

10.1.2.2 Industrial Heritage

During the nineteenth and twentieth centuries, Grand Union Canal was a predominantly industrial area characterised by brick and concrete warehouse buildings. In 1896, Kensal Gasworks occupied all of the land to the west of Ladbrooke Grove between the railway and the canal. The Gasworks was formed of a series of buildings serving the different uses along the coal gas production chain. One of the typologies that emerges through time as a masterplan marker is the coal gas Retort Building. With the disappearance of the steel framed Gasholders, the only remaining symbol of the heritage of the site, the memory of the Retort Building is brought back to the present as a Masterplan marker to celebrate the industrial spirit of the site. Building 05.1 will thus assume the role of the Plot's marker building.

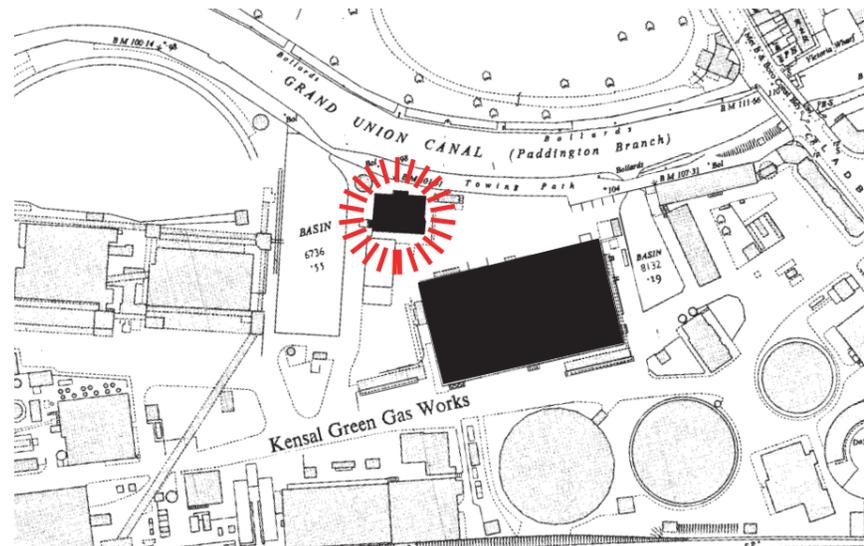


Fig 10.11: Kensal Gas Works historic built forms

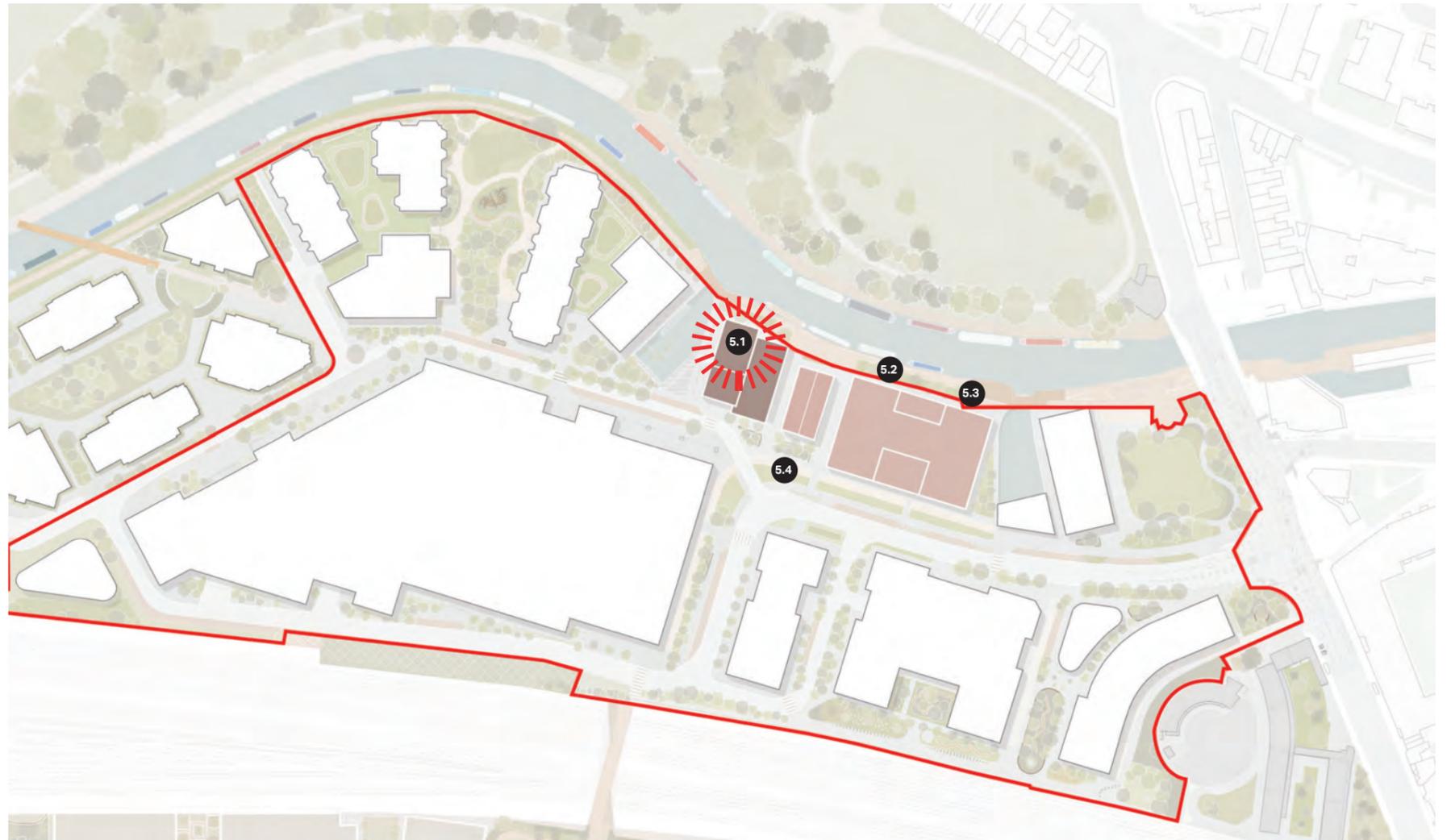


Fig 10.10: Arrangement of Plot 05 along the Canal Edge, with Plot 5.1 as a reference to historic building position and forms.



