAL) score of between 2 and 3. The Westway and West Cross Route are close by, however there is no direct access to either from near the site. This makes for a relatively inaccessible location. The street pattern around the site is irregular and convoluted, however, Silchester Road, provides a direct connection to Bramley Road and Ladbrooke Grove.

Use





Access

3.4 SOCIAL AND ECONOMIC ACTIVITY

3.4.1 This site is located within the Notting Barns Ward. The ward has the following socio-economic characteristics:

- Parts of the Notting Barns ward are considered amongst the 10% most deprived in the country (Multiple Index of Deprivation 2007).
- 30% of residents possess “no or unknown qualifications” compared to 16.3% for the Borough as a whole (Census 2001).
- According to the 2001 Census the ward has a higher proportion of residents in admin/secretarial, skilled trades and elementary occupations than the average for the Borough.
- 380 (6%) of the working age population are claiming Job Seekers Allowance (JSA). The ward had the second highest JSA rate in the Borough. (ONS May 2010)
- Median annual gross household income in the North of the Borough is £15,391. The north also has the lowest levels of Median savings at £424 per household. (Fordham 2009).

- Within the Notting Barns ward, the premature mortality rate is the second highest in the Borough behind neighbouring St Charles ward. This rate is over double that in the Central and Southern parts of the Borough.

3.4.2 The Lancaster West Estate includes the Baseline business studios which are 40 commercial units provided by the Council for small and start up businesses. The railway arches adjacent to the site also provide space for car repair and maintenance businesses. There is also a small parade of shops near Latimer Road underground station on Bramley Road.

3.5 EDUCATION AND LEISURE

3.5.1 Within the local area, there are three primary schools, St Francis, Thomas Jones and Oxford Gardens. At secondary school level, the nearest school is Sion Manning, a Catholic school for girls. The only coeducational non-faith school in the Borough is Holland Park which is heavily over-subscribed.

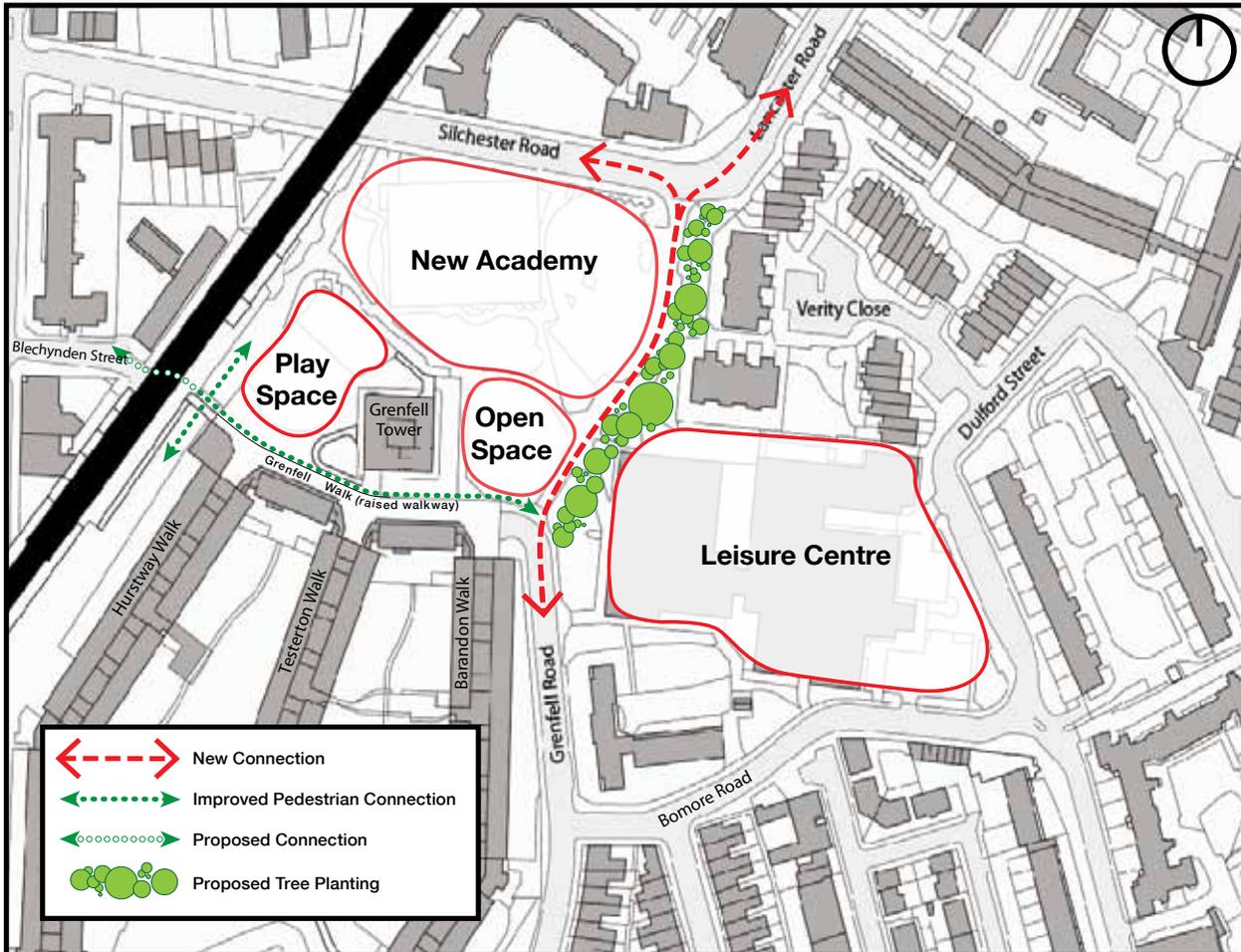
3.5.2 The Kensington Leisure Centre provides the area with one of only two public swimming pools in Kensington and Chelsea as well as a range of other leisure facilities such as three all-weather pitches (primarily used for football) and a gym.

3.5.3 Avondale Park is within a 5 minute walk and also has an all-weather pitch used by many in the area for netball, hockey and football.

3.5.4 The Westway Sports Centre is also a 5 minute walk from the site. This facility which is run by the Westway Development Trust, provides the community with several sporting pursuits, including football, rock-climbing, horse-riding, basketball and hand-ball.

