**Project Title:** Strategic Environmental Assessment of Kensal Canalside Opportunity Area SPD

**Client:** Royal Borough of Kensington and Chelsea

<table>
<thead>
<tr>
<th>Version</th>
<th>Date</th>
<th>Version Details</th>
<th>Prepared by</th>
<th>Checked by</th>
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<tr>
<td>1.0</td>
<td>2/8/19</td>
<td>Draft for Client Comment</td>
<td>Olivia Dunham</td>
<td>Harry Quartermain</td>
<td>Jeremy Owen</td>
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<td>2.0</td>
<td>12/09/19</td>
<td>Final</td>
<td>Olivia Dunham</td>
<td>Harry Quartermain</td>
<td>Harry Quartermain</td>
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1 **Introduction**

1.1 The Royal Borough of Kensington and Chelsea (RBKC) commissioned LUC in June 2019 to carry out a Strategic Environmental Assessment (SEA) of the Kensal Canalside Opportunity Area (KCOA) Supplementary Planning Document (SPD).

1.2 The purpose of this Scoping Report is to provide the context for, and determine the scope of, the SEA and to set out the framework for undertaking the later stages of the SEA.

1.3 In summary, the Scoping stage of SEA involves reviewing other relevant plans, policies and programmes, considering the current state of the environment in the KCOA, identifying any key environmental problems which may be affected by the SPD and setting out the ‘SEA framework’, which comprises specific environmental objectives against which the likely effects of the SPD can be assessed.

**The Area**

1.4 The KCOA was identified by the Greater London Authority (GLA) as an Opportunity Area (OA) in 2009. At the time the site was earmarked to deliver 1,000 jobs and 2,000 homes (as a minimum) on a site of 20 ha.

1.5 The RBKC Consolidated Local Plan (2015) has built on the GLA allocation to suggest that the site will provide upwards of 2,500 new dwellings and at least 10,000 sqm of offices and other B1 uses. In addition to this, approximately 2,000 sqm of other non-residential floor space will be required on the site.

1.6 The current allocation for the KCOA within the 2016 London Plan is for at least 2,000 new jobs (i.e. over and above the replacement of the existing supermarket) and at least 3,500 new homes.

1.7 The Inspector’s report has now been received for the RBKC Local Plan Partial Review (LPPR) (2019). This includes an updated allocation policy for the OA, which matches the London Plan allocation of a minimum of 3,500 homes and 2,000 jobs, and carries forward the other requirements set out in the Consolidated Local Plan (2015). Following the receipt and publication of the Inspector’s report the Council will be giving significant weight to policies within the LPPR. The LPPR was adopted on 11 September 2019.

1.8 We understand that the masterplan that will inform the draft SPD will take this figure as a baseline and will also consider options for 4,200 and 5,000 new homes. The KCOA is the last remaining brownfield site in RBKC.

1.9 KCOA is bisected by the West London Line railway and consists of the former Kensal Gasworks and an existing (Sainsbury’s) supermarket and associated petrol station, which are located north of the railway line, and an area of vacant land previously associated with the operation of the railway, which is located to the south.

1.10 The KCOA is contained:

- to the north by the Grand Union Canal and Kensal Green (All Souls) Cemetery, beyond which is the predominantly residential area of Kensal Green;
- to the south by the residential area of the Dalgano Estate;
- to the west by the North Pole Train Maintenance Centre, the Kensal Green (All Souls) Cemetery, and the West London Crematorium. Beyond this Little Wormwood Scrubs and Wormwood Scrubs Local Nature Reserve lie within 400m of the KCOA; and
- to the east by the commercial and mixed use precinct of Kensal Town.
1.11 There is one vehicular access route to the northern portion of the KCOA via Ladbroke Grove / Canal Way. Access to the southern portion, and much of the northern portion, is currently restricted. 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.

1.12 The current uses and buildings within the KCOA are shown in Figure 1.1 below and identified as:

- Western site - gas pressurisation head housing and two mothballed gas holders (National Grid)
- Central site - vacant, temporarily being used as a Crossrail 1 construction site (this area lies over a canal basin)
- Eastern site - retail and petrol station
- Southern site - railway
- Canalside House - a three storey 20th century building providing affordable office space for voluntary and community associations
- Boathouse Centre – a late 20th century leisure and residential development (with an intact canal basin)
- Water Tower – residential.
Figure 1.1: Uses and buildings within the Kensal Canalside Opportunity Area

Kensal Canalside Opportunity Area

Gas holders and gas pressurisation head housing
Vacant, temporarily being used as a Crossrail construction site
Supermarket
Canalside house
Boat house centre
Water tower
Petrol station
Railway
Towing Path

Source: RBKC

Map Scale @ A4: 1:4,000

Contains Ordnance Survey data © Crown copyright and database right 2019

CB:KS EB:Stenson_K LUC FIG1_1_10755_Canalside_Buildings_A4L 30/07/2019
Kensal Canalside Opportunity Area SPD

1.13 The Kensal Canalside Opportunity area SPD will set out the RBKC’s aims for regenerating the area. It is focused on providing between 3,500 - 5,000 homes, commercial uses, and the re-provision of a supermarket. Ideally the regeneration will also provide a new rail station, a bridge across the rail tracks and associated infrastructure as well as a pedestrian bridge across the canal into the cemetery.

Structure of the Scoping Report

1.14 This chapter has described the background to the production of the KCOA SPD and the requirement to undertake SEA. The remainder of this report is structured into the following sections:

- **Chapter 2** sets out the proposed methodology for the remainder of the SEA process.
- **Chapter 3** presents a review of plans, policies and programmes of relevance to the SEA of the SPD (this is supported by more detailed information in Appendix 1).
- **Chapter 4** presents the baseline information that will inform the assessment of the SPD and identifies the key environmental problems in the KCOA of relevance to the SPD and considers the likely evolution of those issues without its implementation.
- **Chapter 5** presents the SEA framework that will be used for the appraisal of the SPD and the proposed method for carrying out the SEA.
- **Chapter 6** describes the next steps to be undertaken in the SEA of the SPD.
2 Proposed Methodology

Strategic Environmental Assessment

2.1 An Issues and Options consultation containing the thoughts of RBKC on the possible development opportunities for the Kensal Gasworks Strategic Site was issued for public consultation between 12 June and 23 July 2012. RBKC carried out a Sustainability Appraisal for the Core Strategy in October 2009 that appraised the Kensal strategic site.

2.2 Since then the RBKC has voluntarily determined that an SEA is required for the SPD. The SEA process comprises a number of stages, with scoping being Stage A as shown in Figure 2.1 below:

Figure 2.1: Main stages of Strategic Environmental Assessment

<table>
<thead>
<tr>
<th>Stage</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Setting the context and objectives, establishing the baseline and deciding on the scope</td>
</tr>
<tr>
<td>B</td>
<td>Developing and refining options and assessing effects</td>
</tr>
<tr>
<td>C</td>
<td>Preparing the Strategic Environmental Assessment Report</td>
</tr>
<tr>
<td>D</td>
<td>Consulting on the preferred options for the SPD and the SEA report</td>
</tr>
<tr>
<td>E</td>
<td>Monitoring the significant effects of implementing the SPD</td>
</tr>
</tbody>
</table>

2.3 Figure 2.2 below sets out the tasks involved in the Scoping stage.

Figure 2.2: Stages in SEA scoping (Stage A)

<table>
<thead>
<tr>
<th>Task</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>Identifying other relevant policies, plans and programmes, and environmental objectives.</td>
</tr>
<tr>
<td>A2</td>
<td>Collecting baseline information.</td>
</tr>
<tr>
<td>A3</td>
<td>Identifying sustainability issues and problems.</td>
</tr>
<tr>
<td>A4</td>
<td>Developing the SEA framework</td>
</tr>
<tr>
<td>A5</td>
<td>Consulting on the scope of the SEA</td>
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</tbody>
</table>

Meeting the requirements of the SEA Regulations

2.4 This Scoping Report includes some of the required elements of the final ‘Environmental Report’ (the output required by the SEA Regulations).

2.5 Table 2.1 below signposts the relevant sections of the Scoping Report that are considered to meet the SEA Regulations requirements (the remainder will be met during subsequent stages of the SEA of the KCOA SPD. This table will be included in the SEA Report at each stage of the SEA to show how the SEA Regulations’ requirements have been met through the SEA process.
### Table 2.1 Meeting the Requirements of the SEA Regulations

<table>
<thead>
<tr>
<th>SEA Regulations’ Requirements</th>
<th>Covered in this Scoping Report?</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Environmental Report</strong></td>
<td></td>
</tr>
<tr>
<td>Where an environmental assessment is required by any provision of Part 2 of these Regulations, the responsible authority shall prepare, or secure the preparation of, an environmental report in accordance with paragraphs (2) and (3) of this regulation. The report shall identify, describe and evaluate the likely significant effects on the environment of:</td>
<td>The full SEA Report for the KCOA SPD will constitute the ‘environmental report’, and will be produced at a later stage in the SEA process.</td>
</tr>
<tr>
<td>(a) implementing the plan or programme; and</td>
<td></td>
</tr>
<tr>
<td>(b) reasonable alternatives taking into account the objectives and geographical scope of the plan or programme.</td>
<td></td>
</tr>
<tr>
<td><strong>Regulation 12(1) and (2) and Schedule 2.</strong></td>
<td></td>
</tr>
</tbody>
</table>

1. An outline of the contents and main objectives of the plan or programme, and of its relationship with other relevant plans and programmes. | Chapters 1 and 2 and Appendix 1. |

2. The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme. | Chapters 3 and 4. |

3. The environmental characteristics of areas likely to be significantly affected. | Chapter 3. |

4. Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC on the conservation of wild birds and the Habitats Directive. | Chapter 3. |

5. The environmental protection, objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental, considerations have been taken into account during its preparation. | Chapter 2 and Appendix 1. |

6. The likely significant effects on the environment, including short, medium and long-term effects, permanent and temporary effects, positive effects, and secondary, cumulative and synergistic effects, on issues such as: | Requirement will be met at a later stage in the SEA process. |
| (a) biodiversity; | |
| (b) population; | |
| (c) human health; | |
| (d) fauna; | |
| (e) flora; | |
| (f) soil; | |
| (g) water; | |
| (h) air; | |
| (i) climatic factors; | |
| (j) material assets; | |
| (k) cultural heritage, including architectural and archaeological heritage; | |
| (l) landscape; and | |
| (m) the interrelationship between the issues referred to in sub-paragraphs (a) to (l). | |

7. The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme. | Requirement will be met at a later stage in the SEA process. |

8. An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information. | Requirement will be met at a later stage in the SEA process. |

9. A description of the measures envisaged concerning monitoring in accordance with regulation 17. | Requirement will be met at a later stage in the SEA process. |

10. A non-technical summary of the information provided under paragraphs 1 to 9. | Requirement will be met at a later stage in the SEA process. |
<table>
<thead>
<tr>
<th>SEA Regulations’ Requirements</th>
<th>Covered in this Scoping Report?</th>
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<tbody>
<tr>
<td>The report shall include such of the information referred to in Schedule 2 to these Regulations as may reasonably be required, taking account of:</td>
<td>This Scoping Report and the Environmental Reports will adhere to this requirement.</td>
</tr>
<tr>
<td>(a) current knowledge and methods of assessment;</td>
<td></td>
</tr>
<tr>
<td>(b) the contents and level of detail in the plan or programme;</td>
<td></td>
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<tr>
<td>(c) the stage of the plan or programme in the decision-making process; and</td>
<td></td>
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<tr>
<td>(d) the extent to which certain matters are more appropriately assessed at different levels in that process in order to avoid duplication of the assessment.</td>
<td></td>
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<tr>
<td>(Regulation 12 (3))</td>
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<tr>
<th>Consultation</th>
<th></th>
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<tbody>
<tr>
<td>When deciding on the scope and level of detail of the information that must be included in the environmental report, the responsible authority shall consult the consultation bodies.</td>
<td>Consultation with the relevant statutory environmental bodies is being undertaken in relation to this Scoping Report between the 16th of September and the 21st of October 2019.</td>
</tr>
<tr>
<td>(Regulation 12(5))</td>
<td></td>
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</table>

| Every draft plan or programme for which an environmental report has been prepared in accordance with Regulation 12 and its accompanying report (“the relevant documents”) shall be made available for the purposes of consultation in accordance with the following provisions of this regulation. | Public consultation on the first iteration of the KCOA SPD is currently proposed for October/November 2019. |

As soon as reasonable practical after the preparation of the relevant documents, the responsible authority shall:

(a) send a copy of those documents to each consultation body;

(b) take such steps as it considers appropriate to bring the preparation of the relevant documents to the attention of the persons who, in the authority’s opinion, are affected or likely to be affected by, or have an interest in the decisions involved in the assessment and adoption of the plan or programme concerned, required under the Environmental assessment of Plans and Programmes Directive (“the public consultees”);

(c) inform the public consultees of the address (which may include a website) at which a copy of the relevant documents may be viewed, and the period within which, opinions must be sent.

