

Kensal Canalside Opportunity Area SPD Strategic Environmental Assessment Non-Technical Summary

Final report

Prepared by LUC

June 2021

**Kensal Canalside Opportunity Area SPD Strategic
Environmental Assessment
Non-Technical Summary**

Version	Status	Prepared	Checked	Approved	Date
1.	Final Report	O. Dunham	K. Nicholls	K. Nicholls	22.06.2021

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OHS627041



Chapter 1

Introduction

1.1 This Strategic Environmental Report: Non-Technical Summary relates to the Kensal Canalside Opportunity Area (KCOA) Supplementary Planning Document (SPD). The SPD will set out the Royal Borough of Kensington and Chelsea's (RBKC) aims for regenerating the area. It is focused on providing a minimum of 3,500 homes, 10,000 sqm of office space and 2,000 new jobs. In addition, the development will benefit from enhanced public transport links, new bridges and junctions, new open spaces and community facilities and the re-provision of a supermarket.

1.2 This Non-Technical Summary accompanies the full SEA Report for the SPD (June 2021) and should be read alongside that document and the SPD.

Strategic Environmental Assessment

1.3 Certain plans and strategies such as the Kensal Canalside Opportunity Area SPD are subject to a process called Strategic Environmental Assessment (SEA) during their preparation. This is a statutory assessment process, required by the SEA Regulations¹. The purpose of SEA is *'to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans....with a view to promoting sustainable development.'*

1.4 The RBKC has voluntarily determined that an SEA is required for the KCOA SPD and has commissioned LUC to carry out the work on its behalf. The following sections describe the approach that has been taken to the SEA of the KCOA SPD to date.

Stage A: Scoping

1.5 The SEA process began in September 2019 with the production of a Scoping Report for the KCOA SPD. The Scoping stage of the SEA involves collating information about the environmental baseline for the SPD area and the key environmental issues facing it, as well as information about the policy context for the preparation of the SPD.

¹ The Environmental Assessment of Plans and Programmes Regulations 2004 (SI 2004/1633), as amended by The Environmental

Assessments and Miscellaneous Planning (Amendment) (EU Exit) Regulations 2018 (SI 2018/1232).

1.6 The SEA Scoping Report for the KCOA SPD was published in September 2019 for a five-week consultation period with the statutory consultees (Natural England, the Environment Agency and Historic England) and internal stakeholders. The comments received during the consultation were then reviewed and addressed as appropriate – these are set out in Appendix A of the full SEA report.

Stage B: Developing and refining options and assessing effects

1.7 Developing options for a plan is an iterative process, which can involve a number of rounds of consultation with stakeholders and the public. Consultation responses and the SEA process can help to identify where there may be other ‘reasonable alternatives’ to the options being considered for a plan. In terms of the KCOA SPD, options include different housing ranges for the KCOA.

1.8 Reasonable alternative options for the SPD were identified by the RBKC prior to the preparation of the SPD and were drawn from the most up-to-date evidence, viability assessments, site constraints and opportunities studies, affordable housing calculations and studies of views. The Council tested different numbers of homes from 40 different view locations around the site looking at both general townscape views and views including/from historic assets and editing height and massing accordingly. Furthermore, a single building layout has been developed, based on the efficient use of the limited area within the site, and taking account of the site constraints. Relevant constraints, which have influenced the proposed layout of the site, were also considered including the location of the Grand Union Canal to the north of the site, the location of the bisecting east-west rail line through the site, the requirement to preserve an operational supermarket throughout the development of the area, and vehicular access to the site.

1.9 In light of these constraints, and the single building layout proposed, four different density options have been considered. These options would effectively vary the height of buildings within the site. The alternative options that are considered include a range of housing allocations: 3,500, 4,200 and 5,000 residential units.

Stage C: Preparing the Strategic Environmental Assessment Report

1.10 The full SEA report describes in detail the process that has been undertaken to date in carrying out the SEA of the KCOA SPD. It sets out the findings of the appraisal of options and measures set out in the SPD highlighting any likely significant effects (both positive and negative, and taking into

account the likely secondary, cumulative, synergistic, short, medium and long-term and permanent and temporary effects as relevant). The report also makes recommendations for improvements and clarifications that may help to mitigate negative effects and maximise the benefits of the SPD.

Stage D: Consultation on the Kensal Canalside Opportunity Area SPD

1.11 A draft SEA report was prepared and consulted upon alongside the draft KCOA SPD between April and May 2021. The consultation comments received on the draft SEA report are summarised in Appendix A of the full SEA Report. The full SEA report, which this Non-Technical Summary accompanies, is the final report and updates the April 2021 report to reflect changes made to the SPD as it was finalised.

