

KENSAL CANALSIDE

KENSAL CANALSIDE OPPORTUNITY AREA SPD



THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA

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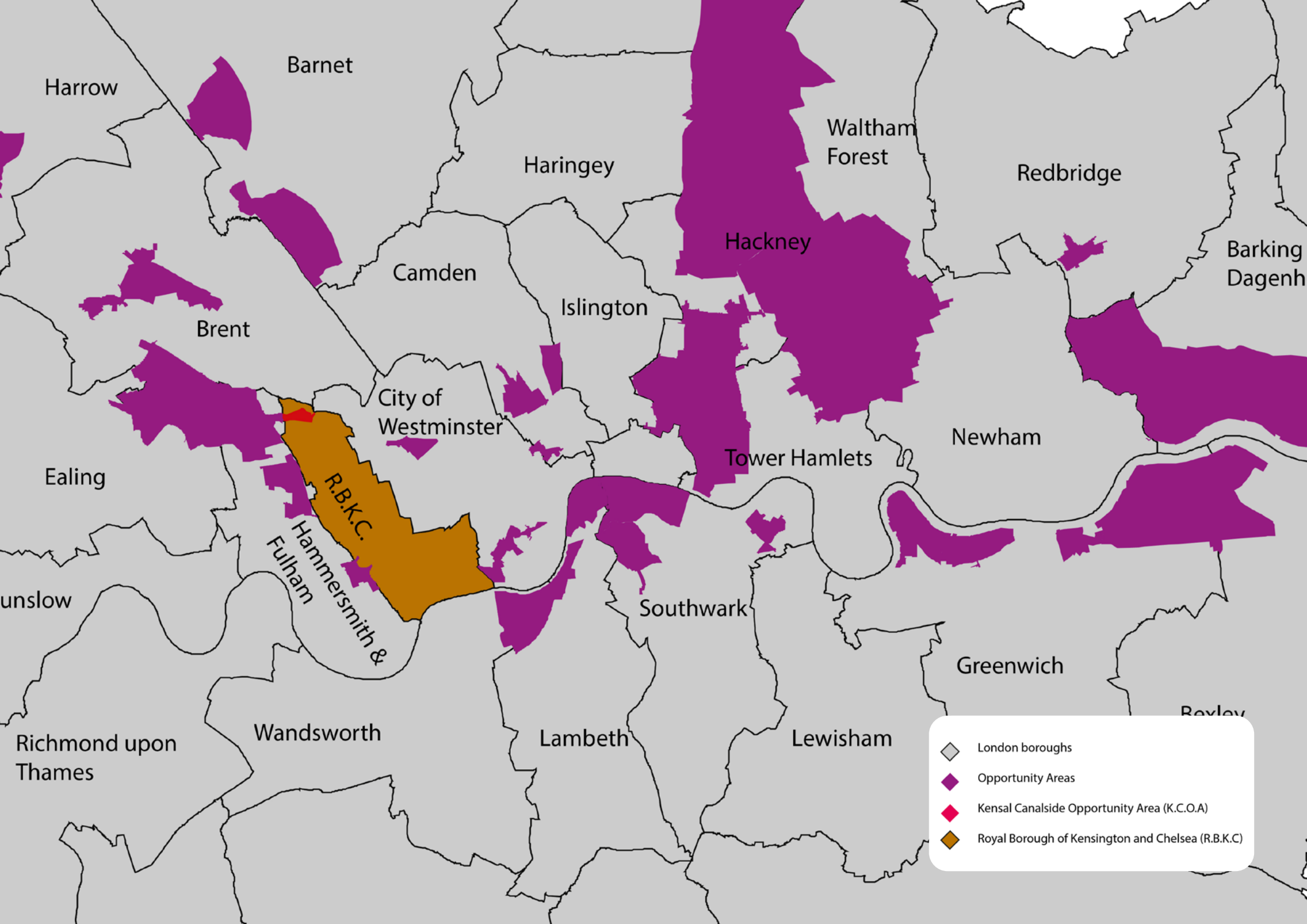
A



INTRODUCTION

Kensal Canalside is the largest brownfield site within the Royal Borough of Kensington and Chelsea. There is an opportunity to transform this area into a high-quality, well-connected, attractive and sustainable Canalside neighbourhood for people to live in, work in and visit. The neighbourhood will bring with it a minimum of 3,500 new homes and 10,000 sqm of office space providing new jobs and opportunities. Working with residents, businesses and the landowners we have developed this document to provide guidance on the future development of the site.





A MINIMUM OF

3,500

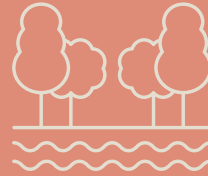
NEW HOMES

2,000

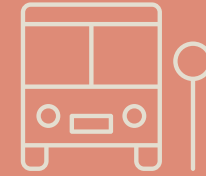
NEW JOBS



NEW SPACE
FOR COMMUNITY
USES



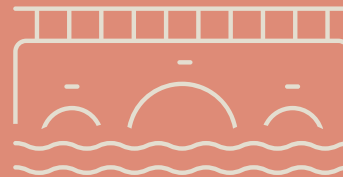
NEW OPEN
SPACES AND
LINKS TO PARKS



ENHANCED
PUBLIC
TRANSPORT



WELL
INTEGRATED NEW
NEIGHBOURHOOD



NEW
BRIDGES AND
JUNCTIONS



NEW
SUPERMARKET

Structure

–

The Supplementary Planning Document (SPD) consists of the main document and appendices. The main document is divided into three chapters:

Part A – Introduction

- An introduction to the document and site

Part B – Development Framework

- Transport needs and connectivity guidance for development
- The public facing streets and spaces considerations
- Broad guidance on design, height and character of the new development
- The land use requirements

Part C – Delivery

- Guidance and expectations to ensure the delivery of the site
- Phasing, infrastructure requirements and legal obligations

Evidence Base documents

–

1. Baseline document

Details the existing site context and surrounding townscape analysis. This forms the foundation for the SPD.

2. Development Infrastructure Funding Study (DIF)

Reviews the necessary infrastructure and funding needed to ensure the comprehensive development of the site.

3. Strategic Transport Study

Reviews the likely strategic transport impacts and remediation necessary for the various growth scenarios at the site.

4. Junction Study

A comparison between a signalised junction and roundabout at Ladbroke Grove.

5. Bridge Study and Addendum

A review of options for the railway bridge.

6. Strategic Environmental Assessment (SEA)

Assesses the environmental and social impacts of the development.

7. Development Capacity Scenarios Study

Tests three capacity scenarios – low, medium and high.

8. Creative and Civil Society Sectors Workspace Strategy

A best practice approach for the provision of creative and civil society workspace in Kensal Canalside and associated business study.

List of Appendices

–

1. Views Study

Lists and describes the important views looking into and over the site.

2. Design Code

Details the expectations the Council has for any submitted design code.

3. Engagement Summary

Summarises the community engagement undertaken, and the views expressed.

1. INTRODUCTION TO THE DOCUMENT

1.1 Background, Purpose, Methodology and structure

Background

–
London needs at least 66,000 new homes each year for at least 20 years if the needs of Londoners are to be met.¹ To meet this growing need London must deliver new homes through a wide range of options including developing large brownfield sites such as Kensal Canalside.

Kensal Canalside is one of 48 Opportunity Areas within the London Plan, 2021. The Mayor of London has designated these due to their significant capacity for development. The Kensal Canalside Opportunity Area has been allocated to deliver a minimum of 3,500 new homes and 2000 new jobs. The Local Plan also allocates Kensal Canalside Opportunity Area for development.

The Council is also required by the London Plan, 2021 to deliver a minimum of 448 new homes per year. Kensal Canalside is the largest remaining brownfield development site in the borough and would deliver at least 7 years of the Council's new home delivery target. Its development is required to ensure we meet the housing and the built environment needs of the borough as set out in the Local Plan.

Purpose

–
This SPD provides additional guidance on the application of Development Plan policies. The SPD requires landowners to work collaboratively with the Council, local businesses and residents to bring forward comprehensive development of the site.

The SPD is a material planning consideration in the assessment of any scheme within the Kensal Canalside Opportunity Area. It is expected that planning applications within the SPD area comply with the policy requirements set out in the Development Plan and follow the guidance set out in this SPD.

If individual planning applications deviate from the approach set out in this SPD, their approach will need to be justified. In such cases, the applicant will be required to demonstrate that the proposed development does not compromise the delivery of the development and infrastructure components that the site allocation and SPD identify for the Kensal Canalside Opportunity Area.

¹ According to the London Plan, 2021

1.2. An opportunity to deliver on Our Council Plan

In 2019 the Council had its biggest conversation ever with residents on what matters most to them. This resident input combined with the political commitments of the majority group on the Council and evidence of community needs helped to develop Our Council Plan. The plan sets out the priorities for the Council over the next four years. 5 Priority areas and three cross-cutting themes were set out.

This SPD builds on these priorities and themes from a placemaking perspective ensuring we can use this opportunity to deliver on Our Council Plan.

CROSS-CUTTING THEMES

Community involvement

– Local people want to be involved in policy development and service users rightly expect to be part of service development. We will engage openly with our residents and service users, seeking to capture all points of view to make better informed decisions. We will use the talents and skills within our communities to co-design and commission better services.

Narrowing the gap

– We will improve outcomes for our residents, with a focus on narrowing the gap between different communities, and seek to ensure that individuals have equal opportunity to fulfil their potential. This means people having equal access to jobs, housing, education, employment, health and social care services.

Prevention and early intervention

– By focusing on prevention and early intervention, particularly in adults' and children's services, we can find better value for money solutions that promote people's wellbeing and go beyond "crisis management". We will ensure the health and social care needs of the whole community are being addressed now and in the future, for adults, children and families.

PRIORITIES

Grenfell recovery

A great place to live, work & learn

Supporting and safeguarding vulnerable residents

Healthy, clean and safe

A place of culture to visit and explore

1.3 A place that has been shaped by the community

The Council identified 'community involvement' as the first of three cross-cutting themes in the Council Plan. The Council is committed to putting communities first in the planning process - listening to residents and businesses, and championing early engagement between local people, developers and the Council. The Council wants to ensure that people have a real say in the planning decisions that matter to them in their local area. The Council recognises that good planning, that is responsive to communities' needs, can have a big, positive effect on the life and vitality of the borough.

Engagement with residents and businesses for this SPD has been ongoing since October 2018. So far there have been three stages of face to face engagement:

- Over 40 introductory meetings with established local groups. (winter 2018/19)
- Four drop-in sessions with over 60 attendees. (spring 2019)
- Two walking tour/ workshop days (summer 2019)

Online engagement

Give My View is an online community engagement platform we have used since spring 2019. It is a mobile compatible website designed to be clear, engaging and quick to use alongside traditional methods of engagement. The platform uses social media advertising which has allowed us to reach previously underrepresented audiences.

The project to date has received responses from over 1,200 unique users answering over 10,000 questions with the under 28-year-old's being the largest responding group for each poll.

ENGAGEMENT

You will see this engagement badge throughout the document. These show how we have addressed your comments. ↘



Kensal Canalside

Royal Borough of Kensington and Chelsea

Home

Timeline

News & Media

Polls

More

1.4 An Opportunity (Area) for everyone

The second cross-cutting theme within Our Council Plan is 'narrowing the gap' which seeks to improve outcomes for residents with a focus on ensuring individuals have equal opportunity to fulfil their potential. This means people having equal access to jobs, housing, education, employment, health and social care services. Kensal Canalside will deliver new opportunities to existing residents and businesses as well as ensuring equal opportunities for all new residents and businesses to the area.

This SPD will demonstrate how Kensal Canalside should be an Opportunity (Area) for everyone.

1.5 Vision

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

In order to prioritise affordable housing and infrastructure delivery the Council will support a high-density, environmentally sustainable and well connected development. It must be demonstrated that this can be delivered with high-quality architecture, public realm and open space, whilst appropriately managing and mitigating the effects of climate change, pollution, water and waste.

Kensal Canalside will:

- Provide a high-quality home for over 3,500 households
- Optimise the number and quality of affordable homes
- Improve access to and embrace the biodiversity and benefits of the canal
- Bring new social and community facilities
- Deliver environmentally sustainable approaches to development
- Build on its industrial heritage, linking into the local creative economies
- Minimise the need for private vehicle use
- Bring new job opportunities
- Ensure that high-density development delivers high-quality architecture and public open and green spaces
- Respond to the historic setting of the Kensal Green Cemetery and dockside development



1.6 Principles

Building on Our Council Plan we developed placemaking principles that align with the chapters and themes found within this document. Any future development of Kensal Canalside will be assessed against these principles:

Connected

–

A well-connected place for all users – pedestrians, cyclists, public transport and cars.

Active

–

A neighbourhood formed of a series of safe, inviting, and attractive streets and spaces offering opportunities for all to meet, play and spend time.

Liveable

–

A high-quality neighbourhood where people have equal access to homes, workspace and local amenities.

High quality

–

A high-quality place with new architectural character that reads as a natural extension of the borough.

Sustainable

–

A resilient and sustainable development that strives to achieve carbon neutral targets throughout its lifecycle.

Healthy

–

A neighbourhood that enriches the local area, promotes healthy living, healthy streets and physical and mental wellbeing.

THEMES

Two overarching themes have been identified to ensure good growth at Kensal Canalside...



Sustainability



Health & Wellbeing

They run throughout chapters:

- B** - Development Framework
- C** - Delivery, aligning with Council priorities and themes

THESE THEMES WILL ENSURE KENSAL CANALSIDE IS A PLACE THAT...

...is sustainable and resilient to climate change

The Council has declared a Climate Emergency recognising that climate change is one of the world's biggest challenges. To support the wider community to aim to meet carbon neutral targets by 2040 the Council has committed to considering environmental impacts when making all decisions. This will incorporate issues of air quality, biodiversity, ecology, energy, carbon footprint, sustainable transport and fuel poverty.

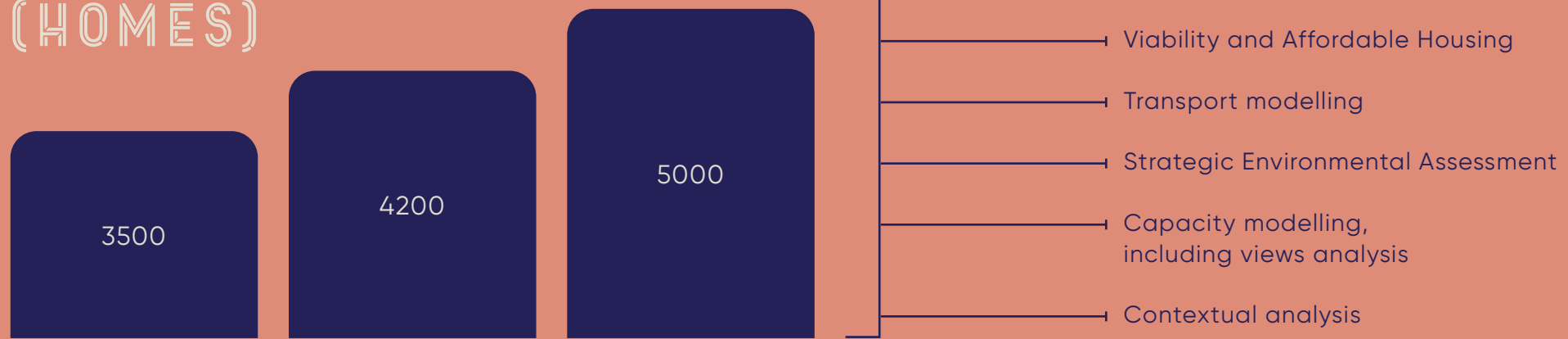
This theme refers to how the development must prioritise environmental sustainability matters, joining the Council in its commitment to achieving carbon neutral.

...ensures health and wellbeing

The Council is committed to promoting healthy living and physical and mental wellbeing. The mental and physical health of Londoners is to a large extent determined by the environment in which they live. Transport, housing, income, education, working conditions, unemployment, air quality, green space, climate change and community networks can have a greater influence on health than health care provision or genetics. Many of these determinants of health can be shaped by the planning system, particularly when looked at holistically on large scale developments sites, such as Kensal Canalside.

This refers to how the development of the site will be expected to promote and address healthy living and physical and mental wellbeing.

CAPACITY TESTING (HOMES)



1.7 Methodology

Kensal Canalside has been allocated to deliver a minimum of 3,500 homes. However, as the borough's largest site for the delivery of homes, part of the purpose of this SPD is to ensure that the site is optimised for housing delivery. The National Planning Policy Framework, 2019 and London Plan, 2021 also requires that such sites are optimised. The evidence base produced to support the SPD has therefore tested three scenarios for housing delivery on the site. In each scenario the level of non-residential development remains static and in line with the designation in the London Plan, 2021 and allocation in the Local Plan.

The table above shows the three scenarios and the evidence base they have been tested against.

Undertaking these scenario tests across a range of topics provides a clear evidence for delivering above the minimum 3,500 home allocation, and where this would be appropriate. The infrastructure and viability assessments have provided information on the amount of development required to deliver the levels of affordable housing required by the Local Plan, as well as the necessary transport and social infrastructure. This is balanced against the impacts of the scale of development

on traffic and public transport, the environment, views analysis and site context to determine the appropriate level of development for the site above the 3,500 home minimum allocation.

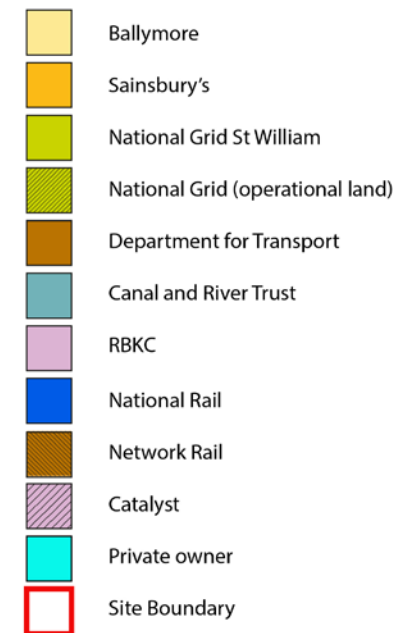
The SPD has used this evidence base to set out a series of principles against which any future development will be assessed. Where it can be demonstrated, through robust evidence, that proposals would strike the right balance between delivering homes and these impacts, as set out in the SPD, development over the 3,500 home minimum allocation could also be supported.

1.8 How we've worked with the landowners

There are eight different landowners within the opportunity area.

We have worked closely with the largest four landowners to establish the site constraints and develop the masterplan approach.

Landowner map



2. INTRODUCTION TO THE SITE

2.1 Site and its surroundings

Kensal Canalside lies in the very north of the borough. The site sits close to borders with Brent, Hammersmith and Fulham and Westminster. The Old Oak and Park Royal development site adjoins the site to the south west.

The site is approximately 15.4 hectares. It is currently home to a large superstore, 16 homes, a third-sector community office building, an outdoor water activity centre with wharf, former railway land and sidings, a residential converted water tower and an underutilised former utilities site (gas holders).



- ◆ Old Oak and Park Royal Development Corporation
- ◇ Site
- ▬ Borough Boundaries



The site is split in two by the Great Western Mainline Railway. The Grand Union Canal forms the northern border of the site with the Grade I registered park and garden, Kensal Green Cemetery to its north. Ladbroke Grove forms the border to the east for the northern part of the Site and Barlby Road sits to the south. The southern boundary consists of back gardens to the homes and residential estates of the Dalgarno ward.

- | | | | |
|--|-----------------------|--|---|
| | Main roads | | National Grid Electricity Transmission operational utilities infrastructure |
| | 1 Ladbroke Grove | | Canal and wharfs |
| | 2 Barlby Road | | Kensal Green Cemetery |
| | Superstore | | Little Wormwood Scrubs |
| | Water activity centre | | Railway |
| | Third sector offices | | Site boundary |
| | Dalgarno estates | | |
| | Disused gasholders | | |

2.2 Site history

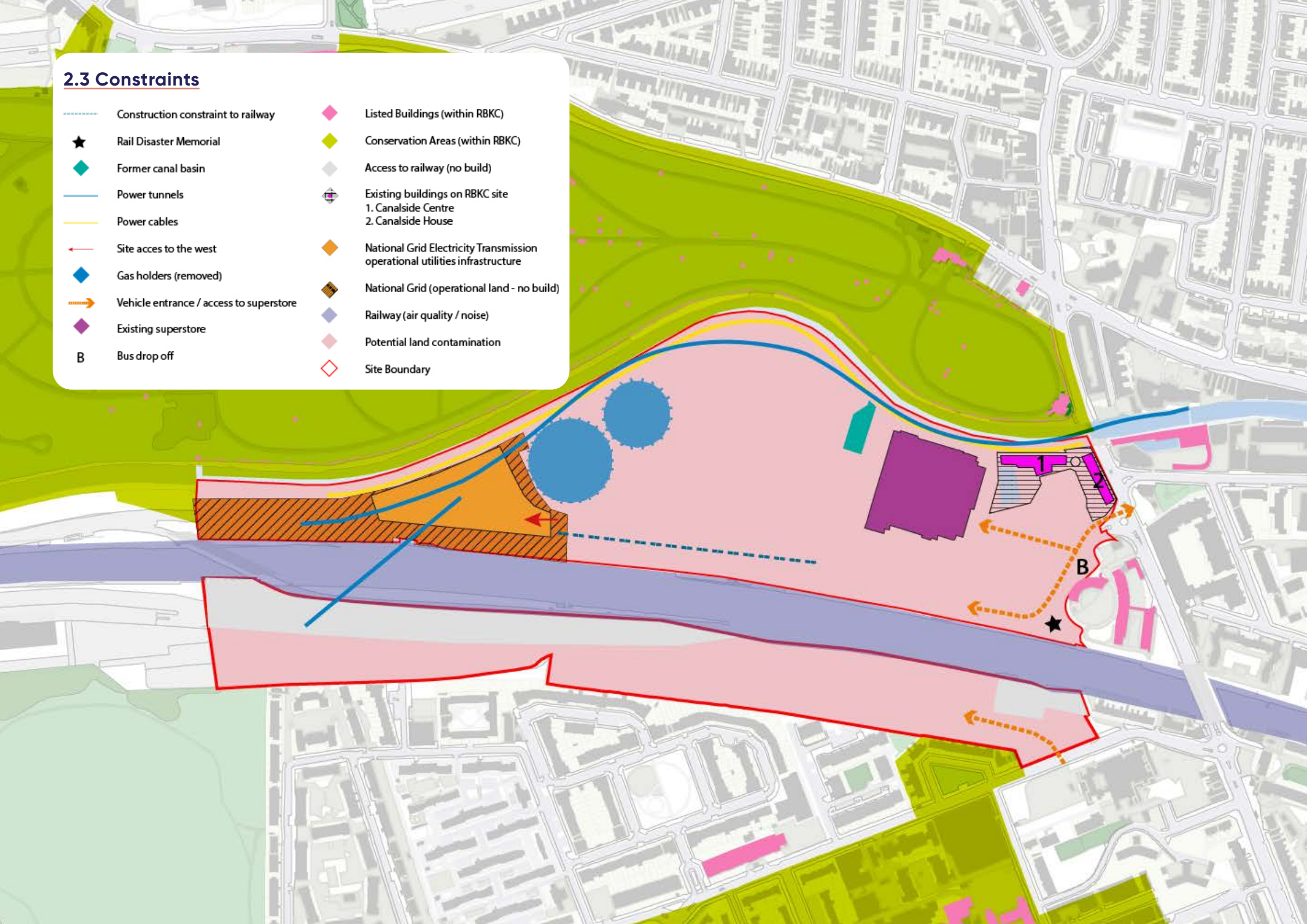
Various parts of the northern site were used as an operational gasworks from 1845 until 2012; a complex which included buildings, canal basins and several gas holders, some of which have subsequently been demolished.