Fig 10.9: Pedestrian Route - Explore From North

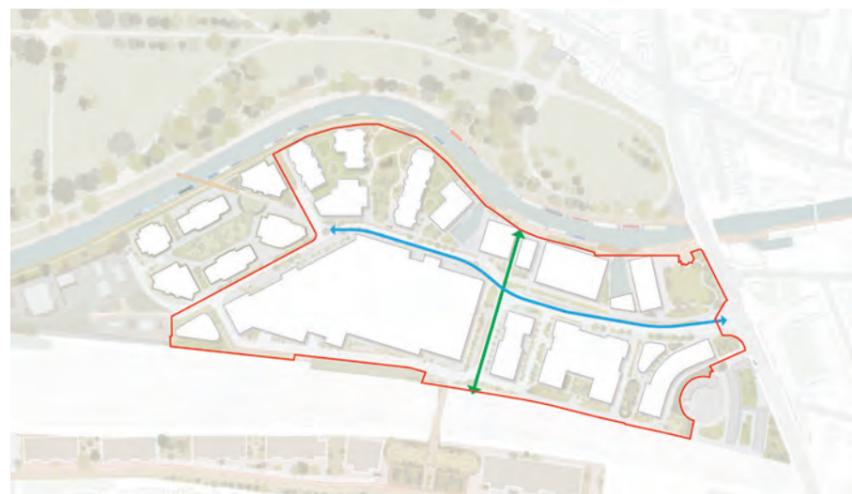


Fig 10.7: Key Splines



Fig 10.8: Importance of Canal



Fig 10.12: Historic Industrial forms adjacent the Great Western Mainline

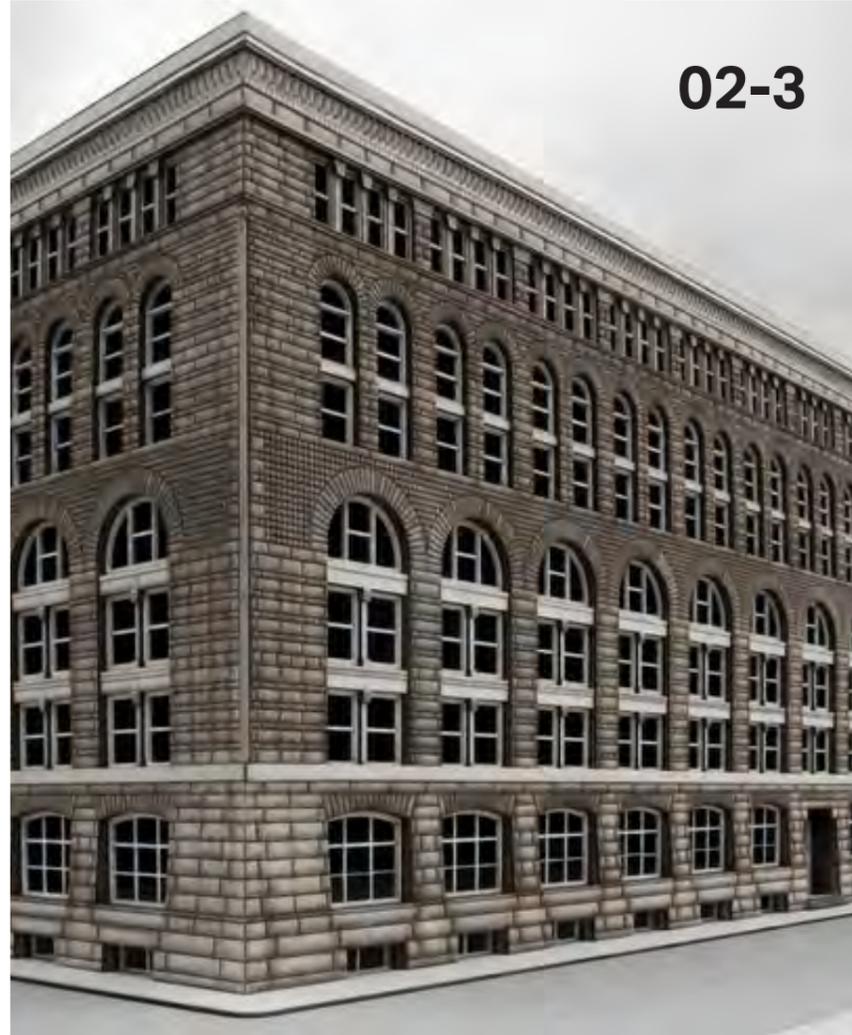


Fig 10.14: Historic Influence - the Marshall Fields Warehouse

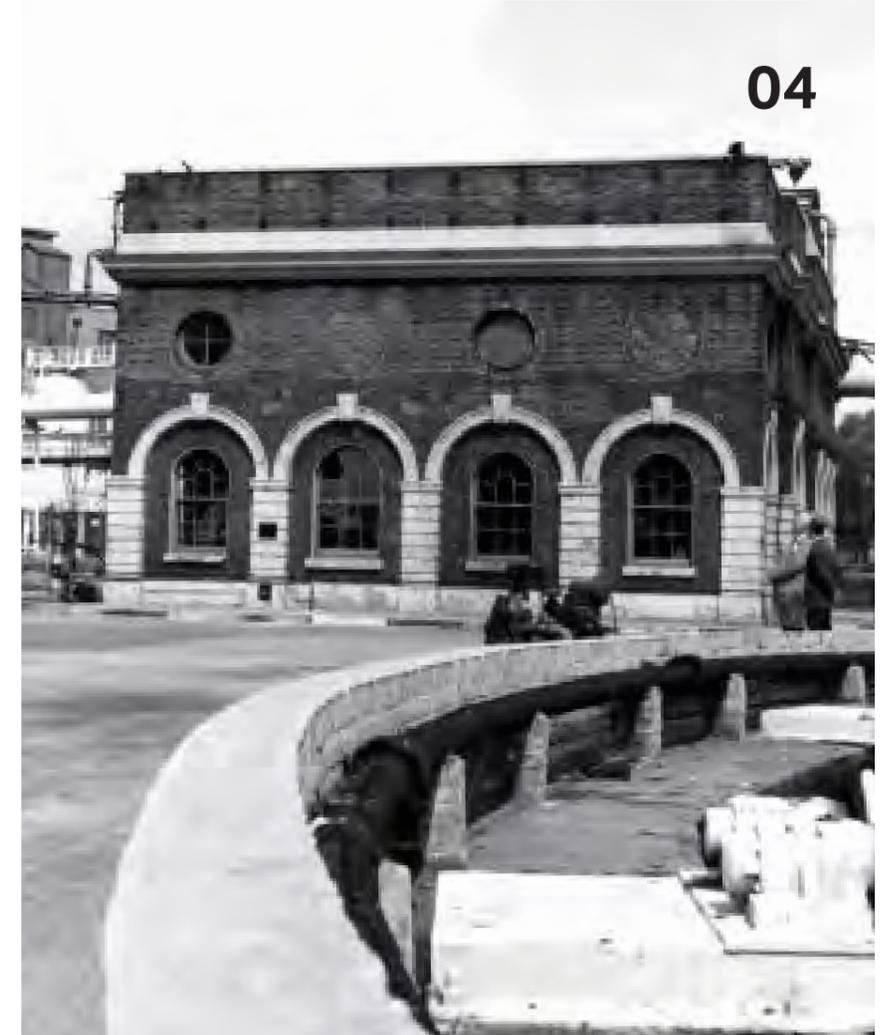


Fig 10.16: Industrial buildings fronting the canal

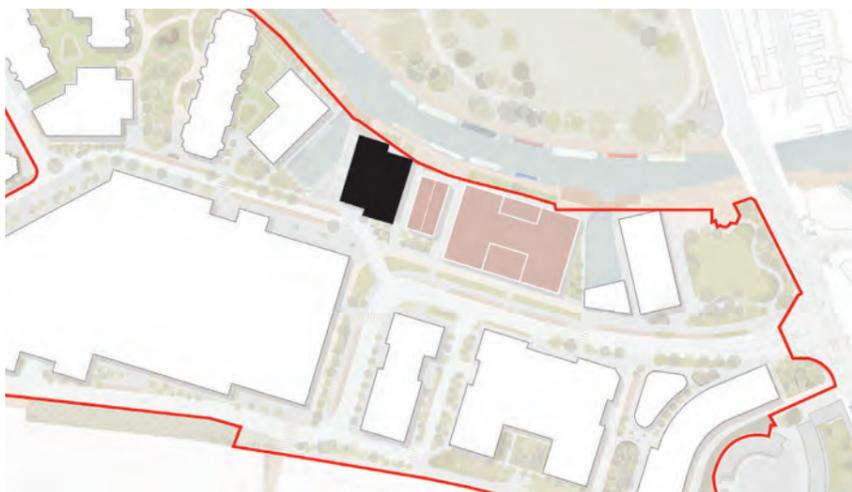


Fig 10.13: Plot 5.1 as a distinct marker building on the new basin