Stage E: Monitoring implementation of the Kensal Canalside Opportunity Area SPD

1.12 Proposals for monitoring the sustainability effects of the SPD are set out in Chapter 6 of the full SEA report and are described further ahead in this Non-Technical Summary.

Policy Context

1.13 The KCOA SPD is not prepared in isolation, being influenced by other plans, policies and programmes and by broader environmental objectives. It needs to be consistent with international and national guidance and planning policies and should contribute to the goals of a wide range of other programmes and strategies. The SPD must also conform to environmental protection legislation and contribute to achieving the environmental objectives established at the international and national levels.

1.14 The most significant policy context for the SPD is the National Planning Policy Framework (NPPF), most recently updated in 2019, and the online Planning Practice Guidance (PPG)². The KCOA SPD must be consistent with the requirements of the NPPF, which sets out information about supporting development that makes efficient use of land, taking into account:

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

² <http://planningguidance.planningportal.gov.uk/>

importance of securing well-designed, attractive and healthy places. (NPPF para. 122)'

Baseline Information and Key Sustainability Issues

1.15 In line with the requirements of the SEA Regulations, consideration has been given to the current state of the environment within the Kensal Canalside Opportunity Area. Detailed baseline information for the area is presented in Appendix C of the full SEA Report and it has been updated

throughout the SEA process. As well as environmental issues, the baseline information includes a description of social and economic issues.

1.16 The baseline information contributed to the identification of a set of key sustainability issues for the area. **Table 1** below sets out the key sustainability issues for the area and, in line with the requirements of the SEA Regulations, consideration is also given to the likely evolution of the environment if the SPD were not to be implemented.

Table 1: Key sustainability issues for the KCOA and Likely Evolution without the Kensal Canalside Opportunity Area SPD

Key Sustainability Issues for the KCOA of relevance to the Kensal Canalside SPD	Likely Evolution without the Kensal Canalside Opportunity Area SPD
Biodiversity, Flora and Fauna	
The KCOA contains green corridors formed by the railway and the canal, which could be adversely affected or lost entirely through development of the area. The KCOA is almost entirely made up of ecologically sensitive sites made up of designated habitats: unimproved neutral grassland, ruderal/ephemeral and tall herb vegetation, scattered trees, scrub and bare soil/rock and priority habitat, Deciduous woodland borders the KCOA, all of which could be harmed due to development. In addition, invasive plant species, Japanese knotweed and giant hogweed are known to be present within the North Pole Depot.	The RBKC Local Plan (2019) aims to protect and enhance biodiversity within the Borough through the policies below: <ul style="list-style-type: none"> ■ CA 1: Kensal Canalside Opportunity Area; ■ CE 4: Biodiversity; and ■ CR 5: Parks, Gardens, Open Spaces and Waterways. The implementation of the SPD may add further protection to the local biodiversity through its aims and measures, such as providing for protected or otherwise notable species and enhancing habitat connectivity through utilising the full potential of the green corridor along the railway, however it may also adversely affect the local biodiversity as the exact design of the developments are not yet known. If the SPD was not to be implemented it is likely that adequate protection would still be afforded to the site's green corridor through the policies within the Local Plan (2019).
Population	
The KCOA is within the top 10-20% most deprived for crime nationally. In addition, there is a lack of affordable housing and the unemployment rate in Dalgarno Ward is significantly higher than the Borough and national averages.	The relevant policies from the Local Plan (2019) are outlined below: <ul style="list-style-type: none"> ■ CP 2: Places; and ■ CA 1: Kensal Canalside Opportunity Area. The SPD has the potential to aid the Royal Borough's aim to regenerate the area through more sustainable modes of transport, increased access, environmentally responsible townscape, energy and water efficiency, a mix of housing and other uses including cultural and social spaces and increasing climate resilience. Without the implementation of the SPD it is likely that adequate requirements would still be applied to the regeneration of the area through the Local Plan (2019), however, it is unlikely that adequate emphasis would be placed on the need for connecting the site to transport links, and building resilience to climate change through green infrastructure.
Human Health	
Almost the entire site lies within the most deprived quintile in England and Kensington and Chelsea. Consideration of health for the site must take account of the health of the resident, working and visitor populations. Therefore the site must be designed to encourage healthy lifestyles through the provision of facilities for walking and cycling as well as improving safety for pedestrians and cyclists and improving air quality.	The relevant policies from the Local Plan (2019) are outlined below: <ul style="list-style-type: none"> ■ CA 1: Kensal Canalside Opportunity Area; ■ CT 1: Improving Alternatives to Car Use; ■ CF 7: Arts and Cultural Uses; ■ CR 5: Parks, Gardens, Open Spaces and Waterways; and ■ CL 5: Living conditions. The SPD has the potential to further improve the health of future residents of the KCOA, and residents within the surrounding area, through: limiting the increase in local road traffic, congestion and air pollution; and ensuring that the redevelopment of the precinct creates an attractive, healthy environment for recreation through the creation of connections to the Kensal Green Cemetery and Little Wormwood Scrubs. Adoption of design mitigation for existing impacts, including

