

New Local Plan Review
Policy Formulation Report –October 2022
Kensal Canalside Opportunity Area



THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA

Contents

1.	Introduction	3
1.1	New Local Plan Review	3
1.2	Kensal Canalside Opportunity Area.....	3
2.	Kensal Canalside Opportunity Area	4
2.1	Introduction.....	4
2.2	Legislation, policy and guidance context	4
2.3	Evidence base	9
2.4	Options, consultation and Integrated Impact Assessment (IIA)	14
2.5	Draft Policy	14
2.6	Duty to cooperate and strategic issues.....	Error! Bookmark not defined.

1. INTRODUCTION

1.1 NEW LOCAL PLAN REVIEW

- 1.1.1 The Council is undertaking a New Local Plan Review (NLPR) to ensure we have an up-to-date and fit-for-purpose Local Plan to guide the development of the Borough and reflect our values. The NLPR is a full review.
- 1.1.2 This Policy Formulation Report (PFR) has been written to explain the reasoning behind the **minimum housing number stated in the Kensal Canalside Opportunity Area Site allocation and the associated place policy** to a level of detail which cannot be included in that document itself.

1.2 KENSAL CANALSIDE OPPORTUNITY AREA

- 1.2.1 This topic of the NLPR relates primarily to Chapter 5 and the following policy of the existing Local Plan, 2019:

Site Allocation:

Policy CA1 Kensal Canalside Opportunity Area

- 1.2.2 The Council considers the NLPR must make effective use of land and address issues that enable us to meet our housing target and supply to provide for the Borough's housing needs. Kensal Canalside is the borough's largest remaining brownfield sites and as such this site should be optimised.

2. KENSAL CANALSIDE OPPORTUNITY AREA

2.1 INTRODUCTION

- 2.1.1 The existing Local Plan Policy CA1 Kensal Canalside Opportunity Area site allocation was adopted in 2019 and needs to be updated to reflect the changing context of the site, infrastructure projects as well as the New London Plan.

2.2 LEGISLATION, POLICY AND GUIDANCE CONTEXT

NATIONAL

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

- 2.2.1 The NPPF provides the overarching guidance in preparing Local Plans.

Optimising Housing Delivery

- 2.2.2 Section 11 of the NPPF is entitled 'Making effective use of land'. Paragraph 119 states that "*Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.*"
- 2.2.3 Paragraphs 120 sets out what planning policies and decisions should do to make effective use of land such as promoting and supporting development of under-utilised land and giving '*substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land*'.
- 2.2.4 Within Section 11 of the NPPF, there is another sub-section called 'Achieving appropriate densities'. Within it, Paragraph 125 states that where there is an existing or anticipated shortage of land for meeting identified housing needs, planning policies and decisions should avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site.
- 2.2.5 Paragraph 73 sets out how the supply of large numbers of new homes can be best achieved through larger scale development. Authorities should work with communities to meet identified needs in a sustainable way. Criterion A-C are most relevant to this issue. It states authorities should:
- a) consider the opportunities presented by existing or planned investment in infrastructure, the area's economic potential and the scope for net environmental gains;*
- b) ensure that their size and location will support a sustainable community, with sufficient access to services and employment opportunities within the development itself (without expecting an unrealistic level of self-containment), or in larger towns*

to which there is good access;

c) set clear expectations for the quality of the places to be created and how this can be maintained (such as by following Garden City principles); and ensure that appropriate tools such as masterplans and design guides or codes are used to secure a variety of well-designed and beautiful homes to meet the needs of different groups in the community;

REGIONAL

THE LONDON PLAN 2021

- 2.2.6 The London Plan's Opportunity Area policy is set out below. It identifies '*significant locations with development capacity to accommodate new housing, commercial development and infrastructure (of all types), linked to existing or potential improvements in public transport connectivity and capacity*'. SD1 Part B 1-11 is relevant to the issue of the Kensal Canalside site allocation.