3.5.5 The Virgin Active private health club is 5 minute walk in the other direction, on Lancaster Road providing its members with gym facilities, a 20m pool, and spa.

4.0 Vision And Objectives



The Masterplan

4.1 VISION

4.1.1 The vision will guide the development of the project:

The Vision: The new Kensington Academy will provide a local school for local people and will be a high quality, cost effective design, whilst the new leisure centre will provide a hub for healthy living for North Kensington. Located close to one another, the school and leisure centre will complement each other, with the school providing facilities for use by the community out of hours. Enhanced play facilities will be provided on the site, along with an area of public open space. Improved street and pedestrian routes will better connect the area and re-establish the grain of the historic street pattern. The amenity of residents will have been considered following close working with the community. The school and leisure centre will also be a model for sustainable development providing an anchor for locally generated heat and power, which could be extended into the surrounding neighbourhood, significantly reducing carbon emissions.

4.2 OBJECTIVES

4.2.1 There are 6 main issues that any development on the site needs to address. These are listed below:

1. A new school building

To establish a new school for the 21st Century, built using imaginative yet cost effective designs which maximise the educational and environmental potential of a constrained site.

2. Improved leisure facilities

To rebuild a new leisure centre and swimming pool on its existing site

3. Recreation and Greenspace

To ensure that as much of the green and recreational value of the site is maintained by:

- retaining an area of external public open space;
- re-providing the existing all-weather pitches at the Westway Sports Centre and ensuring the school's recreation and sports facilities are open to the community out-of-hours;
- providing better play facilities;
- requiring a comprehensive landscape design including the planting of semi-mature trees.

4. Movement

To connect the area better through a new high quality north/south route. This will re-establish the historic street grain and provide access to the main entrances for the school and new leisure centre. Significant improvements will also be made by enhancing the quality of the pedestrian route under Grenfell Walk, to make it a more pleasant route to take.

5. Residential amenity

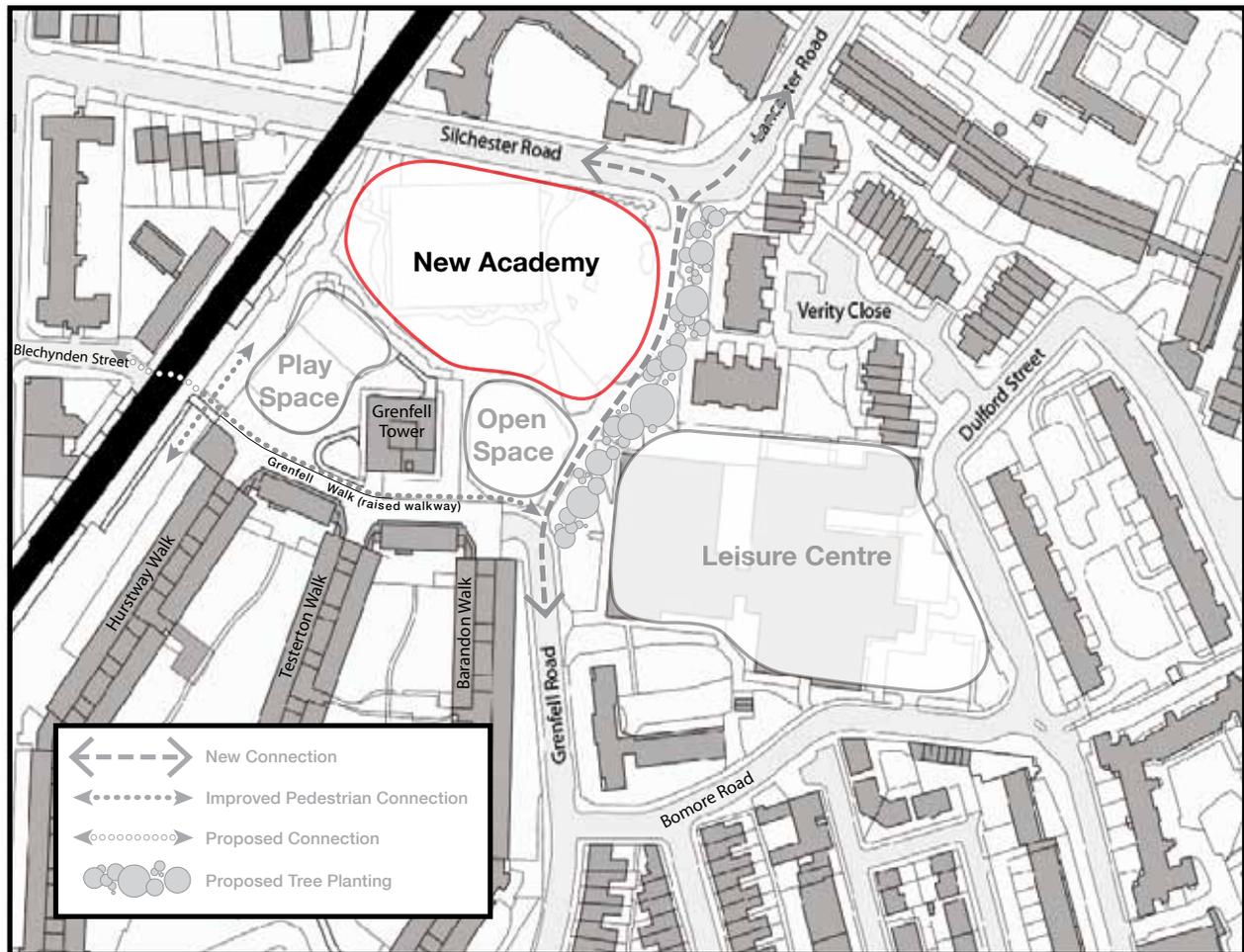
To locate the school buildings away from Grenfell Tower towards Silchester Road and the new north/south route and, as detailed design work progresses, to work with residents to find practical solutions to the impacts of noise which may arise from the academy, and the concerns surrounding traffic and the numbers of young people that will be in the area.

6. Housing

To include new housing as part of any scheme to integrate the new development into the neighbourhood, so long as the housing does not compromise any of the other objectives for the site.