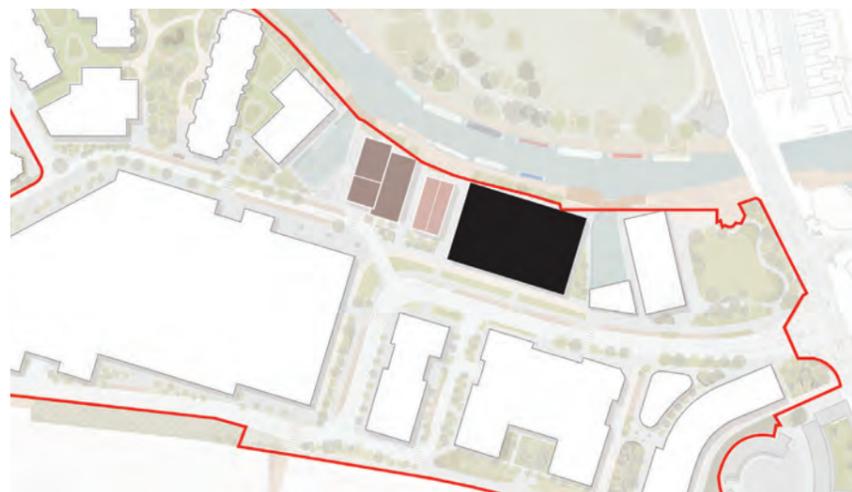


Fig 10.15: Plot 5.2-5.3 inspired by warehouse building aesthetic

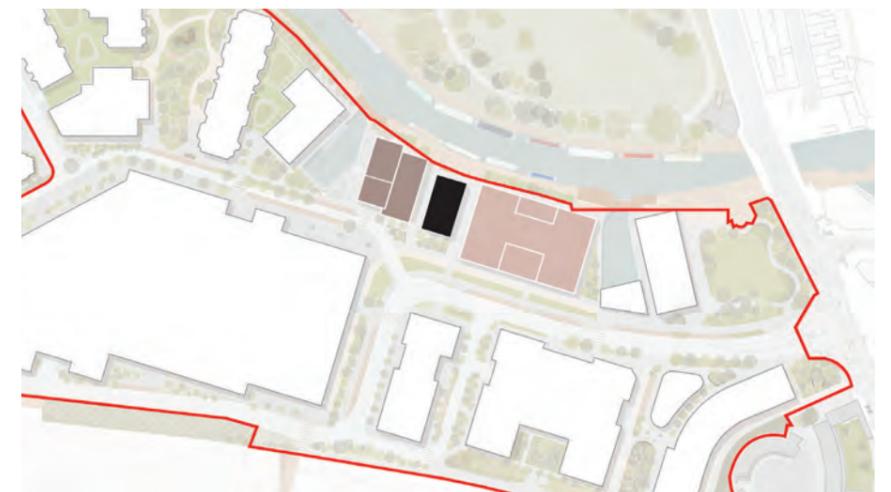


Fig 10.17: Plot 5.4 a modestly scaled pavilion building

10.2 Layout

10.2.1 Layout Overview

The illustrative layouts contained on the following pages show how Plot 05 is integrated into its immediate context. The ground floors of each building have been designed to create as much active frontage as possible, to reinforce the new high street (known as The Avenue) running east to west within the masterplan.