Policy SD1 Opportunity Areas

To ensure that Opportunity Areas fully realise their growth and regeneration potential, Boroughs, through Development Plans and decisions, should:

1. clearly set out how they will encourage and deliver the growth potential of Opportunity Areas
2. support development which creates employment opportunities and housing choice for Londoners
3. plan for and provide the necessary social and other infrastructure to sustain growth and create mixed and inclusive communities, working with infrastructure providers where necessary
4. recognise the role of heritage in place-making
5. establish the capacity for growth in Opportunity Areas, taking account of the indicative capacity for homes and jobs in Table 2.1
6. support and sustain Strategic Industrial Locations (SIL) and other industrial capacity by considering opportunities to intensify and make more efficient use of land in SIL, in accordance with Policy E4 Land for industry, logistics and services to support London's economic function, Policy E5 Strategic Industrial Locations (SIL), Policy E6 Locally Significant Industrial Sites and Policy E7 Industrial intensification, co-location and substitution, co-location and substitution
7. include ambitious transport mode share targets
8. support wider regeneration and ensure that development proposals integrate into the surrounding areas, in accordance with Policy SD10 Strategic and local regeneration

- 2.2.7 Table 2.1 of the London Plan sets out the indicative homes and jobs for Kensal Canalside Opportunity Area and the relevant section is detailed below:

Opportunity Area	Indicative Homes ¹	Indicative Jobs ²
Kensal Canalside	3,500	2,000

Housing target

- 2.2.8 The Mayor has carried out a London-wide Strategic Housing Market Assessment (SHMA) and Strategic Housing Land Availability Assessment (SHLAA). The SHMA has identified need for 66,000 additional homes per year. For the purposes of the Plan, London is considered as a single housing market area, with a series of complex and interlinked sub-markets. Because of London’s ability to plan strategically, boroughs are not required to carry out their own housing needs assessment but must plan for, and seek to deliver the housing targets in the New London Plan which have been informed by the SHLAA and the SHMA.
- 2.2.9 Policy H1 Increasing housing supply Part A sets the ten-year targets for net housing completions that each local planning authority should plan for. Boroughs must include these targets in their Development Plan Documents. **Kensington and Chelsea ten-year housing target is set at 4,480 between 2019/20 to 2028/29.**

Maximising potential housing delivery

- 2.2.10 Part B of the Policy sets out what should be done by boroughs to ensure the ten-year housing targets are met.
- 2.2.11 Part B 1) of the Policy requires borough to prepare “delivery-focused” Development Plans which means that they should:
- “a) allocate an appropriate range and number of sites that are suitable for residential and mixed-use development and intensification”*
- c) enable the delivery of housing capacity identified in Opportunity Areas, working closely with the GLA.”**
- 2.2.12 Part B 2) of the Policy requires borough to **optimise the potential for housing delivery on all suitable and available brownfield sites**, especially those listed below:
- “a) site with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m distance of a station or town centre boundary*
- b) mixed-use redevelopment of car parks and low-density retail parks and supermarkets*
- c) housing intensification on other appropriate low-density sites in commercial, leisure and infrastructure uses*

¹ Homes figure based on 2017 SHLAA capacity from 2019 – 2041. If no SHLAA data available, most recent Development Plan or OA threshold figure used.

² Jobs figure based on the London Employment Sites Database for the period 2016 to 2041. Where no figure available, most recent Development Plan used

d) the redevelopment of surplus utilities and public sector owned sites

e) small sites (see Policy H2 Small sites)

f) industrial sites that have been identified through the processes set out in Policy E4, E5, E6 and E7.”