5.0 Issues

5.1 THE NEW SCHOOL



The New School

5.1.1 There is an established need to provide a co-educational, nondenominational school in the north of the Borough; at present more than a third of children who live in the Borough, and are educated in a local authority secondary school, go to school outside the Borough and there is high demand for places at Holland Park School, currently the Borough's only co-education non-faith school.

5.1.2 The Council - in association with the sponsors, the Aldridge Foundation and the Department for Education - are committed to improving the educational provision for the Borough's young people by delivering an academy, which by the time it is in full operation in 2018, will educate 1060 children.

5.1.3 The Academy building must be designed and developed in a way that minimises the impact and maximises the benefits for the surrounding community. Benefits might include creating opportunities for additional social and community uses (such as a G.P. surgery or

Library) as part of the development. These could either form part of the academy building or be located elsewhere on the site. However, this should not compromise the other objectives of this brief.

5.1.4 The Building Futures' paper "21st Century Schools" states that new schools should provide a learning environment for the 21st Century which is flexible, inspiring, supporting and involving. Designs which support these objectives will be expected at the detailed design stage.

5.1.5 The Council will expect the school to be designed to make the most efficient use of land commensurate with the need to meet current educational requirements. The site area indicated for the school in this brief is about 6,000sqm, slightly bigger than the site of Chelsea Academy but smaller than the suggested minimum site area of 9,300sqm as stated in government guidance. However, the Council considers the government figure to be unrealistically large in a borough as densely developed as ours. The site should be large enough to accommodate a school building of at least 10,000sqm (gross internal area (all space inside the building, excluding the space taken by the building structure)) in line with Core Strategy Policy CA4 as it is anticipated that the school would be built over a number of storeys.

5.1.6 It should be noted that the Council will in principle support plans that successfully demonstrate that a larger area can be developed for the Academy, if improved play facilities and open space can be re-provided to a high quality elsewhere on site.

5.1.7 The Council is committed to delivering a project within a strict financial framework. The development must be of a high quality of design. The design of the buildings, open spaces and accesses must be of good quality, including their appearance, materials, massing, public realm and their relationship to each other and to their surroundings.

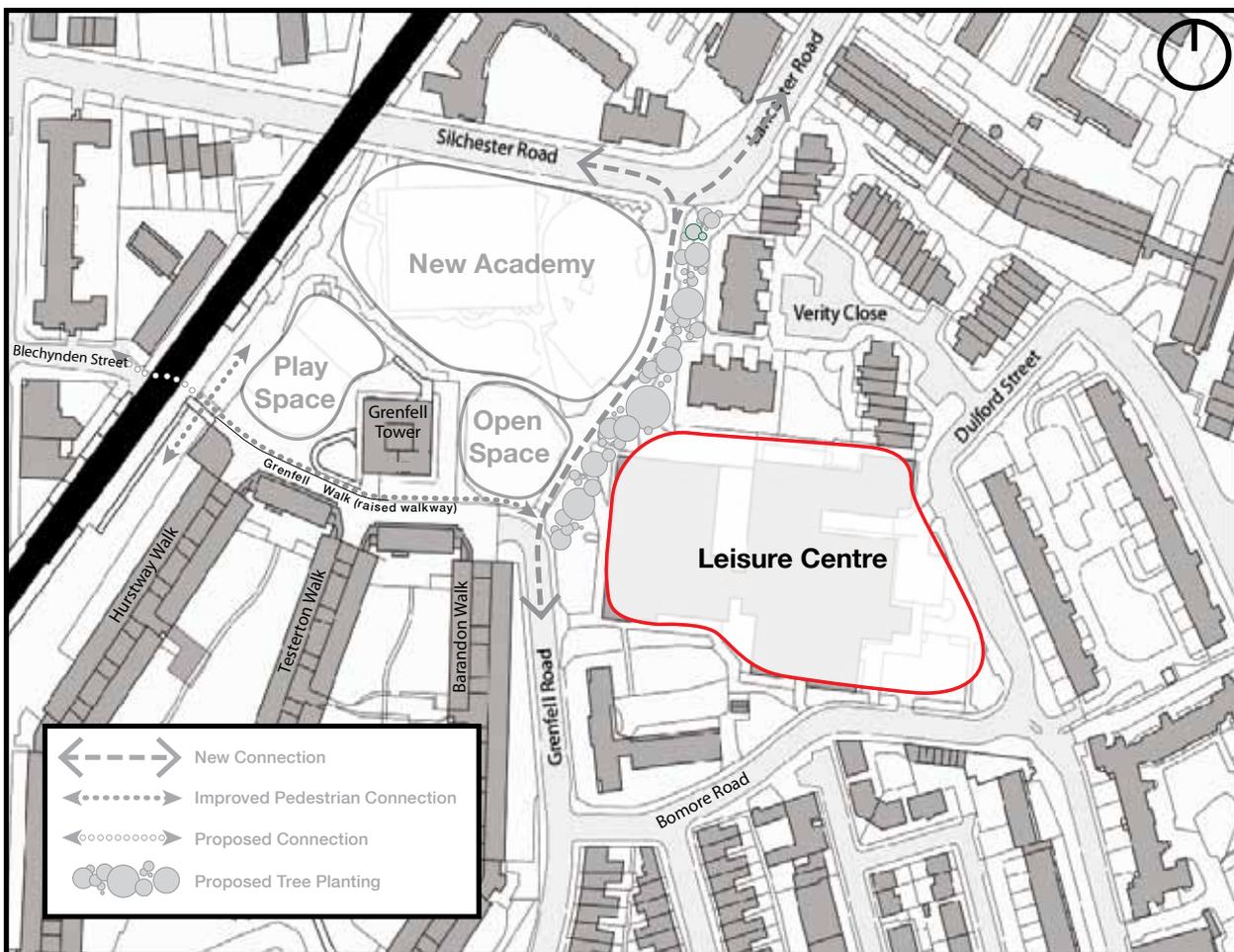
5.1.8 The Council considers that a building of up to five storeys in height (in part) would be considered acceptable. This would be in line with the character of the current townscape. Furthermore, a basement would also be acceptable in principle.