Key Sustainability Issues for the KCOA of relevance to the Kensal Canalside SPD	Likely Evolution without the Kensal Canalside Opportunity Area SPD
	noise associated with the railway and supermarket loading dock, could also help to combat deprivation. Without the implementation of the SPD health targets will still be in place but more sustainable modes of transport may not be prioritised, and the effects of air quality may become a barrier to meeting these targets.
Soils	
There are multiple records of potential contaminating land uses on the site. Therefore, remediation of the site is essential to the long-term use of future development.	A policy relating to soils and contaminated land is set out in the and the Local Plan (2019): CE 7: Contaminated Land. The SPD has the potential to provide the long-term benefit of the remediation of the land within the KCOA through onsite treatment options and minimising offsite disposal through the phasing and design of the project; ensuring potential risks are understood and adequately mitigated before development begins. If the SPD was not to be implemented it is likely that adequate requirements would still be applied to contaminated land through the policy within the Local Plan (2019).
Water	
Many human activities have the potential to pollute water, which could then enter the surface and ground water directly.	The relevant Local Plan (2019) policies are outlined below: <ul style="list-style-type: none"> ■ CA 1: Kensal Canalside Opportunity Area; ■ CE 1: Climate Change; ■ CE 2: Flooding; ■ CT1: Improving alternatives to car use; ■ CR 5: Parks, Gardens, Open Spaces and Waterways; and ■ CL 1: Context and Character. The implementation of the SPD offers an opportunity to improve access to the Grand Union Canal as well as the maintenance of water quality within the Canal. Without the implementation of the SPD, it is possible that access to, and use of, the Grand Union Canal could be improved, however improving water quality and reducing surface water run off would be unlikely to be achieved through the Local Plan (2019) alone. Additionally, new development could have an adverse impact on water infrastructure and increase water stress, therefore targets and guidance on water efficiencies are needed.
Air Quality	
The eastern section of the KCOA, lies along the B450 road, which has the highest recorded NO ₂ concentrations of the entire site. Traffic congestion is of concern as there is only one road access into the KCOA north of the railway line. Additionally, the entire Royal Borough of Kensington and Chelsea is designated as an AQMA.	The relevant policies from the Local Plan (2019) are outlined below: <ul style="list-style-type: none"> ■ CE 5: Air Quality; ■ CA 1: Kensal Canalside Opportunity Area; and ■ CT 1: Improving Alternatives to Car Use. The implementation of the SPD offers an opportunity to further improve air quality with and surrounding the KCOA through the reduction in traffic and congestion and implementation of more sustainable modes of transport. Although the issue of air quality is addressed in the Local Plan (2019) , the SPD would lend further policy support to this issue, such as a zero-parking requirement with the exception of electric vehicles. The SPD could also provide an added emphasis on active travel, ensuring that new development within the KCOA does not contribute to a decline in air quality. Additionally, the SPD could provide information on what systems must be adopted for providing electricity, heat/cooling and hot water to the infrastructure/buildings on site which are the most sustainable and have a positive impact on local air quality. In terms of a reduction in traffic and the impact of development on air quality; it is possible that the KCOA SPD would lend further support to these policies. In the absence of the SPD the policies in the Local Plan (2019) will work towards this reduction with support from GLA policies such as the Ultra-Low Emission Zone. The SPD will further support these measures; however it also has the potential to expand on these measures.
Climatic Factors	