LOCAL

EXISTING LOCAL PLAN POLICY

2.2.13 The existing Local Plan Vision for Kensal is set out below.

CV5 Vision for Kensal in 2028

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

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

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

2.2.14 The existing Local Plan Site Allocation for Kensal Canalside Opportunity Area is set out below.

Policy CA1

Kensal Canalside Opportunity Area

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

Land use

a) a minimum of:

i. 3,500 new residential (C3) units;

ii. 10,000sq.m of new offices;

iii. 2,000sq.m of new non-residential floorspace, including social and community and local shopping facilities in addition to the supermarket;

b) a station on the Elizabeth Line;

c) the relocation and re-provision of the existing Sainsbury's supermarket;

d) on-site renewable energy sources to serve the site with the potential to contribute to the heat and energy demand of the wider community as part of a district heat and energy network;

e) the provision of on-site waste management facilities to deal with the

development's waste arisings from the new uses of the site (including recycling facilities and/or anaerobic digestion);

Principles

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

Infrastructure and Planning Contributions

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

- n) an Elizabeth Line station (subject to meeting Network Rail's design requirements);
- o) social and community facilities (including health, education and police) depending on the population change;
- p) affordable housing;
- q) construction and maintenance of a new road bridge across the railway line to accommodate additional traffic generated by development of the site and a pedestrian and cycle bridge over the canal;
- r) public realm and public spaces and improvements to little Wormwood Scrubs and Kensal Green Cemetery (subject to access through the cemetery and a linking bridge over the canal)
- s) improved transport infrastructure including better bus links and new roads and improvements to the junctions with Ladbroke Grove,
- t) landscaping, biodiversity and amenity improvements to the Grand Union Canal;
- u) on-site renewable energy sources to serve the new development and form part of a wider development in the future;
- v) on-site waste management facilities, which could include recycling facilities and

anaerobic digestion;
w) other contributions as set out in relevant SPDs.

2.3 EVIDENCE BASE

2.3.1 A number of studies were undertaken as part of the Kensal Canalside Opportunity Area SPD as set out in the table below.

Evidence	Author	Date
KCOA Baseline Document	RBKC	July 2021
Kensal DIFS	Peter Brett Associates	October 2016
Kensal DIFS Refresh	Stantec	February 2021
Strategic Transport Report	Steer	March 2021
Comparative Junction Design Assessment	Project Centre	May 2019
Bridge Location and Ramp Options Study	Alan Baxter	August 2018
SEA Report & NTS	LUC	June 2021
Kensal Capacity Scenarios	RBKC	July 2021
Kensal Canalside Creative Workspace Strategy	We Made That	March 2020

2.3.2 Following a lengthy collaborative work programme the Council also received a letter from Network Rail and Transport For London confirming that an Elizabeth Line Station will not be developable in this location in the short, medium or long term.

2.3.3 The London Plan provided an updated stance on the capacity of Opportunity Areas providing indicative capacities rather than the previously stated minimum capacities. For opportunity areas a number of studies were done for the Council to develop and confirm the capacity for growth within the opportunity area. This included a refresh of the Development Infrastructure Study, Capacity Scenarios Study and a Strategic Transport Report.

2.3.4 In addition, the following studies were undertaken for the NLPR that relate to the

Kensal Canalside Site Allocation:

1. Review of office need/supply
2. Character Study
3. Urban Initiatives – Opportunity Heights Analysis (Feb 2022)

Capacity Scenarios

- 2.3.5 Three Capacity Scenarios for housing delivery were tested for the site:
- a) 3500
 - b) 4200
 - c) 5000
- 2.3.6 In each scenario the level of non-residential development remains static and in line with the numbers in the London Plan, 2021.
- 2.3.7 The potential capacity scenarios were broadly modelled over the whole Opportunity Area to determine the approximate height and massing required to achieve policy compliant affordable housing. The models were broadly manipulated to account for heritage sensitivities, accessibility and general townscape principles as a tool to aid the development of the Supplementary Planning Document.
- 2.3.8 A fourth ‘alternative’ scenario was also developed at 4,319 homes to optimise delivery of affordable housing given the constraints of the site and to allow for a reasonable distribution of height.