The redevelopment of a corner of the gasworks site for Kensal House and Kensal House Day Nursery is an early example of the diversification of land use in areas previously confined to industry. The closure of the gasworks in the 1970s gave further opportunities for retail, leisure and mixed use developments, with the opening of a Sainsbury's supermarket in 1989 and the adjacent Boathouse Centre by NTA Projects Ltd.

Land to the south of the railway line supported rail sidings and substantial rail depots. Until 2007, part of this area was used as the main Eurostar depot but when this facility moved to Temple Mills in Newham, the North Pole Depot was allowed to become vacant. Part of this area falls under the Crossrail Safeguarding Directives with an area near Barlby Road being used as a maintenance and storage facility.

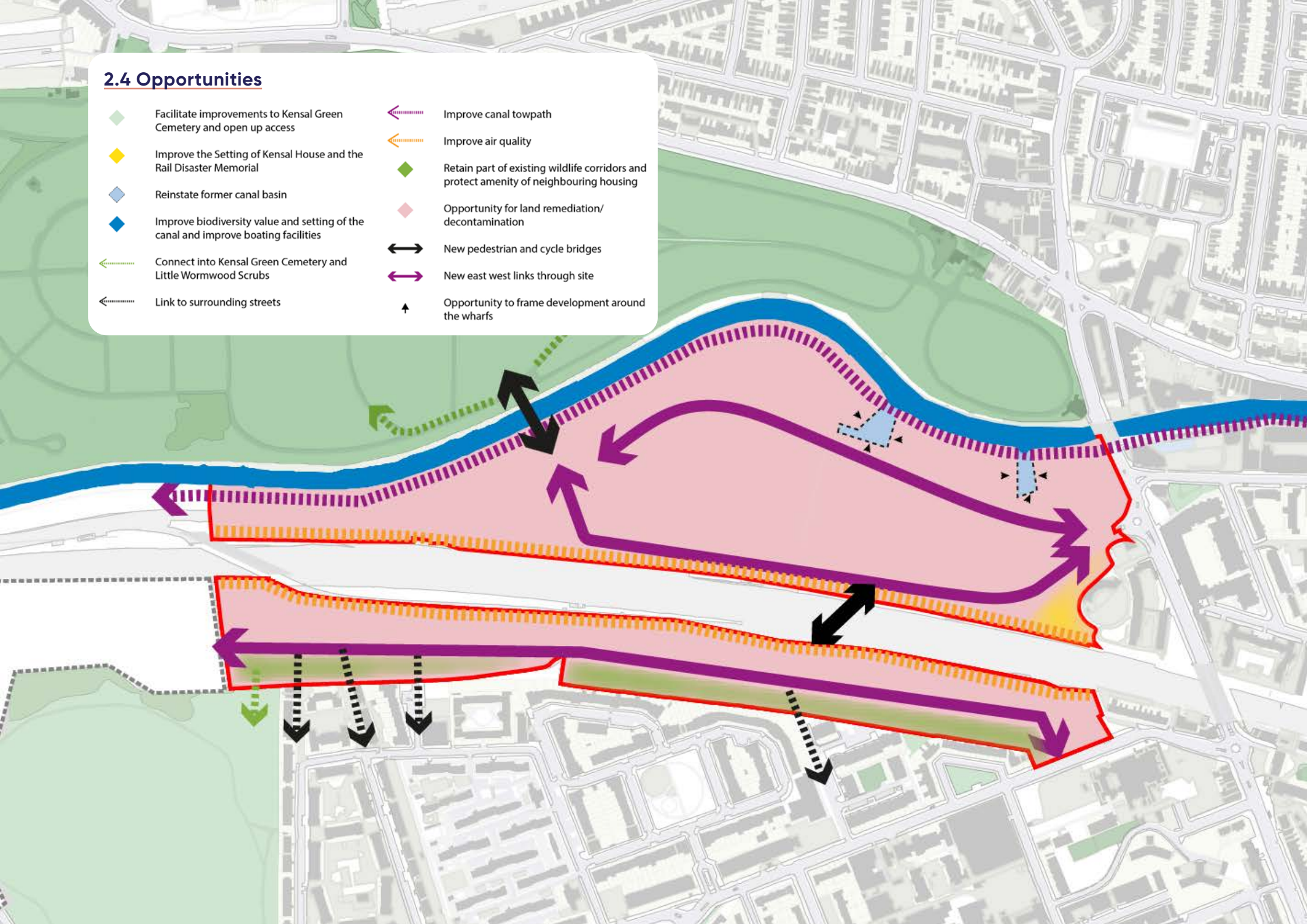
2.3 Constraints

- | | | | |
|---|---|---|--|
|  | Construction constraint to railway |  | Listed Buildings (within RBKC) |
|  | Rail Disaster Memorial |  | Conservation Areas (within RBKC) |
|  | Former canal basin |  | Access to railway (no build) |
|  | Power tunnels |  | Existing buildings on RBKC site
1. Canalside Centre
2. Canalside House |
|  | Power cables |  | National Grid Electricity Transmission operational utilities infrastructure |
|  | Site access to the west |  | National Grid (operational land - no build) |
|  | Gas holders (removed) |  | Railway (air quality / noise) |
|  | Vehicle entrance / access to superstore |  | Potential land contamination |
|  | Existing superstore |  | Site Boundary |
|  | Bus drop off | | |



2.4 Opportunities

- ◆ Facilitate improvements to Kensal Green Cemetery and open up access
- ◆ Improve the Setting of Kensal House and the Rail Disaster Memorial
- ◆ Reinststate former canal basin
- ◆ Improve biodiversity value and setting of the canal and improve boating facilities
- ⋯ Connect into Kensal Green Cemetery and Little Wormwood Scrubs
- ⋯ Link to surrounding streets
- ⋯ Improve canal towpath
- ⋯ Improve air quality
- ◆ Retain part of existing wildlife corridors and protect amenity of neighbouring housing
- ◆ Opportunity for land remediation/decontamination
- ↔ New pedestrian and cycle bridges
- ↔ New east west links through site
- ↑ Opportunity to frame development around the wharfs



B

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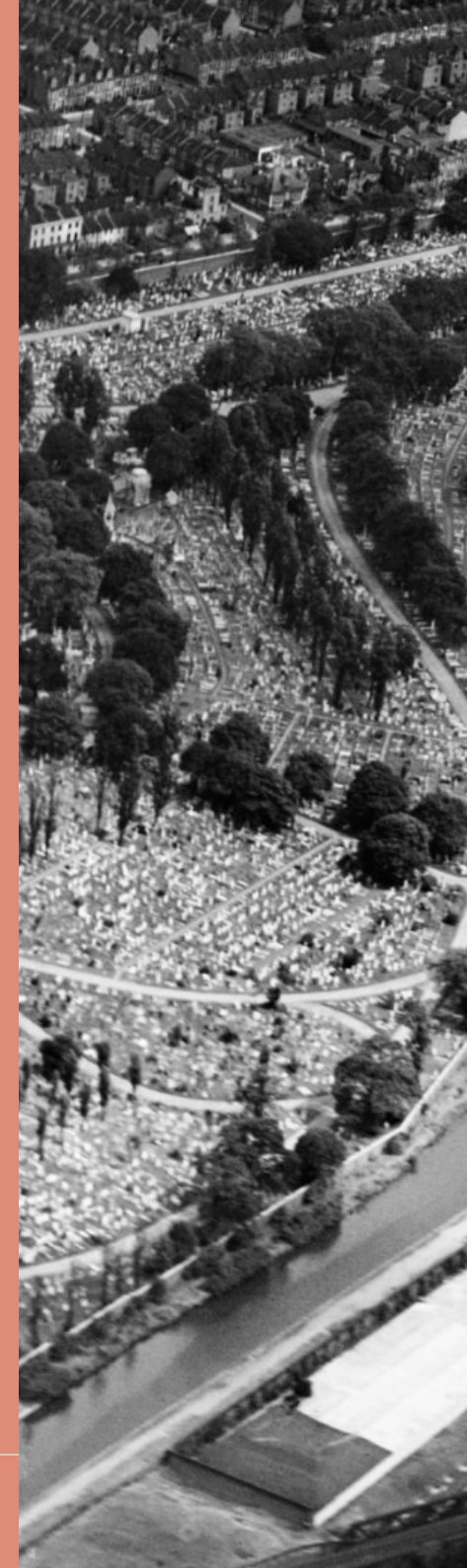
DEVELOPMENT
FRAMEWORK

3. CONNECT- IONS

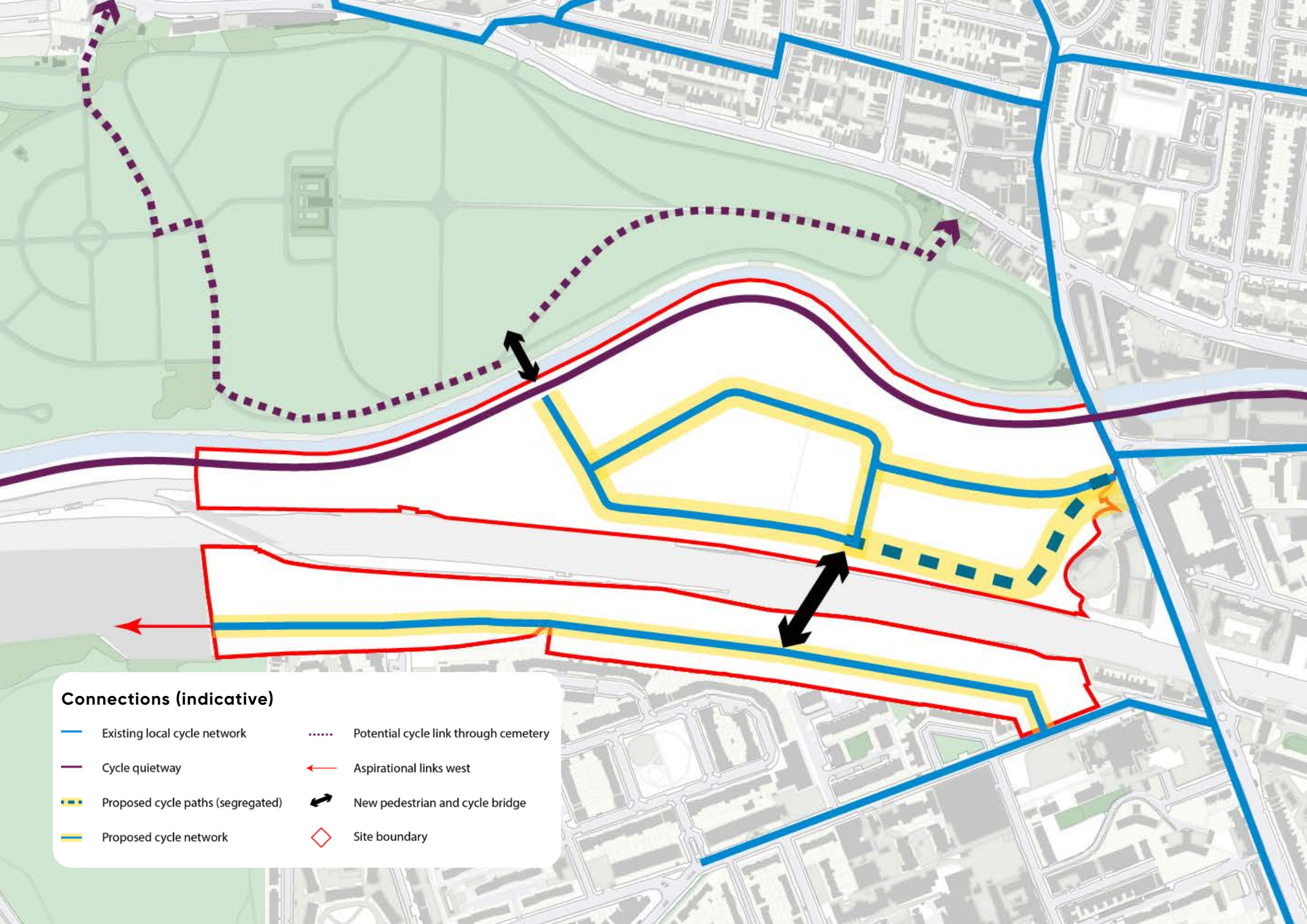
"Kensal Canalside Opportunity Area will have been transformed from a former gasworks and railway depot into a thriving, well-connected community... dockside development will improve access to the waterway... New connections will knit the new neighbourhood into the existing city fabric and link westwards to Scrubs Lane and Old Oak Park Royal."

—

Vision for Kensal in 2028 (CV5)







Connections (indicative)

- | | |
|--|---|
|  Existing local cycle network |  Potential cycle link through cemetery |
|  Cycle quietway |  Aspirational links west |
|  Proposed cycle paths (segregated) |  New pedestrian and cycle bridge |
|  Proposed cycle network |  Site boundary |

3.1 New and improved walking and cycling connections

YOU SAID...

There is friction between fast cyclists and pedestrians on the towpath

Workshop, drop in session and online feedback



WE DID

We are requiring a new direct alternative cycle route through the northern part of the site

Development must seek to deliver:

- **CO1** – Connections that follow the principles of healthy streets, are inclusively designed and accessible to all.
- **CO2** – A new well-connected neighbourhood that integrates into the existing local communities and open spaces.
- **CO3** – New pedestrian and cycle links, with segregated cycle lanes as appropriate, that promote active travel, linking to transport hubs and the wider cycling and walking network.
- **CO4** – Cycle docking stations as agreed with TFL at appropriate locations within the site

New connections will be introduced to improve pedestrian access, and links to the south through the residential estates within the Dalgarno Wedge, making the most of the existing street network and desire lines. The development will introduce pedestrian access from the southern site into Little Wormwood Scrubs and new links into the OPDC development site to the west.

The development should result in significantly improved pedestrian access to the Ladbroke Grove rail crash memorial including direct unimpeded access from Ladbroke Grove.

A more direct alternative route to the towpath should be provided for cyclists. The development should connect to and improve the cycle network with direct, safe and well-lit cycle routes throughout.

We will expect all connections to be inclusively designed and accessible for all. Changes in ground level must be avoided and should be dealt with as part of the site wide public realm strategy.

The Council will expect the development to facilitate cycling through the provision of adequate secure storage, within buildings and cycle parking within the public realm, that meets the London Cycling Design Standards. Secure cycle parking should be provided in places with highest demand – adjacent to cycle routes, transport interchanges, public buildings and the superstore.

Green infrastructure should be incorporated where possible along cycle routes to aid the reduction of noise and air pollution.



YOU SAID...

90% of people said that the current pedestrian access is average to poor

Built ID Poll, 283 people



WE DID

We are requiring new connections (See map on page 34) into the site for pedestrians and improved access at the Ladbroke Grove junction



Creating environments that are welcoming for both walking and cycling will encourage more people to choose to walk and cycle.



Bridging the Railway

Development must seek to deliver:

- **CO5** – A new north-south pedestrian and cycling bridge across the Great Western Railway.

Policy T1 of the London Plan requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes and to ensure that impacts on transport networks, and supporting infrastructure are mitigated. As such, a suitably designed pedestrian and cycling bridge over the railway is an essential feature of the connectivity of the Kensal Canalside Opportunity Area site.

In line with Policy T4 of the London Plan requiring appropriate mitigation for the direct provision of infrastructure or financial contributions and Policy C1 of the Local Plan requiring development to be coordinated with the provision of appropriate infrastructure the new pedestrian and cycle bridge across the railway will need to be delivered to specific construction phases and secured by a legal agreement to ensure the success of the development.

As timescales for bringing forward development on either side of the railway may not coincide, appropriate landing zones for the bridge will be expected to be safeguarded for new development and a construction timetable agreed to specific development milestones for land on both sides of the railway.

The bridge will provide pedestrian and cycle access to key services, such as health care and education. The bridge should make provision for a potential future station. Cyclists should be able to continue their journey without having to dismount and it should incorporate green infrastructure where possible to aid in the reduction of noise and air pollution.

The southern landing of the bridge should be visually connected with Notting Barn Road subject to land ownership agreements. To the north, the bridge should form part of a legible network of streets connecting the canal, site entrances and areas of high activity. Connections to the bridge and other key locations should be unobstructed and direct.

The bridge will be a highly visible feature of the development. The structure will be an integral part of the site's identity and it is therefore important that the bridge is of high architectural quality. The Council will support an innovative, site specific and bespoke design.



This bridge will reduce the need for the private car, increasing connectivity by encouraging people to walk and cycle. This will lower CO2 emissions in the area.

Accessing and Bridging the Canal

Development must seek to deliver:

- **CO6** – New connections and improved access to the towpath with a pedestrian bridge over the canal

Opportunities should be taken to promote legible and direct connections to the canal from within the opportunity area site, particularly from Ladbroke Grove and the pedestrian priority areas. The towpath should remain a space for all users of the canal to travel and enjoy.

Bridging the canal creates the opportunity to improve access to Kensal Green Cemetery from the south. During cemetery opening hours, a bridge over the canal would also create the opportunity to improve connections to Kensal Green Station, Kensal Rise Station, the cycle network and the bus network along Harrow Road. Access to these transport hubs could be further enhanced by reopening an unused entrance to the cemetery on Harrow Road.

A future pedestrian and cycle bridge should seek to be of high-quality architectural design which responds to the heritage value and the setting of the grade I listed cemetery and the new development to the south. A canal bridge should connect legibly with both the towpath and any new routes into the site, incorporating green infrastructure where possible to aid the reduction of noise and air pollution. The Council will support a bespoke, site specific and fully accessible proposal. The design of access routes through the cemetery, including any measures to facilitate safe access, should respond to the special historic interest of the registered cemetery landscape.

Developers must work closely with the cemetery to unlock the opportunities for connectivity with the transport connections along the Harrow Road whilst managing the impacts to heritage and biodiversity. Early engagement is required to ensure that any bridge proposals comply with the Canal and Rivers Trust Code of Practice. Any bridge must be designed to allow for safe use of the waterways by boats and be accompanied by a strategy to manage access to the cemetery and/or off-side of the canal after dark.



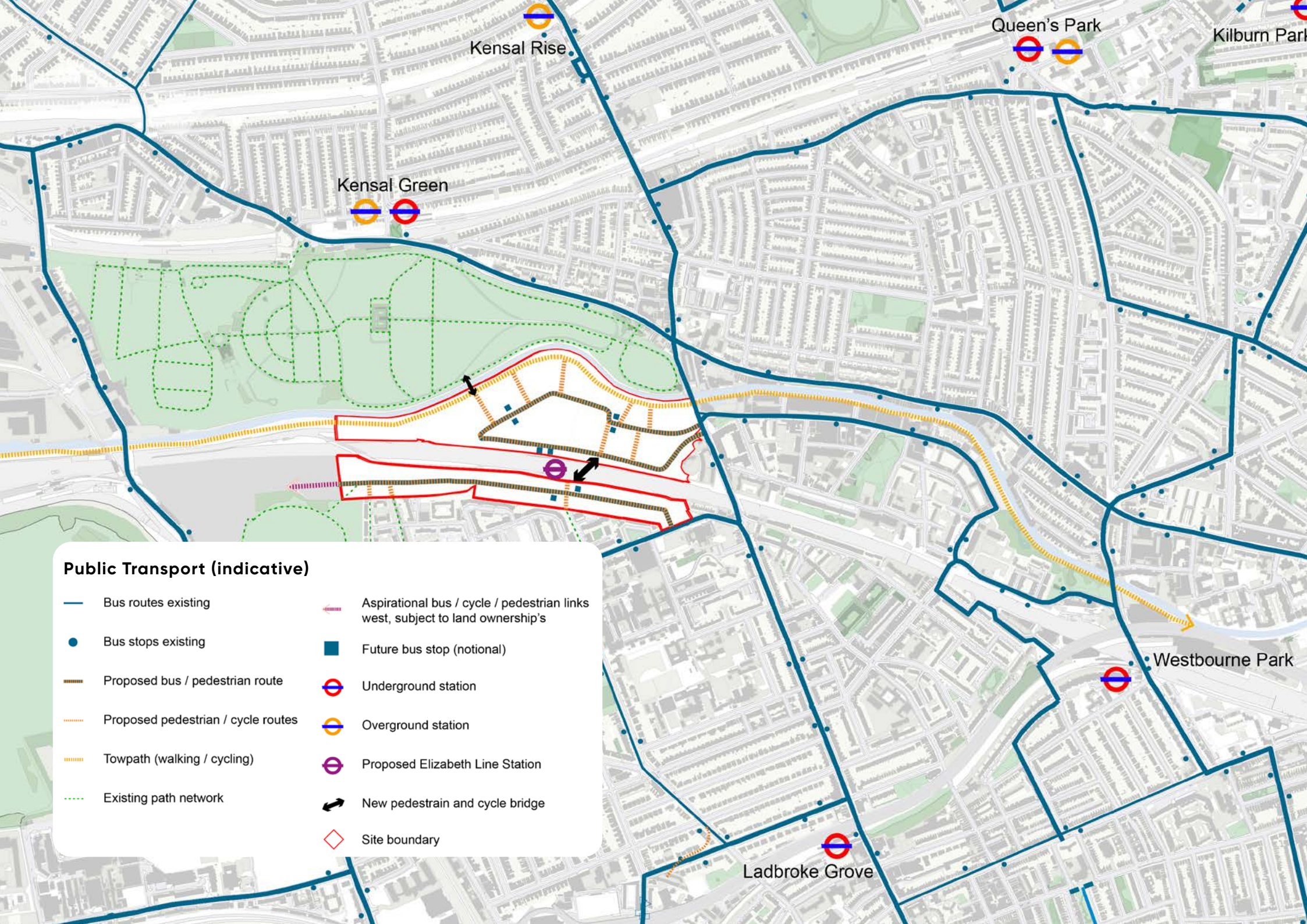
Research shows interaction with blue spaces (water) can have a positive effect on mental health – particularly in terms of stress reduction.* A towpath that is accessible and inviting makes it easier for people to use, and contributes towards a high quality public realm.

Studies indicate that people who have access to more green space have better mental health.*

A bridge over the canal will give residents access to Kensal Green Cemetery from the south. A new pedestrian route will create direct access to Little Wormwood Scrubs.



*Public Health and Landscape – Creating Healthy Places, Landscape Institute position Statement; 2013



Public Transport (indicative)

	Bus routes existing		Aspirational bus / cycle / pedestrian links west, subject to land ownership's
	Bus stops existing		Future bus stop (notional)
	Proposed bus / pedestrian route		Underground station
	Proposed pedestrian / cycle routes		Overground station
	Towpath (walking / cycling)		Proposed Elizabeth Line Station
	Existing path network		New pedestrian and cycle bridge
			Site boundary

3.2 Improving Access to Public Transport

The site should improve access to public transport within, into and out of the Opportunity Area.