Key Sustainability Issues for the KCOA of relevance to the Kensal Canalside SPD	Likely Evolution without the Kensal Canalside Opportunity Area SPD
<p>Among other sources, industrial and commercial uses, motorised transport and inefficient energy use and design are contributors to carbon emissions in the Royal Borough.</p>	<p>The relevant policies from Local Plan (2019) are outlined below:</p> <ul style="list-style-type: none"> ■ CA 1: Kensal Canalside Opportunity Area; and ■ CE 1: Climate Change. <p>The implementation of the SPD offers opportunities to further tackle this issue through the implementation of high standards of energy efficiency, sustainable design and generation of renewable energy, most notably through the North Kensington Community Energy Project. Without the implementation of the SPD it is likely that the implementation of energy efficiency schemes, such as BREEAM, and a reduction in carbon emissions is still achievable with the support of policies in the Local Plan (2019) but this may be to a lesser extent or be achieved over a longer time scale, rather than from the start of development. However, as a global issue, climate change will continue to be a key consideration, regardless of the policies and measures within both the Local Plan and the KCOA SPD.</p>
<p>Even though the KCOA is within Flood Zone 1, there is potential for surface water flooding, sewer flooding and flooding from the Grand Union Canal, which will most likely be exacerbated through extreme rainfall events.</p> <p>With changes to the landscape due to proposed development, increases in flood risk could arise as well. Urban heat island effect is also expected to become an increasing stressor.</p>	<p>The relevant policies from the Local Plan (2019) are outlined below:</p> <ul style="list-style-type: none"> ■ CA 1: Kensal Canalside Opportunity Area; ■ CE 1: Climate Change; and ■ CE 2: Flooding. <p>The implementation of the SPD offers opportunities to further tackle this issue through the implementation of SuDS, green infrastructure and provision of shelters from extreme rainfall events. Without the implementation of the SPD it is likely that the implementation of SuDS is still achievable with the support of policies in the Consolidated Local Plan and the soon to be adopted LPPR but this may be to a lesser extent or be achieved over a longer time scale, rather than from the start of development. Additionally, implementing green infrastructure and providing shelters in the public realm for extreme rainfall events within the KCOA would be unlikely to be achieved through the Local Plan (2019) alone.</p> <p>As a global issue, climate change will continue to be a key consideration, regardless of the policies and measures within both the Local Plan and the KCOA SPD.</p>
Material Assets	
<p>Through the development process of the site, large quantities of demolition and construction waste will be generated.</p>	<p>The relevant policies from the Local Plan (2019) are outlined below:</p> <ul style="list-style-type: none"> ■ CA 1: Kensal Canalside Opportunity Area; ■ CE 1: Climate Change; ■ CE 3: Waste; ■ CL 1: Context and Character; ■ CL 2: Design Quality; ■ CL 4: Heritage Assets – Listed Buildings, Scheduled Ancient Monuments and Archaeology; and ■ CL 5: Living Conditions. <p>The SPD has the potential to ensure that high environmental standards are applied to each stage of the development process. In addition, the SPD can ensure maximum reuse and recycling of construction materials.</p> <p>Without the likely measures within the SPD to reduce the impacts of waste and ensure that high environmental standards are applied, existing policies within the Local Plan (2019) are in place to address these impacts, however, it is likely that the SPD could lend further support and weight to these, making outcomes more achievable.</p>
Cultural Heritage	
<p>The KCOA contains, and is in close proximity to, many heritage assets, including Conservation Areas, Listed Buildings and a Registered Park and Garden. Changes in vehicle movements and housing and economic development may affect the settings and listed buildings and can affect archaeological remains.</p>	<p>The relevant policies from the Local Plan (2019) are outlined below:</p> <ul style="list-style-type: none"> ■ CL 3: Heritage Assets – Conservation Areas and Historic Spaces; and ■ CL 4: Heritage Assets – Listed Building, Scheduled Ancient Monuments and Archaeology. <p>The implementation of the SPD may add further protection to these assets through its aims and measures, such as the reduction in road</p>

Key Sustainability Issues for the KCOA of relevance to the Kensal Canalside SPD	Likely Evolution without the Kensal Canalside Opportunity Area SPD
	traffic, the promotion of more public transport and active transport options, and through the identification of design guidelines to ensure the area is developed sensitively. In addition, the development could enhance the long-term sustainability of the Kensal Green Cemetery in terms of its viability and quality of the environment. However, it may also adversely affect the setting of some heritage assets in the exact design and location of the developments which are not yet known. If the SPD was not to be implemented it is likely that more than adequate protection would still be afforded to the heritage and archaeological assets of the KCOA through policies within the Local Plan (2019).
Landscape	
The KCOA lies adjacent to a broadleaved woodland habitat, which has been identified within the Kensal Green Cemetery and lies within a Borough with valued townscape, therefore both of which could be greatly impacted due to the development of the site.	<p>The relevant policies from the Local Plan (2019) are outlined below:</p> <ul style="list-style-type: none"> ■ CR 6: Trees and landscape, ■ CL 12: Building Heights; and ■ CA 1: Kensal Canalside Opportunity Area. <p>The implementation of the SPD may add further protection to the local townscape and landscape through its aims and measures, such as ensuring the adjacent woodlands are enhanced and expanded and the development within the site adheres to the local character. If the SPD was not to be implemented, it is likely that adequate protection would still be afforded to the townscape and landscape of the KCOA through the policies within the Local Plan (2019).</p>