The period referred to in paragraph (2)(d) must be of such length as will ensure that the consultation bodies and the public consultees are given an effective opportunity to express their opinion on the relevant documents.

(Regulation 13 (1), (2), and (3))

<table>
<thead>
<tr>
<th>Where a responsible authority, other than the Secretary of State, is of the opinion that a plan or programme for which it is the responsible is likely to have significant effects on the environment of another Member State, it shall, as soon as reasonable practicable after forming that opinion:</th>
<th>Not relevant as there will be no effects beyond the UK from the KCOA SPD.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) notify the Secretary of State of its opinion and of the reasons for it; and</td>
<td></td>
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<tr>
<td>(b) supply the Secretary of State with a copy of the plan or programme concerned, and of the accompanying environmental report.</td>
<td></td>
</tr>
<tr>
<td>(Regulation 14 (1))</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Taking the environmental report and the results of the consultations into account in decision-making (relevant extracts of Regulation 16)</th>
<th>Requirement will be met at a later stage in the SEA process.</th>
</tr>
</thead>
<tbody>
<tr>
<td>As soon as reasonably practicable after the adoption of a plan or programme for which an environmental assessment has been carried</td>
<td></td>
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<tr>
<td>SEA Regulations’ Requirements</td>
<td>Covered in this Scoping Report?</td>
</tr>
<tr>
<td>-----------------------------------------------------------------------------------------------</td>
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<tr>
<td>out under these Regulations, the responsible authority shall:</td>
<td></td>
</tr>
<tr>
<td>(a) make a copy of the plan or programme and its accompanying environmental report available at its principal office for inspection by the public at all reasonable times and free of charge. (Regulation 16(1))</td>
<td>Requirement will be met at a later stage in the SEA process.</td>
</tr>
<tr>
<td>As soon as reasonably practicable after the adoption of a plan or programme:</td>
<td></td>
</tr>
<tr>
<td>(a) the responsible authority shall inform:</td>
<td></td>
</tr>
<tr>
<td>(i) the consultation bodies;</td>
<td></td>
</tr>
<tr>
<td>(ii) the persons who, in relation to the plan or programme, were public consultees for the purposes of regulation 13; and</td>
<td></td>
</tr>
<tr>
<td>(iii) where the responsible authority is not the Secretary of state, the Secretary of State,</td>
<td></td>
</tr>
<tr>
<td>that the plan or programme has been adopted, and a statement containing the following particulars:</td>
<td>Requirement will be met at a later stage in the SEA process.</td>
</tr>
<tr>
<td>(a) how environmental considerations have been integrated into the plan or programme;</td>
<td></td>
</tr>
<tr>
<td>(b) how the environmental report has been taken into account;</td>
<td></td>
</tr>
<tr>
<td>(c) how opinions expressed in response to:</td>
<td></td>
</tr>
<tr>
<td>(i) the invitation in regulation 13(2)(d);</td>
<td></td>
</tr>
<tr>
<td>(ii) action taken by the responsibility in accordance with regulation 13(4), have been taken into account;</td>
<td>Requirement will be met at a later stage in the SEA process.</td>
</tr>
<tr>
<td>(d) how the results of any consultations entered into under regulation 14(4) have been taken into account;</td>
<td>Requirement will be met at a later stage in the SEA process.</td>
</tr>
<tr>
<td>(e) the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and</td>
<td>Requirement will be met at a later stage in the SEA process.</td>
</tr>
<tr>
<td>(f) the measures that are to be taken to monitor the significant environmental effects of the implementation of the plan or programme.</td>
<td>Requirement will be met at a later stage in the SEA process.</td>
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**Monitoring**

<table>
<thead>
<tr>
<th>Monitoring</th>
<th>Covered in this Scoping Report?</th>
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<tbody>
<tr>
<td>The responsible authority shall monitor the significant effects of the implementation of each plan or programme with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action. (Regulation 17(1))</td>
<td>Requirement will be met at a later stage in the SEA process.</td>
</tr>
</tbody>
</table>
3 Relevant Plans, Policies and Programmes

3.1 Schedule 2 of the SEA Regulations requires:

(1) An outline of the contents and main objectives of the plan or programme, and of its relationship with other relevant plans or programmes.

(5) The environmental protection objectives established at international, Community or Member State level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation.

3.2 In order to establish a clear scope for the SEA it is necessary to review and develop an understanding of the environmental objectives contained within international and national policies, plans and strategies that are of relevance to the KCOA SPD. Given the SEA Regulations’ requirements above, it is also necessary to consider the relationship between the SPD and other relevant plans, policies and programmes.

Outline of the contents and main objectives of the Kensal Canalside Opportunity Area SPD

3.3 The purpose of the SPD is to:

- Set out the Council’s vision for comprehensive and coherent development of Kensal Canalside Opportunity Area.
- Identify the infrastructure necessary to support development within Kensal Canalside.
- Identify phasing for infrastructure delivery and collection of s106 monies.
- Identify levels of affordable housing delivery.
- Clarify the physical constraints and opportunities that will influence the location of buildings, uses, streets and open space.
- Provide guidance on the application of Development Plan policies to proposals for new development.
- Provide guidance on design of development schemes, streets and public spaces to achieve a high quality urban environment.

Relationship between the Kensal Canalside Opportunity Area SPD and other plans and programmes

3.4 The KCOA SPD must be in conformity with the National Planning Policy Framework (NPPF), the requirements of which are described later in this section.

3.5 The SPD forms part of a suite of national, regional and local policy documents which it must conform with.

Royal Borough of Kensington and Chelsea Policy

Consolidated Local Plan¹

3.6 The Council adopted its Local Plan Partial Review², on 11 September 2019, of the existing local plan; therefore it should be read in conjunction with the Consolidated Local Plan (2015) until the

Council has finished producing a single updated Local Plan. The following policies are applicable to the KCOA SPD, and the SPD must be in general conformity with the Consolidated Local Plan and Local Plan Partial Review.

**Consolidated Local Plan**

- Policy CP 1 Core Policy: Quanta of Development
- Policy CP 2 North Kensington
- Policy CP 5 Kensal
- Policy CA 1 Kensal Gasworks

**Local Plan Partial Review**

- Policy CA 1: Kensal Canalside Opportunity Area

**Air Quality SPD**

3.7 This SPD sets out the Council’s requirements for reducing air pollution emissions from new development, conversions and change of use.

**Noise SPD**

3.8 This SPD sets out the criteria adopted to protect occupiers of new or existing noise sensitive building from existing or introduced noise sources and the residential amenity of the borough.

**Transport and Streets SPD**

3.9 This SPD replaces and updates the guidance set out in the Transport SPD (2008) and replaces the parking standards set out in the Council’s Unitary Development Plan (2002). It also provides additional guidance on streetscape matters that relate to development.

**RBKC Air Quality and Climate Change Action Plan 2016-2021**

3.10 This plan implements the Air Quality and Climate Change Policy and concentrates on both mitigation and adaptation, through either direct actions or awareness-raising actions. These actions are guided by three main themes: reduce emissions, reduce exposure and increase resilience and influence change.

**Green Fleet Strategy**

3.11 The strategy sets out how and when the Council will ‘green’ its own vehicle fleet, vehicles used by contractors and also the ‘grey’ fleet (private vehicles used for work) and proposes to adopt a travel hierarchy. It also outlines why it is important to demonstrate best practice and operate more efficiently without compromising the business needs and encourages contractors to adopt similar practices.

**London Wide Policy**

**London Plan**

3.12 The London Plan is the strategic planning document for the 32 London boroughs and the City of London. It sets out the framework for development in London and the policy context for local planning policies. The London Plan is currently under review by the Mayor of London however;

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Development proposals within Opportunity Areas and Intensification Areas should:

- Support the strategic policy directions for the relevant Opportunity Area(s) and Intensification Area(s)
- Seek to optimise residential and non-residential densities and provide infrastructure to sustain growth
- Contribute towards meeting the minimum guidelines for housing and/or employment capacity
- Realise scope for intensification associated with improvement in public transport accessibility and promote inclusive access including cycling and walking
- Support wider regeneration and integrate development proposals to the surrounding areas especially Areas for Regeneration.

3.13 Policies from the London Plan relevant to the SPD include:

- Policy 2.13 Opportunity Areas and Intensification Areas
- Policy 2.14 Areas for Regeneration
- Policy 2.18 Green Infrastructure: The Multifunctional Network of Green and Open Spaces
- Policy 3.3 Increasing Housing Supply
- Policy 3.4 Optimising Housing Potential
- Policy 3.5 Quality and Design of Housing Developments
- Policy 3.7 Large Residential Developments
- Policy 3.8 Housing Choice
- Policy 3.16 Protection and Enhancement of Social Infrastructure
- Policy 4.1 Developing London’s Economy
- Policy 4.4 Managing Industrial Land and Premises
- Policy 5.1 Climate Change Mitigation
- Policy 5.2 Minimising Carbon Dioxide Emissions
- Policy 5.3 Sustainable Design and Construction
- Policy 5.6 Decentralised Energy in Development Proposals
- Policy 5.9 Overheating and Cooling
- Policy 5.10 Urban Greening
- Policy 5.12 Flood Risk Management
- Policy 5.13 Sustainable Drainage
- Policy 5.14 Water Quality and Wastewater Infrastructure
- Policy 5.21 Contaminated Land
- Policy 5.22 Hazardous Substances and Installations
- Policy 6.3 Assessing Effects of Development on Transport Capacity
- Policy 6.9 Cycling
- Policy 6.10 Walking
- Policy 7.1 Lifetime Neighbourhoods
- Policy 7.2 An Inclusive Environment
- Policy 7.3 Designing out Crime
- Policy 7.4 Local Character
• Policy 7.8 Heritage Assets and Archaeology
• Policy 7.14 Improving Air Quality

**London Housing Strategy**

3.14 This strategy sets out the Mayor’s vision and priorities for housing. The vision underpins the five priorities: building homes for Londoners, delivering genuinely affordable homes, high quality homes and inclusive neighbourhoods, a fairer deal for private renters and leaseholders, and tackling homelessness and helping rough sleepers.

3.15 The London Housing Strategy encourages investment to support the delivery of homes and significant improvements in public transport connectivity and capacity especially in Opportunity Areas, such as the KCOA, through Policy 3.2: Investment to Support Housing Delivery.

*Homes for Londoners: Affordable Homes Programme 2016-21 Funding Guidance*[^10]

3.16 The Mayor of London published this guide to aid housing associations, community groups, London boroughs and private developers to build new affordable homes in London.

*London Infrastructure Plan 2050*[^11]

3.17 This plan sets out proposals regarding London’s strategic infrastructure requirements up to 2050 in transport, green, digital, energy, water and waste, along with the estimated costs associated and potential funding and financing options. The plan notes that an integrated approach in London’s Opportunity Areas with an emphasis on innovation is key.

**National and International Policy**

3.18 There are a wide range of plans, policies and programmes at the international and national levels that are relevant to KCOA SPD. The full review of relevant plans, policies and programmes can be seen in *[Appendix 1]* and the key components are summarised below.