Opportunity Area Heights Analysis

- 2.3.9 In accordance with the requirements of London Plan Policy D9, it was identified that a bespoke assessment was needed for both Opportunity Areas within the Borough (Earl’s Court and Kensal Canalside) to determine height parameters for tall buildings. This study assesses the visual and townscape impact of the three height and massing scenarios for each Opportunity Area from a breadth of identified sensitive viewpoints.
- 2.3.10 The analysis of the three initial scenarios identified a number of principles on how adverse impacts of development on surrounding sensitive townscapes could be mitigated. Based on these findings two alternative scenarios (A and B) were developed that explored a different approach in respect of the site layout, distribution of massing and height than the three previously tested scenarios. This aimed to respond appropriately to identified surrounding townscape sensitivities whilst delivering between 3,500-4,200 homes and following the guidance contained in the Kensal OA SPD.
- 2.3.11 Based on the findings of the Visual and Townscape Impact Study and the testing of the two scenarios an aggregate appropriate height range is established. Chapter 6 of the report verifies that there is a townscape solution to delivering good growth

based on the site allocation of a minimum of 3,500 new homes at Kensal Canalside.

- 2.3.12 However, it needs to be acknowledged that this was an indicative high-level study and the height of any tall building on the site and its precise location will be subject to more detailed assessment and justification based on all the criteria set out in Policy D9 of the London Plan. It is recognised that on site modelling and a detailed masterplan taking into account matters such as open space, sunlight/daylight, legibility and critical infrastructure location all need to be taken into account in determining precise building heights and location.

Development Infrastructure Study Review (DIFS Review)

- 2.3.13 The DIFS Review sets out the changes since the previous DIFS in 2016, infrastructure requirements for growth in various scenarios, when the demand for infrastructure will arise, the costs and how they might be paid for to understand the site viability.

- 2.3.14 The main changes since the previous study were as follows:

‘ In each scenario, development is assumed to take place both north (Canalside) and south (North Pole) of the railway line

• Employment distribution is no longer all on the North Pole site; as with the residential development, it is now split 75% on the northern part of the site and 25% on the southern part of the site

• Canalside House (shown as plot E on Figure 2.1) no longer forms part of the study area

• Additional work has been done by the landowners to look at the highway access to northern site

• RBKC commissioned further work on the bridge across the railway which is now is a pedestrian/cycle bridge rather than multi-modal bridge

• The start date has been pushed back to 2024 and the programme has been rolled accordingly

• In the base case, it no longer assumes the development of the Crossrail station; instead this is a sensitivity.’

- 2.3.15 The DIFS Review updates the various utility, transport and social infrastructure requirements

- 2.3.16 The DIFS identifies that depending on the capacity scenario and affordable housing requirements there is a funding gap of up to £161m or a surplus of up to £25m across the three capacity scenarios.

- 2.3.17 Whilst there is still a funding gap identified without the crossrail station in the base case scenario the funding gap is not as large as previously envisaged in the 2016 DIFS and the Review identifies that upfront funding streams could help to meet this. It is clear from the DIFS Review that without a crossrail station the site would

still be able to deliver the quantum of homes proposed in the site allocation and that the site values are predicated on the delivery of the station. Due to the high costs associated with a crossrail station, any additional value derived from its delivery, would do little more than cover the costs of the station.

- 2.3.18 As a result of the review of DIFS the Council is comfortable that the minimum site allocation should remain and a financially viable scheme could be delivered on this basis.

Transport Capacity

- 2.3.19 In 2020, the Council commissioned Steer, a transport consultancy, to carry out a strategic transport study, involving strategic transport modelling, to inform the setting of our proposed site allocation. Steer tested a number of future development scenarios, all without an Elizabeth Line station or a road bridge.