5.1.9 The residents of Grenfell Tower will be viewing the school from above, so particular attention must be paid to the treatment and design of the roof. The roof might be used as external space in connection with the school so long as issues of residential amenity can be resolved. Such designs have been successfully implemented at Chelsea Academy in the south of the Borough where a similarly constrained site was used to deliver a fully functional school.

5.1.10 It is expected that the Academy’s main entrance will be on the new north-south connection. The location of the pupil and community entrances into the building will be a matter at the detailed design stage.

5.1.11 In order to comply with Core Strategy Policy CE1: Climate Change, the new school must demonstrate a high level of sustainability in design, construction and operation. The Council will require the school to meet BREEM “Excellent” and become part of a District Heat Network. In order to achieve this, a CCHP facility might be included as part of the development. However, in light of the constraints of the site, this may be located elsewhere in the area, possibly as part of a new leisure centre.

5.2 IMPROVING THE LEISURE CENTRE



Leisure Centre

5.2.1 The Kensington Leisure Centre remains the only publicly maintained indoor leisure facility in the north of the Borough and one of only two facilities in the Borough as a whole.

5.2.2 The Council has ambitions to provide the very best leisure centre for North Kensington. The current Leisure Centre is cherished. However, it is expensive to run and will need replacing soon. The layout is complicated and the building is inefficient in terms of energy consumption. Furthermore, the exterior of the building is poorly designed and has only a single entrance on to Dulford Street. This results in the centre ‘turning its back’ on the rest of the estate. There is support from leisure centre users for the leisure centre to be renewed and replaced with an upgraded leisure offer. A separate consultation will take place to establish the type of facilities to be included in the new centre.

5.2.3 The Council considers that a new facility will encourage more to people become physically and socially active. This will assist in improving an already vibrant sense of community as well as improving the health of residents.

5.2.4 The Council understands the strength of feeling locally regarding the continuity of providing the swimming pool and the Council is committed to delivering at least one modern pool for both competitive sport and leisure uses as part of the redevelopment. This should be available to a range of users including those with physical impairments.

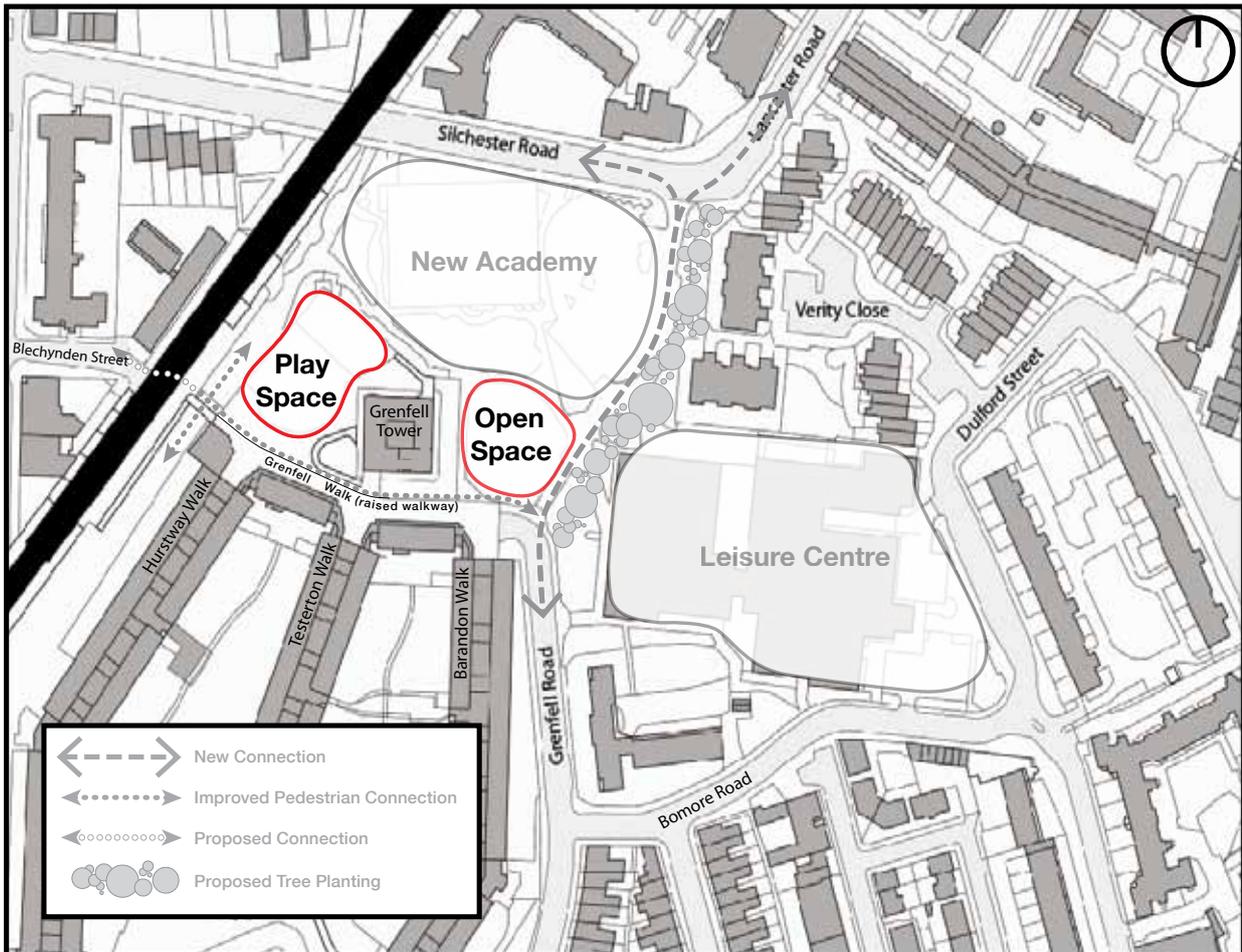
5.2.5 Any new facility should interact with the new school and the main access should be provided on the new north-south connection. By doing this, a sense of place and community can be stimulated by the two facilities.

5.2.6 If the Council finds itself unable to fund both the new school and the leisure centre at the same time, it may defer building the leisure centre, in which case the existing facility will be retained.

5.2.7 The Mayor’s Cycle Hire Scheme does not currently extend as far as this site but may expand in the future. A docking station in the vicinity of the site would be of particular benefit to users of the new leisure centre. The design of the site should allow for at least one docking station.