**National Policy**

3.19 The most significant policy context for the SPD is the National Planning Policy Framework (NPPF), most recently updated in 2019, and the online Planning Practice Guidance (PPG)[^12]. The KCOA SPD must be consistent with the requirements of the NPPF, which sets out information about supporting development that makes efficient use of land, taking into account:

‘the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it, local market conditions and viability, the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use, the desirability of maintaining an area’s prevailing character and setting (including residential gardens), or of promoting regeneration and change, and the importance of securing well-designed, attractive and healthy places. (NPPF para. 122)’

**International Policy**

3.20 At the international level, Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment (the ‘SEA Directive’) is particularly important as it sets out the requirements for SEA. SEA should be undertaken iteratively and integrated into the production of the SPD in order to ensure that any potential negative environmental effects are identified and can be mitigated.

3.21 Also at the international level is the Air Quality Directive, 2008/50/EC, on ambient air quality and cleaner air for Europe. The objective of this Directive is to avoid, prevent and reduce harmful effects of ambient air pollution on human health and the environment.

[^12]: http://planningguidance.planningportal.gov.uk/
3.22 There are a wide range of other EU Directives, most of which have been transposed into UK law through national-level policy; the international directives have been included in Appendix 1 for completeness.
4 Baseline Information and Key Issues and Likely Evolution without the Plan

4.1 Baseline information provides the basis for predicting and monitoring the likely sustainability effects of a plan and helps to identify key sustainability issues and means of dealing with them.

4.2 Schedule 2 of the SEA Regulations requires information to be provided on:

(2) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan.

(3) The environmental characteristics of areas likely to be significantly affected.

(4) Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC on the conservation of wild birds and the Habitats Directive.

4.3 Baseline information that was collated in relation to the KCOA and the IIA (incorporating SEA) of the Kensington & Chelsea Local Plan has been used as the starting point. However, where necessary, this has been revised and updated to make use of the most recent available information sources.

4.4 Data referred to have been chosen primarily for regularity and consistency of collection, in order to enable trends in the baseline situation to be established, and also subsequent monitoring of potential environmental effects.

4.5 As mentioned earlier in this report, the SPD encourages the regeneration of the area through increased housing, economic growth, parks and open space and public transport.

Baseline Information

Biodiversity, Flora and Fauna

4.6 The site and its surroundings are made up of ecologically sensitive sites, including, but not limited to:

- the British Rail Western Region Land;
- the Kensal Gasworks; and
- the Kensal Green Cemetery.

4.7 The KCOA is also bordered in a few locations to the north by priority habitat, including deciduous woodland.

4.8 A non-statutory designated area, namely the Kensal Gas Works Site of Importance for Nature Conservation (SINC), falls within the KCOA (northern land parcel) and covers a total of 2.26ha. The SINC is on the site of the former Kensal Gas Works and was designated due to the 'open mosaic habitats on previously developed land' present at the time of designation. Habitats include: unimproved neutral grassland, ruderal/ephemeral and tall herb vegetation, scattered trees, scrub and bare soil/rock. However, the site has undergone significant change since the SINC citation in 2011.

4.9 The recent introduction of Euro Storage facilities within the eastern part of the former Kensal Gas Works appears to have impacted most of the remnant areas of grassland vegetation that were present in 2016 and 2018. As such, the habitats previously warranted the designation of the former Kensal Gas Works as a SINC, are no longer present, although the designation still currently stands.
The nearby Little Wormwood Scrubs and Wormwood Scrubs Local Nature Reserve provide crucial habitat for wildlife and have the potential to be connected with the green corridor along the railway, the Grand Union Canal and the Kensal Green Cemetery creating a blue-green infrastructure network.

Invasive plant species, Japanese knotweed and giant hogweed are known to be present within the North Pole Depot. In addition, the breeding bird assemblage recorded during the survey of the northern land parcel in 2018 consists of common and widespread species of garden passerine and waterfowl. It should be noted that there were no sightings of black redstarts or any reptiles recorded within or adjacent to the site.13

The effects of the SPD on biodiversity, flora and fauna will be scoped into the SEA as new development and infrastructure have the potential to adversely affect biodiversity depending on the measures set out in the KCOA SPD.

**Population**

The residential population of RBKC as defined by the 2011 Census of Population is 158,649, 78,194 being male and 80,455 being female. 70.6% of the RBKC is white, 12.9% is mixed or other ethnic groups, 10% is Asian, and 6.5%.

The KCOA lies within the Dalgarno Ward of RBKC. The usual resident population of the ward is 6,903. The workplace population is 7,645, an increase of 10.7% compared to the usual resident population. The population density is 73.6 people per square hectare, ranked (18th) lowest in London, and compares to 130.8 people for the entire Borough. 58.3% of all residents are classified as having a White ethnicity, 8.2% classified as Mixed, 8.4% as Asian, 15.3% as Black, 5.9% as Arab and 3.9% is classified as other.14

**Employment**

69.4% of all usual residents aged 16 to 74 are in employment and 4.3% are unemployed within RBKC, compared to the UK averages of 76% and 3.8% respectively.15

64.5% of the adult population (16 to 74) of Dalgarno Ward are economically active and 7.5% are unemployed. 14.9% of working residents in the Dalgarno Ward work more than 49 hours per week. In Dalgarno, the three largest industry sectors are: wholesale and retail trade, education and human health.16

**Housing**

The average property price for the area surrounding the KCOA, W10, is currently £788,485. Since 2018, this figure has reduced from £1,174,225.17 This is higher than the national average of £244,567, but lower than the RBKC’s average of £1,772,141.18,19

Within the Dalgarno Ward, 21.5% of households are owner occupied, a decrease of 0.8 percentage points since the last census, whereas the private rented sector has increased by 5.8 percentage points to 13.6% of households. Social rented properties in the Borough and London account for 24.5% and 24.1% respectively, however within Dalgarno it accounts for 64.9%.20

**Schooling**

There is a total of 26 primary schools within a 1.5km radius of the KCOA. Of these, 16 are state-funded, eight are independent and two are special schools. There is a large amount of pupil

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13 Peter Brett Associates (2019) Kensal Canalside Opportunity Area SPD Ecological Constraints and Opportunities
15 Nomis (2011) Kensington and Chelsea Local Authority Local Area Report https://www.nomisweb.co.uk/reports/localarea?compare=E09000020
17 Nethouseprices (2019) Sold Price Details for Flat 52 Quayside House, 302 Kensal Road https://nethouseprices.com/house-prices/street-details-sale/666758dc674333363e0536b04a8c0d74e/quayside%20house,%20302%20kensal%20road,%20london,%20w10%205bf/2018
19 The Week (2019) London House Prices: Which boroughs are falling and which are on the up? https://www.theweek.co.uk/99093/london-house-prices-which-boroughs-are-falling-and-which-are-on-the-up
capacity across the local primary schools. Across the 16 state-funded primary schools, there is capacity for a further 1,046 students as of the 2016-17 academic year. The feasibility of attending these schools, however, is dependent on the catchment area of each school. There is a total of 39 secondary schools within a 3km radius of the KCOA. Of these, 16 are state-funded, 15 are independent and eight are special schools. Pupil capacity is more varied across local secondary schools, but taken as a whole, there is capacity to accommodate more than two thousand additional pupils.21

Crime

4.20 The KCOA is within an area within the top 10-20% most deprived for crime nationally. The IIA of the Local Plan Partial Review notes that regeneration in this area could have a major beneficial effect in the medium term, as in the long term, the benefit may not be as strongly perceived and other socio-economic factors may dominate.22

4.21 The effects of the SPD on population will be scoped into the SEA as new development and infrastructure have the potential to affect the population depending on the measures set out in the KCOA SPD.

Human Health

4.22 According to the 2011 Census, 86% of RBKC’s population is in very good or good health. However, in Dalgarno Ward, 77.2% of the population is in very good or good health.23 The majority of General Practitioner (GP) surgeries in the local area are currently in a position to take on additional patients, with most local practices having a GP to patient ratio in line with the London Healthy Urban Development Unit guideline of 1:1,800.24

4.23 Almost the entire site lies within the most deprived quintile (0-10%) in England and Kensington and Chelsea. Only a small section in the south east of the site lies within the 10-20% most deprived areas. Life expectancy is 13.8 years lower for men and 7.5 years lower for women in the most deprived areas of Kensington and Chelsea than in the least deprived areas.25 There is potential to make the Kensal Green Cemetery a recreational asset; however it will need to be redesigned to accommodate recreational uses and could be enhanced with the incorporation of access to the Grand Union Canal and Little Wormwood Scrub.

Transport and Access

4.24 According to Transport for London’s PTAL data, the KCOA lies within one of the worst transport access areas within London. A small section of the site, where the existing supermarket is located, has been allocated a PTAL rating 3, which is average for London, while the west of the site has a PTAL rating of 0. As there is currently no access to the Underground, Overground or National Rail train services, there will be an increased need for buses. Existing bus stops servicing the supermarket will most likely require redesign in response to the redevelopment of the KCOA. Additionally, the top three methods of travel to work in Dalgarno are underground/metro/light rail/tram (13.6%), bus (13.1%) and car or van (10.3%).26 Therefore, access to public transport in the area is of high importance.

4.25 A footbridge over the canal would provide access to the Kensal Green tube station during daylight hours and would assist in delivering sustainable development for the site. Enhancing the footpaths along the Grand Union Canal could provide access to further bus stops and tube stations within the area.

21 Trium Environmental Consulting (2018) Ladbroke Grove Baseline Environmental Information
Wind

4.26 There is potential for wind to impact the proposed development in the area and have significant impacts on pedestrians and cyclists. A report has been commissioned and will be completed by Xi Engineering. This will feed into our SEA findings.

Daylight / Sunlight

4.27 Principal daylight, sunlight and overshadowing could have adverse effects on the proposed development without proper design mitigation. A report has been commissioned and will be completed by Delva Patman Redler. This will feed into our SEA findings.

Noise

4.28 Unattended noise surveys were undertaken from 7th to 12th of June 2018 at two locations within the KCOA and over short daytime periods on 12th June 2018 at ‘Ladbroke Grove’. The findings are displayed in the tables below.

Table 4.1 Established External Free-Field Levels - Railway

<table>
<thead>
<tr>
<th>Day (0700-1900 hours) LAeq, 12 hour, dB</th>
<th>Evening (1900-2300 hours) LAeq, 4 hour, dB</th>
<th>Night (2300-0700) LAeq, 8 hour, dB</th>
<th>Night (2300-0700 hours) LAMAX*</th>
</tr>
</thead>
<tbody>
<tr>
<td>67</td>
<td>66</td>
<td>61</td>
<td>83</td>
</tr>
</tbody>
</table>

Table 4.2 Established External Free-Field Levels – Sainsbury’s

<table>
<thead>
<tr>
<th>Day (0700-1900 hours) LAeq, 12 hour, dB</th>
<th>Evening (1900-2300 hours) LAeq, 4 hour, dB</th>
<th>Night (2300-0700) LAeq, 8 hour, dB</th>
<th>Night (2300-0700 hours) LAMAX*</th>
</tr>
</thead>
<tbody>
<tr>
<td>52</td>
<td>52</td>
<td>49</td>
<td>68</td>
</tr>
</tbody>
</table>

Table 4.3 Established External Free-Field Levels – Ladbroke Grove

<table>
<thead>
<tr>
<th>Day (0700-2300 hours) LAeq, 16 hour, dB</th>
<th>Night (2300-0700 hours) LAMAX*</th>
</tr>
</thead>
<tbody>
<tr>
<td>64</td>
<td>78</td>
</tr>
</tbody>
</table>

4.29 The existing Noise SPD outlines Noise Exposure Categories that apply throughout the Borough. Mainly due to the impact of rail traffic, the KCOA falls within Category C. For sites in Category C Planning permission is not normally granted, however when there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise.27

4.30 The KCOA SPD will need to incorporate specific design measures to mitigate the adverse noise impacts on residents and workers. Good design requires careful consideration of multiple factors, including but not limited to: noise, vibration, location and orientation of buildings, internal layout and external spaces. Planning the development from site location, through concept design and materials selection can greatly minimise acoustic impacts.

4.31 The effects of the SPD on human health will be scoped into the SEA. This is due to the potential of the SPD to incorporate measures that will influence the health of those in and around the KCOA through mitigation of existing environmental effects.