Residential units with large balconies have been provided from level 01 to level 09 whilst the roof terraces have been designed to provide amenity space for residents as well as housing plant. Residential units range from Studios to 3 Bedroom 6 Person units.

The Plot 05 basement is designed to house a variety of ancillary functions, and is necessary to maximise the amount of active frontage and commercial area at ground floor. Ancillary functions include:

- Non-residential sprinkler tanks
- Residential and commercial unit cycle stores (inc. accessible cycle stores)
- Bin Stores
- Bulk Waste Store
- Water Tanks and Pumps
- Kitchens, Plant and WC's for Plot 5.4
- Additional plant requirements

The following page shows Plot 05 in the context of the wider masterplan and displays key offset distances between buildings, in order to maximise daylight within the apartments and sunlight to the public realm. Illustrative layouts then follow to indicate how the buildings could be arranged once the detailed design is brought forward.



Fig 10.18: Plot 05 Axonometric View showing the position of the buildings relative to the canal edge and cemetery.

10.2.1.1 The new basin

To the west of Plot 05 the former basin will be reinstated to provide a new wharf and to reinforce the significance of the existing towpath bridge. The New Wharf will be framed by commercial frontages as discussed previously and will be suitably proportioned to allow barges into the wharf. These could provide additional retail or market opportunities here. The wharf will contain well proportioned edges, providing the opportunity for alfresco dining by the waterfront, creating a vibrant canalside destination.



Fig 10.20: The New Wharf viewed from Plot 4.5

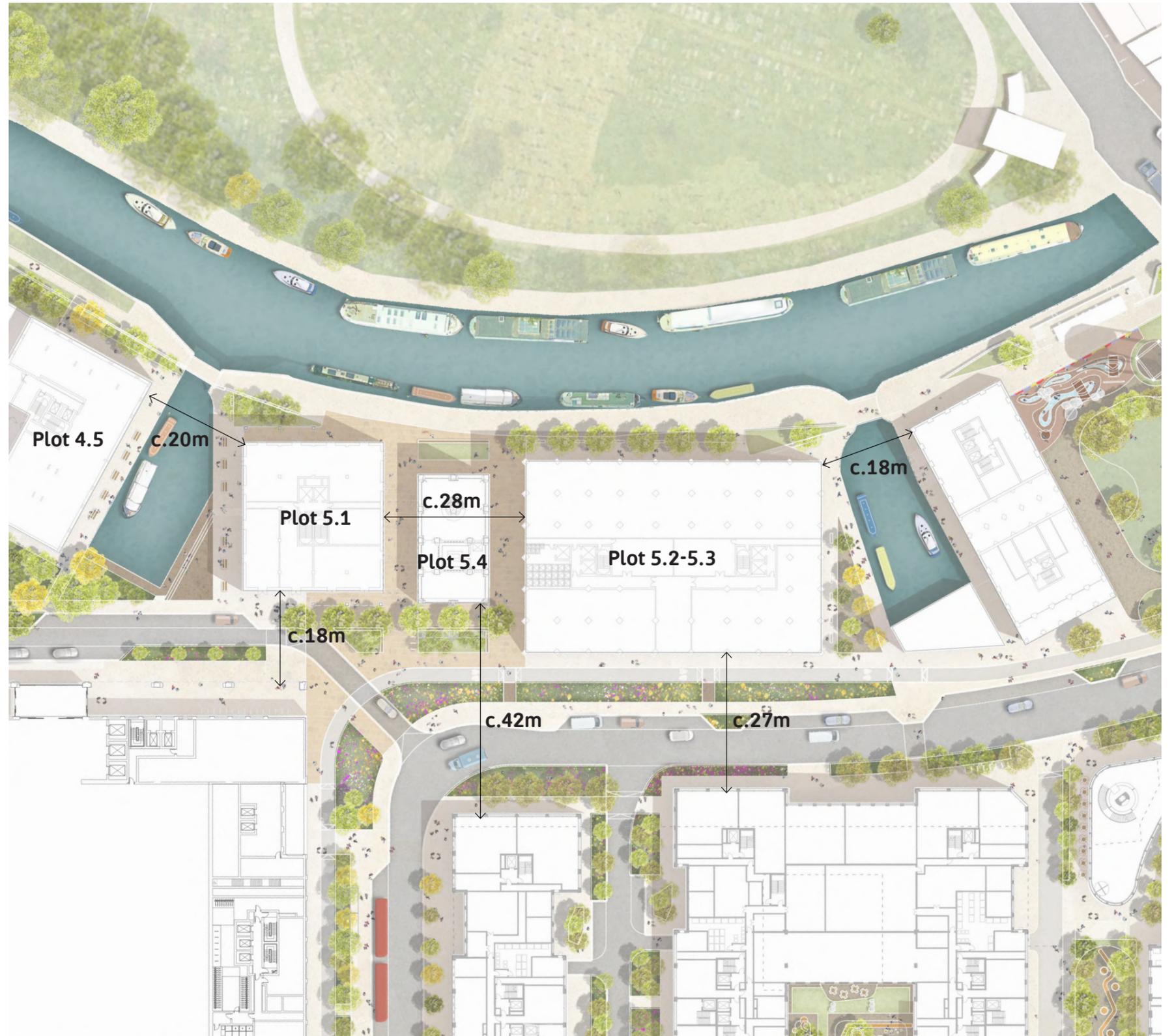


Fig 10.19: Plot 05 Ground Floor Layout in wider context showing offset distances to adjacent buildings