Every opportunity should be taken to maximise links with existing and future public transport hubs such as those planned at Old Oak and Park Royal to the West.

Development must seek to deliver:

- **CO7** – A design that safeguards a future Elizabeth Line station
- **CO8** – Improved access to public transport including an enhanced and expanded bus network

Elizabeth Line Station, Underground and Overground Rail

The development will safeguard options for an Elizabeth line station to be accessed from the new pedestrian and cycle bridge over the railway. This station should link existing and new communities with local, regional and national transport networks.

In the absence of an appropriate and deliverable Elizabeth Line Station the pedestrian and cycle bridge will be expected to ensure north/south connectivity. The development would also be expected to contribute towards the delivery of step free facilities and capacity enhancements at Ladbroke Grove Underground Station and any other necessary infrastructure at other local stations.

Buses

Improved and new bus links penetrating the site will be key to connecting the site with the rest of London and ensuring an accessible and sustainable development. The existing bus stands will be reprovided within the development through the delivery of bus stands for four buses and bus driver facilities. Associated changes made to the existing bus stops on Ladbroke Grove to accommodate this will be expected. New bus links will be provided to ensure the choice of routes into and out of the site are maximised whilst any negative impacts on walk times and the existing bus services are minimised. Every effort should be taken to protect existing passengers from the disbenefits of route diversions and manage the additional running costs incurred by extending routes.

The bus terminus must be located within a high-quality public realm that is legible and easily accessible. The proposed network should include a bus loop allowing buses to move through the site with ease. The development to the south should connect to the road network within the OPDC area. Public transport links will need to be made through Scrubs Lane to link in with the proposed transport hub at Park Royal, White City and the new Old Oak Common Elizabeth line/HS2 station.

Canal

Opportunities for canal boat transport to Old Oak to the west and beyond as well as eastwards towards the Paddington basin should be explored for public transport and transport of materials e.g. construction or waste.

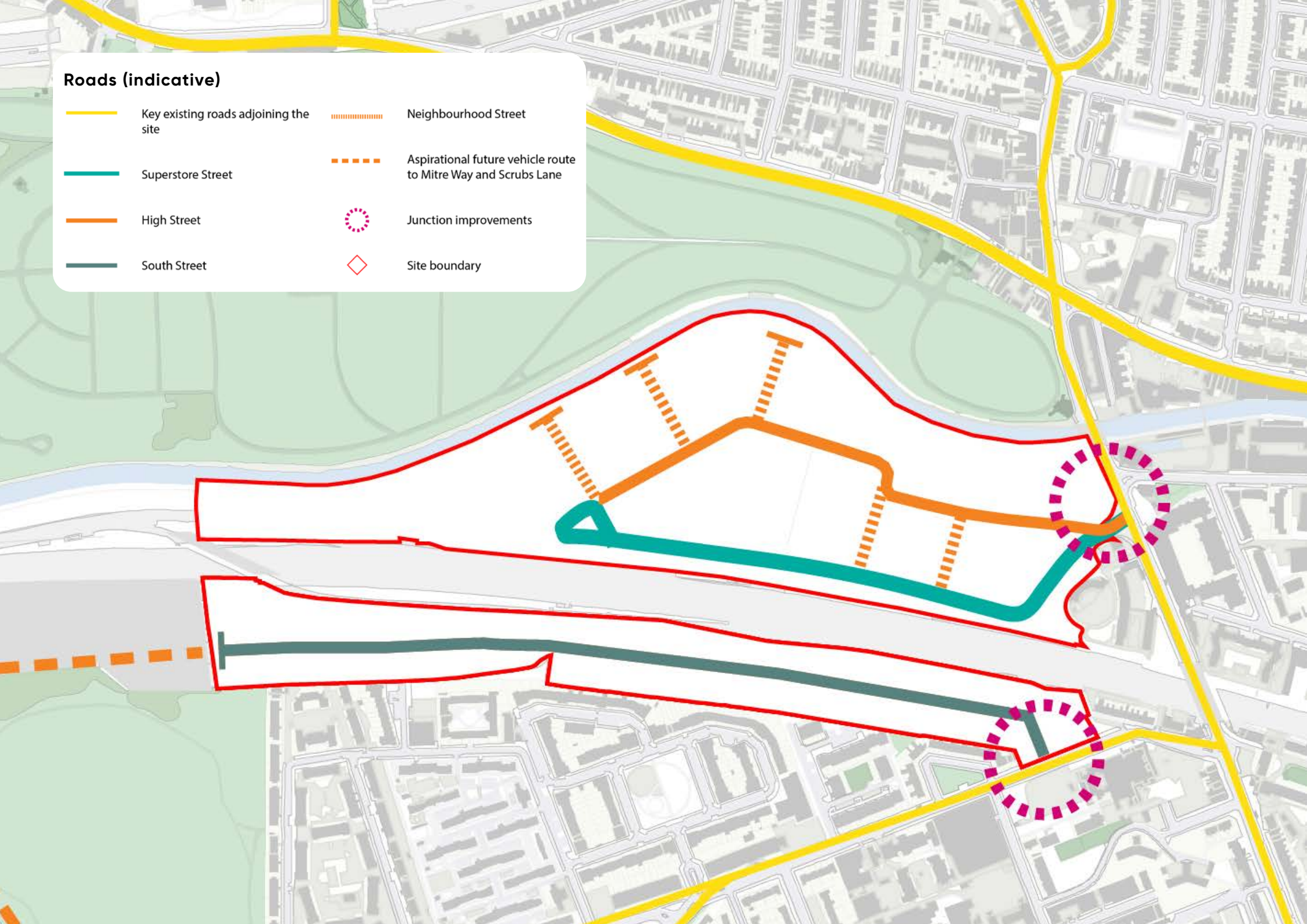


Bus stops will be re-provided close to the Superstore, new neighbourhood centre, minimising the need for private cars.

67% of people said they travel to the superstore by public transport and walking.

Roads (indicative)

- Key existing roads adjoining the site
- Superstore Street
- High Street
- South Street
- Neighbourhood Street
- Aspirational future vehicle route to Mitre Way and Scrubs Lane
- Junction improvements
- Site boundary



3.3 Road Access

Improved junctions must ensure adequate accessibility for buses, delivery vehicles cars, cyclists and pedestrians. The Council has developed a local network traffic model, audited and approved by TFL, to assess any forthcoming development proposals.

Development must seek to deliver:

- **CO9** – A safe and improved junction on Ladbroke Grove and a new junction at Barlby Road.

Ladbroke Grove

The design of the Ladbroke Grove entrance is particularly important as it is the ‘front door’ to the Opportunity Area and must create a high quality first impression. The Council will support improvements to the vehicular entrance into the site which provide clearly defined attractive and safe, pedestrian and cycle entrances. Any changes in the layout of the junction will be established via detailed transport modelling.

Barlby Road

The main road access to the southern part of the opportunity area will be from Barlby Road, opposite the newly built Barlby Primary school. Any junction design would need to accommodate buses and provide safe access to Barlby School.

Subject to detailed transport modelling, traffic to and from the superstore and the western substations in the north should be diverted away from the heart of the site where pedestrians have priority. A dedicated, two – way access road for these uses should run along the railway line on the southern edge of the site minimising its impact on the quality of public spaces and residential amenity.

To the south of the railway the main access road should run through the site to meet with the OPDC land and on to join Scrubs Lane, subject to landowner agreements.

Local Plan Policies, in addition to London Plan Policies:

When assessing future planning applications at Kensal Canalside the Council will apply the following Local Plan policies in relation to the Connections chapter; Policies CR1, CV1, CP2, CV5, CA1, CT1, CT2a, CT2c and Strategic Objective CO3.



4. STREETS AND SPACES

An “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.”

—

Kensal Canalside OA Allocation (CA1)





4.1 Public Realm Strategy

Development must seek to deliver:

- **SS1** – A healthy walkable neighbourhood, defined by a series of tree lined streets and public spaces that take cues from the rest of the borough as set out within a public realm strategy
- **SS2** – A residential development which seeks to minimise car usage and prioritises sustainable forms of transport
- **SS3** – An integrated water management plan including sustainable urban drainage

A Public Realm Strategy will be required. This strategy must identify opportunities to enhance the site's natural features and biodiversity assets and help foster a unique sense of place. It must also demonstrate how people will navigate their way through the site and where there will be opportunities to live, work, relax and play.

¹ Healthy Streets, TfL

Fig 1: Raingardens with play area (GLA SuDS Guidance) www.london.gov.uk/sites/default/files/reimagining_rainwater_in_social_housing_v1.pdf

The streets and spaces listed in this chapter should be included in any forthcoming Public Realm Strategy. It must include the following three core elements:

- **Street Design**
to include indicative street sections and street design for each type following the principles of 'Healthy Streets'¹
- **Public Spaces and Green Spaces**
to include details of the size, distribution and design of publicly accessible and communal private amenity spaces
- **Green and Blue Network**
to include an integrated water management plan for both sides of the site. Sustainable Drainage strategies must be delivered as part of the development of this site. A water space strategy that considers biodiversity and the wellbeing benefits of improved access to the canal. This must also include a site wide landscaping strategy, and include reference to the green corridor along the railway line.

Sustainable methods of streetlighting will be required as part of the Design Code. Using methods such as solar street lighting instead of regular bulbs reduces CO2 emissions whilst allowing the spaces to be used into the evening. Lighting will need to be carefully designed in sensitive areas such as the canal.



Flood risk can be reduced through the reduction in surface water run-off. Landscaping, including building roofs, will need to deliver an integrated and sustainable rainwater management solution.

–
Rainwater Gardens should be integrated into the green spaces between buildings in order to reduce run-off. This will form part of the Integrated Water Management strategy required for the site, and facilitates the creation of pocket parks.



Fig 1

4.2 Streets

YOU SAID...

We'd like more trees

Workshop, online and drop in session feedback



WE DID

We are encouraging nature based solutions on site and requiring tree-lined streets. Street trees absorb carbon. They also contribute to the local ecosystem and visibly mark the change in season, contributing to the character of a place. They can also provide shelter from the wind.



Streets must be legible and help draw people from the site entrance to key destinations such as the canal and the new bridges.

A detailed landscaping and public realm strategy should be developed which seeks to 'green' new streets and public spaces. This should include the planting of mature, drought resistant species of trees that have sufficient root and canopy space to develop. Where possible new trees should be native species.

The entire street network should ensure utility provision is designed as appropriate to ensure futureproofing and maintenance access. All principal roads within the development will be expected to meet adoptable standards. At least 20 per cent of residential parking spaces should have active electric charging facilities, with passive provision for all remaining spaces. Similarly provision for rapid electric vehicle charging points should also be made within any retail parking area. The development should connect to and improve the cycle network with direct, safe and well-lit cycle routes throughout.






The street network should give thought to what measures could be implemented to prevent the streets being overrun with taxi's and delivery vans in what will be a largely car free development. The Council

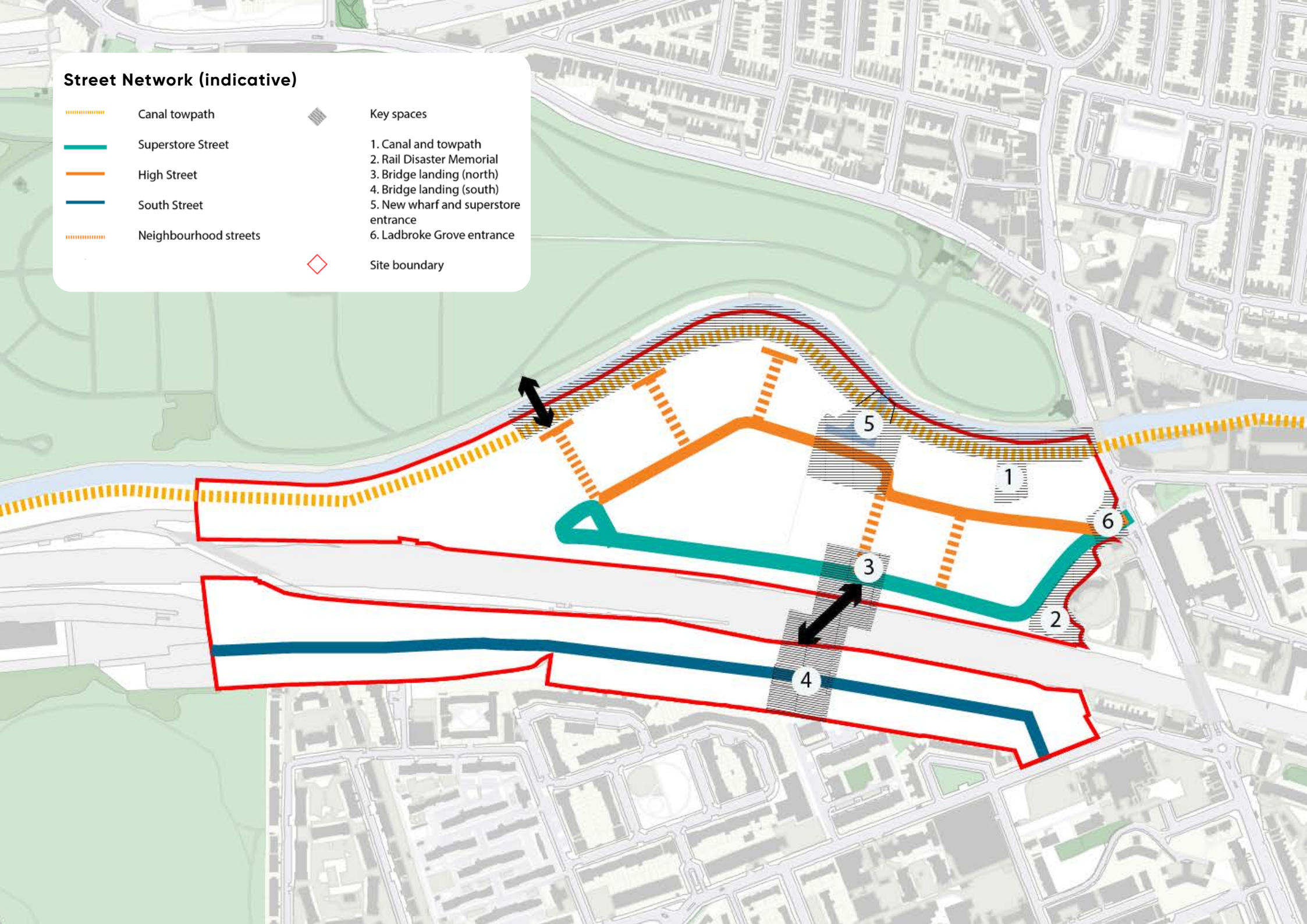
would support, subject to detail, options for consolidation centres/ concierge services as appropriate to minimise vehicle numbers on the internal road network. Any car club vehicles/ spaces should be located, as appropriate, so as to be accessed off Superstore Street to limit their impact on traffic and on the public realm.

A Waste Strategy will be expected that deals with both construction and operation phases of development. This should reference the Greening SPD. Any strategy should ensure recycling facilities are designed to be easy, safe and clean. Recycling must be as easy as throwing away general waste. This will need to be developed with the Waste team at the Council. We will expect options for on-site waste management to be explored.



Street Network (indicative)

- | | | | |
|---|-----------------------|---|---------------|
|  | Canal towpath |  | Key spaces |
|  | Superstore Street | 1. Canal and towpath | |
|  | High Street | 2. Rail Disaster Memorial | |
|  | South Street | 3. Bridge landing (north) | |
|  | Neighbourhood streets | 4. Bridge landing (south) | |
|  | | 5. New wharf and superstore entrance | |
| | | 6. Ladbroke Grove entrance | |
|  | | | Site boundary |



High Street (North)	
<ul style="list-style-type: none"> • Should create a welcoming and legible entrance to the site. • Primary route for pedestrian flow accommodating cyclists and vehicles. • Generous pavement widths to provide good walking environment with room for street trees, seating, planting and public art. • Able to accommodate two directional traffic, including buses and waste collection/goods vehicles. • Innovative public realm design to slow down the flow of traffic and prioritise pedestrian movement. • On street disabled parking spaces and limited kerb side loading opportunities in line with the London Plan. • Bus stands suitably located with appropriate space for users within the public realm. 	

South Street	
<ul style="list-style-type: none"> • Should create a welcoming entrance onto Barlby Road. • Primary route for pedestrian flow accommodating cyclists and vehicles. • Generous pavement widths to provide good walking environment with room for street trees, planting and public art. • Able to accommodate two directional traffic, including buses and waste collection/goods vehicles. • On street disabled parking spaces and limited kerb side loading opportunities in line with the London Plan. • Innovative public realm design to slow down the flow of traffic and prioritise pedestrian movement. • Bus stands suitably located with appropriate space for users within the public realm. 	

Superstore street	
<ul style="list-style-type: none"> • Primary route for traffic associated with the superstore. • High quality public realm with generous pavements, integrated planting on both sides. • Caters for the larger vehicular requirements of the bus network, superstore, waste collection and the substations to the west. • Provides a turning circle for most vehicles to recirculate back to Ladbroke Grove. • Attractive landscaping on the railway edge, incorporating trees and softer features to mirror the existing wildlife corridor along the tracks. • Segregated cycle lane to access the superstore from Ladbroke Grove. • Bus stands suitably located with appropriate space for users within the public realm. 	

Neighbourhood streets	
<ul style="list-style-type: none"> • Primarily for residential access or appropriate servicing yard access, quiet in nature • Able to accommodate occasional vehicles passing and larger vehicles e.g. waste. • High quality public realm design with integrated planting and limited integrated on street parking for disabled spaces only. 	



YOU SAID...

There is a need for a vibrant high street, with trees, spaces to sit, take shelter, and rest.

Workshop Feedback



WE DID

The development framework includes a neighbourhood centre which will act as a high street drawing people towards the hub. This space will enable cultural and civic activities such as markets, community fairs, public art and performance. Seating and landscaping will be required as part of the public realm strategy.



4.3 Spaces

Development must seek to deliver:

- **SS4** – An inclusive and accessible neighbourhood for all with safe and well-designed play space integrated
- **SS5** – To meet the London Plan, 2021 Urban Greening Factor and a net gain of at least 10% in biodiversity on the site, providing a series of high quality, accessible and connected green spaces with integrated wildlife corridors.
- **SS6** – Improvements to the towpath developed through a canal strategy, incorporating significant elements of high-quality green space for recreational use and wildlife importance. The strategy will need to strike the right balance between providing access to the canal whilst safeguarding it's quiet and calming nature.
- **SS7** – Ensure the bridge landing points are overlooked, legible and safe mixed-use spaces.
- **SS8** – An improvement in air quality and reduction in pollution concentrations, by providing connected green spaces, sustainable travel options/connectivity and an accessible neighbourhood.

YOU SAID...

There is a lack of greenery and a desire to support existing surrounding wildlife

Workshop, online and drop in session feedback

WE DID

We are requiring a public realm strategy that includes a connected network of blue and green spaces that must increase levels of biodiversity on the site and should incorporate and enhance the existing wildlife corridors.



Public Green Space

High quality public green spaces must form part of a clear narrative and be designed into the masterplan at an early stage. With so many competing land uses at Kensal Canalside, the quality of the green space delivered must be optimised. Green spaces can be multifunctional places that people want to use, contribute to and enhance existing wildlife corridors and offer opportunities for the natural environment to prosper. A clear strategy should identify public and private green space across the site. This strategy will need to set out the amount, distribution, function, surrounding built form and how the space relates to the surrounding ground floor uses. Overshadowing and microclimate must be a key consideration for the design of open spaces and the blocks that surround them. This will form part of the Design Code.

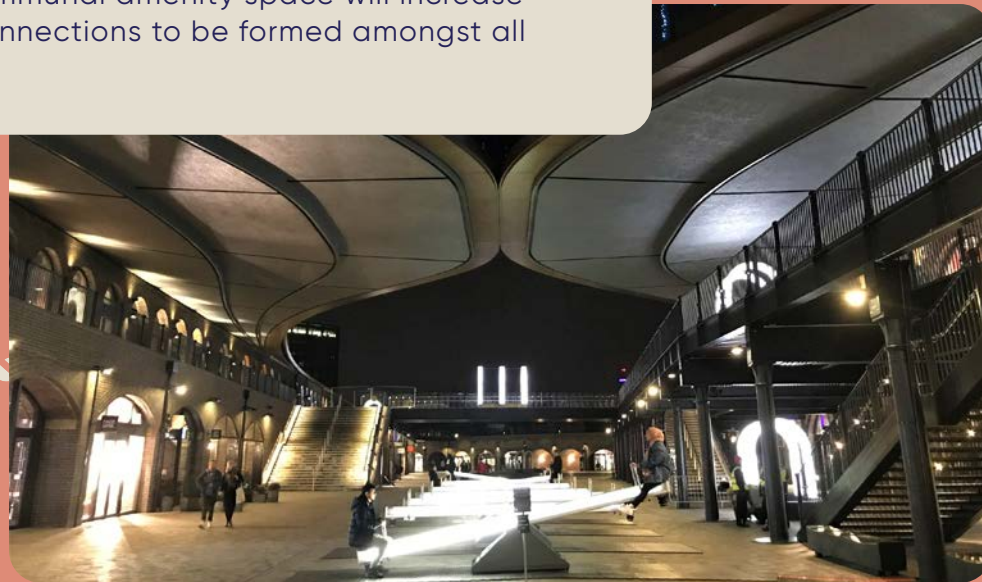
The masterplan approach must incorporate a connected network of varied, well designed and fully accessible spaces for all. These spaces should ensure that there are opportunities for meeting, quiet contemplation, activation as well as formal and informal play across the site for all ages.



Well designed and welcoming public spaces encourage social cohesion, which is beneficial for mental health and reduces social isolation, as well as encouraging play. Direct access to communal amenity space will increase opportunities for connections to be formed amongst all residents.



To ensure accessibility for all we are requiring non-slip surfaces with generous pavements. This will form part of the public realm strategy and should where appropriate, consist of permeable paving, forming part of the SuDS network.





Green walls and roofs absorb carbon, particulate matter (PM) and sound. This improves the local air quality and reduces noise pollution, mitigating environmental stressors on the human body and mind. They also provide extra thermal insulation and aid with rainwater management.



We will expect that any development optimises all available space. This should include the use of roofs (green and blue) for SuDS as well as public and private gardens.