27 Royal Borough of Kensington and Chelsea (2009) Noise SPD
development and provision of green space, cultural and social facilities and improved access to transport.

Soils

4.32 The KCOA is underlain by the bedrock geology of the London Clay Formation, comprising clay and silt.

4.33 There are multiple records of potential contaminative land uses within the KCOA. The earliest recorded is from a Gasometer in 1866. Other historical land uses within the KCOA include railway sidings and buildings, unspecified tanks, a cemetery, carriage sheds and a motor works. It has been identified that there are 19 records of potentially infilled land, this includes the canal, cemetery, cuttings and an ‘unspecified heap.’

4.34 The two recorded pollution incidents relate to spillages of oils and fuels in 2002 and 2003 which occurred in the north-eastern corner of the KCOA. Both incidents were recorded to have a Category 3 (minor) impact on the water environment. A further incident was recorded 17 m north of the KCOA and related to ‘general biodegradable materials and waste’ and had a Category 2 (significant) impact on the water environment. Finally, an incident was recorded 147 m north of the KCOA which relates to ‘contaminated water’ and had Category 3 (minor) impact on the water and land environment and Category 2 (significant) impact on air. There is one record of a hazardous substance consent and enforcement within the western part of the gasworks within the KCOA.

4.35 In term of current land uses, there are ten recorded potentially contaminative industrial sites within the KCOA; these are identified to relate to electrical features (associated with the supermarket), tanks, gas features (associated with gas works), container and storage (associated with the depot on the southern boundary), unspecified works or factories, water pumping stations, business parks and industrial estates and petrol and fuel stations (associated with the supermarket).28

4.36 The effects of the SPD on soils will be scoped into the SEA as new development and infrastructure have the potential to adversely affect soil and the remediation of contaminated land depending on the measures set out in the KCOA SPD.

Water

4.37 Many human activities have the potential to pollute water e.g. industrial processes, urban infrastructure, transport and accidental or deliberate pollution incidents. Pollutants from these and many other sources may enter surface or ground water directly, may move slowly within ground water and emerge eventually in surface water, may run off the land or may be deposited from the atmosphere. Pollution may be from point sources or may be more diffuse and can be exacerbated by weather conditions.

4.38 The closest recorded groundwater abstraction licence is identified approximately 930m south of the KCOA from a borehole at Imperial College West and is recorded to have a maximum daily volume of 2,172m³. There are no recorded active potable water abstraction licences identified within a 2km radius of the KCOA. There are also no Source Protection Zones or groundwater vulnerability zones recorded within a 500m radius of the KCOA.

4.39 The Grand Union Canal is located along the northern boundary of the KCOA and the River Thames is located approximately 4 km to the south of the site; the latter is classified by the Environment Agency as a ‘main river.’ The site lies within the Thames Management catchment area which comprises 47 water bodies, the majority of which had a Water Framework Directive (WFD) ecological status of ‘Moderate’ in 2016 with an objective of ‘Good’ by 2027.29

4.40 The effects of the SPD on water will be scoped into the SEA as new development and infrastructure have the potential to adversely affect water depending on the measures set out in the KCOA SPD.

28 RMA Environmental (2019) Ground Conditions Technical Note
29 RMA Environmental (2019) Ground Conditions Technical Note
Air Quality

4.41 The Environment Act 1995 introduced the National Air Quality Strategy and the requirement for local authorities to determine if statutory air quality objectives (AQOs) are likely to be exceeded. All local authorities now report to DEFRA on an annual basis, and have the obligation to declare Air Quality Management Areas (AQMAs) and develop action plans for improvement of air quality if objectives are likely to be exceeded. The site lies entirely within the Royal Borough of Kensington and Chelsea AQMA.

4.42 The KCOA is currently being monitored in 19 locations, within and outside of the site (400m to the north and south), in relation to Nitrogen Dioxide (NO₂) concentrations. The highest recorded concentrations were in the eastern part of the KCOA at 66.7 µg/m³ and 63.9 µg/m³, both of which lie directly adjacent to the B450 road. Compared to the rest of London, the KCOA lies in a fairly low NO₂ concentrated area. However, recent studies have shown associations of mortality with annual average NO₂, at concentrations lower than previous studies had shown, and there is now evidence of associations in cohorts in which the range of outdoor levels reaches as low as 5 µg/m³ annual average NO₂ concentration.

4.43 There is only one road access into the KCOA north of the railway line and the Ladbroke Grove Road junction is close to capacity. This severely constrains the development that can be accommodated on the KCOA without significant transport improvements.

4.44 **A main concern for this site is traffic congestion. Due to the likely air quality impacts associated with this congestion air quality will be scoped into the SEA.**

Climatic Factors

4.45 The UK is a signatory to the international 2015 Paris Agreement, committing the country to a long-term goal of keeping the increase in global average temperature to well below 2°C above pre-industrial levels, through domestic mitigation measures. The UK’s Climate Change Act 2008 commits to reduce national emissions by at least 80% of 1990 levels by 2050.

4.46 The UK Climate Projections (UKCP18) show that in 2050 the climate in London will be warmer with wetter winters and drier summers than at present. Specifically:

- Under medium emissions, the increase in winter mean temperature is estimated to be 2.2°C; it is unlikely to be less than 1.1°C and is very unlikely to be more than 3.4°C.
- Under medium emissions, the increase in summer mean temperature is estimated to be 2.8°C; it is unlikely to be less than 1.3°C and is very unlikely to be more than 4.6°C.

4.47 A changing climate may place pressure on some native species and create conditions suitable for new species, including invasive non-native species. Although the precise nature of environmental changes is not fully understood, changes to precipitation patterns (and river flow) and flooding have implications for the location, longevity and viability of waste developments. Conversely, predicted dry, hot summers will cause problems of low flows for some of the rivers in the area which will increase demand for water. Extreme weather events may also increase disruption to supply chains, infrastructure and transport of waste.

4.48 Successfully adapting to climate change involves understanding the risks and quantifying the likely impacts, so that informed decisions can be taken about the costs and benefits of reducing those risks. Taking the impacts of a changing climate into account in all short, medium and long term planning is an investment to save money. Actions to increase resilience help to maximise

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30 Trium Environmental Consulting (2019) NO₂ Monitoring Locations within KCOA
31 Committee on the Medical Effects of Air Pollutants (2018) Associations of long-term average concentrations of nitrogen dioxide with mortality
32 Peter Brett Associates (2019) Kensal Canalside Opportunity Area SPD Ecological Constraints and Opportunities
the capacity of all to adapt. Adaptation plans need to be kept under regular review as adaptation will become increasingly important if appropriate mitigation is not put in place in time.\textsuperscript{34}

\textit{Carbon Emissions}

\textbf{4.49} For the year 2005 Kensington and Chelsea had an average rate of 8.3 tonnes of CO\textsubscript{2} emissions per capita, however in 2017 the rate decreased to 5.3 tonnes per capita. Table 4.4 shows CO\textsubscript{2} (kilotonne) emissions for Kensington and Chelsea for 2005 and 2017 across industrial, domestic and transport sectors. As can be seen in Table 4.4, there has been a reduction between 2005 and 2017 across all sectors and industrial and commercial accounts for the largest amount of CO\textsubscript{2} emissions.\textsuperscript{35}

\begin{table}[h]
\centering
\begin{tabular}{|c|c|c|c|c|}
\hline
Year & Industrial and Commercial & Domestic & Transport & Total \\
\hline
2005 & 779.8 & 415.3 & 201.3 & 1,396.6 \\
2017 & 410.4 & 261.3 & 152.4 & 824.0 \\
\hline
\end{tabular}
\caption{CO\textsuperscript{2} emissions in Kensington and Chelsea (shown as kt)}
\end{table}

\textbf{4.50} The RBKC is working in partnership with Repowering London to create and sustain the North Kensington Community Energy project. This project is the first community-owned energy enterprise/power station in Kensington and Chelsea. To date, the North Kensington Community Energy Project installed 289 solar panels on two primary schools and a community centre (Dalgarno Centre) which is just south of the KCOA.\textsuperscript{36}

\textit{Urban Heat Island Effect}

\textbf{4.51} Urban growth can contribute to the urban heat island effect. This is due to the land surfaces in towns and cities, which are made of materials like tarmac and concrete, which absorb and store heat, that coupled with concentrated energy use and less ventilation than in rural areas, creates a heating effect.\textsuperscript{37} With an estimated increase of 3,500 – 5,000 homes on site and as the area around the site is urbanised, urban heat island effect becomes an increasing stressor on the site and the area surrounding it.

\textit{Flood Risk}

\textbf{4.52} KCOA lies entirely within Flood Zone 1 (low risk). Land located within Flood Zones 2 and 3 (medium and high risk) is located approximately 2.3km to the south and at an elevation approximately 20m lower than the site. It has been concluded by RMA Environmental’s water resources’ technical note that the site will remain within Flood Zone 1 for its operational lifetime (assumed to be 100 years). However, the site is potentially at risk from surface water flooding, sewer flooding and flooding from the Grand Union Canal, which is located along the northern boundary. No other significant sources of flooding have been found on the site (i.e. groundwater or reservoirs). The RBKC Strategic Flood Risk Assessment (SFRA) from 2014 identified that in July 2007 the Borough suffered flooding from sewers and surface water, which mainly affected properties with basements.

\textbf{4.53} The areas at risk of surface water flooding are located in areas of low-lying land within the site. These areas of surface water flood risk are expected given the brownfield nature of the site and the urbanised nature of the surrounding area, however surface water flood risk does not appear to have significant connectivity to areas outside of the site boundary.

\textsuperscript{34} Environment Agency (2018) Climate Change Impacts and Adaptation

\textsuperscript{35} Gov.UK (2019) UK local authority and regional carbon dioxide emissions national statistics

\textsuperscript{36} Royal Borough of Kensington and Chelsea (2019) North Kensington Community Energy Project
\url{https://www.rbkc.gov.uk/greenerborough/north-kensington-community-energy-project}

\textsuperscript{37} Met Office (2012) Urban Heat Islands
\url{https://www.metoffice.gov.uk/binaries/content/assets/mohippo/pdf/8/m/mo_pup_insert_health.web.pdf}
While canals are regulated waterbodies and do not generally pose a direct flood risk, a residual risk remains from overtopping of weirs and breaching of canal embankments, which can occur when water from external sources enters the canal. The SFRA (2014) details that the flood risk from the Grand Union Canal is not expected to be significant, given that the canal is not embanked adjacent to the site. The SFRA (2014) also indicated that the site is located within a postcode area with 53 recorded incidents of sewer flooding over the past 10 years.

The SFRA (2014) describes the site as being located in an area where the suitability of infiltration based SuDS is uncertain, due to the underlying geology of London Clay, however, it is possible to incorporate SuDS in the lowest parts of the site and position it to allow a gravity connection to the combined sewer.\[38\]

Climate change is an important factor in increasing flood risk particularly through the impacts of rising sea levels and more extreme weather events.

**Extreme rainfall events**

The UK Climate Projections (UKCP18) show that in 2050 the climate in London will be warmer with wetter winters and drier summers than at present.\[39\] Specifically:

- Under medium rainfall scenarios, the increase in rainfall in the winter is estimated to be 15%; it is unlikely to be less than 0% and very unlikely to be more than 25% to 30%.
- Under medium rainfall scenarios, the decrease in rainfall in the summer is estimated to be a decrease of 10%; it is unlikely to be 0% and very unlikely to be 25% to 30%.

The effects of the SPD on climatic factors will be scoped into the SEA as the urban heat island effect, carbon emissions, extreme rainfall events and flood risk have the potential to be affected by the measures set out in the KCOA SPD.

**Material Assets**

Waste is the only material asset identified as being relevant to the development of the KCOA.

The KCOA has provision for an on-site waste management facility to deal with waste arising from the new uses of the site (including recycling facilities and/or anaerobic digestion).\[40\] The KCOA SPD has the potential to ensure that the re-use of construction waste on site will also be provided for.

The effects of the SPD on waste will be scoped into the SEA. This is due to the potential of the SPD to incorporate measures that will change the material assets on the site through development and transport infrastructure.