Fig 10.21: Plot 05 Basement GA Plan

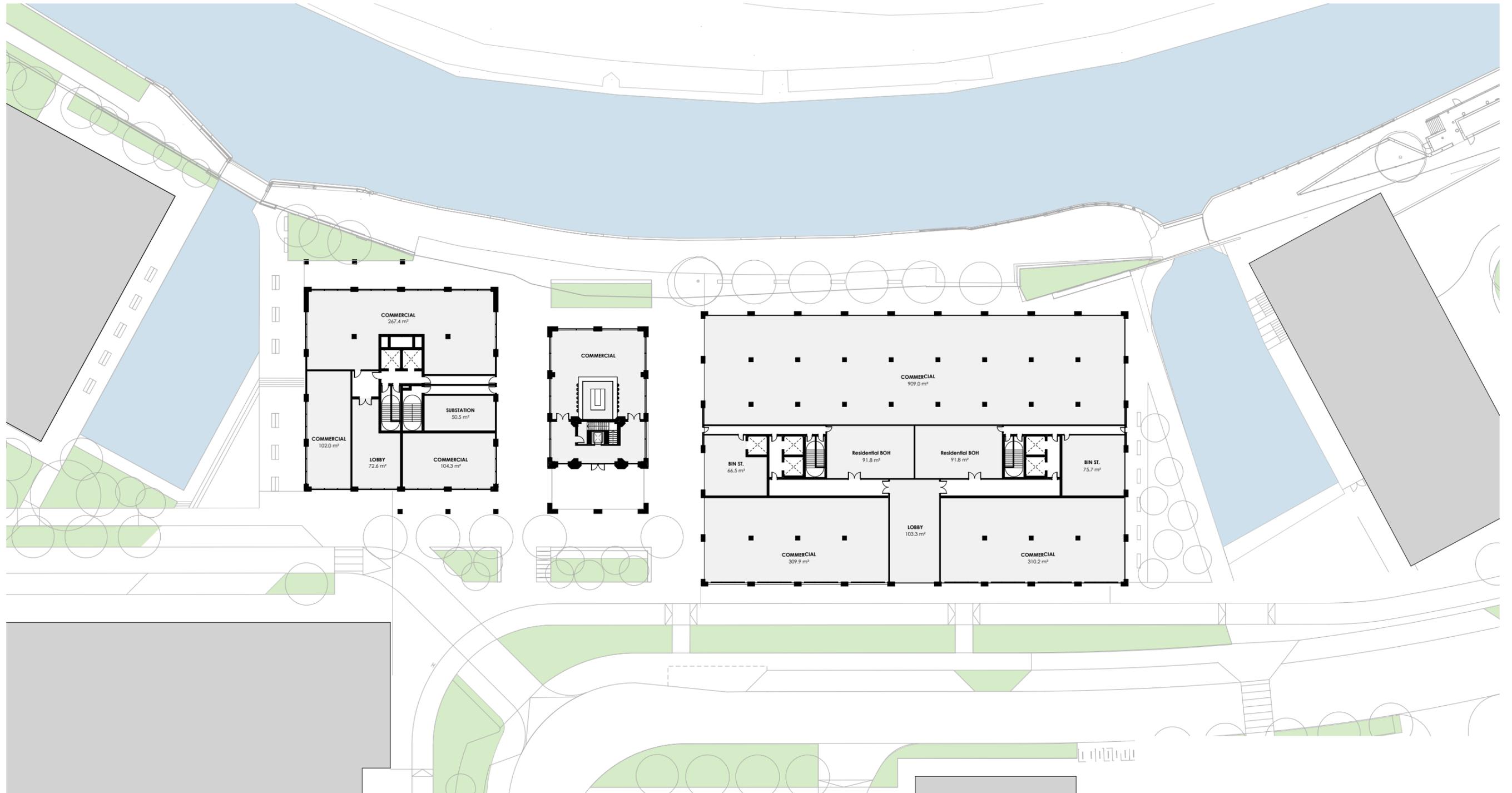


Fig 10.22: Plot 05 Ground Floor GA Plan

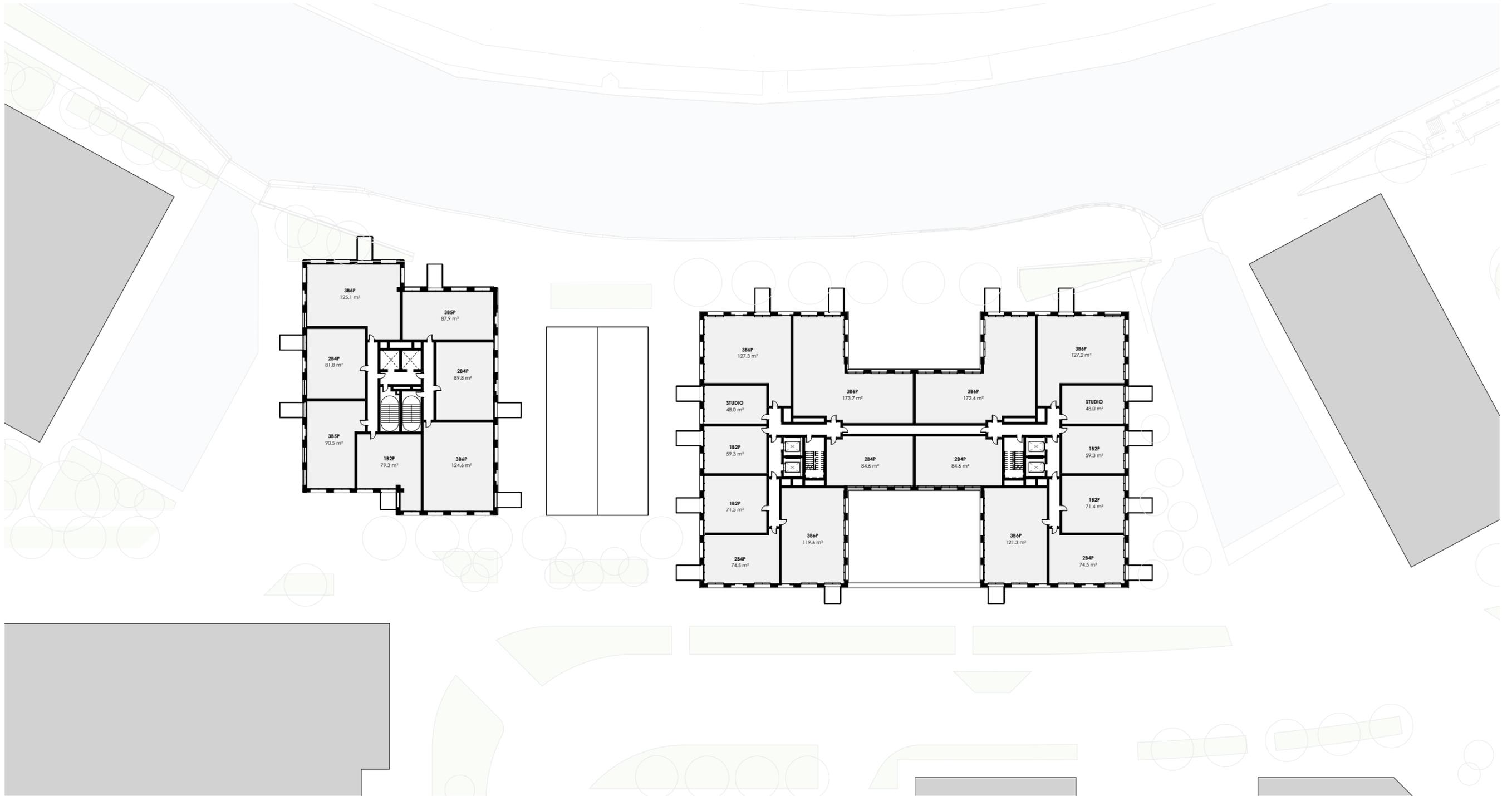


Fig 10.23: Plot 05 Typical GA Plan

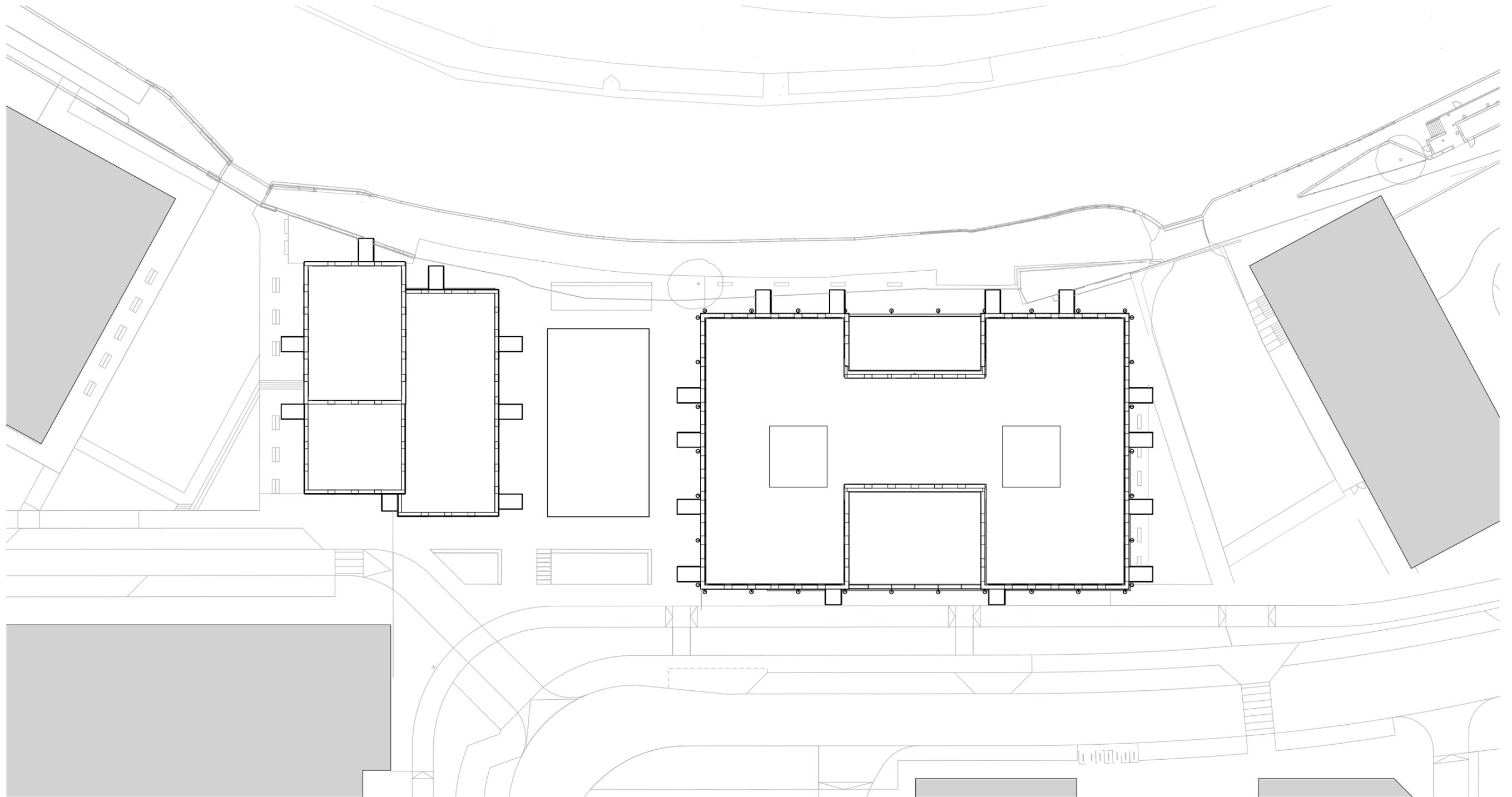


Fig 10.24: Plot 05 Roof GA Plan

10.3 Height and Massing

10.3.1 Massing & Proportions

The massing strategy of Plot 05 consists of three separate elements.

Plot 5.1 acts as a marker moment along the canal. Massing at 14 storeys, it will help act as visual landmark along the canal to signify a moment of threshold behind the masterplan and the canal. The tower aesthetic is reminiscent of the coal shoots and industrial chimneys that once existed along the canal edge.

Plot 5.2/5.3 acts as a horizontal edge to the canal and avenue. With the architecture being derived from historical warehouse typologies that once lined the canal. This helps bound the main commercial avenue.