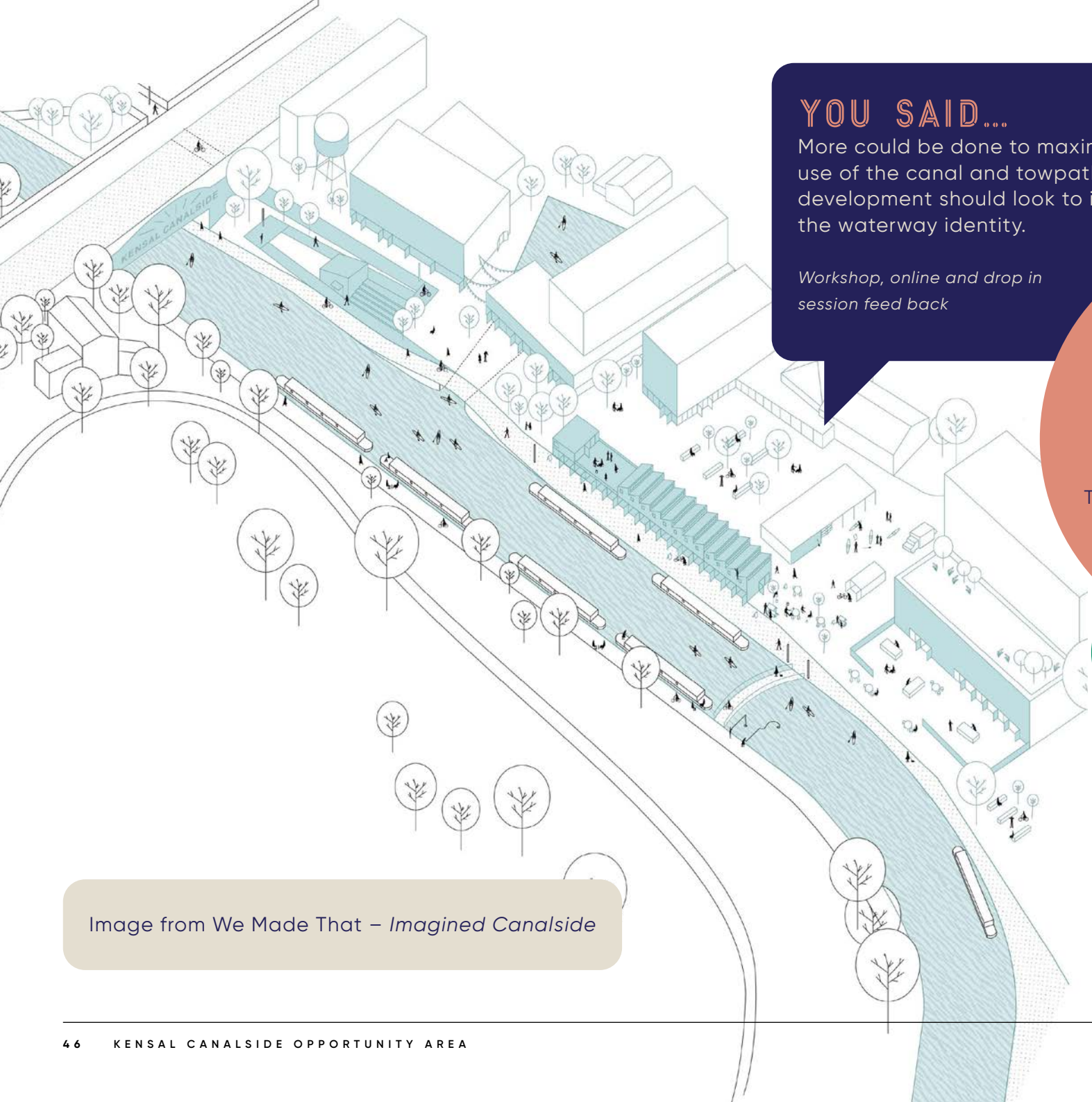


Image from We Made That – Imagined Canalside

YOU SAID...

More could be done to maximise the use of the canal and towpath and the development should look to include the waterway identity.

Workshop, online and drop in session feed back

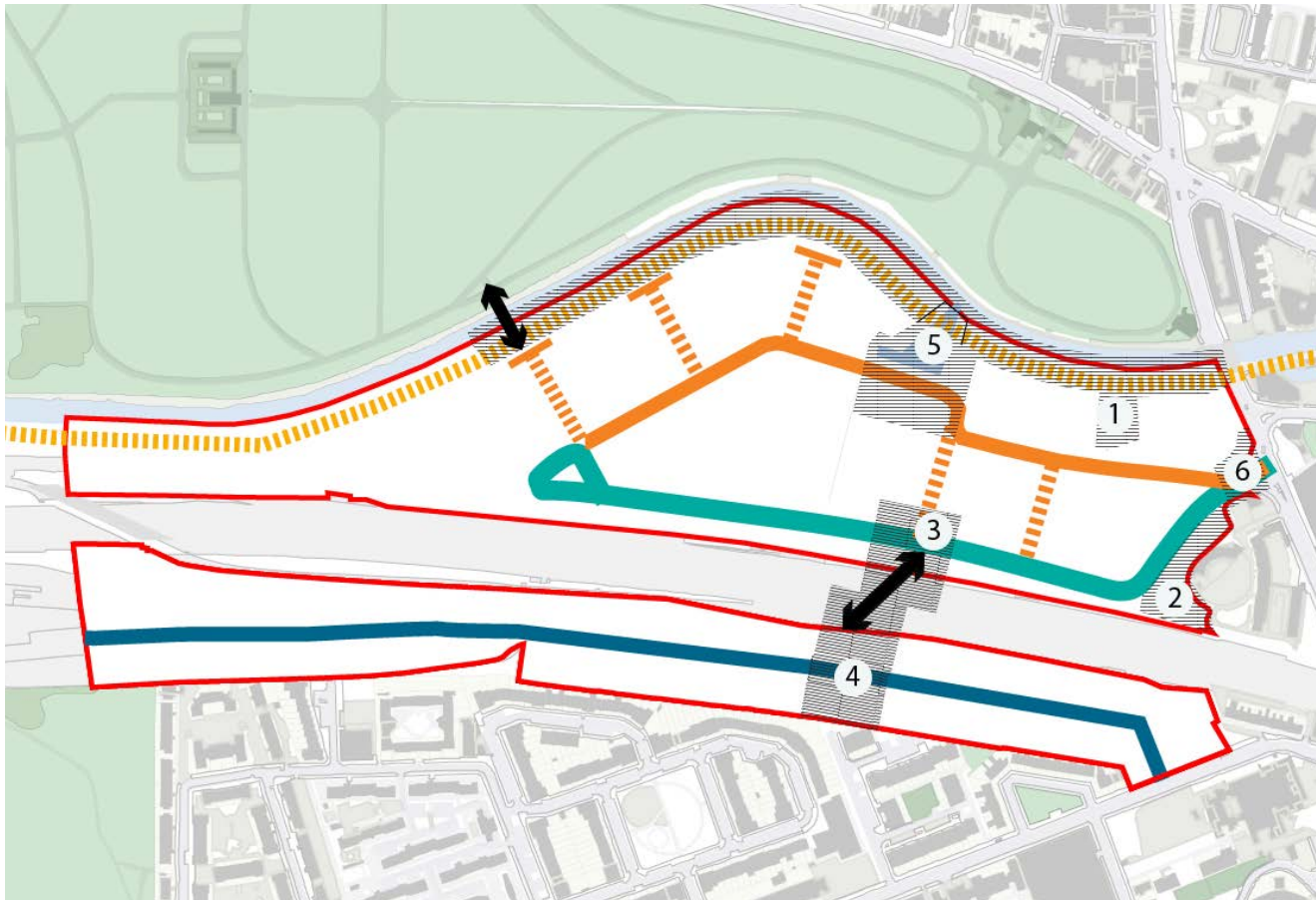


WE DID

We are requiring improvements to the towpath for both recreational use and wildlife ensuring the increased service provision for canal boat users. The new wharf will become a hub with flexible space for people to interact with the water.







Spaces (indicative)

	Canal towpath		Key spaces
	Superstore Street		1. Canal and towpath
	High Street		2. Rail Disaster Memorial
	South Street		3. Bridge landing (north)
	Neighbourhood streets		4. Bridge landing (south)
			5. New wharf and superstore entrance
			6. Ladbroke Grove entrance

1. Canal and towpath

Proposals should:

- Be delivered as part of a joined-up canal and towpath strategy.
- Preserve and improve existing wildlife corridors and biodiversity.
- Link to national walking and cycling network.
- Enhance the provision for canal boat users including improved moorings and associated infrastructure such as eco-mooring charging points to reduce engine use..
- Improve wayfinding and signage to connect the dots and link to surrounding area. Emphasis should be placed at key transport nodes and make use of Legible London.
- Offer recreational opportunities.
- Vary its approach to provide opportunities for activity and calm.
- Enhance the surrounding landscape.
- Deliver improvements to the towpath.
- Derive from a canal and towpath strategy in consultation with the local boating community, Canal and Rivers trust and neighbouring canal adjacent boroughs.

Local Plan Policies, in addition to London Plan Policies:

When assessing future planning applications at Kensal Canalside the Council will apply the following Local Plan policies in relation to the Street and Spaces chapter; Policies, CP2, CA1, CR1, CR2, CR3, CR4, CR5, CR6 and Strategic Objective CO4.

YOU SAID...

The memorial site should be kept and made more inviting to honour those that died

Workshop Feedback



WE DID

We've required that this space is improved and integrated into the scheme to ensure that it becomes an easily accessible welcoming place for quiet contemplation and reflection

2. Ladbroke Grove Rail Disaster Memorial

Proposals should:

- Allow unimpeded improved pedestrian access from Ladbroke Grove.
- Be integrated into the site masterplan forming part of the landscaped wedge between the site and Kensal House.
- Deliver a safe, overlooked and welcoming environment for visitors to the memorial.
- Be developed in close collaboration with the memorial groups, friends and relatives.

3. Bridge landing (North side)

Proposals should:

- Ensure the bridge landing provides an overlooked, legible and safe environment for all users of the bridge and the superstore street.
- Link directly to the cycle network and public transport hubs.
- Activate the street with non-residential ground floor uses to encourage users into the heart of the site.

4. Bridge landing (South side)

Proposals should:

- Provide flexible space to accommodate cultural activities such as performance and markets.
- Ensure the bridge lands in a well-overlooked public square.
- Activate the square with non-residential ground floor uses to animate the space.
- Deliver a high-quality public realm and landscape design that softens the railway edge.
- Provide a legible cycle and pedestrian route to Notting Barn Road.
- Innovatively address the level differences to ensure that access is provided for all.
- Be developed in close collaboration with the local residents, in particular Notting Barn Road residents.

5. New wharf and Superstore entrance

Proposals should:

- Reinststate the infilled basin creating a generous, activated, publicly accessible wharf edge.
- Ensure navigational safety along the canal and within the basin.
- Provide flexible space to accommodate cultural activities such as performance and markets.
- Create a legible hub that draws people in from Ladbroke Grove, the new railway bridge and the canal towpath.
- Introduce new moorings and associated service provision in consultation with the Canal and Rivers Trust and local boating community. Opportunities to improve moorings and support services should be considered.

6. Entrance – Ladbroke Grove

Proposals should:

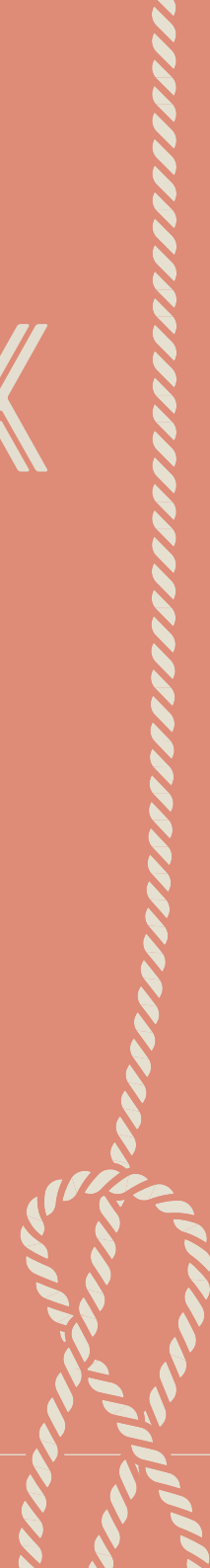
- Ensure the surrounding buildings form an architectural gateway to the site when coupled with Kensal House.
- Deliver an inviting street scene that ties the new development in to the surrounding uses and encourages activity.
- Ensures the safe access of pedestrians, cyclists and vehicles.
- Create a legible route into the site.

5. LIVE, WORK AND VISIT

"The Council allocates development on the site to deliver: a minimum of 3,500 new residential homes, 10,000 sq m new offices, 2,000 of non-residential floorspace, including social and community uses and shopping facilities in addition to the supermarket. The relocation of the existing supermarket."

—

Kensal Canalside OA Allocation (CA1)





5.1 Live

Development must make the best use of land by following a design led approach that optimises capacity, ensuring the delivery of at least 3,500 new homes and associated infrastructure.

Development must seek to deliver:

- **LWV1** – A minimum of 3500 new homes, of which 35% on private land and 50% on public and/or former utilities land must be genuinely affordable, and aspire to meet the borough's tenure need, subject to viability.
- **LWV2** – A range of homes including intermediate products in line with the Community Housing SPD.
- **LWV3** – High quality, resilient, energy efficient, new homes that meet the standards within the Housing SPG and demonstrate exemplar fire safety standards through the submission of a fire statement in line with the London Plan, 2021.
- **LWV4** – Housing that meets the identified Specialist Housing needs of the Borough.
- **LWV5** – A sustainably remediated development that is free from the risks of ongoing land contamination.

Housing Tenure

Kensal Canalside offers the greatest remaining opportunity to provide new affordable homes in the borough. This is a key priority for the Council.¹ It should not be possible to distinguish between affordable housing and market housing. We would expect affordable housing to be well integrated, spread throughout the site and to ensure equivalent amenity for its residents.

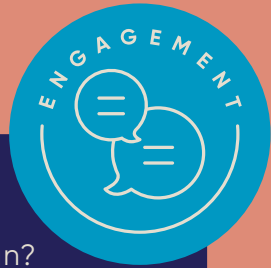
Policy targets the provision of 35% (by floorspace and habitable room) of new residential accommodation to be affordable. On public sector land, the target is 50% (by habitable rooms) of residential accommodation. However, it is recognised that even these levels of affordable housing may be difficult to achieve. Initial capacity testing by the Council has indicated that the high decontamination and infrastructure costs mean that it may only be possible to achieve 30% (by habitable room) within the higher development scenario of 5,000 new homes without additional funding. The Council will work with the landowners to deliver the maximum level of affordable housing which can reasonably be delivered by the development.²



New homes must be energy efficient. Whilst technology is ever-changing, all proposals should meet the most up to date standards building in the capability to review, to ensure energy bills are kept to a minimum to reduce the risk of fuel poverty. Passivhaus standards are encouraged.

¹ Set out in the Council Plan (March 2019), Grenfell Recovery Strategy (January 2019) and the Housing Strategy (December 2019)

² The London Plan, 2021



YOU SAID...

What does affordable mean?

Affordable and social housing is absolutely essential!

Workshop, online and drop in session feedback

WE DID

This SPD is promoting and emphasising the importance of delivering 35% affordable housing on the KCOA site.

WHAT IS GENUINELY AFFORDABLE IN RBKC?

Definition:

In terms of planning, affordable housing is housing, be it for sale or for rent, for those, "whose need are not met by the market." This definition is set out within the Government's National Planning Policy Framework (2019). A home is considered by the Government to be "affordable" if it is either sold or rented at least 20 per cent below the local market value.

In RBKC this means something different to other boroughs. The products that are considered genuinely affordable in this borough have been named 'Community Housing' and are set out in the Community Housing SPD. This includes social rent, affordable rent (at London Affordable Rent levels) and intermediate rent and the lowest London Living Rent (LLR) levels in the borough. The London Plan also contains a definition of what 'genuinely affordable housing' includes.



Reducing inequality in housing increases general health outcomes and improves social cohesion and mental health. Research has shown that the inequality children experience in living conditions when they are growing up can influence them for the rest of their lives.

The fast track route set out in the London Plan, 2021 is a threshold approach to help incentivise developers to help bring forward schemes that can at least deliver the required percentages without grant. Where applicants cannot meet the fast track route they will need to provide viability evidence. The London Plan, 2021 sets out the requirement for 50% affordable on industrial sites, where the scheme would result in a net loss of industrial capacity. However, if it is robustly demonstrated that extraordinary decontamination enabling or remediation costs must be incurred to bring surplus utilities sites forward for development, then subject to detailed evidence, including viability evidence being made available, a 35% affordable housing threshold could be applied in order to follow the fast track route.'

The Council expects that the affordable homes built at Kensal are genuinely affordable. The Community Housing SPD

Total number of homes delivered on private land (*50% on public land) (** Or as specified in the Community Housing SPD)		
35%* Genuinely affordable on site		65% Market homes
70%** Social rent	30% Inter-mediate	

defines 'genuinely affordable homes' as social rent, London Affordable Rent and for intermediate products (those aimed at middle income households) the London Living Rent set at the lowest levels in the Borough.³ We would expect developers to work closely with the council to develop and provide an intermediate home ownership product, which could be aimed at first time buyers.

Where a lower level of affordable homes is proposed, the developers will have to demonstrate the maximum reasonable amount of affordable housing has been built in a financial viability assessment.

To meet the identified borough need, 70% of affordable homes built should be social rented with the remaining 30% being intermediate.⁴ Kensal Canalside should aim to achieve this ratio whilst ensuring that the maximum number of affordable homes are delivered. However, the exceptional costs associated with delivering Kensal Canalside will impact upon the viability of the site. Initial viability work carried out as part of a Development Infrastructure Funding (DIF) Study commissioned by the Council (ref) indicates a funding gap at 35% affordable housing when delivering the

minimum number of homes, (3500). Developers should constructively engage with the Council to find solutions where needed, including funding sources for either infrastructure or affordable housing delivery, to ensure that the site is optimised and able to meet the affordable housing needs of the Borough.

Housing Mix

It is important that the size of homes that are built at Kensal Canalside meets the needs of our communities. A mix of types and sizes of homes will be sought taking into account current evidence in relation to housing need.

Many households require accessible or adapted housing to lead dignified and independent lives. Approximately 12% of the borough's population was estimated to have some form of limiting long-term health problem or disability. Kensal Canalside must ensure it meets the requirements set out in the London Plan, 2021 to deliver accessible and adaptable dwellings.

³ & ⁴. Community Housing SPD

Specialist Housing Needs

There is an identified need for specialist housing within the borough. This includes homes for people with learning disabilities, older people, those who experience mental health problems and looked-after children.

The site should seek to optimise the delivery of housing of all types, and the provision of specialist housing which meets the identified specialist housing needs of the borough (based on current evidence), will be supported. The developer will be expected to work with our housing team to establish whether identified specialist housing needs could be met on the site.

Housing Quality

We expect all new homes to meet the standards set out in the Housing SPG. To ensure housing quality across the site we will expect details of how the site achieves this within the 'uses' section of the Design Code.

We will expect all homes to be resilient to change, incorporating flexibility for homeworking and adaptable uses.

Fire safety

We expect all buildings to demonstrate exemplar fire safety standards. A Fire Statement that complies with Policy D12 of the London plan, 2021 must be submitted with any application.



Housing is a key issue affecting peoples mental health. Everyone needs safe, stable and suitable housing to stay well.

We are requiring that all homes achieve the following standards...

- Avoiding single aspect where possible
- Floor to ceiling heights and floorspace to meet the national space standards
- Adequate sunlight/daylight to meet ground floor residential properties
- Private usable outdoor space

Existing Homes on the Site

Development must seek to deliver:

- **LWV6** – The protection or re-provision of the 16 affordable homes within the Boathouse, guaranteeing the existing tenants the opportunity of a new home that meets their needs.

Within Kensal Canalside, the Boathouse Centre, owned by the Council and on long lease to Catalyst Housing Association, provides 16 affordable homes. We will protect these homes and will not accept the loss of any social rented housing.

We recognise the important role the Boathouse Centre plays in the provision of genuinely affordable housing in the Borough. As such, if the Boathouse centre is brought forward as part of the wider development, this would only be acceptable if it guaranteed all existing tenants an opportunity of a home that meets their needs, with those wishing to stay in the neighbourhood (Kensal Canalside) being able to do so. Any development will be expected to ensure that it resulted in no net loss of existing social rented housing.

Schools

Development must seek to deliver:

- **LWV7** – Where necessary, Education facilities or equivalent financial contributions towards local school expansions that meets the need of the increased population.

The DIF study uses the GLA's child calculator to establish the projected education needs of Kensal Canalside over the DIFS period (2035). The study suggests there is capacity for the additional children within the existing surrounding schools, when accounting for future extensions. Scenario 3 would require additional extensions or a 2-form entry Primary school, subject to further work. To minimise the risk of existing schools closing it is anticipated that on site provision of a primary or secondary school is not required. The development will be expected to ensure that local schools are easily and safely accessible on foot and on bicycle. Any application would need to ensure the nursery, primary, secondary and SEN needs are met and that they work closely with the Council to ensure this.

YOU SAID...

Local school governors and head teachers raised concerns over a new primary school being built given the capacity in existing primary schools is putting them at risk

Drop In feedback



WE DID

We are requiring that the developers work with the council and local schools on this issue to address the need and the existing capacity to ensure high quality education provision can be retained in the locality.

Primary Healthcare

Development must seek to deliver:

- **LWV8** – Where necessary, healthcare facilities or equivalent financial contributions towards local hub expansions that meets the need of the increased population.

The developers will be required to work closely with the Council and the NHS to ensure the healthcare services provided by the development best meet the needs of the community. Developers will be expected to work closely with the NHS and Council to establish provision. The development will be expected to ensure that the healthcare services are easily accessible by foot and cycle from the whole site.



5.2 Work

Development must seek to deliver:

- **LWV9** – A minimum 10,000 sqm of new office/workspace that reflects and supports the existing local cultural and creative industries cluster, building on the established best practice guidance.

Creative economy

The development must support the Kensal area and employment zone as a successful home to a diverse mix of cultural and creative sector businesses. We will expect the development to create opportunities for innovative small and medium sized businesses by providing a range of new flexible workspaces.

OUT OF 3,051
JOBS IN THE
AREA, THE CREATIVE
SECTOR ACCOUNTS FOR
51%, WITH 60% OF
BUSINESSES RECORDED
AS CREATIVE
ACTIVITIES



YOU SAID...

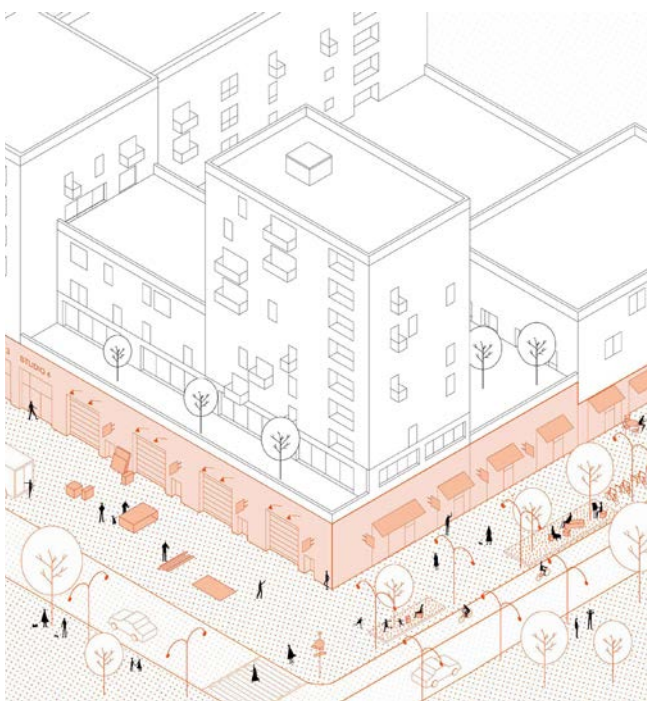
We need more provision for the artists/creatives in the area

Workshop, online and drop in session feedback

WE DID

We've worked with *We Made That* to understand the local creative sector and how best to support and expand it. We are requiring a workspace strategy which identifies how the development will deliver this.