**Cultural Heritage**

Historically this was a major industrial area for North West London; deliberately close to major transport links, and was dominated by gas works and railway depot from the 19th century. To the south east of the KCOA is a four / five storey inter-war housing block and nursery building, Grade II* Listed Building. Kensal Green is first mentioned by its present name in 1550, but by the 18th century it was still a minor settlement along the Harrow Road within a wider rural or countryside setting. However, the 19th century saw the area transformed by transport infrastructure which in turn encouraged urban development, particularly industrial and also supporting residential. The initial driving force of change was the construction of the Paddington branch of the Grand Junction Canal mainline, built around 1793; and opened in 1801.

There are eight Conservation Areas, more than 100 Listed Buildings and one Registered Park and Garden within a 1km radius from the KCOA, which could be affected directly or indirectly from the redevelopment on the KCOA. The Registered Park and Garden, Kensal Green (All Souls)

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\[38\] RMA Environmental (2019) Water Resources Technical Note


\[40\] Royal Borough of Kensington and Chelsea (2015) RBKC Consolidated Local Plan 2015
Cemetery, and one of the Conservation Areas, which contains many Listed Buildings, lie adjacent to the site to the north. There are no Scheduled Monuments within 1km of the site.41

4.64 There are 43 historical railway and tunnel features on site; these are reported to be railway sidings, tramway sidings and railway and range from the years 1870 to 1996.42

4.65 **The effects of the SPD on cultural heritage will be scoped into the SEA assessment as, due to the number of conservation areas, listed buildings and other heritage assets in and around the KCOA, there may be the potential for effects upon the settings of these assets for example as a result of noise and light pollution. It is also considered that increased footfall and a decline in air quality in the vicinity of a heritage asset may have an adverse effect on the fabric of the building or structure.**

**Landscape**

4.66 The site lies entirely within the National Character Area: 112 Inner London. This National Character Area consists of dense urban settlement. The National Character Area: 111 Northern Thames Basin lies just to the north of the site which consists of the distinct area of the London Clay lowlands, one of the areas that encompass the 111 Northern Thames Basin NCA.

4.67 **The effects of the SPD on landscape will be scoped into the SEA as new development and infrastructure have the potential to drastically change the landscape depending on the measures set out in the KCOA SPD.**

**Effects beyond the KCOA boundaries**

4.68 The KCOA SPD has the potential to give rise to effects beyond the boundaries of the KCOA, in particular through increased amounts of traffic, improved economic growth, improved habitat connectivity through the green corridor, and improved access to the Kensal Green Cemetery as a recreational asset.

**Topics to be considered in the SEA**

4.69 Based on the information set out above, the SEA will include an assessment of:

a) biodiversity;
b) population;
c) human health;
d) fauna;
e) flora;
f) soil;
g) water;
h) air;
i) climatic factors;
j) material assets;
k) cultural heritage, including architectural and archaeological heritage;
l) landscape; and
m) the inter-relationship of these elements.

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41 Turley (2019) *Built Heritage Baseline Appraisal, Kensal Canalside Opportunity Area, RBKC*
42 RMA Environmental (2019) *Ground Conditions Technical Note*
Key Sustainability Issues

4.70 Analysis of the baseline information has enabled a number of key environmental issues facing the RBKC, and of relevance to the KCOA SPD, to be identified. Identification of the key issues and consideration of how these issues might develop over time if the KCOA SPD were not to be prepared helps to meet the requirements of Schedule 2 of the SEA Regulations to provide information on:

2) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan.

(4) Any existing environmental problems which are relevant to the plan

4.71 A set of key sustainability issues has been created below and is presented in Table 4.5.

4.72 It is also a requirement of the SEA Regulations that consideration is given to the likely evolution of the environment in the plan area (in this case KCOA) if the KCOA SPD was not to be implemented. This analysis is also presented in Table 4.5 in relation to each of the key sustainability issues.

4.73 The information in Table 4.5 shows that, in general, the current trends in relation to the various environmental issues affecting the KCOA would be more likely to continue without the implementation of the SPD. In most cases, the SPD offers opportunities to directly and strongly affect existing trends in a positive way.
### Table 4.5 Key Sustainability Issues for the KCOA and Likely Evolution without the Kensal Canalside Opportunity Area SPD

<table>
<thead>
<tr>
<th>Key Sustainability Issues for the KCOA of relevance to the Kensal Canalside SPD</th>
<th>Likely Evolution without the Kensal Canalside Opportunity Area SPD</th>
</tr>
</thead>
</table>
| **Biodiversity, Flora and Fauna** | The RBKC adopted its Local Plan Partial Review (LPPR) on 11 September 2019. The LPPR builds off of the Consolidated Local Plan, until a single updated Local Plan is produced, aiming to protect and enhance biodiversity within the Borough through the policies below:  
  - CA 1: Kensal Canalside Opportunity Area;  
  - CE 4: Biodiversity; and  
  - CR 5: Parks, Gardens, Open Spaces and Waterways.  
The RBKC Consolidated Local Plan 2015 aims to protect the biodiversity in, and adjacent to, the borough’s Sites of Nature Conservation Importance through a couple of policies:  
  - CA 1: Kensal Gasworks; and  
  - CE 4: Biodiversity.  
The implementation of the SPD may add further protection to the local biodiversity through its aims and measures, such as providing for protected or otherwise notable species and enhancing habitat connectivity through utilising the full potential of the green corridor along the railway, however it may also adversely affect the local biodiversity as the exact design of the developments are not yet known. If the SPD was not to be implemented it is likely that adequate protection would still be afforded to the site’s green corridor through the policies within the Consolidated Local Plan and the recently adopted LPPR. |
| The KCOA contains green corridors formed by the railway and the canal, which could be adversely affected or lost entirely through development of the area. The KCOA is almost entirely made up of ecologically sensitive sites made up of designated habitats: unimproved neutral grassland, ruderal/ephemeral and tall herb vegetation, scattered trees, scrub and bare soil/rock and priority habitat. Deciduous woodland borders the KCOA, both of which could be lost to development. In addition, invasive plant species, Japanese knotweed and giant hogweed are known to be present within the North Pole Depot. |  |
| **Population** |  |
| The KCOA is within the top 10-20% most deprived for crime nationally. In addition, there is a lack of affordable housing and the unemployment rate in Dalgarno Ward is significantly higher than the Borough and national | The RBKC adopted its Local Plan Partial Review (LPPR) on 11 September 2019. The LPPR builds off of the Consolidated Local Plan, until a single updated Local Plan is produced, aiming to encourage regeneration within the Borough through the policies below:  
  - Col 1: Kensal Canalside Opportunity Area;  
  - CE 4: Biodiversity; and  
  - CR 5: Parks, Gardens, Open Spaces and Waterways.  
The RBKC Consolidated Local Plan 2015 aims to protect the biodiversity in, and adjacent to, the borough’s Sites of Nature Conservation Importance through a couple of policies:  
  - CA 1: Kensal Gasworks; and  
  - CE 4: Biodiversity.  
The implementation of the SPD may add further protection to the local biodiversity through its aims and measures, such as providing for protected or otherwise notable species and enhancing habitat connectivity through utilising the full potential of the green corridor along the railway, however it may also adversely affect the local biodiversity as the exact design of the developments are not yet known. If the SPD was not to be implemented it is likely that adequate protection would still be afforded to the site’s green corridor through the policies within the Consolidated Local Plan and the recently adopted LPPR.  |

Kensal Canalside Opportunity Area SPD  
September 2019
### Key Sustainability Issues for the KCOA of relevance to the Kensal Canalside SPD

<table>
<thead>
<tr>
<th>Likely Evolution without the Kensal Canalside Opportunity Area SPD</th>
</tr>
</thead>
<tbody>
<tr>
<td>• CP 2: Places; and&lt;br&gt;• CA 1: Kensal Canalside Opportunity Area.</td>
</tr>
</tbody>
</table>

The RBKC Consolidated Local Plan 2015 contains policies relating to the regeneration of North Kensington, which includes KCOA, and include:

<table>
<thead>
<tr>
<th>Likely Evolution without the Kensal Canalside Opportunity Area SPD</th>
</tr>
</thead>
<tbody>
<tr>
<td>• CP 2: North Kensington; and&lt;br&gt;• CP 5: Kensal.</td>
</tr>
</tbody>
</table>

The SPD has the potential to aid the Royal Borough’s aim to regenerate the area through more sustainable modes of transport, increased access, environmentally responsible townscape, energy and water efficiency, a mix of housing and other uses including cultural and social spaces and increasing climate resilience. Without the implementation of the SPD it is likely that adequate requirements would still be applied to the regeneration of the area through the Consolidated Local Plan and the recently adopted LPPR, however, it is unlikely that adequate emphasis would be placed on the need for connecting the site to transport links, and building resilience to climate change through green infrastructure.

### Human Health

Almost the entire site lies within the most deprived quintile in England and Kensington and Chelsea. Consideration of health for the site must take account of the health of the resident, working and visitor populations. Therefore the site must be designed to encourage healthy lifestyles through the provision of facilities for walking and cycling as well as improving safety for pedestrians and cyclists and improving air quality.

<table>
<thead>
<tr>
<th>Likely Evolution without the Kensal Canalside Opportunity Area SPD</th>
</tr>
</thead>
<tbody>
<tr>
<td>The RBKC adopted its Local Plan Partial Review (LPPR) on 11 September 2019. The LPPR builds off of the Consolidated Local Plan, until a single updated Local Plan is produced, aiming to improve access to and development of more sustainable modes of travel within the Borough through the policies below:</td>
</tr>
</tbody>
</table>
| • CA 1: Kensal Canalside Opportunity Area;<br>• CT 1: Improving Alternatives to Car Use;<br>• CF 7: Arts and Cultural Uses;<br>• CR 5: Parks, Gardens, Open Spaces and Waterways; and<br>• CL 5: Living conditions. | }
## Key Sustainability Issues for the KCOA of relevance to the Kensal Canalside SPD

<table>
<thead>
<tr>
<th>Likely Evolution without the Kensal Canalside Opportunity Area SPD</th>
</tr>
</thead>
<tbody>
<tr>
<td>• CA 1: Kensal Gasworks;</td>
</tr>
<tr>
<td>• CK 1: Social and Community Uses;</td>
</tr>
<tr>
<td>• CK 3: Walkable Neighbourhoods and Neighbourhood Facilities;</td>
</tr>
<tr>
<td>• CF 7: Arts and Cultural Uses;</td>
</tr>
<tr>
<td>• CT 1: Improving Alternatives to Car Use;</td>
</tr>
<tr>
<td>• CR 5: Parks, Gardens, Open Spaces and Waterways; and</td>
</tr>
<tr>
<td>• CL 5: Living conditions.</td>
</tr>
</tbody>
</table>

The SPD has the potential to further improve the health of future residents of the KCOA, and residents within the surrounding area, through: limiting the increase in local road traffic, congestion and air pollution; and ensuring that the redevelopment of the precinct creates an attractive, healthy environment for recreation through the creation of connections to the Kensal Green Cemetery and Little Wormwood Scrubs. Adoption of design mitigation for existing impacts, including noise associated with the railway and supermarket loading dock, could also help to combat deprivation.

Without the implementation of the SPD health targets will still be in place but more sustainable modes of transport may not be prioritised and the effects of air quality may become a barrier to meeting these targets.

## Soils

On site, there are multiple records of potential contaminating land uses. Therefore, remediation of the site is essential to the long term use of future development.

A policy relating to soils and contaminated land is set out in the Consolidated Local Plan and the recently adopted LPPR: CE 7: Contaminated Land.

The SPD has the potential to provide the long term benefit of the remediation of the land within the KCOA; ensuring potential risks are understood and adequately mitigated before development begins. If the SPD was not to be implemented it is likely that adequate requirements would still be applied to contaminated land through the policy within the Consolidated Local Plan and the recently adopted LPPR.