5.3 EXISTING USES



Open Space and Playspace

Open Space

5.3.1 Following a series of consultation events, the Council has listened to how residents use the current facilities on site. For example, Lancaster Green and the other informal open spaces are considered valuable assets, especially to those living in Grenfell Tower where there are no balconies. These green areas are therefore the only external amenity space in immediate proximity to their homes. The survey undertaken in late 2010/early 2011 showed that nearly two-thirds of respondents use Lancaster Green “sometimes” or “often”.

5.3.2 Residents state that the green areas are used both for play and recreation and as a quiet area for contemplation. They are considered by residents to be the ‘green lung’ of an otherwise densely developed area.

5.3.3 On this basis, the area to the immediate east of Grenfell Tower and north of Barandon Walk must therefore be retained as public open space.

5.3.4 Should the Council proceed with a reduction in the area of public open space in order to accommodate the school, the statutory notice and consultation will be undertaken in accordance with the Local Government Act 1972, at which point there will be a further opportunity for comments to be made. The Council is required to have regard to any comments made to the statutory notice.

5.3.5 It would also be considered acceptable in principle if the designs for the academy find imaginative ways to accommodate the school facilities on this part of the site whilst also providing open space.

Trees

5.3.6 Lancaster Green is characterised by established trees some of which are probably street trees which predate the post war redevelopment. An important characteristic of the site is its greenery. There are over 80 trees on the site as a whole.

5.3.7 An initial assessment indicates that about a third of the trees on the site are of good quality. Regardless of any development proposals, about a fifth are of poor quality and would need to be felled in the interests of good arboricultural practice. A full tree condition survey will need to be prepared early in the design process to allow for a full assessment of the actual proposals on existing trees. In addition, a full landscape plan, setting out new planting as well as the retained trees will be required to ensure the area retains a green character.

Playspace

5.3.8 There is a playground to the south west of the site. This facility is run by the Lancaster West Estate Management Board. It also operates as the play area for the Grenfell Crèche which is located in the ground floor of Grenfell Tower. This is an important facility and must be retained within the local area.

5.3.9 The Academy project should lead to the improvement of existing facilities.

5.3.10 It would also be considered acceptable in principle if the design for the academy can find an imaginative way to accommodate the school facilities on this part of the site also in addition to providing play facilities.

Sports Pitches

5.3.11 The all weather pitches currently serve a valuable social and community function. However, the pitches serve a more than local function. The Council understands that a number of block-bookings for

the pitches are for use by groups from outside the surrounding area. The pitches are mainly used in the evening and at weekends.

5.3.12 The Westway Sports Centre is located 300m from the current pitches. The Council has agreed to fund the re-provision of these pitches at the Westway Sports Centre. There should be minimum disruption caused to current users by ensuring continuity of use.

5.3.13 Sport facilities offered by the new academy should be made available to the community outside school hours including during evenings, weekends and school holidays.

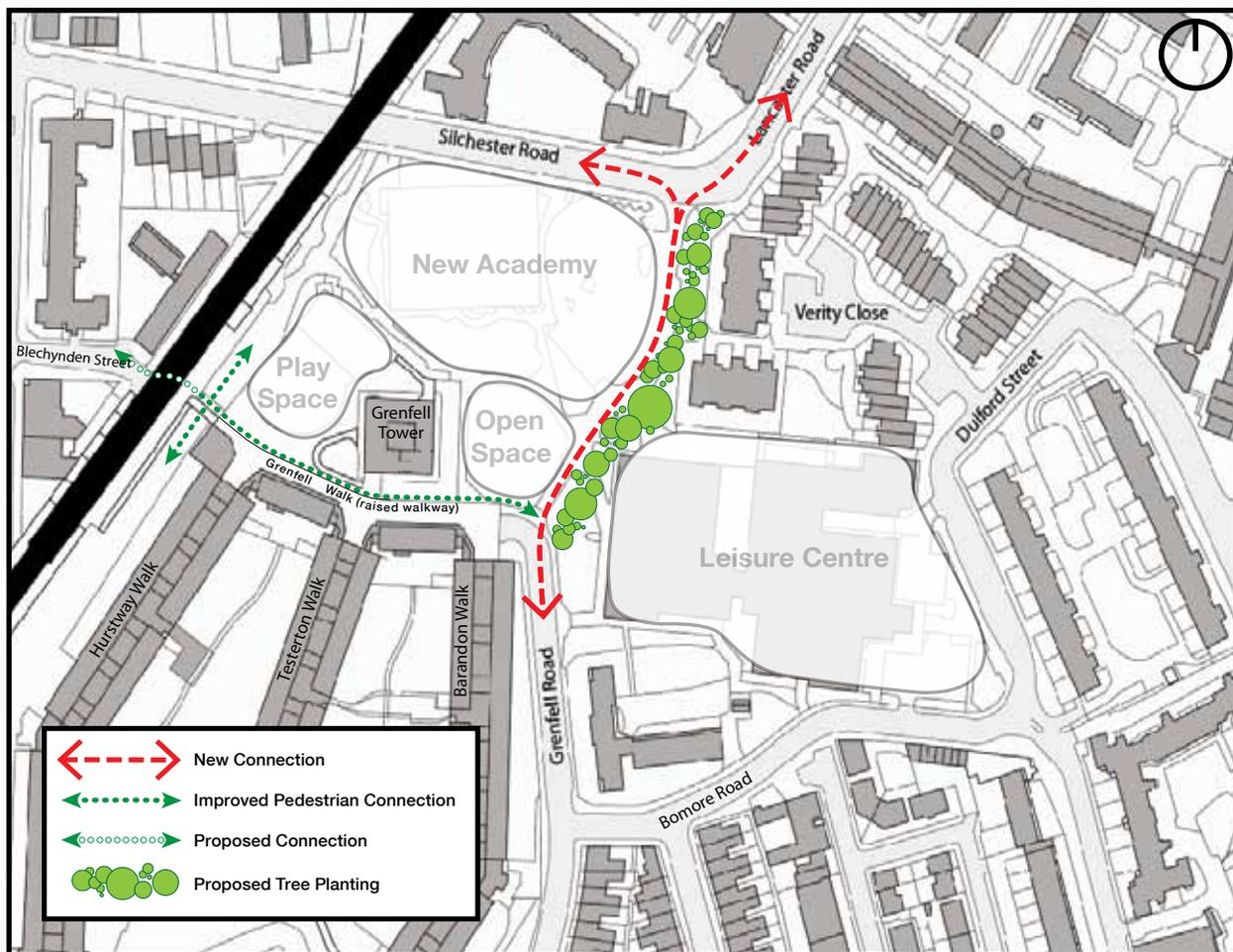
Parking

5.3.14 The car park site next to the sports pitches occupies over 2000sqm of the site. The profile of pay and display ticket sales suggests that the car park is well used by commuters who park at the site and then continue their journey from Latimer Road or Ladbroke Grove underground station or who work in the area. The car park also provides parking for patrons of the Leisure Centre and other visitors to the area as well as for some overnight parking for residents.