Method and Sustainability Appraisal Framework

1.17 The review of relevant plans, policies and programmes and the collation of baseline data helped to identify key sustainability issues for KCOA, as described above. These key sustainability issues fed into the identification of a set of SEA objectives (referred to as the SEA framework) which are the main tool used at each stage of the SEA for assessing the likely effects of the options and the SPD. The SEA framework for the SPD is presented in **Table 2** below.

Use of the SEA Framework

1.18 Within the assessment matrices showing the potential sustainability effects of the SPD, symbols and colour-coding have been used against each SEA objective to show whether an effect is likely to be positive or negative, minor or significant, or uncertain as follows:

Figure 1: Key to symbols and colour coding used in the SEA

++	Significant positive effect likely
++/-	Significant positive and minor negative effect likely
+	Minor positive effect likely
0	Negligible effect likely
-	Minor negative effect likely
--/+	Significant negative and minor positive effect likely
--	Significant negative effect likely
?	Likely effect uncertain
+/-	Mixed effect likely

Table 2: SEA Framework for the KCOA SPD

SEA Objectives	Appraisal Questions: Will the SPD...
1 Conserve and enhance biodiversity	<ul style="list-style-type: none"> • Enhance habitat connectivity within the SPD area and to wider ecological networks? • Protect and enhance designated and priority habitats? • Safely remove invasive species (e.g. Japanese knotweed and giant hogweed)? • Incorporate green infrastructure into the design of the site? • Utilise the potential of the green corridor and canal for habitats and ecological networks?

<p>2 Ensure regeneration is designed to meet the needs of those most in need</p>	<ul style="list-style-type: none"> • Improve access to community, social and cultural facilities on site? • Incorporate sustainable, long term economic and residential development? • Support a diverse and vibrant local economy to foster sustainable economic growth? • Increase the amount of social and affordable housing in the SPD area?
<p>3 Improve the health of workers, residents and visitors</p>	<ul style="list-style-type: none"> • Improve safety for pedestrians and cyclists? • Improve air quality (see SEA objective 6)? • Create and improve access to healthcare facilities? • Minimise noise and light pollution? • Manage existing onsite acoustic impacts? • Create connectivity through green infrastructure network to parks surrounding the site? • Re-design the Kensal Green Cemetery and Grand Union Canal to be utilised as recreational assets? • Improve active travel to and from the site? • Improve access to public transport links? • Ensure wind and sunlight are factored into the design of the development on site? • Create open space, sport and recreation and play areas within the SPD area?
<p>4 Improve the quality of soils</p>	<ul style="list-style-type: none"> • Ensure the remediation of soils before development proceeds? • Ensure that offsite impacts, such as from health impacts and odours from vapours, that are identified are then fully communicated to the community? • Ensure an appropriate level of information and community involvement takes place to address issues as they arise and provide reassurance to residents? • Ensure end users of the site and adjacent users and the environment around the KCOA will not be impacted by land contamination issues both during and post development? • Ensure that, where possible, the environment is enhanced through the remediation of land contamination? • Ensure that appropriate measures are in place for the long term to ensure the ongoing protection of future maintenance and site workers and end users of the development?
<p>5 Conserve and enhance the setting and accessibility of the Grand Union Canal</p>	<ul style="list-style-type: none"> • Improve access to the Grand Union Canal? • Ensure the setting of the Grand Union Canal is protected and enhanced? • Improve water quality? • Improve biodiversity of the Grand Union Canal through habitat connectivity?
<p>6 Improve air quality and reduce carbon emissions from transport and development</p>	<ul style="list-style-type: none"> • Incorporate zero-car requirements? • Reduce the number of vehicles within the site and surrounding roads? • Reduce congestion on the area's roads? • Reduce carbon emissions through minimising traffic movements in and around the site? • Improve access to more sustainable modes of transport, e.g. walking and cycling? • Incorporate the Grand Union Canal as a car-free sustainable transport route? • Ensure that adjacent receptors, the environment and site end users will not be impacted by poor air quality during any phase of development? • Incorporate green infrastructure to the design of the site? • Utilise renewable energy sources for the supply of electricity, heating/cooling and hot water? • Minimise the impact of the construction phase of the development? • Ensure that the development as a minimum is Air Quality Neutral and strives to improve the local air quality as far as practically possible?
<p>7 Reduce activities in the built environment that exacerbate climate change</p>	<ul style="list-style-type: none"> • Ensure high standards of energy are utilised? • Minimise reliance on fossil fuels by utilising renewable energy? • Use low-carbon construction materials?
<p>8 Build resilience to climate change</p>	<ul style="list-style-type: none"> • Address the urban heat island effect? • Minimise the risk of flooding from extreme rainfall events? • Provide shelter in the public realm from extreme rainfall events? • Incorporate green infrastructure into the design of the site?