The Workspace Background Document establishes that there is a strong presence of both civil and creative sectors in the area and presents the opportunity for strong links between the two to maximise the benefits in Kensal Canalside. The development should enable a mutually supportive ecosystem that is better placed to respond to local needs and is more resilient to economic change. We will therefore expect the clustering of proposed creative and civil society sectors.

This will require the provision of:

- A mix of unit sizes that reflect the identified 5 spatial typologies, identified in the Workspace Background Document.
- flexible work-spaces.
- lower cost units to house creative activities.

This is essential to building resilience to future change in the creative sector and we would encourage developers to work closely with the Council to establish this. The development must also ensure the successful co-location of creative and civil society sector workspace with residential accommodation. This should focus on public realm typologies that support these activities.

We will expect the submission of a Workspace Strategy as part of the 'uses' section of the Design Code that follows the principles set out within the Workspace Background Document. The Council will expect these principles to be addressed in the Public Realm Strategy also.

This must include:

- An analysis of the quantum of workspace.
- Adaptiveness of the project to accommodate market changes.
- Co-location strategy to ensure complementary mixed-use scheme, incorporating the creative and civic functions.
- Acoustic and visual buffers.
- Social and messy workspaces.
- Servicing & access.

We will expect the developers to work with the Council to develop an approach to affordable workspace to meet the local need.

Development must seek to deliver:

- **LWV10** – A minimum of 2,000 new jobs, maximising the skills training and business benefits for local people both during and upon development completion.



We would expect to see a mixture of locally based employment opportunities provided, especially for young families with children and young people. Diverse employment opportunities have been shown to increase long term outcomes for communities and improve mental health.

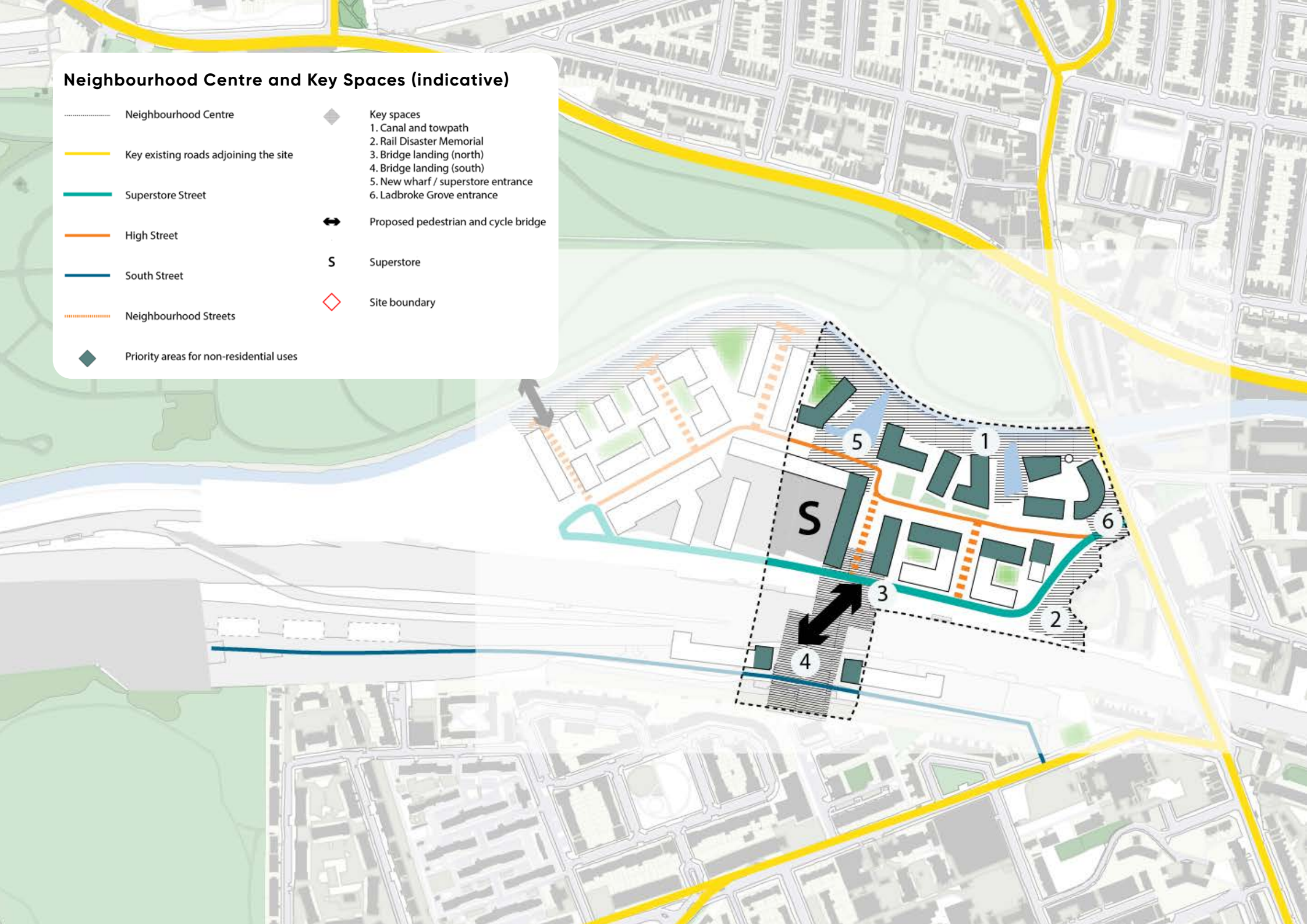
Employment and Skills Training

The development must deliver 2,000 new jobs.

It is essential that local people benefit from the increased employment and skills training opportunities at Kensal Canalside. There will be a substantial workforce involved in the construction of the site as well as future employment opportunities in the completed development. Local residents must benefit from these employment opportunities and local businesses must be given the opportunity to tender for contracts that arise via platforms such as the RBKC Supply Chain. The training and apprenticeship placements target will be calculated as per the Planning Contributions SPD. This SPD also sets out the expectations for the Training Employment and Business Strategy (TEBS) and Employment and Skills plan (ESP) to be developed with the Council's Economic Development Team.

Neighbourhood Centre and Key Spaces (indicative)

- | | | | |
|-------|---|------------------------------------|------------|
| | Neighbourhood Centre | ◆ | Key spaces |
| — | Key existing roads adjoining the site | 1. Canal and towpath | |
| — | Superstore Street | 2. Rail Disaster Memorial | |
| — | High Street | 3. Bridge landing (north) | |
| — | South Street | 4. Bridge landing (south) | |
| — | Neighbourhood Streets | 5. New wharf / superstore entrance | |
| ◆ | Priority areas for non-residential uses | 6. Ladbroke Grove entrance | |
| ↔ | Proposed pedestrian and cycle bridge | | |
| S | Superstore | | |
| ◇ | Site boundary | | |



5.3 Visit

Development must seek to deliver:

- **LWV11** – A minimum of 2,000 sq m of non-residential floorspace centred within a neighbourhood centre that serves the needs of the new and existing local community.
- **LWV12** – Re-provision of the supermarket.
- **LWV13** – The re-provision of improved community facilities on the site and new community space that ensures that the benefits of the development are shared between existing, new and surrounding communities.
- **LWV14** – Opportunities for new cultural, youth and sport facilities, at an appropriate scale within the new neighbourhood centre, developed with the local community.



Community space, cultural centres, creative workspaces and health centres are all beneficial for physical and mental health and social cohesion.



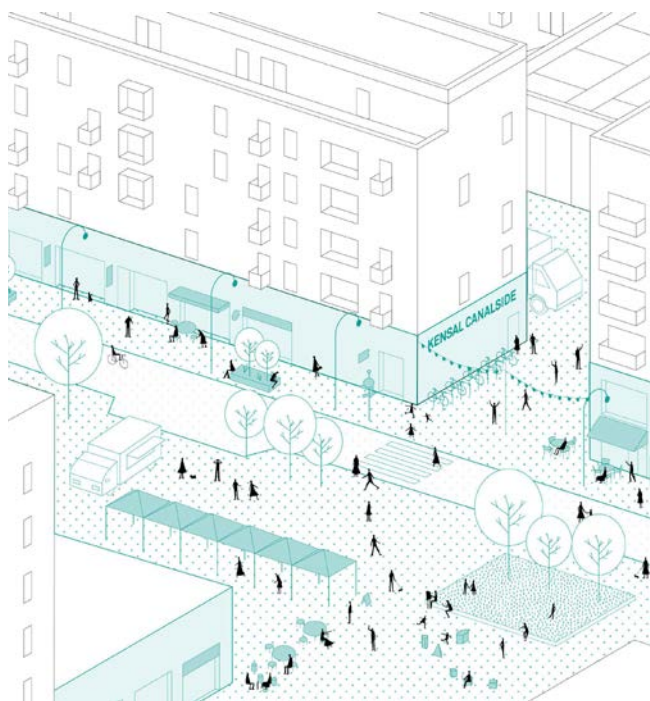
Creating a New Neighbourhood Centre

Kensal Canalside will benefit from a new neighbourhood centre which will help to create a 'walkable neighbourhood', where residents have easy access to the essential community services and shopping facilities e.g. Hairdressers/post office/gym, without the need to use a private car. Whilst currently within an area of retail deficiency, the new neighbourhood centre will be big enough to meet the basic needs of the new and existing local communities, anchored by the re-provided Superstore.

As part of a mixed-use approach, we will support restaurant/cafe and bar uses on primary streets and key spaces in order to ensure residential amenity and allow for vibrant night-time economy and spill out café/ culture.

New non-residential uses should be located predominantly in the neighbourhood centre. Some non-residential uses will be supported on the southern part of the site at the bridge landing points.

Fig 2: The Green Community Centre, Nunhead. (Workspace Strategy)



Community Space

New

–

The DIFs identifies that the different growth scenarios suggest at least three 500sqm community spaces will be required depending on the scenario. The 2000 sqm of non-residential floorspace should include the provision of community space. We will support alternative arrangements of community space (i.e. One larger and one smaller) where appropriate and a need is identified. These should be focussed within the identified neighbourhood centre. Community facilities must facilitate increasingly diverse needs and through working with the Council could form part of the civil/creative space. The needs of local young people should be identified as a part of this. As set out in the Community Housing SPD, we will expect a community space audit to determine the types of community space the site will provide. The needs of local young people should be identified as a part of this. It should cover the geographical scope within the study area of the Workspace strategy guidance and expand on the work already done.

The new superstore and neighbourhood centre must be resilient to change and incorporate flexible and adaptable workspace. To build in resilience, the supermarket operator will be encouraged to implement measures to ensure that the store can accommodate electric vehicles for servicing and distribution at the earliest opportunity. Car parking associated with the superstore should be located within the footprint of the superstore (below) and include the provision of rapid electric vehicle charging points, with the ability to provide charging to all spaces in the future.

Existing - Re-provision

–

The existing community space at Kensal Canalside includes:

- Canalside House (providing affordable office space for voluntary and charitable organisations)
- The Boathouse Centre, which offers youth activities (kayaking, canoeing, climbing) as well as community meeting rooms.

This community floor space must be reprovided where these buildings are included in a comprehensive redevelopment of the site. We will work with the developers, landowners, GLA and existing users in any redevelopment. The improved community facilities could be located within the new neighbourhood shopping centre. This will ensure that the benefits of the development are shared between existing, new and surrounding communities.

Cultural & Sport Facilities

There is an opportunity to provide new cultural and sport facilities for the area. We will support cultural uses in appropriate locations as set out in our Culture Plan. The site has an existing strong link to the cultural character of the area being the starting point for the Notting Hill Carnival Floats. The development must ensure long term continuity for Notting Hill Carnival. The integration of public art that draws on the borough's history and culture will be welcomed. New cultural and sports facilities could provide a focal point for the new and existing communities and therefore opportunities for appropriate facilities should be explored in consultation with the local community and be brought forward in conjunction with them.



YOU SAID...

Arts and culture was identified as the highest priority for community services provision

Built ID Poll 348 participants



WE DID

The site will ensure continuity for the Notting Hill Carnival. Opportunities for cultural facilities will be encouraged where developed with the local community.

Local Plan Policies, in addition to London Plan Policies:

When assessing future planning applications at Kensal Canalside the Council will apply the following Local Plan policies in relation to the Live, Work and Visit chapter; Policies CP1, CP2, CV5, CA1, CH1, CH2, CH3, CH5, CK1, CK2, CK3, CF1, CF5, CF6, CF7 and Strategic Objectives CO1, CO2 and CO6.



6. CHARACTER

"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..."

—

Vision for Kensal in 2028 (CV5)





6.1 Responding to Context and Setting

Development must seek to deliver:

- **CH1** – well-designed neighbourhood that delivers a well considered layout and exceptional architectural quality, drawing from the high-quality pattern of development within the borough and local context.

Design

The Baseline Study provides an in-depth analysis of the site's immediate setting and surrounding heritage assets. It reveals that the built form and character of the area around the site is very varied.

However, within the Borough there is a strong legacy of world class historic architecture from various eras and high-quality public realm. It is well known for its well-connected network of streets that are broken up by garden squares and pocket green spaces. There is a strong identity and consistency to the borough's townscape.

Some of the distinctive elements that contribute to the boroughs urban identity from all periods in its history include:

- The use of a simple palette of high quality materials (e.g. solid masonry, brick and metals)
- Consistency in built form (e.g. continuous building lines, a strong sense of enclosure, dense pattern of blocks and streets)
- High quality detailing (e.g. fenestration, roof form, balconies, railings, gardens)
- High quality green spaces designed into the townscape (e.g. highly visible, well integrated, garden squares and parks)
- Well-designed interfaces between buildings and streets (e.g. defined thresholds, clear delineation between public and private spaces)

Coupled with these elements, the public realm, from which it can be appreciated and brought to life, creates the unique characterful places so enjoyed by residents and visitors alike.

The scale and density of the development required at Kensal Canalside will be a step change from the existing pattern of development in much of the Borough. However, there is an opportunity and expectation that Kensal Canalside maintains this legacy of delivering high quality architecture and public realm within a modern context. Inspiration should be taken from the distinctive elements of the wider borough to ensure that Kensal Canalside clearly reads as a modern natural extension of the borough.

However, given it's largely 'island' nature and the size of the opportunity area, any development brought forward should develop its own distinct cohesive character through the masterplan process, building on the history of the site and its surroundings. This must ensure that the new development responds positively to the varying edges of the site to ensure a strong connection to the existing communities and wider borough.



YOU SAID...

There is a distinctive character to the surrounding areas



WE DID

RBKC is well known for various areas of distinctive character. The Council will expect that Kensal Canalside is no different. Whilst a step change in scale and density the development will be required to ensure that a distinctive high-quality design is delivered throughout at all scales, responding to context by building on and creating an identity for the new neighbourhood that residents can be proud of.

Development must seek to deliver:

- **CH2** – Development that sustains and enhances the significance of heritage assets in the vicinity of the site; realises the positive contribution that conservation of heritage assets can make to sustainable communities and makes a positive contribution to local character and distinctiveness; with proposals that include a clear and convincing justification for any harm caused and which meet the tests set out in paragraphs 193 to 197 of the National Planning Policy Framework (February 2019), as appropriate.

Heritage

The site lies directly south of the first of the Magnificent Seven Cemeteries in London. The cemetery currently contains the highest density of 'At Risk' heritage assets in London. However, it is of unparalleled historic, architectural and landscape interest, which is recognised by its extensive designations, many at the highest grades. An applicant will be required to submit a Statement of Heritage Significance and a Heritage Impact Assessment to understand the impact of any proposal on the historical significance of any heritage assets which may be affected, in particular the Grade I listed Kensal Green Cemetery and its setting. This should be in line with Historic England guidance and will be required to address the need to minimise and mitigate negative impact in a way that meets the objectives of the National Planning Policy Framework (NPPF) (February 2019) and look for opportunities to better reveal or

enhance the significance of the cemetery. Any appropriate mitigation should be set out to ensure the long term public benefit, including through mitigating the effects on the landscape and buildings within it of increased use of the cemetery as an amenity, and realising opportunities for landscaping maintenance which better reveals its historic landscape interest.

Opportunities should also be taken where possible to record and to integrate any undesignated heritage assets into the design.

Grade I Registered Park & Garden



Kensal Green (All Souls) Cemetery
First commercial cemetery in London laid out in the pleasure ground style, which survives largely intact.

12 Grade II* & 143 Grade II listed structures



Monuments in Kensal Green Cemetery
A collection of monuments that are rich in symbolism and distinguished in their architecture.

Conservation Area



Oxford Gardens
Mainly residential houses dating from the mid-Victorian period.

Grade I Registered Park & Garden



Anglican Chapel
Portland stone chapel aligned to Centre Avenue. Catacombs below.

Grade II* listed

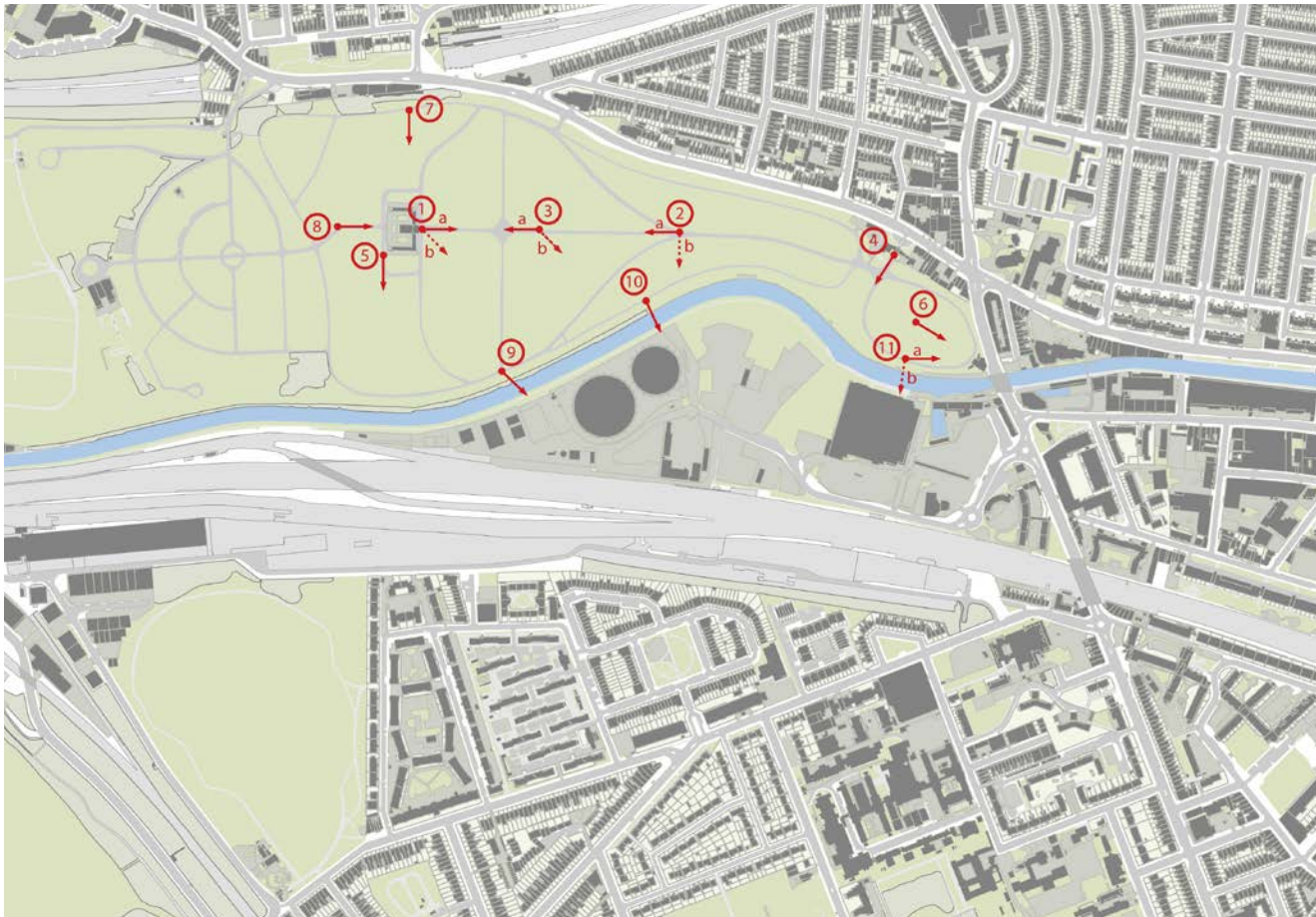


Kensal House
Progressive, modernist estate designed for the working class who had previously lived in slums.

Conservation Area



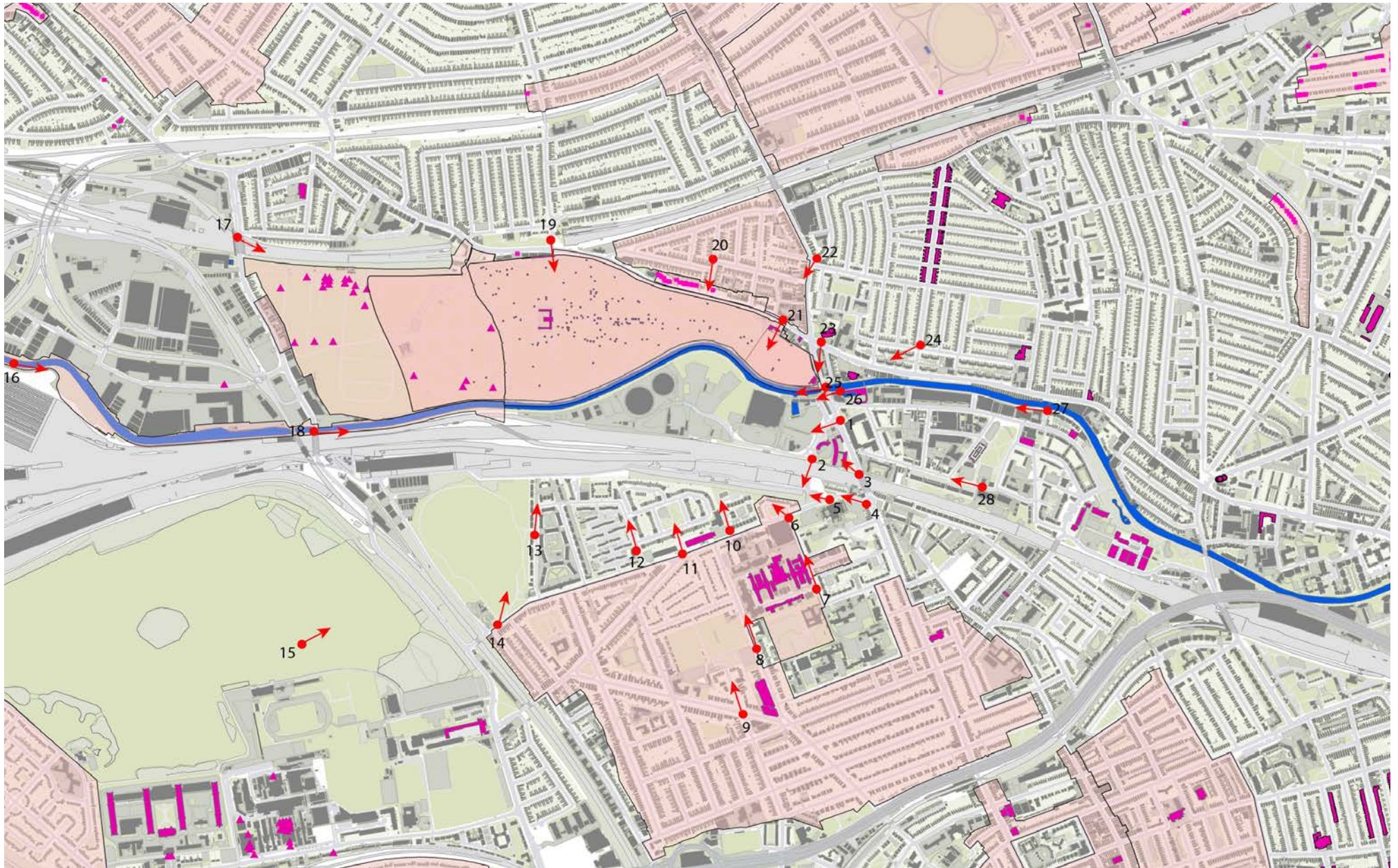
Kensal Green Cemetery
Tranquil open space containing many listed tombs, structures and mausolea.