5.3.15 The car park also provides coach parking for the Leisure Centre. An assessment of the level of coach traffic which could be generated by the school and leisure centre and how this will be accommodated will need to accompany any planning application submitted for the development. Sufficient coach parking to meet the needs of the leisure centre and the new school will need to be provided as part of the redevelopment. Parking for a minimum of two and a maximum of four coaches should be provided to replace facilities currently provided.

5.3.16 There is a relatively good supply of alternative on-street pay and display parking in the area. Alternative off-street parking exists under the Lancaster West estate, beneath the blocks named Hurstway Walk and Testerton Walk. Council records show that this car park appears to be underutilised and provides spare capacity for residents of the estate. The loss of non-residential parking is supported by the Council as a way of reducing the impact of car use and therefore a significant reduction in car parking at this site to make way for the proposed school will be accepted.

5.3.17 Cycling will be an important mode of travel to and from the school and leisure centre. To enable this more secure cycle parking will be required as part of any development.



Connection

5.4 MOVEMENT ACROSS THE SITE

New North-South Connection

5.4.1 The map in Appendix 2 shows that there are two main pedestrian desire lines through the site that should be retained and improved. The concept of a north-south link between Lancaster Road and Grenfell Road is included in the Core Strategy and will help to reintegrate the site into the surrounding urban grain. It will also offer improved access to the leisure centre and school site, as well as offering an alternative route for emergency access to Grenfell Tower.

5.4.2 The north south route should be provided as part of the scheme but its precise nature is not defined by this brief. During the consultation process local people expressed concern about the possibility of ‘rat running’ if this route became a through road. On the other hand pathways and pedestrianised streets can feel unsafe at night.

5.4.3 Taking into account residents’ views on this subject, the new route should be designed to be predominantly for local access. This could be achieved by the route being designed in such a way that the

amount and speed of traffic using it is minimised through design, in which the car driver no longer has a sense of supremacy. Irrespective of the nature of the connection, street trees and planting are required. These matters should be established through the design process. The chosen approach should be evaluated in the Transport Assessment submitted to support the planning application. The new street will contribute significantly to repairing the disrupted street pattern and urban grain that characterises much of the post-war development in the area.

5.4.4 It should be noted that the northern end of Grenfell Road from its junction with Bomore Road is a private estate road rather than an adopted highway. Depending on the exact nature of the new north-south link it may be appropriate for this road to be adopted, and thus maintained in the future by the local authority. It may be necessary for remedial work to be undertaken prior to adoption. Grenfell Road also accommodates on-street parking. The suitability of maintaining parking in this location will need to be assessed when the exact nature of the north-south link is known.

East-West Connection

5.4.5 The map in Appendix 2 shows there is a popular east-west connection at ground level to the South of Grenfell Tower under Grenfell Walk. At present this route is poorly defined, dominated by the servicing yard for Lancaster West and Grenfell Tower and includes steps, limiting disabled access. Whilst not included as part of the site, an improved pedestrian environment should be provided as an integral part of the project.

5.4.6 Furthermore, designs should investigate the possibility of establishing a direct connection with Blechynden Street. The Council acknowledge that the change in levels may cause some potential difficulty in construction but nevertheless, this is a traditional route which historically provided strong east-west connectivity and its reinstatement would further enhance the improved pedestrian environment. Furthermore the Council will support initiatives to convert the garages under the railway line into small business units.

5.4.7 To ensure that the streetscape of the area is of the highest quality, the new connections and additional footways must be constructed using Yorkstone and granite. Whilst the Council acknowledge that the initial cost of this is likely to be higher, the hardwearing nature of this material will ultimately prove more cost effective than other surfacing. Streetscape improvements must have regard to the Royal Borough's Streetscape Guide.

Servicing

5.4.8 It is estimated that the school will generate between 10 and 15 service vehicle movements per day in connection with the new school. The need for a dedicated off-street servicing area is not essential for this number of trips and it is likely that on-street servicing can take place safely without disruption to traffic. For coaches, any planning application should be accompanied by a thorough assessment of servicing demand and how it will be accommodated.

5.5 IMPACT ON THE EXISTING RESIDENTS

Traffic generation

5.5.1 The school will serve its local community and therefore most pupils will live within walking distance. All children of school age receive free bus travel. Experience from other secondary schools suggests that the vast majority of trips to the school will be on foot and by bus, with only a small proportion of pupils being driven to the site. The school is not expected to provide car parking and therefore staff will not be driving into the area. However, a suitable number of disabled parking bays should be provided. The school will be supported by a Travel Plan that will provide a package of measures and incentives to minimise car trips.

Noise from the School

5.5.2 The Council is aware that the new school is likely to have an impact on the rest of the Lancaster West Estate and potentially, a wider area. As part of the planning application for the school, the Council will expect a full list of mitigation measures that the school will intend to use and where necessary impose planning conditions to control and minimise noise and disruption for the residents living in the area.

Height of the Main School Building

5.5.3 As there is no consistency in the height of the buildings surrounding the site or a defined context, a school built at a height of four storeys rising to five storeys in part is likely to be acceptable in townscape terms.

5.5.4 However, any application submitted for the site would need to demonstrate that there would be no harmful impact to residents surrounding the development in terms of loss of sunlight or daylight. The proposed school building would also be considered with regard to its effect on the surrounding residents in terms of increased sense of enclosure.