## Water

Many human activities have the potential to pollute

The RBKC adopted its Local Plan Partial Review (LPPR) on 11 September 2019. The
<table>
<thead>
<tr>
<th>Key Sustainability Issues for the KCOA of relevance to the Kensal Canalside SPD</th>
<th>Likely Evolution without the Kensal Canalside Opportunity Area SPD</th>
</tr>
</thead>
<tbody>
<tr>
<td>water, which could then enter the surface and ground water directly.</td>
<td>LPPR builds off of the Consolidated Local Plan, until a single updated Local Plan is produced, aiming to maintain the Borough's waterways through the policies below:</td>
</tr>
<tr>
<td></td>
<td>• CA 1: Kensal Canalside Opportunity Area;</td>
</tr>
<tr>
<td></td>
<td>• CE 1: Climate Change;</td>
</tr>
<tr>
<td></td>
<td>• CE 2: Flooding;</td>
</tr>
<tr>
<td></td>
<td>• CT1: Improving alternatives to car use;</td>
</tr>
<tr>
<td></td>
<td>• CR 5: Parks, Gardens, Open Spaces and Waterways; and</td>
</tr>
<tr>
<td></td>
<td>• CL 1: Context and Character.</td>
</tr>
</tbody>
</table>

The RBKC Consolidated Local Plan 2015 sets out policies that require new development to improve access to the water, reduce water run-off and to maintain the local character in regard to waterways, these policies include:

| | • CA 1: Kensal Gasworks; |
| | • CE 2: Flooding; |
| | • CT1: Improving alternatives to car use; |
| | • CR 5: Parks, Gardens, Open Spaces and Waterways; |
| | • CL 1: Context and Character; and |
| | • CE 1: Climate Change. |

The implementation of the SPD offers an opportunity to improve access to the Grand Union Canal as well as the maintenance of water quality within the Canal. Without the implementation of the SPD, it is possible that access to, and use of, the Grand Union Canal could be improved, however improving water quality and reducing surface water run off would be unlikely to be achieved through the Consolidated Local Plan and LPPR alone.

**Air quality**

The eastern section of the KCOA, lies along the B450 road, which has the highest recorded NO\(^2\) concentrations. The RBKC adopted its Local Plan Partial Review (LPPR) on 11 September 2019. The LPPR builds off of the Consolidated Local Plan, until a single updated Local Plan is produced, aiming to maintain the Borough’s waterways through the policies below:
### Key Sustainability Issues for the KCOA of relevance to the Kensal Canalside SPD

Traffic congestion is of concern as there is only one road access into the KCOA north of the railway line. Additionally, the entire Royal Borough of Kensington and Chelsea is designated as an AQMA.

### Likely Evolution without the Kensal Canalside Opportunity Area SPD

Produced, aiming to improve air quality through such initiatives as more sustainable modes of transport within the Borough through the policies below:

- **CE 5: Air Quality**;
- **CA 1: Kensal Canalside Opportunity Area**; and
- **CT 1: Improving Alternatives to Car Use**.

The RBKC Consolidated Local Plan 2015 sets out a policy to improve air quality within the Royal Borough:

- **CE 5: Air Quality**

As well as policies that address a shift to more sustainable modes of transport. These policies include:

- **CA 1: Kensal Gasworks and**
- **CT 1: Improving Alternatives to Car Use**.

The implementation of the SPD offers an opportunity to further improve air quality with and surrounding the KCOA through the reduction in traffic and congestion and implementation of more sustainable modes of transport. Although the issue of air quality is addressed in the Consolidated Local Plan and LPPR, the SPD would lend further policy support to this issue, such as a zero parking requirement with the exception of electric vehicles. The SPD could also provide an added emphasis on active travel, ensuring that new development within the KCOA does not contribute to a decline in air quality.

In terms of a reduction in traffic and the impact of development on air quality, the Consolidated Local Plan does set out policies to this effect; it is possible that the KCOA SPD would lend further support to these policies. In the absence of the SPD the policies in the Consolidated Local Plan and recently adopted LPPR will work towards this reduction with support from GLA policies such as the Ultra Low Emission Zone.

The SPD will further support these measures; however it also has the potential to expand on these measures.

### Climatic Factors
### Mitigation

**Key Sustainability Issues for the KCOA of relevance to the Kensal Canalside SPD**

Among other sources, industrial and commercial uses, motorised transport and inefficient energy use and design are contributors to carbon emissions in the Royal Borough.

**Likely Evolution without the Kensal Canalside Opportunity Area SPD**

The RBKC adopted its Local Plan Partial Review (LPPR) on 11 September 2019. The LPPR builds off of the Consolidated Local Plan, until a single updated Local Plan is produced, aiming to tackle the adverse effects of climate change within the Borough through the policies below:

- CA 1: Kensal Canalside Opportunity Area; and
- CE 1: Climate Change.

The RBKC Consolidated Local Plan 2015 includes the following policies to tackle the adverse effects of climate change:

- CA 1: Kensal Gasworks; and
- CE 1: Climate Change.

The implementation of the SPD offers opportunities to further tackle this issue through the implementation of high standards of energy efficiency, sustainable design and generation of renewable energy, most notably through the North Kensington Community Energy Project. Without the implementation of the SPD it is likely that the implementation of energy efficiency schemes, such as BREEAM, and a reduction in carbon emissions is still achievable with the support of policies in the Consolidated Local Plan and recently adopted LPPR but this may be to a lesser extent or be achieved over a longer time scale, rather than from the start of development. However as a global issue, climate change will continue to be a key consideration, regardless of the policies and measures within both the Local Plan and the KCOA SPD.

### Adaptation

**Even though the KCOA is within Flood Zone 1, there is potential for surface water flooding, sewer flooding and flooding from the Grand Union Canal, which will most likely be exacerbated through extreme rainfall events.**

With changes to the landscape due to proposed development, increases in flood risk could arise as well. Urban heat island effect is also expected to become an increasing stressor.

**The RBKC adopted its Local Plan Partial Review (LPPR) on 11 September 2019. The LPPR builds off of the Consolidated Local Plan, until a single updated Local Plan is produced, aiming to tackle the adverse effects of climate change within the Borough through the policies below:**

- CA 1: Kensal Canalside Opportunity Area;
- CE 1: Climate Change; and
- CE 2: Flooding.
### Key Sustainability Issues for the KCOA of relevance to the Kensal Canalside SPD

<table>
<thead>
<tr>
<th>Likely Evolution without the Kensal Canalside Opportunity Area SPD</th>
</tr>
</thead>
<tbody>
<tr>
<td>The RBKC Consolidated Local Plan 2015 includes the following policies to tackle the adverse effects of climate change:</td>
</tr>
<tr>
<td>• CA 1: Kensal Gasworks;</td>
</tr>
<tr>
<td>• CE 1: Climate Change; and</td>
</tr>
<tr>
<td>• CE 2: Flooding.</td>
</tr>
<tr>
<td>The implementation of the SPD offers opportunities to further tackle this issue through the implementation of SuDS, green infrastructure and provision of shelters from extreme rainfall events. Without the implementation of the SPD it is likely that the implementation of SuDS is still achievable with the support of policies in the Consolidated Local Plan and the soon to be adopted LPPR but this may be to a lesser extent or be achieved over a longer time scale, rather than from the start of development. Additionally, implementing green infrastructure and providing shelters in the public realm for extreme rainfall events within the KCOA would be unlikely to be achieved through the Consolidated Local Plan and LPPR alone.</td>
</tr>
<tr>
<td>As a global issue, climate change will continue to be a key consideration, regardless of the policies and measures within both the Local Plan and the KCOA SPD.</td>
</tr>
</tbody>
</table>

### Material assets

<table>
<thead>
<tr>
<th>Through the development process of the site, large quantities of demolition and construction waste will be generated.</th>
</tr>
</thead>
<tbody>
<tr>
<td>The RBKC adopted its Local Plan Partial Review (LPPR) on 11 September 2019. The LPPR builds off of the Consolidated Local Plan, until a single updated Local Plan is produced, aiming to ensure the high environmental standards and high living conditions are implemented throughout the Borough through the policies below:</td>
</tr>
<tr>
<td>• CA 1: Kensal Canalside Opportunity Area;</td>
</tr>
<tr>
<td>• CE 1: Climate Change;</td>
</tr>
<tr>
<td>• CE 3: Waste;</td>
</tr>
<tr>
<td>• CL 1: Context and Character;</td>
</tr>
<tr>
<td>• CL 2: Design Quality;</td>
</tr>
<tr>
<td>• CL 4: Heritage Assets – Listed Buildings, Scheduled Ancient Monuments and</td>
</tr>
</tbody>
</table>
## Key Sustainability Issues for the KCOA of relevance to the Kensal Canalside SPD

<table>
<thead>
<tr>
<th>The RBKC Consolidated Local Plan 2015 aims to ensure that high environmental standards are applied to the construction, building materials and waste management through policies:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• CA 1: Kensal Gasworks;</td>
</tr>
<tr>
<td>• CE 1: Climate Change; and</td>
</tr>
<tr>
<td>• CE 3: Waste</td>
</tr>
</tbody>
</table>

The RBKC Consolidated Local Plan 2015 also aims to respect the local context and ensure living conditions are good through policies:

<table>
<thead>
<tr>
<th>The SPD has the potential to ensure that high environmental standards are applied to each stage of the development process. In addition, the SPD can ensure maximum reuse and recycling of construction materials and provision of onsite waste management facilities including compost and anaerobic digestion and aid in the reduction of and effective and efficient removal of waste.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Without the likely measures within the SPD to reduce the impacts of waste and ensure that high environmental standards are applied, existing policies within the Consolidated Local Plan and recently adopted LPPR are in place to address these impacts, however, it is likely that the SPD could lend further support and weight to these, making outcomes more achievable.</td>
</tr>
</tbody>
</table>

## Cultural Heritage

The KCOA contains, and is in close proximity to, many...
### Key Sustainability Issues for the KCOA of relevance to the Kensal Canalside SPD

<table>
<thead>
<tr>
<th>Heritage assets, including Conservation Areas, Listed Buildings and a Registered Park and Garden. Changes in vehicle movements and housing and economic development may affect the settings and listed buildings and can affect archaeological remains.</th>
</tr>
</thead>
</table>

### Likely Evolution without the Kensal Canalside Opportunity Area SPD

<table>
<thead>
<tr>
<th>LPPR builds off of the Consolidated Local Plan, until a single updated Local Plan is produced, aiming to protect and enhance the heritage assets within the Borough through the policies below:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• CL 3: Heritage Assets – Conservation Areas and Historic Spaces; and</td>
</tr>
<tr>
<td>• CL 4: Heritage Assets – Listed Building, Scheduled Ancient Monuments and Archaeology.</td>
</tr>
</tbody>
</table>

The RBKC Consolidated Local Plan 2015 aims for protection of its cultural assets through adoption of policies that will protect and enhance heritage and archaeological assets. These include:

- CL 3: Heritage Assets – Conservation Areas and Historic Spaces; and
- CL 4: Heritage Assets – Listed Building, Scheduled Ancient Monuments and Archaeology.

The implementation of the SPD may add further protection to these assets through its aims and measures, such as the reduction in road traffic, the promotion of more public transport and active transport options, and through the identification of design guidelines to ensure the area is developed sensitively. However, it may also adversely affect the setting of some heritage assets in the exact design and location of the developments which are not yet known. If the SPD was not to be implemented it is likely that more than adequate protection would still be afforded to the heritage and archaeological assets of the KCOA through policies within the Consolidated Local Plan and the recently adopted LPPR.

### Landscape

The KCOA lies adjacent to a broadleaved woodland habitat, which has been identified within the Kensal Green Cemetery and lies within a Borough with valued townscape, therefore both of which could be greatly impacted due to the development of the site.

The RBKC adopted its Local Plan Partial Review (LPPR) on 11 September 2019. The LPPR builds off of the Consolidated Local Plan, until a single updated Local Plan is produced, aiming to create high quality green spaces and to continue to value the Borough’s townscape and landscape through the policies below:

- CR 6: Trees and landscape,
- CL 12: Building Heights; and
### Key Sustainability Issues for the KCOA of relevance to the Kensal Canalside SPD

<table>
<thead>
<tr>
<th>Likely Evolution without the Kensal Canalside Opportunity Area SPD</th>
</tr>
</thead>
<tbody>
<tr>
<td>- CA 1: Kensal Canalside Opportunity Area.</td>
</tr>
</tbody>
</table>

The RBKC Consolidated Local Plan 2015 aims to protect existing trees and provide new trees that complement existing or create new, high quality green areas and ensure that buildings respect the borough’s valued townscapes and landscapes through the following policies:

- CR 6: Trees and landscape,
- CL 12: Building Heights; and
- CA 1: Kensal Gasworks.