Views

The views study sets out 11 view locations within Kensal Green Cemetery and a further 28 view locations from the wider area. Verified views from these locations, where they relate to the respective development, must be submitted with planning applications, enabling a wider assessment of the development. Other views may also be agreed with the Council at the time of application.

Views upon submission should follow the Landscape Institute Technical Guidance Note (06/19) - Visual Representation of Development or equivalent at the time of application.



- Conservation Areas
- Listed buildings, Structures & Monuments

Height (indicative - subject to impact testing and height strategy)

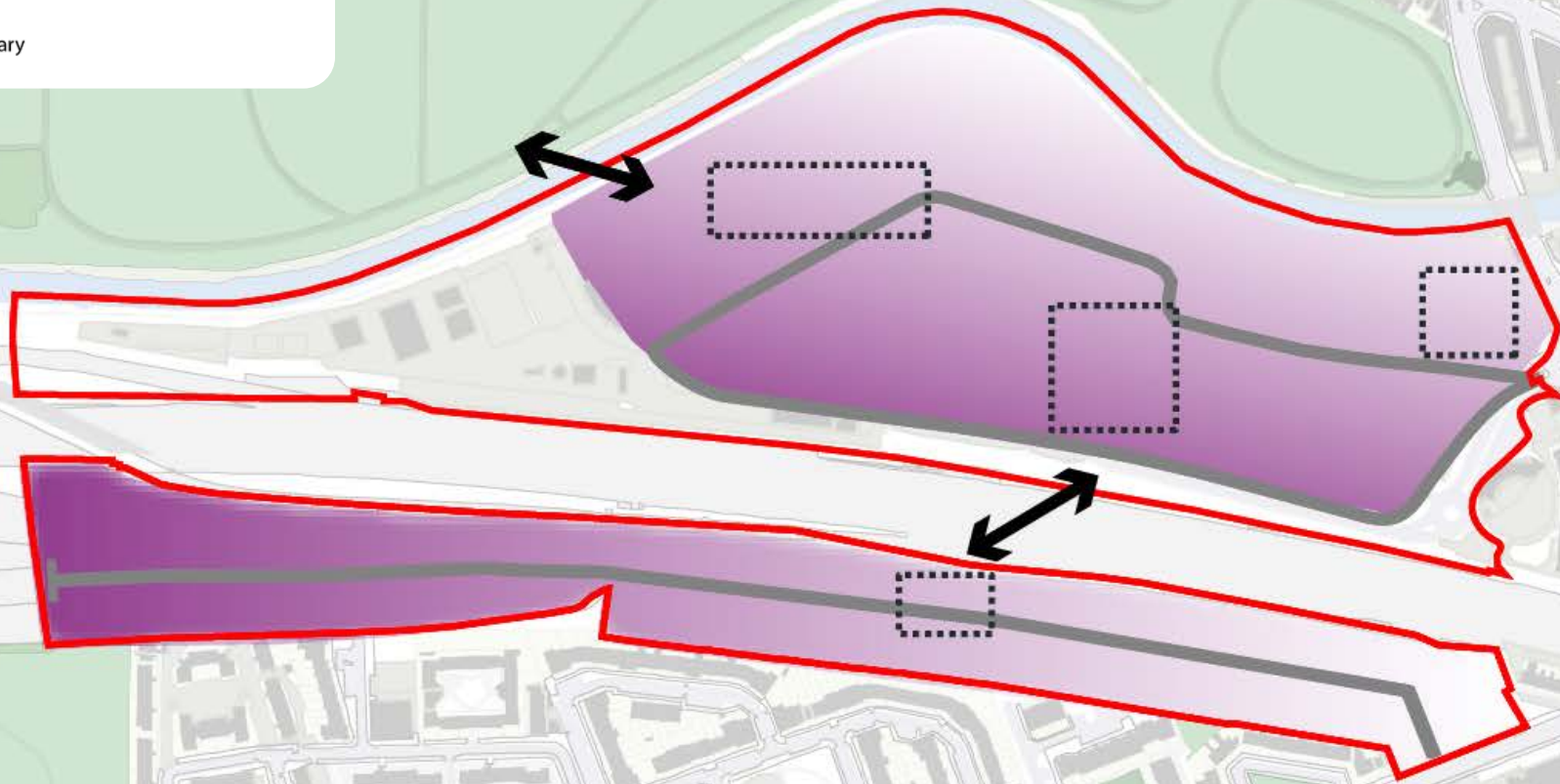
↔ Proposed pedestrian / cycle link bridge

◆ General height strategy (4 - 20 storeys)

□ Areas where taller buildings might be acceptable outside of the general height strategy

— Key routes

□ Site boundary



6.2 Height and Massing

Development must seek to deliver:

- **CH3** – A development that varies in height across the site in response to context, environmental constraints and functionality and is led by a clear height and massing strategy.

Any assessment of the impact of tall buildings on the site will be in line with Policy D9 (C and D) of the London Plan. Whilst Policy D9 of the London Plan requires locations and appropriate tall building heights to be identified in maps in Development Plans the Council is committed to increasing the supply of new homes in the Borough and the timeline for the SPD precedes the work on the New Local Plan Review (NLPR) to proactively encourage and support good growth in the Borough. The NLPR is still at an early stage but a number of evidence base studies are currently underway. This includes a Character Study of the Borough which will help develop our suitable locations for tall buildings in the Local Plan as required by Policy D9 of the London Plan 2021. At present, some indicative guidance on the application of London Plan Policy D9 (C and D) is provided below.

Height Strategy

The following guidelines are indicative. Height and massing should be dealt with in a clear site wide strategy, set out in the Design Code, ensuring all buildings positively contribute to the character of the area. It is expected that height and massing will vary across the site in response to context, environmental constraints and functionality.

Heights will be assessed in accordance with adopted development plan policy on an individual building basis and cumulatively across the site. Any height strategy will be subject to views testing. The prevailing building height across the site must ensure that the lower buildings and tall buildings are able to be read as such ensuring variety in scale and massing.

As well as the townscape impact of new development, the environmental and physical impacts such as wind/microclimate and daylight/sunlight must be assessed cumulatively. This testing should be completed as part of the master planning and design process.

Height and massing should respond to and take account of, and avoid harm to, the significance of surrounding heritage assets and their settings.

Applications should be accompanied by an overshadowing assessment that considers the impact on the canal. Such an assessment should consider the impact on boaters (who may use their boats as their primary residence), those using the canal and towpath for recreation and biodiversity impacts of overshadowing.

There are areas that are more suitable for lower building heights due to:

- Historic sensitivity
- Ground level differences
- Proximity to surrounding residential townscape
- Potential impact on residential amenity

Where appropriate inspiration should be taken from existing typologies within the Borough, such as mansion blocks, for these buildings. Height should ensure the site is optimised and areas of lower height should not compromise the quality of the overall development.

Taller buildings

The impact of any tall building development proposal (above 18 metres) will be assessed in line with Policy D9 (C) and (D) of the London Plan which will involve (amongst other criteria) an assessment of visual impacts from different distances; whether a group or stand alone tall buildings are reinforcing the spatial hierarchy of the local and wider context to aid legibility and wayfinding and that architectural quality and materials are of an exemplary standard. Proposals for any tall buildings (above 18 metres) that will result in harm to designated heritage assets, particularly the setting of the listed Kensal Green cemetery will require clear and convincing justification, demonstrating that alternatives have been explored and that there are clear public benefits that outweigh that harm. The buildings should positively contribute to the character of the area.

Landowners should work together to agree the strongest positions for isolated points of height. These buildings must be of an exceptional architectural design that can be appreciated from their base at street level and from a distance.



Fig 3

Fig 3: Blackfriars Circus
Photo: Tim Crocker, Architect: Maccreanor Lavington



Fig 4

Fig 4: Portobello Square



Fig 5

Fig 5: Chelsea Barracks

YOU SAID...

We're concerned over building tall tower blocks that don't fit in with the surrounding area

Workshop, online and drop in session feedback



WE DID

All tall buildings must be designed as part of a site wide height strategy that draws on the local context. The design code will set out expectations to ensure a high-quality development. Tall buildings contribute to optimising housing delivery and may be used as landmarks to aid in legibility and wayfinding.

Development must deliver:

- **CH4** – A neighbourhood designed to achieve the borough's net zero carbon commitment, meeting the requirements of the London Plan, 2021 and Local Plan.
- **CH5** – An Air Quality Positive development to help achieve the Council's ambition of meeting the WHO Guideline Values for pollutants and requirements set by the London Plan, 2021.
- **CH6** – A neighbourhood where waste is managed in accordance with the waste hierarchy. To reduce, reuse or recycle waste as close as possible to where it is produced.
- **CH7** – High quality design, layout and use of materials that protects against existing sources of noise and vibration e.g the railway.
- **CH8** – A carefully considered neighbourhood that does not compromise comfort and the enjoyment of open spaces taking account of the effects of taller buildings on wind, daylight and temperature conditions
- **CH9** – A site that has been dealt with appropriately via an investigation and remediation strategy for land contamination to ensure the safe use.

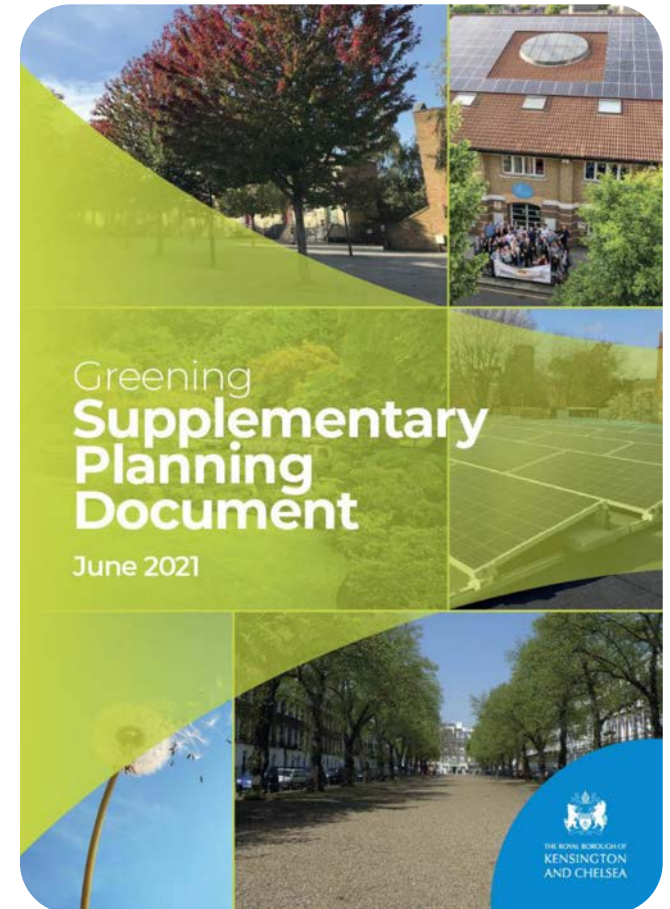
6.3 Environmental & Sustainable Design

Environmental and sustainable design will be key to the success of the long-term enjoyment of the area. Social and economic elements of sustainable design are considered elsewhere within the SPD. Respecting environmental limits is an integral part of the Council's vision and will be key to the future success and enjoyment of the neighbourhood for all. The Council's Greening SPD includes guidance on all facets of planning that can contribute towards reducing carbon emissions and promoting a healthier Borough.

Developers should follow the energy hierarchy which prioritises minimising energy demand as set out in the Greening SPD.

A sustainability strategy will be expected to be submitted as part of the Design Code. This must set out how the development will seek to achieve the ambition of the borough ensuring climate resilience and energy efficiency both in the final development and the construction phase. This should also include a transition plan identifying how the developers will meet the target of net zero carbon by 2030.

Developers should engage with the Canal and River Trust to investigate opportunities to use canal water for sustainable heating and cooling of canalside buildings.



Here in the UK, 49% of annual carbon emissions are attributable to buildings. To achieve net zero carbon the development should look at operational energy, embodied carbon, the future of heat and demand response.

Opportunities for the integration of community owned renewable energy schemes/models to generate/store local clean energy should be taken e.g. solar thermal, PV or heat pump. These also provide economic benefits and investment opportunities.

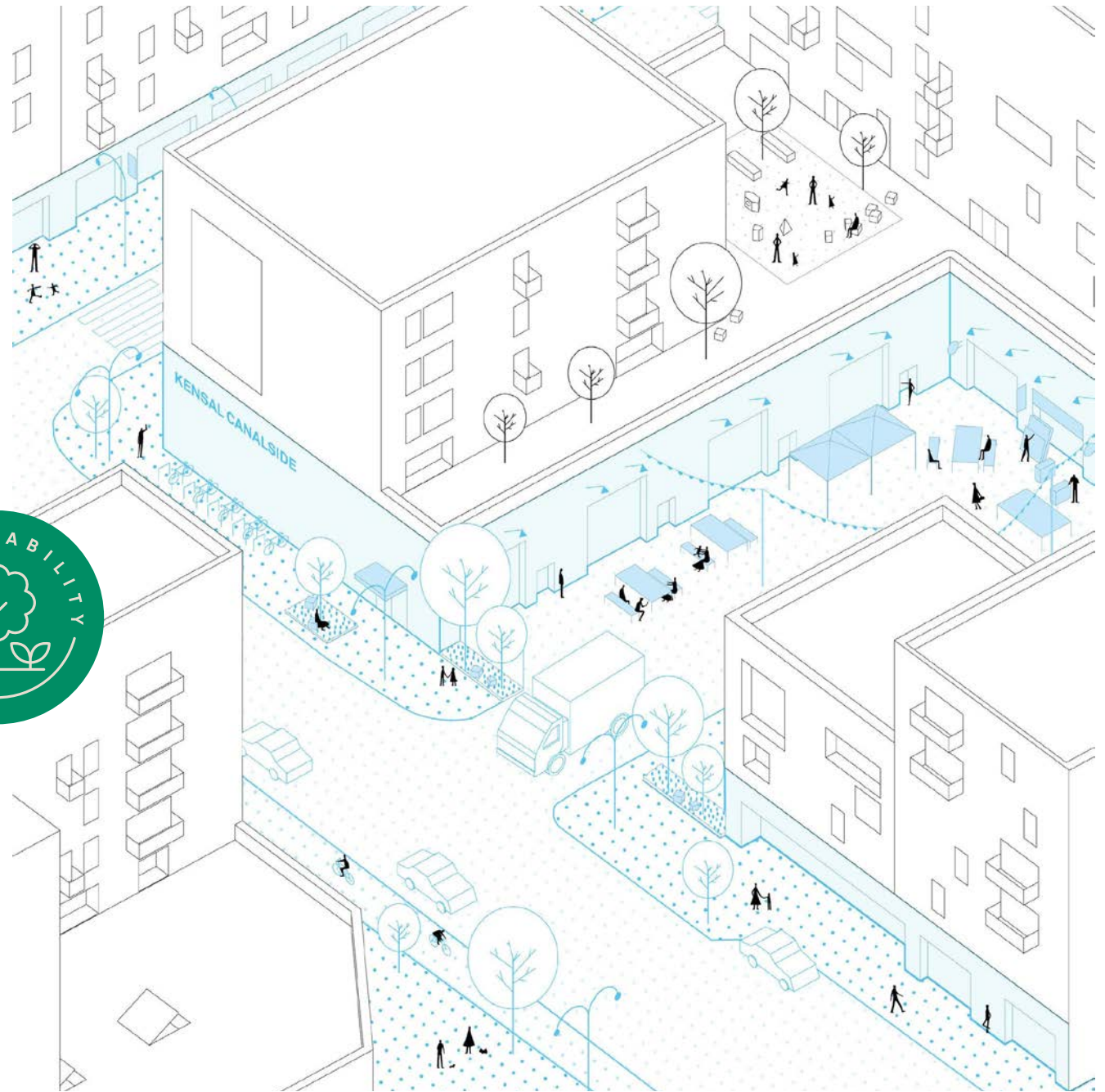


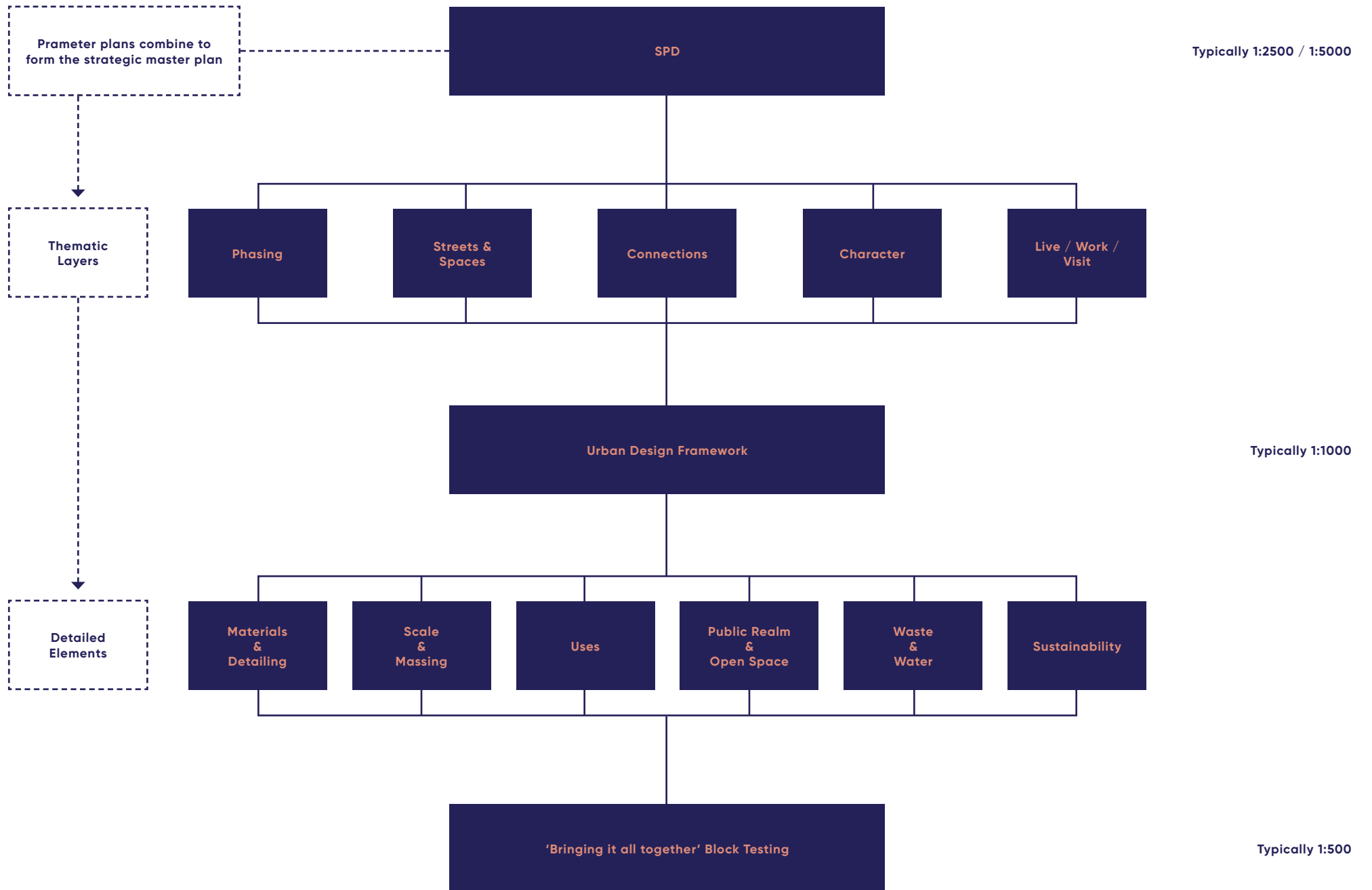
6.4 Design Code

We expect any outline planning application to include a detailed design code that will guarantee consistency and excellence across all phases of the process. The design approach must include reference to how the proposed character has learnt from the existing immediate and wider borough context. Appendix A sets out the expectations for design codes in relation to Kensal Canalside.



Development must be flexible, resilient to change and built to last for future generations. It should achieve the best possible environmental conditions in order to adapt to a changing climate. The most sustainable building materials need to be considered at the time of application. This is required as part of the design code.