5.5.5 The school building itself will have certain privacy requirements to maintain the safety of its pupils, but the building must avoid harmful overlooking to existing residential accommodation and ensure that the impact on the existing residents surrounding the site is minimised. Designs for the school must also examine ways of screening the development from the Tower both visually and in terms of noise.

5.5.6 If a Multi Use Games Area (MUGA) is provided at roof level, it should also be suitably screened so as to ensure that there is no harmful loss of privacy or significant increase in noise levels experienced by residents. The Council will support innovative means of achieving this.

Crime

5.5.7 Residents have expressed concerns at the possible increase in crime that would be associated with a new school. The police advise that there is no correlation between the location of schools and the volume of crime. Nevertheless, the Council will work closely with the police and residents to ensure concerns are addressed.

5.6 HOUSING

5.6.1 There may be an opportunity for additional housing to be built on the site. This is not a requirement of the Core Strategy and should not compromise the other objectives of this brief.

5.6.2 Should new housing be provided, it must be located where it enhances the existing street scene and can be knitted into the urban fabric.

5.6.3 If provided as part of the redevelopment, the tenure of any new housing is as yet unknown. Private housing built to part-fund either the school or the leisure centre would be regarded as enabling development. In this case, a viability assessment will be required as part of any planning application submitted for the development to demonstrate this.

5.6.4 Any new housing must be built in compliance with the Greater London Authority's Interim London Housing Design Guide (August 2010). Furthermore, planning obligations will be required so that no on street parking permits will be issued to the new dwellings, in line with Council policy.

5.6.5 Should proposals entail the demolition of the existing special care residential units which form part of the Leisure Centre building, replacement housing must be provided. This should be based on the Borough's housing need at the time of application.

5.7 PUBLIC ART

5.7.1 The Council will require a contribution to public art as part of this development. Consideration should be given to the involvement of the Council's Arts Development Team who can provide advice on encouraging locally distinctive art through community involvement.

5.8 LAND CONTAMINATION

5.8.1 Historically, the site has had a number of different uses including garages, public baths, a wheelwright, a substation and an engineering works. These have the potential to have caused some contamination of the land. The risks from any land contamination must therefore be identified and if necessary addressed as part of any planning application.



6.0 Planning Applications and Supporting Documents

6.1.1 The Council will expect future applications for the site to be for detailed planning permission. Planning applications for the east and west land parcels may come forward separately but must have due regard to the site as a whole.

6.1.2 The supporting information should include, but not be limited to

- Design and Access Statement
- Transport Assessment
- Sustainability Statement
- Energy Statement
- Housing Details (if required)
- Built Form Analysis
- Low Emission strategy and Air Quality Assessment - Noise Impact Assessment
- Contaminated land desk top study and site investigation
- Environmental Management Plan
- Flood Risk Assessment
- Sewer Capacity and Flooding Assessment- Sunlight/Daylight analysis
- Sample materials and potential colour palettes
- Statement demonstrating how relevant policies in the Core Strategy and other national, regional and local documents have been addressed.

7.0 Planning Obligations

7.1.1 As part of the development of the site, the Council may require measures to make the development acceptable in planning terms by securing planning obligations, known also as ‘section 106’. This is a tool which a council can use to help mitigate the specific impact of a development where it would generate an additional need. Due to the development taking place on and in the Council’s ownership, such obligations will be in the form of a Unilateral Undertaking.

7.1.2 Core Strategy Policy C1: Infrastructure Delivery and Planning Obligations sets out the Borough’s position with regard to planning obligations. It sets out the policy in respect of securing measures to meet needs generated by development.

7.1.3 The policy states that the Council will require that there is adequate infrastructure to serve developments, including through the use of planning obligations. Further detailed guidance is set out in the Council’s Planning Obligations SPD (2010). Any contribution will be subject to the development remaining economically viable.

7.1.4 Any provisions of a Unilateral Undertaking would be in accordance with the guidance given in Government Circular 05/05 ‘Planning Obligations’ as amended by the Community Infrastructure Levy Regulations (2010), and will only be sought where absolutely necessary to make a scheme, acceptable.



Entrance to Children’s play Park

Appendix 1: Chapter 23 of the Core Strategy

Chapter 23 Kensington Leisure Centre

23.1 INTRODUCTION

23.1.1 The Kensington Leisure Centre is located in the north west of the Borough, to the south of the Westway. It is located in the Latimer Place, Chapter 9. Particular attention is drawn to the Vision for Latimer (see section 9.2), and the Priorities for Action (section 9.3), which consider the wider Kensington Leisure Centre area beyond this specific strategic site allocation. In the Priorities for Action section, the allocations are set out under the heading of the Strategic Objectives of the Plan as a whole, but in the order of priority regarded as appropriate for Latimer: 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 potentially funded through 'Building Schools for the Future' grants or other sources of funding.

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.



Kensington Leisure 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 Any public sector 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 Kensington Leisure Centre

Allocation for the Kensington Leisure Centre

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

Land use allocation:

- a.** a new academy with a minimum gross internal floor area of 10,000sq.m, including its own internal sports facilities to deliver the national curriculum but excluding external sports pitches;
- b.** a refurbished or relocated sports centre on site, with equivalent sports facilities to the existing centre, including a swimming pool and other facilities identified through a demand assessment, built in a way that is flexible for the future;
- c.** open space in the form of external sports facilities for the school, which should be shared with the sports centre;
- d.** a Combined Cooling, Heating and Power (CCHP) plant or similar, of a suitable size to serve the site with the potential to contribute to the heat and energy demand of the wider community as part of a district heat and energy network;

Principles:

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

Infrastructure and Planning Obligations:

- h.** improved public transport infrastructure;
- i.** other contributions as identified in the Planning Obligations Supplementary Planning Document and site specific Supplementary Planning Documents.

23.3 DELIVERY

Risks

23.3.1 The following risk will need to be taken into consideration(1):
The academy will be part funded by the 'Building Schools for the Future'.

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 Kensington Leisure 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 or other public sector investment, possibly some enabling residential development and private investment.