- 2.3.20 Steer's report on the findings of their strategic modelling work was finalised in March 2021, following vetting and approval from Transport for London's modelling team. Steer found that a scenario delivering 4,200 homes and 2,000 jobs would have limited strategic impacts. A development with 3,500 homes would necessarily have lesser impacts. Three strategic transport impacts were identified:

- 1) There would be some local diversion of highway traffic to minor roads, particularly in the morning peak, when inbound flows to the development are higher, resulting in increased traffic delay on Ladbroke Grove. Steer noted "there is no significant impact on delays beyond the immediate corridor, except for some minor increase in delays on some Harrow Rd junctions. – The new signal junction at Canal Way/ Ladbroke Grove will increase delay at the junction, but the junction works relatively well given the increase in traffic to/ from the site".
- 2) There is likely to be a significant increase in bus passengers on services along Ladbroke Grove travelling southbound in the morning and northbound in the afternoon.
- 3) Additional strain at the already constrained Ladbroke Grove Underground Station.

- 2.3.21 The Council expects these strategic transport impacts to be mitigated. That is why the proposed site allocation SA1 V requires "improved transport infrastructure including better bus links, enhancement to Ladbroke Grove Underground Station and new roads and improvements to the junctions with Ladbroke Grove".

- 2.3.22 The Council is actively working with TfL, the strategic transport authority for London, to identify suitable mitigations for each of these three strategic transport impacts. The Council has arranged for a (VISSIM) traffic model to be developed of the local area to test interventions to limit the delay at the Ladbroke Grove junction. The Council is liaising with London Buses' network development team to explore how the additional bus passenger demand would best be accommodated. The Council has procured a London Underground produced report on step free access and capacity enhancement at Ladbroke Grove Underground Station.

- 2.3.23 Since 2019, the Council has been focused on addressing the challenge of delivering a well-connected mixed and inclusive community in the absence of an Elizabeth Line Station, in order to address the Inspector's Report of that year. The Inspector's report called for revised capacity and infrastructure to be identified under a Plan B (without an Elizabeth Line Station).
- 2.3.24 The evidence submitted by the Council during the preparation of the 2019 Local Plan indicated that a development without direct rail access would likely result in a road dominated layout that would hinder the realisation of the vision for the opportunity area. The Council has commissioned fresh evidence to identify how the opportunity area could be developed sustainably with low car dependence and modestly sized roads. A 2019 report from Alan Baxter Associates on the bridge location and ramp approach options found that "the assumptions that underpin this earlier work [i.e. evidence prepared in respect of the 2019 Local Plan] have resulted in the volume of traffic for the Kensal Canalside development being overestimated and that an alternative approach is possible that reduces the scale of infrastructure required".
- 2.3.25 In 2019, Project Centre produced a "Comparative Design Assessment" of design options for the junction of Ladbroke Grove and Canal Way. The purpose of this commission was to identify the best potential junction layout given the Council's policy objectives to deliver excellent walking and cycling facilities and to maximise the number of new homes delivered. A preferred junction layout was identified as a result of this exercise (which assumed the proposed site allocation development quantum and relied on LinSig and ARCADY modelling). The preferred junction layout includes walking and cycling facilities, is modest in scale and has been carried forward to the VISSIM modelling, identified above. The removal of the petrol filling station from the site will be critical to achieving attractive liveable streets. This was not factored into the evidence prepared in respect of the 2019 Local Plan. The construction of a new walking and cycling bridges over the railway and the canal, as required by the site allocation, will encourage active travel, and remove trips from the constrained Ladbroke Grove junction.
- 2.3.26 In the absence of an Elizabeth Line Station the Council would expect many future residents and visitors to use Ladbroke Grove Underground Station. This expectation is borne out by the finding of Steer's Strategic Transport Modelling which forecasts a significant increase in patronage at Ladbroke Grove Underground Station. Point SA1 V of our proposed site allocation addresses this fact.
- 2.3.27 It is essential to bring buses into the site to deliver sustainable travel options to residents and visitors and to provide vital accessibility to the western end of the site. Good bus access is necessary with or without an Elizabeth line station. London Buses has indicated (that subject to suitable planning obligations and development details) that they would consider bringing up to four bus routes into the site (including three through routes). Together these would provide seven distinct destinations for bus passengers that would allow a good range of prospective route choices for future residents and visitors.
- 2.3.28 The evidence the Council has collected in the last three years on transport capacity demonstrates that the development capacity and infrastructure proposed for

Kensal Canalside in our site allocation is deliverable.