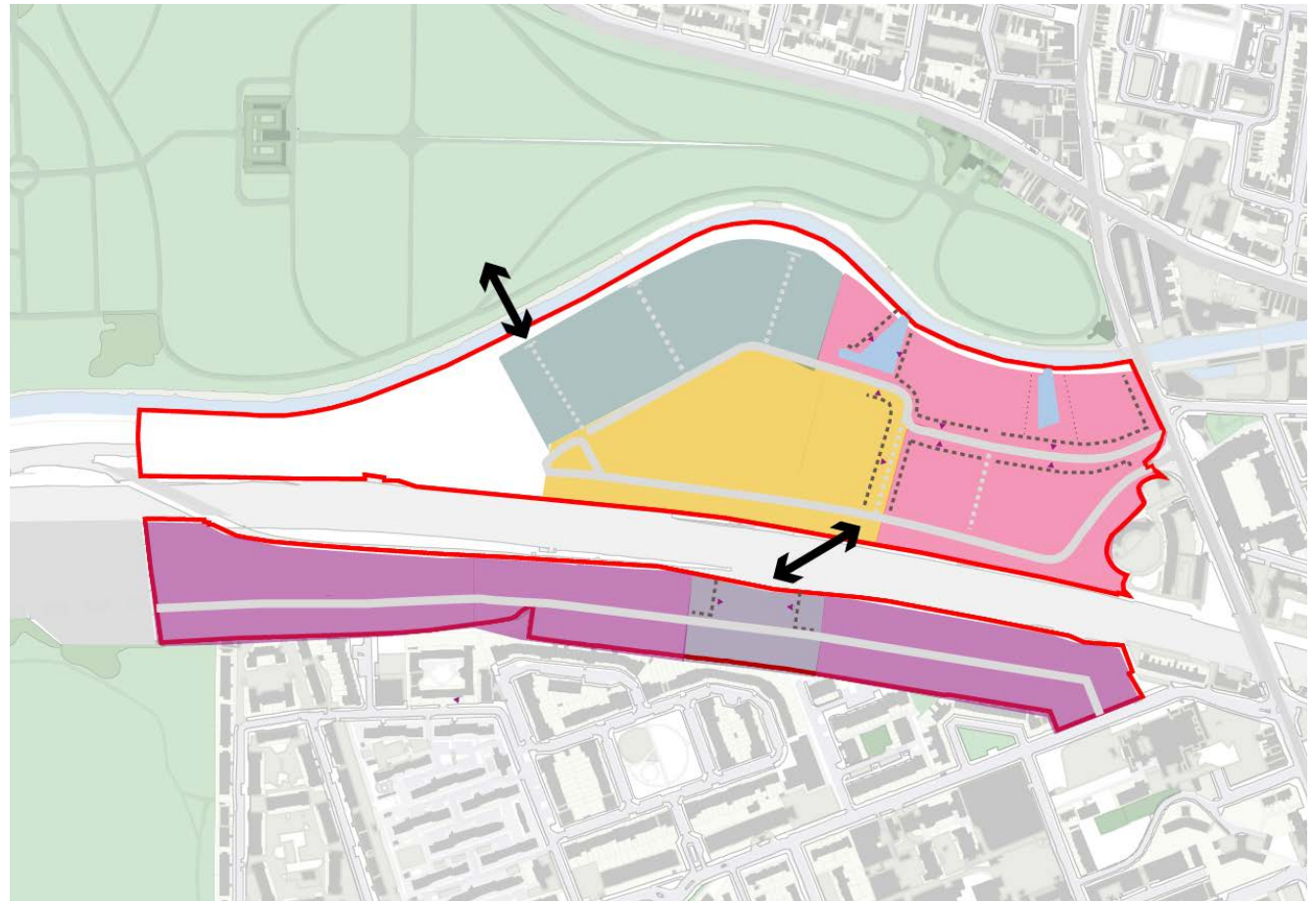
6.5 Character Areas

The emerging character must relate and respond to the immediate surrounding area whilst taking cues from the boroughs distinctive form. The built character should vary across the site in response to the changing edge conditions. We have identified five distinctive character areas that respond to the edge conditions whilst reflecting the emerging development framework. Although character areas will vary, Kensal Canalside should knit together as a single identifiable neighbourhood.

The character areas identified are not fixed and should be developed in any forthcoming design code and masterplan.

Local Plan Policies, in addition to London Plan Policies:

When assessing future planning applications at Kensal Canalside the Council will apply the following Local Plan policies in relation to the Character chapter; Policies CL1, CL2, CL3, CL4, CL5, CL11, CL12 and Strategic Objective CO5.



Character (indicative)

	Proposed primary road through site		Area 1
	Proposed secondary streets (notional)		Area 2
	Pedestrian / cycle link to wider area		Area 3
	Proposed pedestrian / cycle link bridge		Area 4
			Area 5
			Active frontages
			Entrance space

Area 1

- Must help mark entrance to site
- Address Ladbroke Grove
- Block pattern must integrate with water tower
- Mixed use area appropriate for community spaces
- Ground floor non-residential uses with active frontages along primary street and around the water's edge
- Residential uses at upper levels
- New wharf should become natural hub with usable public realm
- Primary street frames the route to the superstore
- A landscaped buffer and pedestrian route between development and Kensal House/Rail Disaster memorial
- Building form must respond to and preserve the special architectural and historic interest of the Grade II Listed Kensal House and the Grade I Listed Park and Garden Kensal Cemetery
- If used, tall buildings must play a role in the townscape such as marking the entrance to the site
- Well landscaped acoustic/pollution/visual buffer between buildings and the Railway

Area 2

- Quiet in character with the predominant use residential
- Strong relationship to canal and cemetery with the new potential bridge link
- Limited community uses may be acceptable
- Building form must respond to and preserve the special architectural and historic interest of the Grade I Listed Park and Garden Kensal Cemetery
- If used, tall buildings must play a role in the townscape such as marking the entrance to a new bridge

Area 3

- Replacement superstore
Store footprint must not read as one mass or as an isolated structure
- Residential and other commercial buildings to wrap at least 3 sides of the store
- Active frontages to be located along northern and eastern edges as a minimum
- Heights, massing and appearance of 'wrapped' housing must be sensitively designed and create the impression of a well composed, traditional perimeter block
- Well landscaped acoustic/pollution/visual buffer between superstore and the Railway
- Building design along this edge should incorporate softer features such as green walls
- Well designed and integrated turning circle at the western end
- If used, tall buildings must play a role in the townscape such as marking the entrance to the superstore or the location of the new bridge

Area 4

- The link between the bridge landing point and a new pedestrian and cycle route into the site from Notting Barn Road
- The bridge should land into a new public square that will become a focal point for development along the North Pole Depot site. Active frontages should frame this space
- If used, tall buildings must play a role in the townscape such as marking the location of the new bridge
- The design of the landscape must clearly direct users to/from Notting Barn Road
- Notting Barn Road public realm improvements will be expected to come forward with any change in access here

Area 5

- Predominantly residential in use. Some commercial at ground floor towards the entrance on Barlby Road may be acceptable
- Buildings must respond positively to preserve or enhance the character and appearance of the Oxford Gardens conservation area and difference in ground levels
- New buildings should be set back from the site edge and designed to preserve amenity of homes to the south
- The site entrance must be attractively and sensitively designed to complete the gap in the Barlby Road frontage
- Potential pedestrian and cycle links through to Sutton Way, Webbs Close and Little Wormwood Scrubs must be explored
- Building heights and form could be used to create contextual landmarks to help guide people into the site at these new entrance points
- Opportunities to improve access to the Dalgarno Community Centre and its associated games pitch and adventure playground should be investigated with the centre
- Must allow for continuity in design and integration with development within OPDC

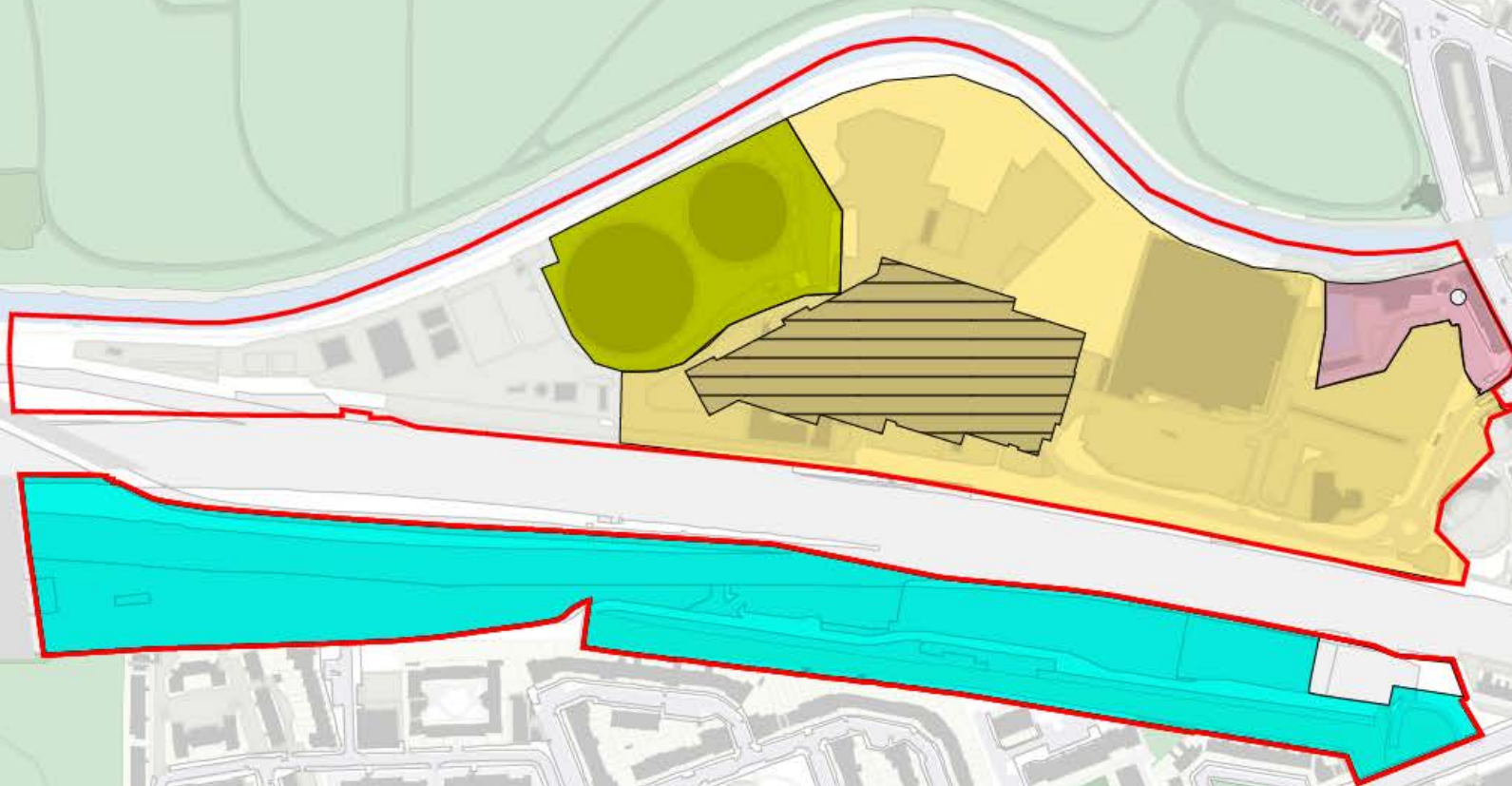
C

≈

DELIVERY

Phasing (indicative)

- A
- B
- C
- D
- Superstore



7.1 Phasing & Planning Applications

Applications should come forward based on a comprehensive masterplan approach that includes key issues for the site.

This should include, but is not limited to movement, open space, height, ground floor uses, green/blue network, community space and heritage. This can be done separately for the north and south site.

It is anticipated that planning applications will be submitted for an outline masterplan of section A (Ballymore and Sainsbury's land) with detailed elements including the new superstore. The new superstore will be built early in the development to ensure continuous trading for customers. Once the new store is open work will begin to dismantle the current store for redevelopment as part of the wider masterplan.

A separate application will likely be made at a similar time for Area B (National Grid & St William). Section C (RBKC) and the land to the south of the railway, section D (Department for Transport) will likely come forward in years 6-10 of the Local Plan period.

Landowners should ensure that they are working together when submitting applications around the same time. We will work closely with the developers to ensure that the required infrastructure is delivered appropriately with the phasing as the development comes forward.

Design code

We expect any outline planning application to prepare and agree a design code to guide subsequent reserved matters applications. The design code will allow the developer to work with the Council to secure agreed design outcomes and maintain viability. Appendix A sets out the expectations for design codes in relation to Kensal Canalside. Any full application will also be expected to address the issues contained within Appendix A.

YOU SAID...

74% of people voted neutrally or positively when deciding whether the delivery of social and affordable homes was still the number one priority for the site if it means development will be high density.



WE DID

The SPD makes it clear that a high density, well designed development will be supported if it ensures the maximum delivery of high-quality affordable homes.

7.2 Affordable Housing

The delivery of affordable housing is a key priority for Kensal Canalside. All infrastructure identified in the SPD (and DIFS) is essential for the creation of a successful place, subject to further testing and assessment. The DIFs identifies that the required surplus needed to fund the upfront infrastructure requirements is limited. There is no surplus generated in scenario 1. As a result, it is clear that in order to provide a viable scheme that can deliver good levels of affordable housing, the site would need to be delivered at high density.

Given the infrastructure requirements there are limited areas of flexibility to ensure a high quality and viable development. Therefore, the Council will support developers in optimising housing delivery, in a sustainable and high-quality masterplan, to ensure the maximum number of affordable homes can be provided on the site. The Council will also explore the possibility of funding from other sources to boost the delivery of affordable housing with the developers.

The timing of the delivery of affordable housing will be determined through the planning application process in agreement with the Council. Delivery should be planned throughout the phasing of the development and not left to the end. The final provision will be secured via S106 and final tenure mix agreed with the Housing team.

As set out in the Community Housing SPD, nominations for affordable housing are made by the Council's housing team. However, a legal agreement at the planning stage at Kensal Canalside will secure the following nomination rights for the Council:

- 100 per cent first nomination rights for all new build housing across all affordable housing tenures.
- 100 per cent nomination rights in perpetuity to all re-lets of all social rent, affordable rent and intermediate homes including intermediate rent, shared ownership, discounted market rent or another intermediate product.

We will expect the developers to work with the Council's Housing team and any list available of preferred registered providers who would be willing to enter into the nomination's agreement above.

7.3 Delivery of Infrastructure

The Local Plan Allocation sets out the specific elements of infrastructure that are required to support the development of the site. The Development Infrastructure Funding Study provides more detail on these elements and how they would be funded. The site is located within an Opportunity Area. Opportunity Areas are key sources of housing supply in London. They are, by their nature, complex to bring forward and often require significant investment in infrastructure. The Council will take into consideration the viability challenges of the site when assessing any planning application.

The Kensal Canalside Opportunity Area is exempt from the Borough's CIL charge.

It is expected that the majority of the infrastructure will be delivered as part of the development within specific development plots. Delivery will be secured using planning conditions and/or planning obligations, as appropriate. The estimated gross costs for the infrastructure by category, identified within the DIFS are contained within the table overleaf, (£000s) in all scenarios.

Whilst it will be finalised at application stage, It is expected that these infrastructure elements will be provided through making land or space available within the relevant development plots with options for direct delivery by the relevant developer or financial contributions, where appropriate, from one or more developers to enable sufficient funds to be pooled for direct or third party delivery. In each case this would be secured through an appropriate S106 agreement.

Each developer within the SPD area will be reliant upon some or all of the key elements of infrastructure in order to adequately mitigate the impacts of their particular development proposals. While much of the on-site infrastructure identified in this study can be delivered within the current structure of landownerships, particularly because of the existing joint ventures on the northern site, there are some notable exceptions: the bridge over the railway line and the bridge over the canal.

A site specific infrastructure delivery strategy will be required to accompany individual planning applications in order to aid demonstration of the comprehensive approach to redevelopment sought by the Local Plan site allocation, to set out how the individual development will deliver its required infrastructure where that infrastructure is being provided both as part of the specific development and where reliance is being placed upon infrastructure delivery by a third party landowner. Each site-specific infrastructure delivery strategy will need to demonstrate how it contributes to the delivery of opportunity area-wide infrastructure taking into account the SPD.

Elizabeth Line Station

The delivery of an Elizabeth line station at Kensal Canalside has not yet been proven feasible. No further feasibility work is anticipated within the lifetime of the Local Plan. Transport for London and Network Rail have confirmed that for the foreseeable future they will be concentrating on nationally significant infrastructure projects such as the delivery of HS2 and the interchange station at Old Oak Common. For now, any development proposal should safeguard the future potential for the delivery of an Elizabeth line station.

ESTIMATED GROSS INFRASTRUCTURE COSTS BY INFRASTRUCTURE CATEGORY (£000S) IN ALL SCENARIOS

Category	Type	Scenario 1	Scenario 2	Scenario 3
Social infrastructure (by Type)	Community Facilities	£7,319	£7,583	£9,885
	Education	£10,787	£13,746	£15,463
	Emergency Services	£1,188	£1,470	£1,702
	Primary Healthcare	£5,691	£5,691	£5,691
	Sports & Leisure	£10,964	£12,437	£14,120
Transport (by Category)	Bus Infrastructure	£500	£500	£500
	Bus Services	£4,500	£5,400	£6,300
	Cycling	£9,878	£9,882	£9,886
	Highways	£19,496	£19,496	£19,496
	Parking	£0	£0	£0
	Underground	£0	£0	£0
	Walking	£15,962	£15,962	£15,962
Utilities (by Type)	CHP and heat network	£12,562	£14,104	£15,866
	Electricity	£12,910	£13,130	£13,390
	Gas	£500	£515	£525
	Potable water	£500	£550	£600
	Sewerage, drainage and SuDS	£5,500	£5,550	£5,600
	Telecoms	£300	£350	£400
	Waste	£1,750	£2,100	£2,500
Total		£120,308	£128,466	£137,886

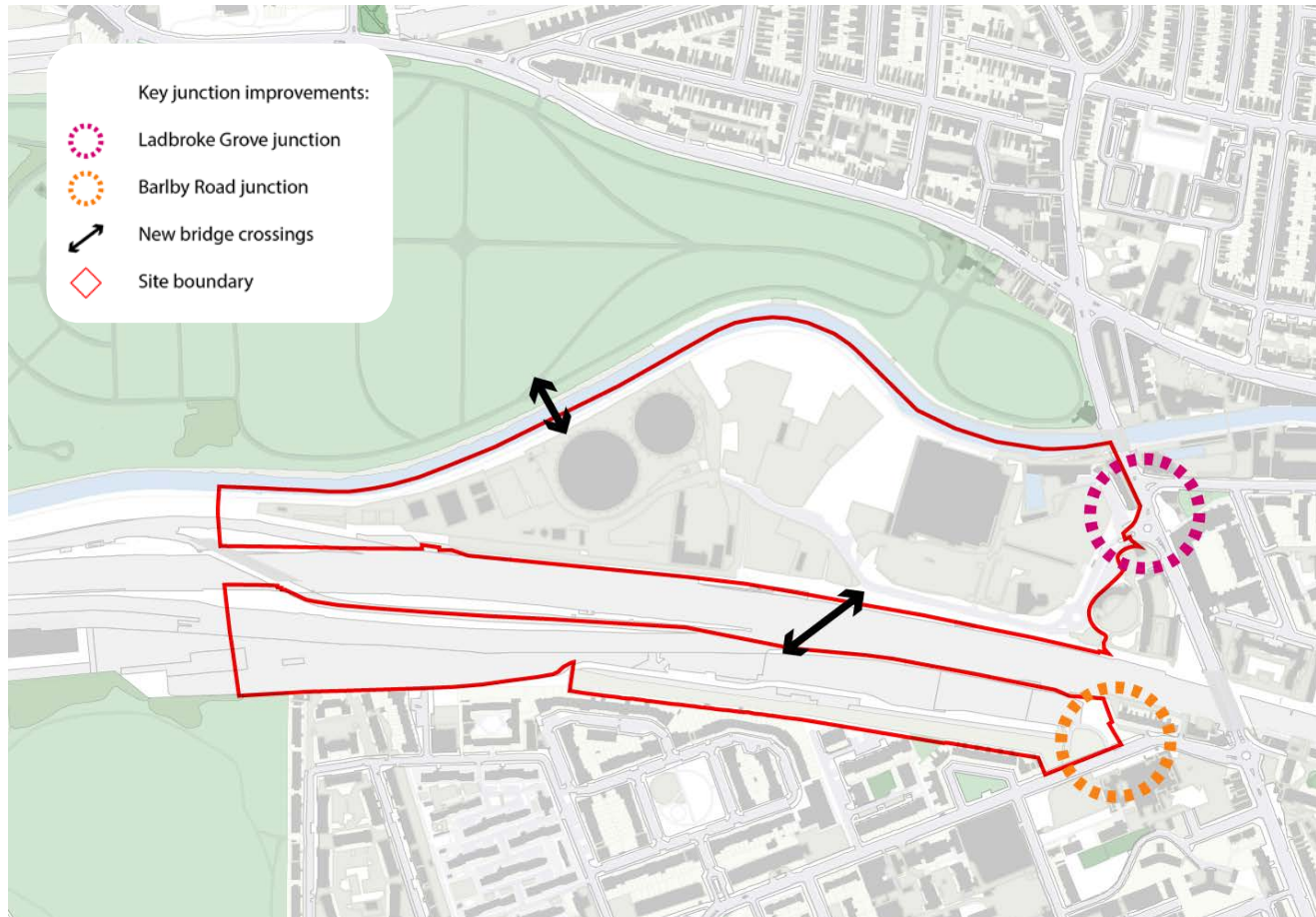
Junctions, Bridges & Bus links

Junctions

–
Delivery of the key junctions will be secured through S106 agreements for the relevant planning applications. Any trigger point for delivery or associated financial contributions would need to be agreed at the time the relevant planning applications are determined and would need to take into account the potential reliance on third parties, such as Transport for London, for all or part of the junction delivery.

Bridges

–
Where an individual developer is relying upon the delivery of infrastructure on land it does not control, such as one of the bridge landing points, the council will require some certainty that the relevant elements of infrastructure will be delivered by the landowner/developer who controls the land on which that infrastructure has been identified to be located by this SPD.

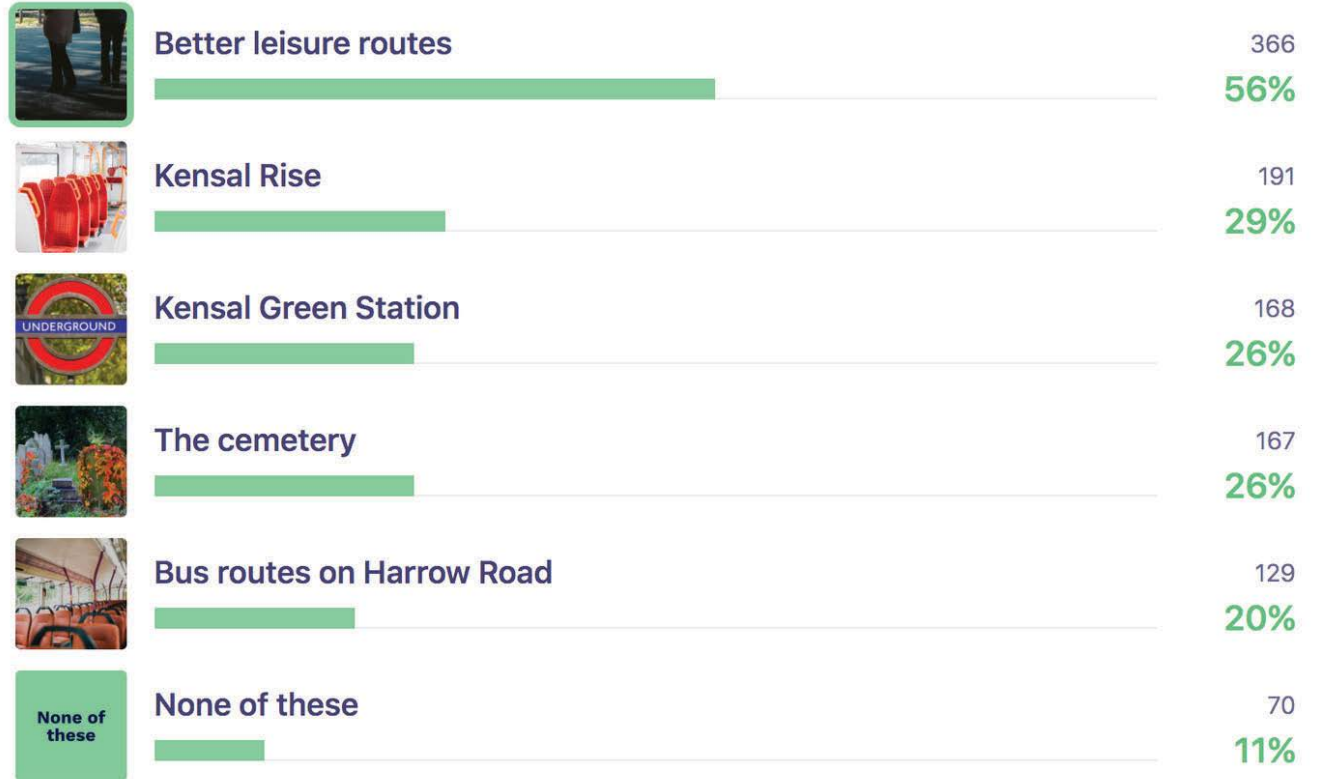




Q.4 Would you use a new canal bridge to access any of these?