The implementation of the SPD may add further protection to the local townscape and landscape through its aims and measures, such as ensuring the adjacent woodlands are enhanced and expanded and the development within the site adheres to the local character. If the SPD was not to be implemented it is likely that adequate protection would still be afforded to the townscape and landscape of the KCOA through the policies within the Consolidated Local Plan and recently adopted LPPR.
5 **SEA Framework**

**SEA Objectives**

5.1 The development of a set of SEA objectives (known as the SEA framework) is a recognised way in which the likely environmental and sustainability effects of a plan can be described, analysed and compared.

5.2 Drawing from the baseline information *(Chapter 4)* collected and the key sustainability issues *(Chapter 4)* that emerged from there, we were able to create a SEA framework.

5.3 The SEA objectives have been reviewed to ensure that those topics specifically required by the SEA Regulations that have been scoped in are clearly addressed. Therefore, there are 10 SEA objectives to be considered.

5.4 The proposed SEA framework for the KCOA SPD is presented in Table 5.1. The final column in the table demonstrates which SEA objective addresses which of the topics that are required by Schedule 2 of the SEA Regulations to be covered. All topics in Schedule 2 of the SEA Regulations have been included.
Table 5.5.1 SEA Framework for the Kensal Canalside Opportunity Area SPD

<table>
<thead>
<tr>
<th>SEA Objectives</th>
<th>Appraisal Questions: Will the SPD...</th>
<th>SEA Regulations Topic(s) covered</th>
</tr>
</thead>
</table>
| 1  Conserve and enhance biodiversity | - Enhance habitat connectivity within the SPD area and to wider ecological networks  
- Protect and enhance designated and priority habitats  
- Safely remove invasive species (e.g. Japanese knotweed and giant hogweed)  
- Incorporate green infrastructure into the design of the site  
- Utilise the potential of the green corridor and canal for habitats and ecological networks | Biodiversity, Flora and Fauna |
| 2  Ensure regeneration is designed to meet the needs of those most in need | - Improve access to community, social and cultural facilities on site  
- Incorporate sustainable, long term economic and residential development  
- Support a diverse and vibrant local economy to foster sustainable economic growth  
- Increase the amount of social and affordable housing in the SPD area. | Population |
| 3  Improve the health of workers, residents and visitors | - Improve safety for pedestrians and cyclists  
- Improve air quality (see SEA objective 6)  
- Create and improve access to healthcare facilities  
- Minimise noise and light pollution  
- Manage existing onsite acoustic impacts  
- Create connectivity through green infrastructure network to parks surrounding the site  
- Re-design the Kensal Green Cemetery and Grand Union Canal to be utilised as recreational assets  
- Improve active travel to and from the site  
- Improve access to public transport links  
- Ensure wind and sunlight are factored into the design of the development on site  
- Create open space, sport and recreation and play areas within the SPD area | Human Health |
<p>| 4  Improve the quality of soils | - Ensure the remediation of soils before development proceeds | Soils |</p>
<table>
<thead>
<tr>
<th>SEA Objectives</th>
<th>Appraisal Questions: Will the SPD...</th>
<th>SEA Regulations Topic(s) covered</th>
</tr>
</thead>
</table>
| 5 Conserve and enhance the setting and accessibility of the Grand Union Canal | • Improve access to the Grand Union Canal  
    • Ensure the setting of the Grand Union Canal is protected and enhanced  
    • Improve water quality | Water |
| 6 Improve air quality and reduce carbon emissions from transport | • Incorporate zero-car requirements  
    • Reduce the number of vehicles within the site and surrounding roads  
    • Reduce congestion on the area’s roads  
    • Reduce carbon emissions through minimising traffic movements in and around the site  
    • Improve access to more sustainable modes of transport, e.g. walking and cycling | Air Quality  
    Climatic Factors |
| 7 Reduce activities in the built environment that exacerbate climate change | • Ensure high standards of energy are utilised  
    • Minimise reliance on fossil fuels by utilising renewable energy  
    • Use low-carbon construction materials | Climatic Factors |
| 8 Build resilience to climate change | • Address the urban heat island effect  
    • Minimise the risk of flooding from extreme rainfall events  
    • Provide shelter in the public realm from extreme rainfall events  
    • Incorporate green infrastructure into the design of the site | Climatic Factors |
| 9 Adopt the ‘Waste hierarchy’ in all activities – reduce, reuse, recycle | • Reduce the amount of waste requiring removal through reuse and recycling during construction  
    • Ensure maximum reuse and recycling of construction materials and buildings  
    • Reduce the amount of waste produced and minimise the amount sent to landfill when the development is operational | Material Assets |
| 10 Conserve and enhance the historic environment | • Maintain and enhance the character and setting of heritage assets in the SPD area  
    • Maintain and enhance the setting of heritage assets within close proximity to the site | Cultural heritage |
| 11 Conserve the townscape and landscape | • Ensure the townscape and landscape in the area is retained and enhanced  
    • Improve townscape quality, providing development which is sympathetic in design to its neighbours and, where appropriate, enhance the image of the area  
    • Ensure local character is not lost in design of new development | Landscape |
Use of the SEA framework

5.5 The findings of the SEA of the KCOA SPD will be presented as a colour coded symbol showing the score for each option against each of the SEA objectives along with a concise justification for the score given.

5.6 The use of colour coding will allow for likely significant effects (both positive and negative) to be easily identified, as shown in the key below.

**Key to SEA scores**

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>++</td>
<td>Significant positive effect likely</td>
</tr>
<tr>
<td>+</td>
<td>Minor positive effect likely</td>
</tr>
<tr>
<td>0</td>
<td>Negligible effect likely</td>
</tr>
<tr>
<td>-</td>
<td>Minor negative effect likely</td>
</tr>
<tr>
<td>--</td>
<td>Significant negative effect likely</td>
</tr>
<tr>
<td>?</td>
<td>Likely effect uncertain</td>
</tr>
<tr>
<td>+/-</td>
<td>Mixed effect likely</td>
</tr>
</tbody>
</table>

5.7 The primary focus of the SEA will be on the effects of the KCOA SPD within the KCOA boundaries. However, indirect effects outside the KCOA boundaries, for example in relation to air and noise pollution, will also be addressed in the SEA.

Proposed structure of the SEA report

5.8 A Strategic Environmental Assessment Report for each consultation stage of the KCOA SPD will be produced as a key output of the appraisal process. Elements of this Scoping Report will be included as relevant (see structure below). The SEA Report will contain information on the effects of the proposed options and will be published for formal public consultation. It will include the updated table ‘signposting’ where each of the requirements of the SEA Regulations has been met (as shown in Table 1.1 of this Scoping Report).

5.9 The SEA report will be written in a user-friendly way in order to ensure that it will be understood by as wide an audience as possible. It will be accompanied by a non-technical summary and is likely to be structured as set out below:

**Introduction**

- Purpose of the SEA and the SEA Report.
- KCOA SPD objectives and an outline of its contents.
- Compliance with the SEA Regulations.

**Appraisal methodology**

- Approach to the SEA.
- Who was consulted, when and how.
- Difficulties encountered in compiling information or carrying out the assessment.
Environmental objectives, baseline and context

- Links to other strategies, plans and policies and environmental objectives and how these have been taken into account.
- Description of the environmental baseline characteristics and the predicted future baseline.
- Difficulties in data collection and its limitations.
- The SEA framework, including objectives, targets and indicators.
- Main environmental issues and problems identified and the likely evolution of those issues without implementation of the KCOA SPD.

Assessment of KCOA SPD Options

- Options considered and how they were identified.
- Likely environmental effects arising from each option.
- How environmental effects were considered in developing the options and choosing the preferred options.
- Why other options were rejected.
- Proposed mitigation measures.

Conclusions and monitoring

- Conclusions regarding the SEA findings, including summary of the potential significant effects.
- Proposals for monitoring.

5.10 Information about how any consultation responses received in response to earlier stages of the SEA have been addressed will be presented in an appendix.

5.11 Once the appraisal work is undertaken, it may be necessary to make refinements to the proposed report structure described above, in order to present the findings of the SEA in the most easily understandable way. However, the content of the report will reflect the above list of issues, and will be fully compliant with the reporting requirements of the SEA Regulations.
6 Next Steps

6.1 In order to meet the requirements of the SEA Regulations, the views of the three statutory consultees (Natural England, Historic England and the Environment Agency) are being sought in relation to the scope and level of detail to be included in the SEA report.

6.2 This SEA Scoping Report is being published for a five week period between 16th September and 21st October 2019 for consultation with the three statutory bodies (Environment Agency, Historic England and Natural England) to meet the requirements of the Duty to Co-operate.

6.3 In particular, the consultees are requested to consider:
   - Whether there are any additional plans, policies or programmes that are relevant to the SA and should be included (see Appendix 1).
   - Whether the information provided in Chapter 4 is robust and comprehensive, and provides a suitable baseline for the SEA of the SPD.
   - Whether the appropriate topics have been scoped into the SEA (Chapter 4).
   - Whether there are any additional key sustainability issues (Chapter 4) that should be included.
   - Whether the SEA framework (Chapter 5) is appropriate and includes a suitable range of objectives.

6.4 Following receipt of comments from this consultation and any necessary changes have been made to this document, the KCOA SPD will be subject to the later stages of the SEA using the SEA framework presented in Chapter 5. A full SEA report (incorporating the later stages of the SEA process) will then be produced and made available to other stakeholders and the general public for wider consultation alongside the emerging SPD.