2.4 OPTIONS & CONSULTATION

- 2.4.1 The Council consulted on an initial Issues paper in September 2020. This asked whether the issues we had identified were the ones which the public and other stakeholders considered important.
- 2.4.2 The Council further consulted on an Issues and Options Paper in September 2021. This asked whether the options identified to address the issues were considered appropriate by the public and other stakeholders.
- 2.4.3 The comments received as part of this consultation can be found in two documents:
- **Consultation Schedule** – a table setting out all of the consultation comments and the Council’s response to each comment
 - **Consultation Summary** – a summary of the consultation comments
- 2.4.4 These will be updated to include responses received at each stage of the process.
- 2.4.5 Following receipt of the issues and options consultation the draft NLPR is being published for consultation. It is this draft NLPR which forms the basis of this PFR.

2.5 DRAFT SITE ALLOCATION AND POLICY

DRAFT SITE ALLOCATION & POLICY

- 2.5.1 The draft site allocation has emerged following a number of studies undertaken during and after the development of the Kensal Canalside Opportunity Area SPD. The draft NLPR vision for Kensal Canalside is included below:

PLV1: Kensal Canalside

A. Kensal Canalside Opportunity Area will have been transformed from a former gasworks and railway depot into a thriving, well-connected mixed and inclusive community as per the Kensal Canalside Opportunity Area SPD.

B. Prioritising affordable housing and infrastructure delivery the Council supports a high-density, environmentally sustainable and well-connected development that can be delivered through high-quality architecture that takes cues from the Borough’s urban form and existing typologies, public realm and open space, whilst appropriately managing and mitigating the effects of climate change, pollution, water and waste.

- 2.5.2 The draft NLPR site allocation for Kensal Canalside is included below:

Policy SA1 Kensal Canalside Opportunity Area

A. The site will deliver a high quality mixed use development to include:

Land use

- B. A minimum of 3,500 new homes (C3).
- C. A minimum of 12,000 sq m of commercial floor space of which 5,000sq m is E(g) as part of a new Neighbourhood Centre.
- D. The provision of affordable workspace to the quantum of either: 500sq m or 10 per cent of the commercial floor space E(g), whichever the greater, to be located within the Neighbourhood Centre.
- E. The relocation and re-provision of the existing Sainsbury's supermarket.
- F. On-site renewable energy sources.

Principles

- G. Comprehensive development of the site in accordance with the Kensal Canalside Opportunity Area SPD.
- H. A high-density development with a high environmental standard in terms of construction, building materials, waste management and energy usage/retention and low levels of car dependency and ownership;
- I. Tall buildings and the site wide building heights strategy must not exceed the parameters set out in in Figure 10.1. Where tall buildings are deemed appropriate, they must not exceed the 111 m AOD or 31 storeys.
- J. Development to comply with the following townscape principles:
 - 1. Development along the canalside should be smaller scale, finer grain and varied but continuous, with varied height creating a continuous horizontal lower rise frontage, with a finer grain and variation of the skyline when seen from close-up from Kensal Cemetery;
 - 2. In direct line with the main Kensal Cemetery entrance through the gate, the development should create a sense of openness and sky view directly opposite the gate;
 - 3. Greater height in the development should be located further away from the cemetery towards the railway as shown in Figure 3.1;
 - 4. The development should respond to the coherent range of heights on Ladbroke Grove and avoid overly stark enclosure of the street;
 - 5. Tall buildings in the development should address the site's entrance and create distinctiveness;
 - 6. The development should allow for setbacks for tree planting along the canal as part of a comprehensive landscaping plan;
 - 7. Heights of taller buildings should vary, and the maximum height within the site is limited to distinct points of height; 8. In views from the east, tall buildings should be clustered along the railway and staggered to allow sky views in between.
 - 8. In views from the east, tall buildings should be clustered along the railway and staggered to allow sky views in between.
- K. New or improved infrastructure, including a new pedestrian and cycle bridge over the railway, safeguarded land (included access land) for a potential future Elizabeth Line station, a new pedestrian and cycle bridge over the canal, remodelling of the Ladbroke Grove junction, and new streets that connect the allocation area into its surrounding context and other public transport links.
- L. Kensal Canalside Opportunity Area is nil rated for Borough CIL so the required social, environmental transport and other infrastructure will be funded through