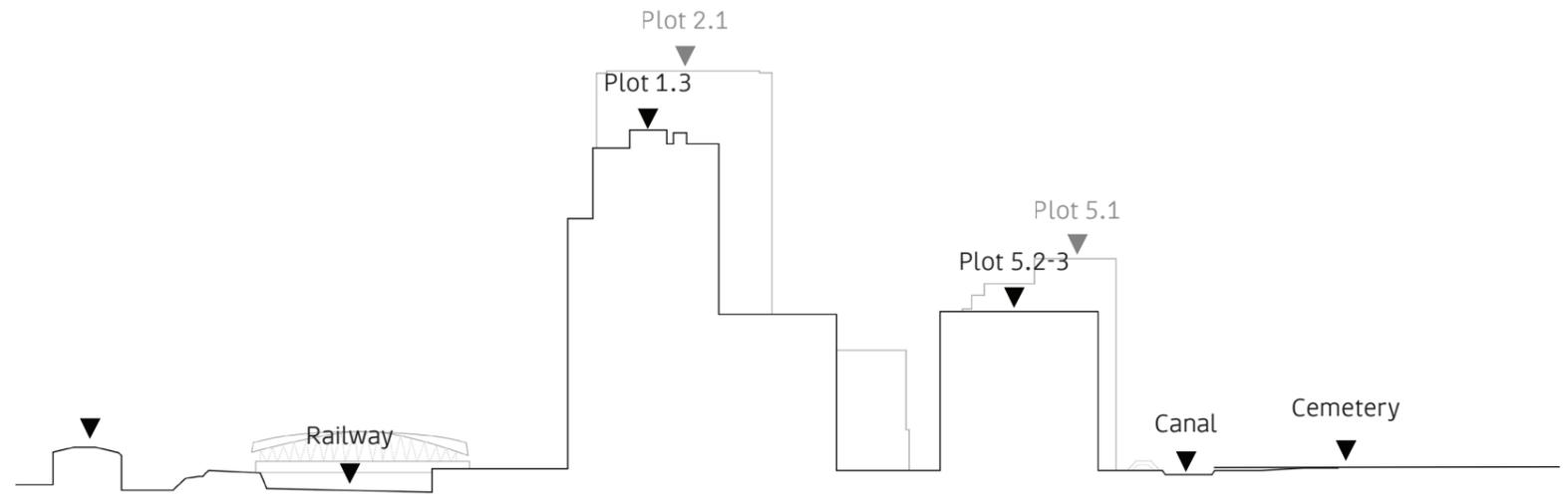


Fig 10.26: North-South Context Section



Fig 10.25: E-W Section

The massing steps naturally from the southern edge to the northern edge of the masterplan, as shown in the sketch section opposite. This is purposeful to allow the lower buildings to front the canal edge, allowing taller buildings to be placed against the railway lines.

The suite of buildings along the canal edge of the masterplan are predominantly 9 and 10 storeys with taller built forms being used to sign-post particular areas of the masterplan. The East - West section below demonstrates this principle where 5.1 is increased to 14 storeys at its tallest point. A taller building in this location is deemed appropriate in order to announce the re-instated basin and the commercial units that accompanies it. The pavilion then becomes a counterpoint to these buildings, where its lower height and pitched roof open up views and space for sunlight to enter the public realm.

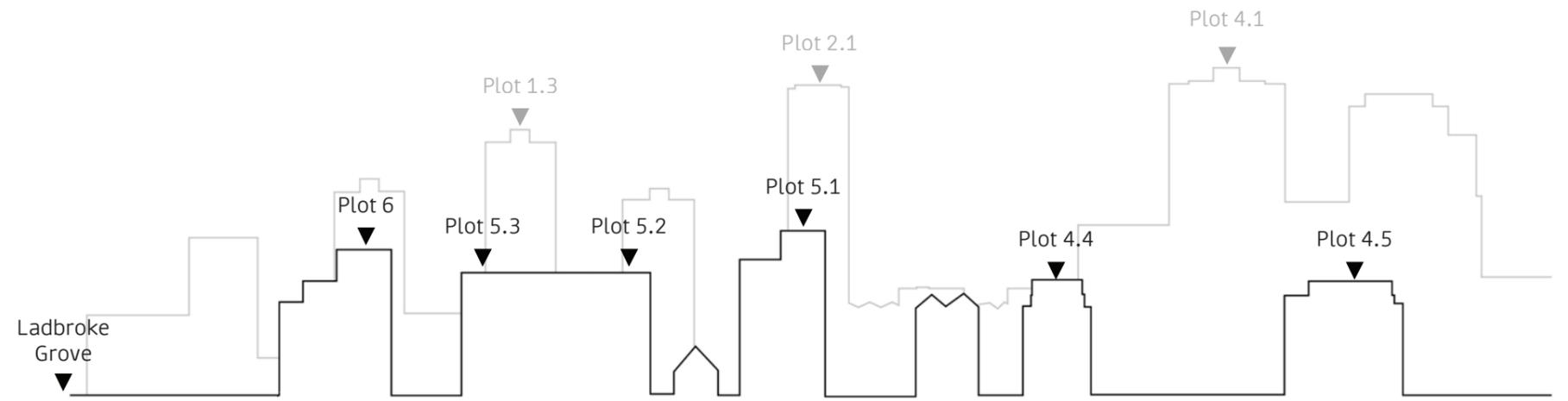


Fig 10.28: East-West Context Section



Fig 10.27: North Elevation

10.4 Use

10.4.1 Commercial

Each of the three buildings has been designed so that the maximum amount of active frontage can be provided at ground floor level. It is the intention that ground floor is as flexible as possible to allow for various types of commercial space.

Churchill Husband have prepared a retail strategy for the ground floor spaces shown on the following page. The frontage to the reclaimed basin is seen as being ideal for food and beverage venues, enjoying the views to the water and the movement to and from the entrance of the store.

Where plot 05 fronts the high street, retail spaces are proposed with frontages that connect the interior to the external spaces.

The central pavillion building is seen as an opportunity to provide a community building. Space for local residents to hire out for group meetings or to use for leisure activities.



Fig 10.29: Plot 05 Active Frontages



Fig 10.32: Illustrative Commercial Use Ground Floor



Fig 10.30: Plot 5.1 Street Activation



Fig 10.31: Street Activation

10.4.2 Residential

The upper levels of the two main blocks are entirely given over to residential uses. With homes arranged to make the most of views across the canal to the trees that line the cemetery.

The rooftop of the lower level residential block is given over to a large shared garden and terrace providing residents with a private amenity.