LUC
September 2019
Appendix 1
Review of Plans, Policies and Programmes
<table>
<thead>
<tr>
<th>Plan/ Policy/ Programme</th>
<th>Objectives and Requirements</th>
<th>Implications for the SEA</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>International</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Johannesburg Declaration on Sustainable Development (2002)</td>
<td>Commitment to building a humane, equitable and caring global society aware of the need for human dignity for all. Renewable energy and energy efficiency. Accelerate shift towards sustainable consumption and production.</td>
<td>Consider the enhancement of the natural environment.</td>
</tr>
<tr>
<td>Aarhus Convention (1998)</td>
<td>Established a number of rights of the public with regard to the environment. Local authorities should provide for:</td>
<td>Ensure that public are involved and consulted at all relevant stages of SEA production.</td>
</tr>
<tr>
<td></td>
<td>• The right of everyone to receive environmental information</td>
<td><em>Relates to the overall SEA process.</em></td>
</tr>
<tr>
<td></td>
<td>• The right to participate from an early stage in environmental decision making</td>
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<td></td>
<td>• The right to challenge in a court of law public decisions that have been made without respecting the two rights above or environmental law in general.</td>
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</tr>
<tr>
<td>UN Paris Climate Change Agreement (2015)</td>
<td>International agreement to keep global temperature rise this century well below 2 degrees Celsius above pre-industrial levels.</td>
<td>Consider climate change.</td>
</tr>
<tr>
<td><strong>European</strong></td>
<td></td>
<td></td>
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<tr>
<td>SEA Directive 2001</td>
<td>Provide for a high level of protection of the environment and contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development.</td>
<td>Requirements of the Directive must be met in Strategic Environmental Assessment</td>
</tr>
<tr>
<td>Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment</td>
<td></td>
<td><em>Relates to the overall SEA process.</em></td>
</tr>
<tr>
<td>The Industrial Emissions Directive 2010</td>
<td>This Directive lays down rules on integrated prevention and control of pollution arising from industrial activities. It also lays down rules designed to prevent or, where that is not practicable, to reduce emissions into air, water and land and to prevent the generation of waste, in order to achieve a high level of protection of the environment taken</td>
<td>Consider reducing pollution.</td>
</tr>
<tr>
<td>Plan/ Policy/ Programme</td>
<td>Objectives and Requirements as a whole.</td>
<td>Implications for the SEA</td>
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| **The Birds Directive 2009**  
Directive 2009/147/EC is a codified version of Directive 79/409/EEC as amended | The preservation, maintenance, and re-establishment of biotopes and habitats shall include the following measures: Creation of protected areas. Upkeep and management in accordance with the ecological needs of habitats inside and outside the protected zones. Re-establishment of destroyed biotopes. Creation of biotopes. | Consider implications of the SPD for birds. |
Directive 2008/98/EC on waste | Prevention or reduction of waste production and its harmfulness. The recovery of waste by means of recycling, re-use or reclamation. Recovery or disposal of waste without endangering human health and without using processes that could harm the environment. | Consider minimising waste production as well as promoting recycling. |
| **The Air Quality Directive 2008**  
Directive 2008/50/EC on ambient air quality and cleaner air for Europe | Avoid, prevent and reduce harmful effects of ambient air pollution on human health and the environment | Consider maintaining and enhancing air quality. |
| **The Landfill Directive 1999**  
Directive 99/31/EC on the landfill of waste | Prevent or reduce negative effects on the environment from the landfilling of waste by introducing stringent technical requirements for waste and landfills. | Consider increasing recycling and reducing the amount of waste. |
| **The Packaging and Packaging Waste Directive 1994**  
Directive 94/62/EC on packaging and packaging waste | Harmonise the packaging waste system of Member States. Reduce the environmental impact of packaging waste. | Consider minimising the environmental impact of waste and promote recycling. |
| **The Habitats Directive 1992**  
Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora | Promote the maintenance of biodiversity taking account of economic, social, cultural and regional requirements. Conservation of natural habitats and maintain landscape features of importance to wildlife and fauna. | Consider biodiversity, flora and fauna including habitat connectivity. |
<table>
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<tr>
<td>European Floods Directive (2007)</td>
<td>A framework for the assessment and management of flood risk, aiming at the reduction of the adverse consequences for human health, the environment, cultural heritage and economic activity.</td>
<td>Consider minimising flood risk through well planned areas considering health, environment, heritage and the economy.</td>
</tr>
<tr>
<td>EU Seventh Environmental Action Plan (2002-2012)</td>
<td>The EU’s objectives in implementing the programme are: (a) to protect, conserve and enhance the Union's natural capital; (b) to turn the Union into a resource-efficient, green and competitive low-carbon economy; (c) to safeguard the Union's citizens from environment-related pressures and risks to health and wellbeing; (d) to maximise the benefits of the Union's environment legislation; (e) to improve the evidence base for environment policy; (f) to secure investment for environment and climate policy and get the prices right; (g) to improve environmental integration and policy coherence; (h) to enhance the sustainability of the Union's cities; (i) to increase the Union’s effectiveness in confronting regional and global environmental challenges.</td>
<td>Consider the protection and enhancement of the natural environment and promote energy efficiency, where relevant.</td>
</tr>
<tr>
<td>European Convention on the Protection of the Archaeological Heritage (Valletta, 1992)</td>
<td>Protection of the archaeological heritage, including any physical evidence of the human past that can be investigated archaeologically both on land and underwater. Creation of archaeological reserves and conservation of excavated sites.</td>
<td>Consider the protection of archaeological heritage.</td>
</tr>
<tr>
<td>European Convention for the Protection of the Architectural Heritage of Europe (1985)</td>
<td>Defines ‘architectural heritage’ and requires that the signatories maintain an inventory of it and take statutory measures to ensure its protection. Conservation policies are also required to be integrated into planning systems and other spheres of government influence as per the text of the convention.</td>
<td>Consider the protection of architectural heritage.</td>
</tr>
<tr>
<td>European Convention on the</td>
<td>Aims to ensure conservation and protection of wild plan</td>
<td>Consider biodiversity, flora and fauna including</td>
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<td>Plan/ Policy/ Programme</td>
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### Plan/ Policy/ Programme

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<tr>
<th>Conservation of European Wildlife and Natural Habitats (Bern Convention) (1979)</th>
<th>Objectives and Requirements</th>
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<tbody>
<tr>
<td>and animal species and their natural habitats, to increase cooperation between contracting parties, and to regulate the exploitation of those species (including migratory species).</td>
<td>Habitat connectivity.</td>
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<tr>
<th>European Landscape Convention (2002)</th>
<th>Objectives and Requirements</th>
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<td>Promotes landscape protection, management and planning. The Convention is aimed at the protection, management and planning of all landscapes and raising awareness of the value of a living landscape.</td>
<td>Consider protecting the landscape.</td>
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### National

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<th>Localism Act (2011)</th>
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<td>The Localism Act introduces a number of measures to decentralise decision making process to the local level, creating space for Local Authorities to lead and innovate, and giving people the opportunity to take control of decisions that matter to them. The Localism Act includes a number of important packages.</td>
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<td>To ensure the concepts of the Localism Act are embedded within the SEA framework.</td>
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<td>The new act makes it easier for local people to take over the amenities they love and keep them part of local life;</td>
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<td>The act makes sure that local social enterprises, volunteers and community groups with a bright idea for improving local services get a chance to change how things are done.</td>
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<td>The act places significantly more influence in the hands of local people over issues that make a big difference to their lives.</td>
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<td>The act provides appropriate support and recognition to communities who welcome new development.</td>
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<td>The act reduces red tape, making it easier for authorities to get on with the job of working with local people to draw up a vision for their area’s future.</td>
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<td>The act reinforces the democratic nature of the planning system passing power from bodies not directly to the public, to democratically accountable ministers.</td>
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<td>The act enables Local Authorities to make their own decisions to adapt housing provision to local needs.</td>
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*Relates to the overall SEA process.*
<table>
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|                         | needs, and make the system fairer and more effective.  
• The act gives Local Authorities more control over the funding of social housing, helping them plan for the long-term.  
  In relation to planning, the Localism Act enables the Government to abolish regional spatial strategies, introduce Neighbourhood Plans and Local Referendums. | Sustainability appraisal should be an integral part of the plan preparation process, and should consider all the likely significant effects on the environment, economic and social factors. |
| National Planning Policy Framework (2019) | Three objectives that feed into achieving sustainable development, through interdependent, but mutually supportive ways, include:  
• Economic objective: to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;  
• Social objective: to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and  
• Environmental objective: to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to provide net gains for biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy. | |
<p>| National Planning Practice Guidance (2014) | The National Planning Practice Guidance provides technical guidance on topic areas in order to support policies set out within the NPPF. It aims to allow for sustainable development as guided by the NPPF. | The principles and requirements of national policy will need to be embedded within the SEA framework and appraisal. |</p>
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  • Living within environmental limits;  
  • Ensuring a strong, healthy and just society;  
  • Achieving a sustainable economy;  
  • Promoting good governance; and  
  • Using sound science responsibly.  
The strategy sets four priorities for action:  
  • Sustainable consumption and production;  
  • Climate change and energy;  
  • Natural resource protection and environmental enhancement;  
  • Sustainable communities  
The strategy commits to:  
  • A programme of community engagement;  
  • Forums to help people live sustainable lifestyles;  
  • Open and innovative ways for stakeholders to influence decision; educating and training | To ensure that the requirements of the Strategy are embedded within the SEA framework. |
  • Protect historic places and keep them alive for current and future generations;  
  • Ensure our advice and evidence result in well-informed decisions that serve people, places and the economy well;  
  • Close the gap between arts, culture and heritage to bring heritage into mainstream cultural life;  
  • Give people the skills, knowledge, confidence and motivation to fight for, look after and make the most of their historic environment;  
  • Expanding the digital availability of our assets to improve both access to our resources and users. | Consider the historic environment. |
<table>
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| Energy White Paper: Our Energy Future − creating a low carbon economy (2003)          | There are four key aims in this document:  
• To put ourselves on a path to cut the United Kingdom carbon dioxide emissions - the main contributor to global warming - by some 60% by about 2050, with real progress by 2020;  
• To maintain the reliability of energy supplies;  
• To promote competitive markets in the United Kingdom and beyond, helping to raise the rate of sustainable economic growth and to improve our productivity; and  
• To make sure that every home is adequately and affordably heated.                                                                                     | Consider energy efficiency.                                                                                                                                    |
| Planning our electric future: a White paper for secure, affordable and low-carbon electricity (2011) | The primary objectives of Electricity Market Reform are to:  
• Ensure the future security of electricity supplies;  
• Drive the decarbonisation of our electricity generation; and  
• Minimise costs to the consumer.                                                                                                                              | Consider energy efficiency and greenhouse gas emissions.                                                                                                         |
| The Carbon Plan: Delivery our Local Carbon Future (2011)                                | The Carbon Plan sets out the government’s plans for achieving the emissions reductions it committed to in the first four carbon budgets.  
Emissions in the UK must, by law, be cut by at least 80% of 1990 by 2050. The UK was first to set its ambition in law and the Plan sets out progress to date.                                                                                          | Consider greenhouse gas emissions.                                                                                                                             |
| The Climate Change Act (2008)                                                          | The Climate Change Act was passed in 2008 and established a framework to develop an economically                                                                                                                                  | Consider climate change.                                                                                                                                     |
creditable emissions reduction path. It also strengthened the UK’s leadership internationally by highlighting the role it would take in contributing to urgent collective action to tackle climate change under the Kyoto Protocol.

The Climate Change Act includes the following:

- **2050 target.** The act commits the UK to reducing emissions by at least 80% in 2050 from 1990 levels. This target was based on advice from the CCC report: Building a Low-carbon Economy. The 80% target includes GHG emissions from the devolved administrations, which currently accounts for around 20% of the UK’s total emissions.
- **Carbon Budgets.** The Act requires the Government to set legally binding ‘carbon budgets’. A carbon budget is a cap on the amount of greenhouse gases emitted in the UK over a five-year period. The first four carbon budgets have been put into legislation and run up to 2027.

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</table>
| Heritage Protection for the 21st Century: White Paper (2007) | The proposals in this White Paper reflect the importance of the heritage protection system in preserving our heritage for people to enjoy now and in the future. They are based around three core principles:  
  - Developing a unified approach to the historic environment;  
  - Maximising opportunities for inclusion and involvement; and  
  - Supporting sustainable communities by putting the historic environment at the heart of an effective planning system. | Consider cultural heritage. |
| The Air Quality Strategy for England vol. 1 (2007) | The Air Quality Strategy sets out a way forward for work and planning on air quality issues by setting out the air quality standards and objectives to be achieved. It introduces a new policy framework for tackling fine particles, and identifies potential new national policy measures which modelling indicates could give further health benefits and move closer towards meeting the Strategy’s objectives. The objectives of strategy are to:  
  - Further improve air quality in the UK from today and long term. | Consider air quality. |
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<tr>
<td><strong>Energy Act (2008)</strong></td>
<td>The Act works towards a number of policy objectives including carbon emissions reduction, security of supply, and competitive energy markets. Objectives: Electricity from Renewable Sources: changes to Renewables Obligation (RO), designed to increase renewables generation, as well as the effectiveness of the RO. Feed in tariffs for small scale, low carbon generators of electricity. Smart meters: the Act mandates a roll-out of smart meters to medium sized businesses over the next five years. Renewable heat incentives: the establishment of a financial support mechanism for those generating heat from renewable sources.</td>
<td>Consider energy efficiency and climate change.</td>
</tr>
<tr>
<td><strong>National Infrastructure Plan (2014)</strong></td>
<td>The Infrastructure Plan allows for long term public funding certainty for key infrastructure areas such as: roads, rail, flood defences and science. All elements highlighted in the Plan represent firm commitment by government to supply the funding levels stipulated. The Plan also highlights what steps the government will take to ensure effective delivery of its key projects.</td>
<td>To ensure that the SEA promoted efficient infrastructure.</td>
</tr>
<tr>
<td><strong>Waste Management Plan for England (2013)</strong></td>
<td>The Waste Management Plan follows the EU principal of waste hierarchy. This requires that prevention of waste, preparing for reuse and recycling should be given priority order in any waste legislation and policy. From this principal a key objective of The Plan is to reduce the level of waste going to landfill and to encourage recycling. The Plan also requires that larger amounts of hazardous waste should be disposed of at specially managed waste facilities.</td>
<td>The objectives of the national waste policy will be required to be embedded within the SEA framework.</td>
</tr>
</tbody>
</table>