Multiple-choice, could have selected up to 2 choices

650 answered



The cycle/pedestrian bridge across the railway is essential for improving north-south access for the more effective integration of the whole site into the wider area which will be important for achieving successful place making. The bridge also provides the necessary access to surrounding infrastructure such as healthcare and schools which the successful development will rely upon. The Council recognises the complexity of delivery surrounding the bridge owing to multiple landowners, the railway line, and timeframes. However, we will expect that developers engage with all relevant parties to ensure that the bridge is brought forward at an early phase of the development. Any bridge maintenance and servicing arrangements will need to be agreed via S106.

In addition to the railway bridge, the canal bridge to the north will be fundamental to improving the area's accessibility and the connections to the wider area.

The canal bridge offers key opportunities for improved access northwards and to the green space of the cemetery. The complexity of delivering such a bridge with landownership and cemetery/boater access issues is recognised and the developers should ensure that they engage early with all parties. This bridge should be brought forward alongside the delivery of site B as shown on the earlier phasing plan.

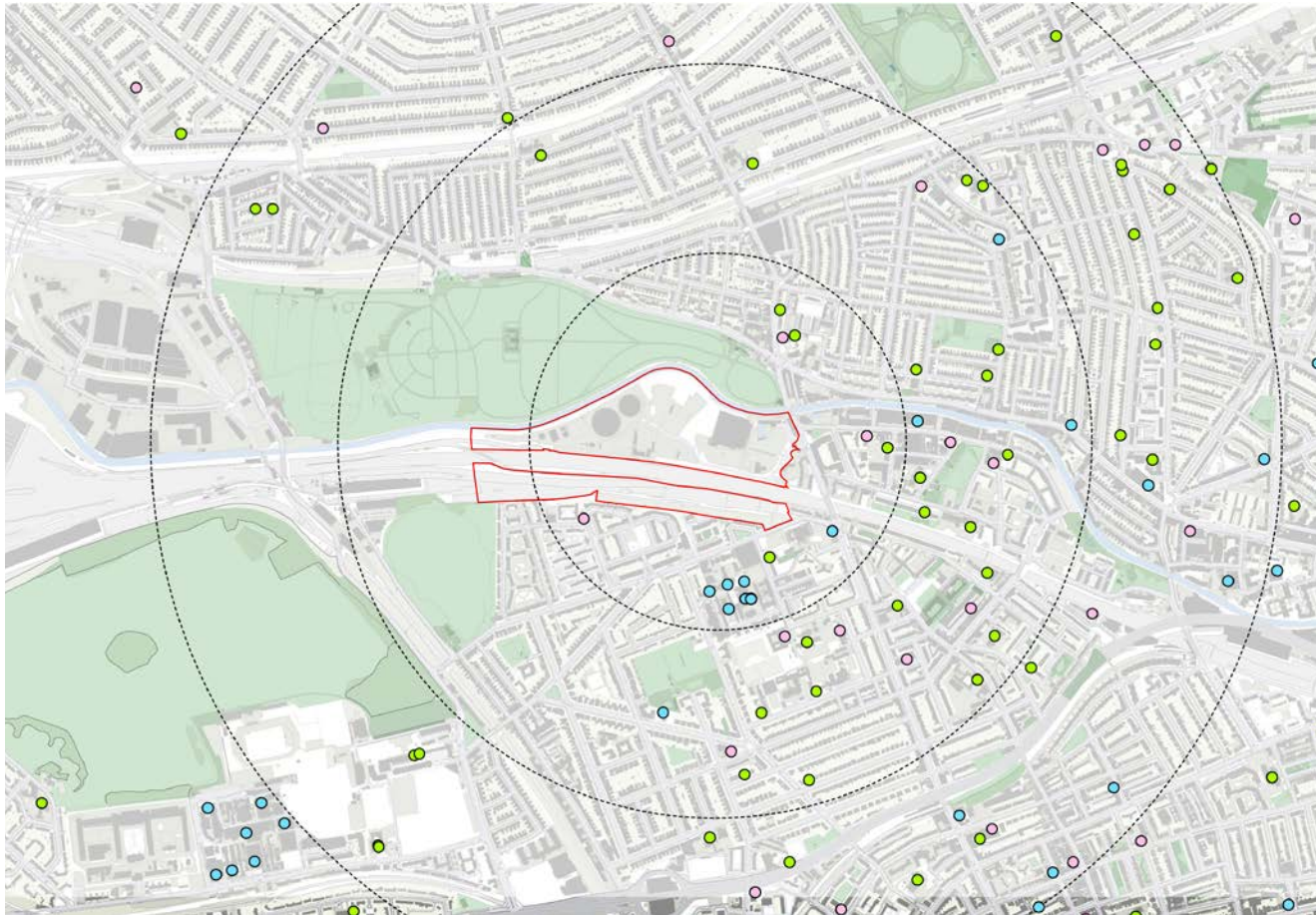
Bus links

– Kensal Canalside will deliver bus infrastructure improvements in agreement with TFL. This should include bus routes into the site in the north to allow access to the superstore and homes to the west. It will also include long term aspirations for bus routes through the south of the site to Scrubs Lane. Developers will need to work closely with TFL to ensure bus provision is maintained to the site throughout the construction process.

Social & Community facilities

The DIFS identifies the need for three or four community facilities of approx. 500sqm. The developers are required to undertake a community space audit to identify local need at the time of application. Outline specifications for (a) community facility building(s) should be provided as part of the first planning application to be submitted. Any section 106 agreement would set out mechanisms for:

- provision of the space
- its long-term maintenance and management
- a methodology for securing an occupier or occupiers
- a methodology for finding alternative community users in the event that the original users are unable to occupy or continue in occupation



- Academic
- Health care
- Places of worship
- 500m radius
- Site boundary

Schools & Healthcare

The Council's education team identifies an older age profile of the borough going forward and the expected emergence of surplus places in the medium term. As set out in the DIFs scenarios 1 and 2 would not require a new primary school to be built. Any development will need to be able to show that development addresses its impacts in terms of child yield and the need for education provision, providing the necessary financial contribution to improve and enhance the existing education provision. This will be secured via S106 agreements.

In relying on existing infrastructure such as local school expansions or enhancements the development must ensure they are easily accessible for new residents. This emphasises the need for high quality pedestrian and cycle links to the site.

Healthcare provision will need to be coordinated and agreed with the Council and NHS North West London Collaboration of Critical Commissioning Groups in line with the identified need.

Public realm

Whilst the Some parts of the public realm could remain private, other parts are likely to be adopted by the Council.

Any private parts of any public realm will require management and maintenance arrangements to be set up. Each landowner will be required to submit a management and maintenance plan for those parts of the public realm that will remain in private ownership as part of their planning application. Each of these must adopt site wide principles, which have been agreed between landowners through the pre-application process.

The requirement to prepare and submit such a strategy and for landowners to sign up and adhere to its content will be secured via section 106 agreements attached to each planning permission. It is expected that each of the landownership parcels have elements of public realm associated with them. Therefore, each of these plots will be required to provide for these elements of public realm to be completed and open to the public upon completion of the developments.

There is an existing publicly accessible Canal towpath. This east to west route will need to remain open during all phases of construction. Similarly, site access to the west of the northern site must be maintained for maintenance and access to the existing electrical transformers. The development should ensure delivery of improvements to the towpath in conjunction with the Canal and Rivers Trust.

Emergency Services

The Council will expect the developers to work closely with the Council and relevant third parties, such as London Fire Brigade to ensure that the site is designed from the outset to meet exemplar fire safety standards, including emergency access provision.

The DIFS identifies that population growth would not be enough to require new provision of emergency services outright. Instead, it specifies that funding from development to fund extensions or improvements to existing fire brigade and ambulance infrastructure in response to population growth will be required. Any applications will need to work closely with the Council and emergency services to identify need.

Energy

The Local Plan allocates part of the site to deliver 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. We will expect energy masterplans to be submitted in line with the London Plan, 2021 requirements. These should include identifying major heat supply plant including opportunities to utilise heat from energy from waste plants as well as secondary heat sources. This would include both environmental and waste heat. Land owners should work together develop these and planning applications will need to take into consideration the Greening SPD.

Water & Drainage

Developers are encouraged to engage with Thames Water to discuss water demand and drainage requirements ahead of the submission of any application and to incorporate the outcomes of these discussions in the required infrastructure delivery strategy and integrated water management plans.

7.4 Construction Traffic

Given the site constraints and scale of the project construction traffic will need to be managed carefully and should be discussed with the community and council at the earliest opportunity. An agreed approach for buses will need to be agreed with the Council and TFL for the various phases of development. Construction Traffic Management Plans (CTMP) will need to be submitted and developers should ensure that they work together if separate applications are being submitted at the same time for different plots.

This plan will generally, but not only, be required by way of a condition on any planning permissions. Contents should include:

- routing of demolition, excavation and construction vehicles
- access arrangements to the site
- the estimated number of vehicles per day/week
- details of the vehicle holding area
- details of the vehicle call up procedure
- estimates for the number and type of parking suspensions that will be required

- details of any diversion, disruption or other abnormal use of the public highway during demolition, excavation and construction works
- a strategy for coordinating the connection of services on site with any programmed work to utilities upon adjacent land
- work programme and/or timescale for each phase of the demolition, excavation and construction works
- where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements



7.5 Engagement

The site's delivery hinges on a number of key partners working together. The Council expects that developers will engage with them as early as possible in the development of the masterplan. Developers should take on board the significant early engagement undertaken to develop this SPD and feedback provide by the community as a starting point.

Whilst not exhaustive developers should engage with:

- Other KCOA landowners
- The Cemetery Company
- Friends of the cemetery
- Transport For London
- Greater London Authority
- Historic England OPDC – Westminster, Brent, Hammersmith & Fulham
- Local residents
- Local Residents Associations
- Local Businesses
- Local Interest Groups
- Local Schools
- Youth council
- Access and Disability group Kensington and Chelsea (ADKC)
- The Canal and River Trust



For a development as large as Kensal Canalside we expect the developers to undertake thorough and continuous engagement with the local community throughout the lifespan of the development. This should include engagement with residents and businesses from both within RBKC and those locally within Brent and Westminster.

We will expect that the developers work with the council to develop and agree an engagement strategy that will detail the extent and type of consultation with the community. This will include but is not limited to developer forums, which will be conducted at relevant points of the pre-application process to be agreed with the Council as well as significant online engagement.

Engagement should ensure that we are able to hear from as wide a range of voices as early as possible. Opportunities should be taken to allow for and encourage continuous engagement with those that have already participated in engagement with the SPD process to date.



STAKEHOLDER INPUTS

The figure illustrates the various stakeholder inputs that will feed into any such proposal:



GLOSSARY OF TERMS

Active frontage: A street frontage where there is an active visual engagement between those in the street and those on the ground and upper floors of buildings, usually the front face of a building where it has its main door windows.

Affordable Homes: In planning terms, affordable homes are those “whose need are not met by the market”. This definition is set out within the Government’s National Planning Policy Framework (2019). A home is considered by the Government to be “affordable” if it is either sold or rented at least 20 per cent below the local market value. There are lots of different types of affordable housing. See also: ‘**Community Housing**’, ‘**London Affordable Rent**’, ‘**London Living Rent**’ and ‘**Social rent**’.

Baseline Study: A baseline study details the existing site context and surrounding townscape analysis. This forms the foundation for the SPD.

Brownfield: Land which is or was occupied by a permanent structure, usually of an ex-industrial use.

Canal and Rivers Trust: The successor of British waterways, the Canal and River Trust is a charitable trust which holds the guardianship of England & Wales’ canals, rivers, reservoirs, and a wide range of associated heritage buildings and structures.

CIL: The Community Infrastructure Levy (CIL) is a tariff-based charge which can be levied by local authorities on new development in their area. It is an important tool for local authorities to use to help them deliver the infrastructure needed to support development in their area.
Civil society sector: The civil society refers to individuals and organisations that are not government owned nor distribute profits. This usually refers to the ‘voluntary’, ‘third’ or the ‘social’ sector.

Community Housing: RBKC uses the term Community Housing to describe products which the Council considers as genuinely affordable. This includes social rent, affordable rent (at London Affordable Rent levels) and intermediate rent and the lowest London Living Rent (LLR) levels in the borough. Our usage of the term ‘Community Housing’ is set out in our Community Housing SPD published June 2020.

Conservation Area: Conservation areas are designated by a local planning authority, such as the Council, to manage and protect the special architectural and historic interest of a place. There are around 10,000 in England.

(Our) Council Plan: Our Council Plan sets out the key objectives, aims, and commitments for RBKC for the 2019–2023 period. It has 5 priorities: ‘Grenfell Recovery’; ‘A great place to live, work and learn’; ‘Supporting and safeguarding vulnerable residents’; ‘Healthy, clean and safe’ and ‘A place of culture to visit and explore’.

CVD: Cardiovascular Disease

Design Code: A Design Code is a set of illustrated design requirements that provides specific parameters for the physical development of a site or area.

Desire lines: A desire line is the preferred route a person will take in order to travel from A-to-B. Usually this will be the quickest, straightest route, although other features of the natural landscape will influence these lines.

Developer forum: Developer forums will be required as part of the engagement and consultation between the developers and the community. They will be conducted at relevant parts of the pre-application process, and will provide the developers with the opportunity present proposals to local residents, organisations and business groups.

Development Infrastructure Funding Study (DIFS): The Kensal DIFS was published in 2016 and was commission to explain the infrastructure requirements for growth at the site, when the demand for infrastructure arises, and associated costs and potential methods of payment for those infrastructure requirements.

Embodied carbon: Embodied carbon refers to the carbon footprint of a material, for example the material used to construct buildings. It considers how many greenhouse gases are released through the supply chain of the materials of a building.

Employment and Skills Plan (ESP): An Employment and Skills plan would sit alongside a large-scale planning application, and be produced with the help of the Council. It would set out how the proposed development would meet a number of employment skills related criteria in order to ensure positive outcomes for local people.

Fire Statement: A Fire Statement is a standalone document which defines the fire safety objectives and performance requirements of a development, and the methods by which these objectives will be provided/ satisfied.

Fuel poverty: The Government says that a household is said to be in fuel poverty if they have required fuel costs that are above average (the national median level), and, were they to spend that amount, they would be left with a residual income below the official poverty line.

GLA: The Greater London Authority. The GLA is the devolved regional governance body over Greater London, with responsibilities for transport, policing, economic development, and fire and emergency planning.

Healthy Streets: A Transport For London approach to improve air quality, reduce congestion and help make London’s diverse communities greener, healthier and more attractive places to live, work, play and do business.

Integrated Water Management: Any development will be required to have produced an Integrated water management plan, which will set out how the development will cope with issues such as water demand, drainage, and flood risk.

Intermediate products: The National Planning Policy Framework defines intermediate housing (‘products’) as homes for sale and rent provided at a cost above social rent, but still below market levels (as defined by the affordable housing criteria). These intermediate products are aimed at middle-income buyers or renters.

Local Plan: A Local Plan is a document produced by a Local Planning Authority, which sets out the plan for future development of the local area. Local plans define priorities for an area, strategic policies, infrastructure requirements, and housing needs, amongst other things. The current RBKC local plan has been in place since September 2019.

London Affordable rent: The GLA has defined London Affordable Rent as ‘just less than 50%’ of market rent. This is not a legal cap, but is a benchmark target. For 2019/20 these were £164.24 per week for a two-bed home, and £173.37 per week for a three bed home.

London Living Rent: These rents are calculated at one third of an average local household’s income, which is roughly two-thirds of median market rent.

London Plan, 2021: The London Plan, adopted in 2021 is the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20–25 years and the Mayor’s vision for Good Growth. The Plan is part of the statutory development plan for London, meaning that the policies in the Plan should inform decisions on planning applications across the capital.

Masterplan: A masterplan combines images and text that illustrate the ways in which a specific area will be developed and managed. A masterplan can range in scale from a large site to a whole town. It describes and maps development concepts and includes landscape, built form, infrastructure, circulation and services.

Material Planning Consideration: A material planning consideration is one which is relevant to making the planning decision in question (e.g. whether to grant or refuse an application for planning permission).

Maximum reasonable amount: If a scheme proposes lower than the requested level of affordable homes, the developer will have to demonstrate that the ‘maximum reasonable amount’ of affordable homes has been built in a financial viability statement. Developers are required to provide development appraisals to demonstrate that each scheme provides the maximum reasonable amount of affordable housing output. The Council will then evaluate these appraisals rigorously.

NHS: National Health Service

OPDC: Old Oak and Park Royal Development Corporation. The OPDC is the planning authority for one of London's largest opportunity areas, which neighbours the Kensal Canal Side Opportunity Area. The OPDC was officially launched in 2015 by the Mayor of London and is a 650-hectare site.

Operational energy: Operational Energy is the amount of energy required to run or operate a building over its design life, including air-conditioning units, boilers, refrigeration and lighting.

Opportunity area: Opportunity areas are major brownfield sites identified by the London Plan which have significant capacity for development and existing or potentially improved public transport access.

Outline planning application: An application for outline planning permission seeks to establish whether the scale and nature of a proposed development would be acceptable to the local planning authority, before a fully detailed proposal is put forward.

Particulate Matter (PM): Particulate Matter (PM) is a term used to describe a mixture of solid particles and liquid droplets found in the air. Some particles such as dust or soot are large enough to be seen by the naked eye, whereas others are much smaller.

Passivhaus: 'Passivhaus' refers to a set of environmental design principles developed by the Passivhaus Institute in Germany. A Passivhaus is a building in which thermal comfort can be achieved solely by post-heating or post-cooling the fresh air flow required for a good indoor air quality, without the need for additional recirculation of air.

PPA: Planning Performance Agreement. A PPA is a framework, agreed between the Council and the applicant or potential applicant, about the process for considering a major development proposal.

Presumption in favour of sustainable development: The National Planning Policy Framework (NPPF) introduced the presumption in favour of sustainable development. There are three dimensions to sustainable development: economic, social and environmental. This means that plans should positively seek opportunities to meet the development needs of their area and be sufficiently flexible to adapt to rapid change and that strategic policies contained within local plans should, as a minimum, provide for objectively assessed needs for housing and other uses.

Public realm: Public realm is a term used to describe any space that is free and open to everyone. The London Plan describes it as 'the space between and within building that is publicly accessible, including streets, squares, forecourts, parks and open spaces'.

Public sector land: Land that is owned by or in use by a public sector organisation, such as the Council, or land that has been released from public ownership and on which housing development is proposed.

Rainwater Gardens: Rainwater gardens are shallow permeable planted beds that are designed to reduce run-off from a paved area or roof. Rainwater gardens help prevent flooding but can also make attractive ornamental features or contribute positively to local biodiversity.

Registered Care: Care that is required to be registered by the Care Quality Commission (CQC) as defined in the Health and Social Care Act 2008 (Regulated Activities) Regulations 2014. This includes personal care, accommodation for people requiring nursing, treatment for substance misuse, treatment of disease, disorder or injury, family planning services, and more.

S106: A Section 106 (S106) is a legal agreement between an applicant seeking planning permission and the local planning authority, which is used to mitigate the impact of your new home on the local community and infrastructure. This usually involves a unique and local needs based financial contribution.

SEN: Special Education Needs

Site allocation: A site allocation policy describes what type of land use, or mix of uses, are likely to be acceptable on a specific site. Site allocations help local people understand what may happen in their neighbourhood in the future and also give guidance to developers and landowners.

Social rent: Social rent homes are those provided by a local authority or housing association. In 2018 the average weekly rents and service charges for a Council social rent home was £106 + £9.

SPD: Supplementary Planning Document. An SPD forms material consideration in the determination of planning documents, setting out expectations for development.

SPG: Supplementary Planning Guidance. Replaced by SPD's in the new planning system.

Strategic Environmental Assessment (SEA): An SEA is a procedure which involves preparing an Environmental Report on the likely significant effects of a draft plan, and carrying out consultation on the draft plan and the accompanying Environmental Report. An SEA is needed where a neighbourhood plan or SPD could have significant environmental effects.

SuDS: Sustainable Urban Drainage Systems. SuDS are approaches to manage surface water that take account of water quantity (flooding), quality (pollution), biodiversity and amenity. SuDS attempt to mimic nature and manage rainfall close to where it falls.

Supported Accommodation: Supported Accommodation is independent housing for vulnerable people, such as those with mental health needs, substance misuse needs, and SEN.

TFL: Transport For London. TFL are the integrated transport authority responsible for meeting the Mayor of London's strategy and commitments on transport in London. They run the day-to-day operation of the Capital's public transport network and manage London's main roads.

Training, Employment and Business Strategy (TEBS): A TEBS would sit alongside a large-scale planning application, and be produced with the help of the Council. It would set out how the proposed development would meet a number of employment skills related criteria in order to ensure positive outcomes for local people.

Transforming Care Cohort: Transforming Care Partnerships (TCP) develop a housing place for people with SEN and other behavioural challenges. The Transforming Care Cohort describes people currently living in inpatient settings, as well as those who are not but have other learning disabilities/autism.

Viability Assessment: In planning terms, a viability assessment would assess the financial viability of a proposal, and would count as a material consideration in a planning application. For example, a viability assessment would accompany any proposals associated with the 'Maximum reasonable amount' requirement of affordable housing.

Walkable Neighbourhood: An area where residents have easy access to the essential community services and shopping facilities within a 'walkable' distance i.e. without the need to use a private car.

Wildlife Corridor: A wildlife corridor is an area of habitat connecting wildlife populations separated by human activities or structures, such as roads, buildings, or canals.

Workspace Strategy: A workspace strategy will include an analysis of the workspace, adaptiveness of the project to market changes, a co-location strategy to ensure complimentary mixed-use scheme, incorporating the creative and civic functions, servicing and access requirements, and be produced with help from the Council.