	<ul style="list-style-type: none"> Incorporate the Grand Union Canal as part of a sustainable drainage solution?
9 Adopt the 'Waste hierarchy' in all activities – reduce, reuse, recycle	<ul style="list-style-type: none"> Reduce the amount of waste requiring removal through reuse and recycling during construction? Ensure maximum reuse and recycling of construction materials and buildings? Reduce the amount of waste produced and minimise the amount sent to landfill when the development is operational?
10 Conserve and enhance the historic environment	<ul style="list-style-type: none"> Maintain and enhance the character and setting of heritage assets in the SPD area? Maintain and enhance the setting of heritage assets within close proximity to the site, including the Grand Union Canal?
11 Conserve the townscape and landscape	<ul style="list-style-type: none"> Ensure the townscape and landscape in the area is retained and enhanced? Improve townscape quality, providing development, which is sympathetic in design to its neighbours and, where appropriate, enhance the image of the area? Ensure local character is not lost in design of new development?

Likely effects of the SPD Options

1.19 This section summarises the SEA findings for the SPD options that have been considered for inclusion in the KCOA SPD.

1.20 A total of one preferred option (4,020 homes) and three reasonable alternative options (3,500 homes, 4,200 homes and 5,000 homes) were subject to SEA. A single building layout was developed, based on the efficient use of the limited

area within the site, and taking account of the site constraints. In light of these constraints, and the single building layout proposed, four different density options were considered based on this layout. These options would effectively vary the height of buildings within the site. The four options were found to have very similar effects as the layout is the same and the number of homes that would be developed is similar for each option. **Table 3** presents the likely effects of the options on each SEA objective.

Table 3: Likely effects of the Preferred Option and Reasonable Alternatives on the SEA objectives

Options	SEA1: Biodiversity	SEA2: Regeneration	SEA3: Health	SEA4: Soils	SEA5: Grand Union Canal	SEA6: Air quality	SEA7: Climate change mitigation	SEA8: Climate change adaptation	SEA9: Waste	SEA10: Historic Environment	SEA11: Landscape
Preferred Option	+/-	++/-	++/-	-/+?	-/+	--?	-/+	+/-	-?	+/-?	+?
3,500 homes	+/-	++/-	++/-	-/+?	-/+	--?	-/+	+/-	-?	+/-?	+?
4,200 homes	+/-	++/-	++/-	-/+?	-/+	--?	-/+	+/-	-?	+/-?	+?
5,000 homes	+/-	++/-	++/-	-/+?	-/+	--?	-/+	-/+	--?	+/-?	+?

Likely effects of SPD

1.21 This section describes the SEA findings for the final SPD. The likely effects of the Development Framework are

summarised in **Table 4** below and the cumulative effects of the SPD are described underneath the table.