s106 agreements including, where appropriate, allocation-wide framework agreements, which can help ensure that s106 contributions towards infrastructure are apportioned fairly and proportionally across the allocation area, make provision for physical infrastructure delivery and maintenance in lieu of financial contributions, and provide a consistency of approach across the allocation area, regardless of when development comes forward.

- M. Attractive, usable and flexible public realm providing an appropriate setting for mixed-use canalside development which features leisure, education and business uses as well as housing;
- N. The improvement and relocation of facilities currently provided by Canalside House and the Boathouse Centre on-site if relocation is required to achieve comprehensive redevelopment along the canalside and Ladbroke Grove;
- O. The retention of the area west of the gas holders for the provision of electricity infrastructure. Part of this site may also be required for a gas pressure reduction station, replacing the gas holders. Any buildings must be of a high architectural standard and in keeping with the overall redevelopment of the site;
- P. The ongoing access to, and respect for, the memorial site of the victims of the Ladbroke Grove rail disaster;
- Q. A suitable setting for the designated heritage assets.
- R. A public art strategy to enhance the public realm and quality of the development and contribute to local distinctiveness and character.

Infrastructure and Planning Contributions

- S. Social and community facilities (including health, education and police) depending on the population change;
- T. Affordable housing;
- U. Construction and maintenance of a new pedestrian and cycle bridge across the railway line, that safeguards a potential future Elizabeth Line station (subject to meeting Network Rail's design requirements), to promote active travel and provide necessary connections to surrounding infrastructure and a pedestrian and cycle bridge over the canal;
- V. Public realm and public spaces and improvements to little Wormwood Scrubs and Kensal Green Cemetery (subject to access through the cemetery and a linking bridge over the canal)
- W. Improved transport infrastructure including better bus links, enhancement to Ladbroke Grove Underground Station and new roads and improvements to the junctions with Ladbroke Grove,
- X. Landscaping, biodiversity and amenity improvements to the Grand Union Canal;
- Y. On-site renewable energy sources to serve the new development and form part of a wider development in the future;
- Z. The overall water infrastructure need (including potable water demand and sewerage capacity) will be informed by an Integrated Water Management Strategy. Surface water runoff rates to be restricted to equivalent greenfield rates.
- AA. other contributions as set out in relevant SPDs.
- BB. Kensal Opportunity Area is nil rated for Borough CIL so the required infrastructure will be funded through s106 agreements. S106 contributions may be payable after the required infrastructure has been fully built as at the date of

the relevant s106 agreement such as where there is an element of forward funding of infrastructure by the Council or other body; s106 contributions may be used in full or part to satisfy any funding requirements (including any repayment or recovery and recycling obligations) in respect of forward -funding; pre-occupation or pre-commencement s106 obligations may be considered to ensure that the required infrastructure is in place at an appropriate time before development (or development of a certain level) comes forward.

PROPOSALS MAP

- 2.5.3 The prior site allocation boundary has been taken forward and reflected on an updated proposals map as this has not changed.



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www.rbkc.gov.uk/planningpolicy