1 See chapter 39, where contingencies are set out.

23.4 SITE INFORMATION

Site address

23.4.1 Kensington Leisure 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.

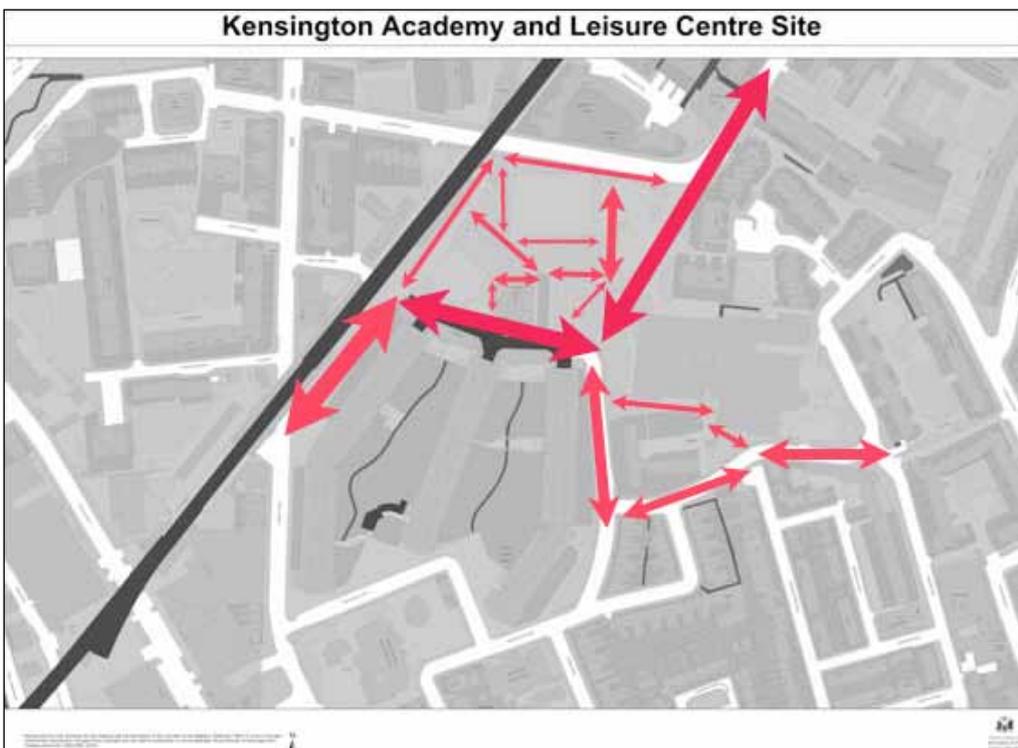


North Kensington Sports Centre



Appendix 2: Walking Routes

The first image shown below is a photograph showing residents preferred walking routes. This information was obtained from the consultation event held by the Council on 20th November 2010. The second image is a graphical reproduction of this.



Appendix 3: Glossary

Amenity. An amenity is an element of a location or neighbourhood that helps to make it attractive or enjoyable for residents and visitors.

Building Futures. A joint venture between the CABE and RIBA set up to discuss and write about the built environment.

Building Research Establishment's Environmental Assessment Methodology (BREEAM). Is the methodology for measuring the environmental performance of nearly every land use, including schools, healthcare or bespoke uses. BREEAM for new residential development (in the form of EcoHomes) has been replaced by the Code for Sustainable Homes. However, EcoHomes are still used for works to existing residential buildings, as BREEAM for refurbishment is currently being developed.

Combined Heat and Power (CHP). The combined production of electricity and usable heat is known as Combined Heat and Power (CHP). Steam or hot water, which would otherwise be rejected when electricity alone is produced, is used for space or process heating. The provision of Cooling can be added to create Combined Cooling, Heat and Power (CCHP).

Core Strategy. This is the principal document of a suite of documents that comprise the Local Development Framework (LDF).

District heat and power network. District heat and power is the distribution of steam or hot water (for hot water and space heating) and energy through a network of pipes to heat and provide energy to a large area of commercial, industrial or domestic buildings or for industrial processes. The steam or hot water and energy is supplied from a central source, usually decentralised from the national grid or gas network, such as a heat-only boiler or a combined heat and power plant.

Local Development Framework (LDF). A statutory plan produced by each local planning authority that comprises a portfolio of supplementary planning documents (SPDs) and development plan documents (DPDs) including a Core Strategy. This portfolio may include site allocations, development management policies and area action plans. The Local Development Framework replaces the Borough's Unitary Development Plan.

Open space. All land in London that is predominantly undeveloped other than by buildings or structures that are ancillary to the open

space use. The definition covers the broad range of types of open space within London, whether in public or private ownership and whether public access is unrestricted, limited or restricted.

Permit-free. A restriction that removes the eligibility of residents within permit-free developments to have on-street residents' parking permits.

Planning Policy Statements (PPSs). Planning Policy Guidance Notes (PPGs) and their replacements, Planning Policy Statements (PPSs), are prepared by Government after public consultation to explain statutory provisions and provide guidance to local authorities and others on planning policy and the operation of the planning system. They also explain the relationship between planning policies and other policies which have an important bearing on issues of development and land use. Local authorities must take their contents into account in preparing their development plan documents. The guidance may also be relevant to decisions on individual planning applications and appeals.

Public realm. The space between and within buildings that are publicly accessible, including streets, squares, forecourts, parks and open spaces.

Public Transport Accessibility Level (PTAL). Provide a methodology for assessing the relative ease of access of a location to the public transport network. PTAL 1 is 'very poor' with PTAL 6 being 'excellent'.

Spatial Development Strategy. This strategy is prepared by the Mayor. The Mayor has chosen to call the Spatial Development Strategy for London the 'London Plan'.

Statutory Consultees. For the purposes of this document refer to the SEA screening and is identified as the Environment Agency, Natural England and English Heritage.

Supplementary Planning Document (SPD). An SPD does not form a part of the statutory development plan. It can take the form of design guides or area development briefs, or supplement other specific policies in the plan. However it must be consistent with national and regional planning guidance, as well as the policies set out in the adopted plan. It should be clearly cross-referenced to the relevant plan policy or proposal that it supplements. Public consultation should be undertaken and SPDs should be regularly reviewed. An SPD is a material planning consideration.

21st Century Schools. A document produced by Building Futures to examine the future of school provision

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