Table 4 Summary of SEA effects for the Development Framework

SEA Objectives / Development Framework	SEA 1: Biodiversity	SEA2: Regeneration	SEA3: Health	SEA4: Soils	SEA5: Grand Union Canal	SEA6: Air quality	SEA7: Climate change mitigation	SEA8: Climate change adaptation	SEA9: Waste	SEA10: Historic Environment	SEA11: Landscape
Connections											
New improved walking and cycling connections	-?	0	++	0	+	++	++	0	0	+/-?	+
Improving Access to Public Transport	0	0	+	0	-	++	++	0	0	0	0
Road Access	0	0	+/-	0	0	+/-	+/-	0	0	0	0
Streets and Spaces											
Public Realm Strategy	+	0	++	0	+	+	+	+	0	0	+
Streets	+	0	+	0	0	+	+	+	++	0	+
Spaces	++	0	++	0	++/-	++	++	++	0	0	+
Live, Work and Visit											
Live	-	++/-?	+/-?	++	0	-	+/-	0	-	-	0
Work	-	++	+	0	0	-	-	0	-	-	0
Visit	-	++	++	0	0	-	-	0	-	+/-	0
Character											
Responding to Context and Setting	+	0	+	0	0	0	0	0	0	++	++
Height and Massing	-?	0	+	++	-?	++	++	0	++	+	+
Environmental and Sustainable Design	+?	0	+?	0	+?	+?	+	+	0	0	+?
Design Code	0	0	0	0	0	0	0	+	0	+?	++
Character Areas	?	?	?	?	?	?	?	?	?	+?	++

Cumulative effects

Cumulative effects of the SPD as a whole

1.22 The greatest opportunity for significant positive effects in the KCOA are likely to be in relation to SEA Objectives 2: Regeneration, 3: Health, 6: Air quality, 7: Climate change mitigation and 11: Landscape. This is because the SPD Vision, Principles and Development Framework are focussed on the regeneration of the KCOA to maximise the delivery of new affordable homes, breathe vitality into the commercial and recreational services and facilities and improve the

amenity, appearance and accessibility of the site for the health and wellbeing of the area’s residents, workers and visitors.

1.23 Such a significant amount of investment also offers an opportunity to make the Opportunity Area a cleaner and greener place, and enhance its cultural heritage, biodiversity and climate change resilience. Therefore, the contents of the SPD offer the potential for significant positive effects against all SEA objectives in the SEA framework.

1.24 Potential for minor adverse effects have been identified against SEA Objective 1: Biodiversity, 2: Regeneration, 3: Health, 5: Grand Union Canal, 6: Air Quality, 7: Climate

change mitigation 9: Waste and 10: Historic environment. This is generally associated with the significant development of the Opportunity Area and the resultant increase in the scale of buildings and population, increasing the potential for adverse effects on the setting and special character of the site’s historic assets, increasing the energy consumption and waste production, and more construction and people in the area increases the likelihood of air and noise pollution and traffic congestions, particularly in the short to medium term. However, the parameters and ambitions set out within the SPD and the strategic and development management policies in the RBKC Local Plan serve to mitigate the likely significance of these adverse effects.

Cumulative effects of the SPD with other plans and programmes

1.25 Policy CA1 in the RBKC Local Plan Partial Review sets out the framework for the Kensal Canalside Opportunity Area in the context of the Borough’s wider spatial strategy. The Integrated Impact Assessment of the Local Plan Partial Review (2017) notes the scale of growth planned in RBKC over the next 20 years and the likely indirect pressure this is likely to put on the Borough’s landscapes, green spaces and countryside, the Borough’s biodiversity and could lead to further pressure on the historic environment. Furthermore, the combined increase in traffic flows in RBKC and in neighbouring authorities could result in an intensification in congestion, noise and air pollution (including increased greenhouse gas emissions), which could in turn affect the health of existing and new residents, workers and visitors. However, overall, the SPD is not considered to generate additional significant adverse effects that would significantly influence or exacerbate these significant adverse effects.

Cumulative effects of the SPD with other development schemes

1.26 Development schemes within the area could have cumulative effects with the development within KCOA. There

are currently five major planning applications that have been approved within the last three years. Three are directly to the east of the site and two are directly to the south.

1.27 As most of the approved planning applications would bring forward additional residential and commercial development, it is likely that additional residents and visitors will visit the area thereby exacerbating traffic congestion and worsening air and noise quality. In addition, additional green space will have to be taken forward to accommodate the additional residents and improve local habitats. However, there is the potential for cumulative regeneration benefits for the area resulting in improvements to employment access and access to services and facilities.

1.28 Furthermore, the Old Oak and Park Royal Opportunity Area lies directly adjacent to the KCOA to the west. According to the Old Oak and Park Royal Opportunity Area Planning Framework the Opportunity Area could accommodate the delivery of 25,500 homes and 65,000 jobs. As such, in combination with the development proposed at KCOA, existing issues could be exacerbated resulting in significant negative effects across the SEA objectives, if not adequately mitigated.

Recommendations

1.29 **Table 5.4** in the full SEA Report lists recommendations that were made during the SEA of the draft SPD and summarises the actions taken in response to the recommendations and the Council’s justification for this action.

Monitoring

1.30 The SEA Regulations require that monitoring is undertaken in relation to the significant effects of implementing the Plan in question. **Table 5** below sets out a number of suggested indicators for monitoring the potential significant sustainability effects of implementing the SPD.

Table 5: Proposed Monitoring Framework for the KCOA SPD

SEA objectives	Proposed monitoring indicators
SEA1: Conserve and enhance biodiversity	<ul style="list-style-type: none"> ■ The nature of the public realm at Wormwood Scrubs, Kensal Green Cemetery and the Grand Union Canal (LPPR). ■ Number of trees planted. ■ Ha of new green infrastructure secured through development ■ Area of open space provision
SEA2: Ensure regeneration is designed to meet the needs of those most in need	<ul style="list-style-type: none"> ■ The number and nature of new dwellings on site (LPPR). ■ The amount of new Class B1 office space on site (LPPR). ■ The amount of new non-residential flood space on site (LPPR).

SEA objectives	Proposed monitoring indicators
	<ul style="list-style-type: none"> The number and type of housing proposed as part of planning application for the redevelopment of the site (LPPR).
SEA3: Improve the health of workers, residents and visitors	<ul style="list-style-type: none"> NI 175: Access to services and facilities by public transport, walking and cycling (LPPR). Number of new bridges or crossings that have been established (LPPR). The nature of the public realm at Wormwood Scrubs, Kensal Green Cemetery and the Grand Union Canal (LPPR). The provision of a station on the Elizabeth Line which is open and operational (LPPR). Amount of floorspace in community use in Canalside House and the Boathouse Centre (LPPR).
SEA4: Improve the quality of soils	<ul style="list-style-type: none"> Contaminated land remediated.
SEA5: Conserve and enhance the setting and accessibility of the Grand Union Canal	<ul style="list-style-type: none"> The number of additional waterside walks, cycleways and new access points created through development (LPPR). Number of new bridges or crossings that have been established (LPPR).
SEA6: Improve air quality and reduce carbon emissions from transport	<ul style="list-style-type: none"> NI 175: Access to services and facilities by public transport, walking and cycling (LPPR). Number of new bridges or crossings that have been established (LPPR). The nature of the road junctions on and surrounding the site (LPPR). Air pollution data.
SEA7: Reduce activities in the built environment that exacerbate climate change	<ul style="list-style-type: none"> The presence of on-site renewable energy sources to form part of a district heat and energy network on site (LPPR). Average energy ratings of new developments.
SEA8: Build resilience to climate change	<ul style="list-style-type: none"> The nature of the public realm at Wormwood Scrubs, Kensal Green Cemetery and the Grand Union Canal (LPPR). Urban day time temperatures (averages and extremes) Number of trees planted. Proportion of new homes completed with an approved SuDS scheme.
SEA9: Adopt the 'Waste Hierarchy' in all activities – reduce, reuse, recycle	<ul style="list-style-type: none"> The presence of an on-site waste facility (LPPR). Recycling rates. Non-recyclable waste generation. Re-use of construction and demolition waste.
SEA10: Conserve and enhance the historic environment	<ul style="list-style-type: none"> Number of Listed Buildings on the Heritage at Risk Register (Historic England). Has development provided a suitable setting for the designated heritage assets? (LPPR)
SEA11: Conserve the townscape and landscape	<ul style="list-style-type: none"> Ha of new green infrastructure secured through development Area of open space provision S106 contributions to open space Amount of applications granted which restrict access to the Ladbrooke Grove Memorial (LPPR).

Conclusions

1.31 The SEA of the KCOA SPD has sought to identify likely significant effects on the environment emerging from the SPD and has made recommendations to avoid and mitigate significant negative effects and maximise significant positive effects.

1.32 The final SPD has the potential to generate significant positive effects across the full range of SEA objectives in the SEA framework. Although there is also potential for minor adverse effects, the parameters and ambitions set out within the SPD and the policies within the Local Plan Partial Review serve to mitigate the likely significance of these adverse effects.

Chapter 1

Introduction

Kensal Canalside Opportunity Area SPD Strategic Environmental
Assessment
June 2021

1.33 Although the scale of growth planned in RBKC over the next 20 years is likely to generate adverse effects, the SPD is not considered to generate additional significant adverse effects that would considerably influence or exacerbate these adverse effects.

Next Steps

1.34 The full SEA Report and this Non-Technical Summary will be published by RBKC alongside the final SPD once it has been adopted by the Council.

LUC
June 2021