Fig 10.33: Plot 05 Residential Areas

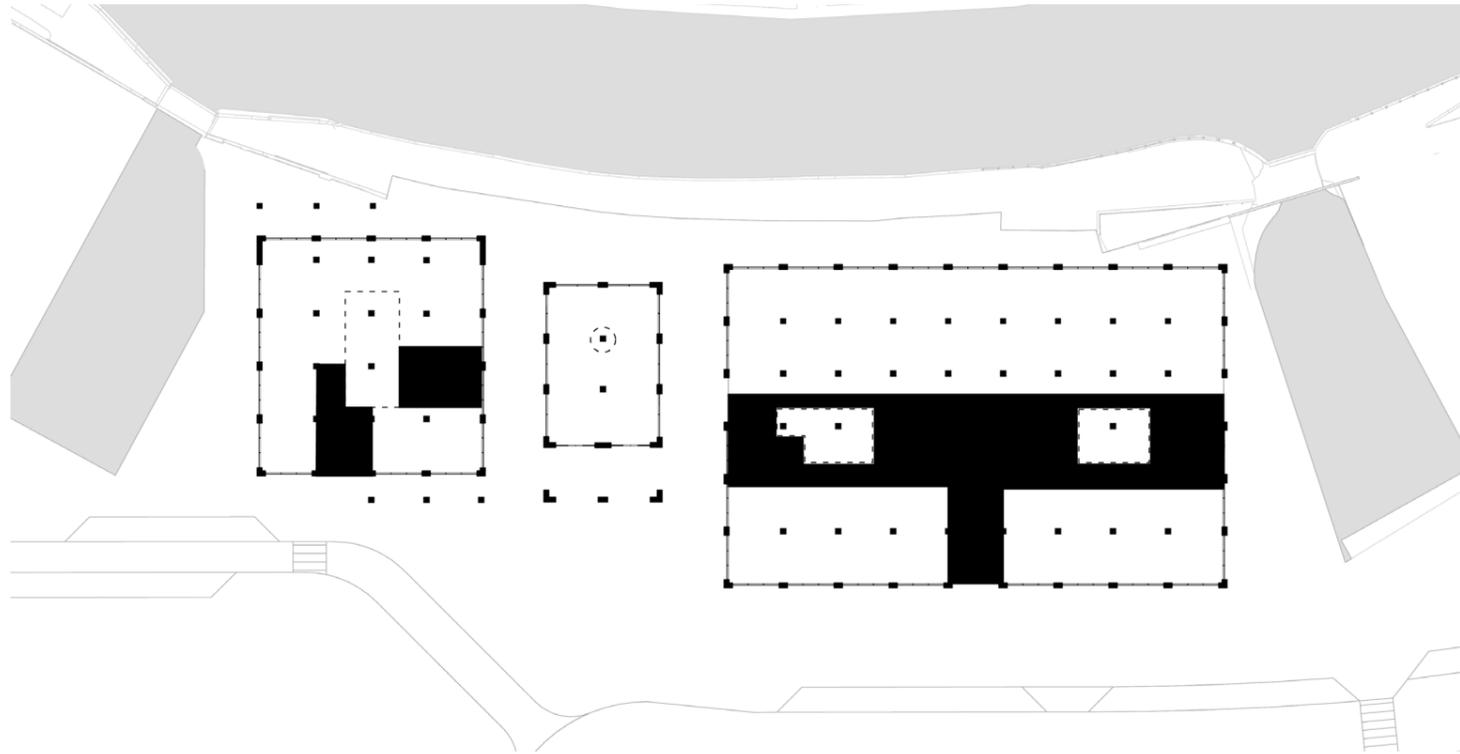


Fig 10.34: Residential Use Ground Floor

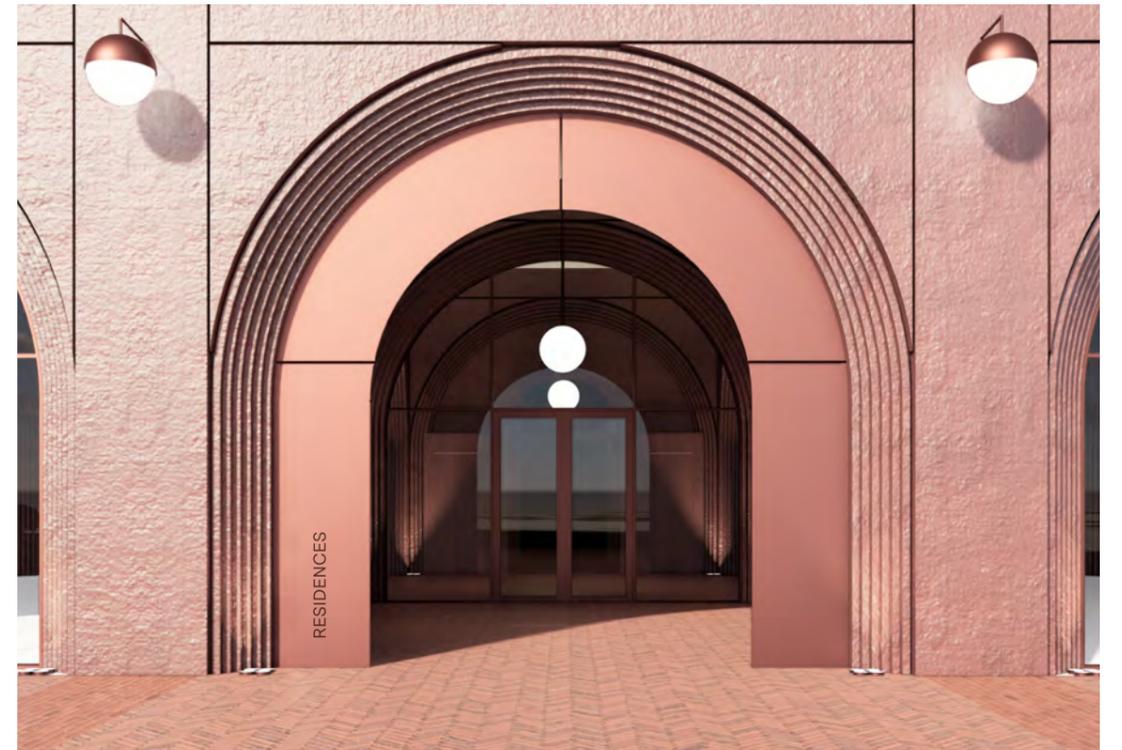


Fig 10.36: View Residential Access

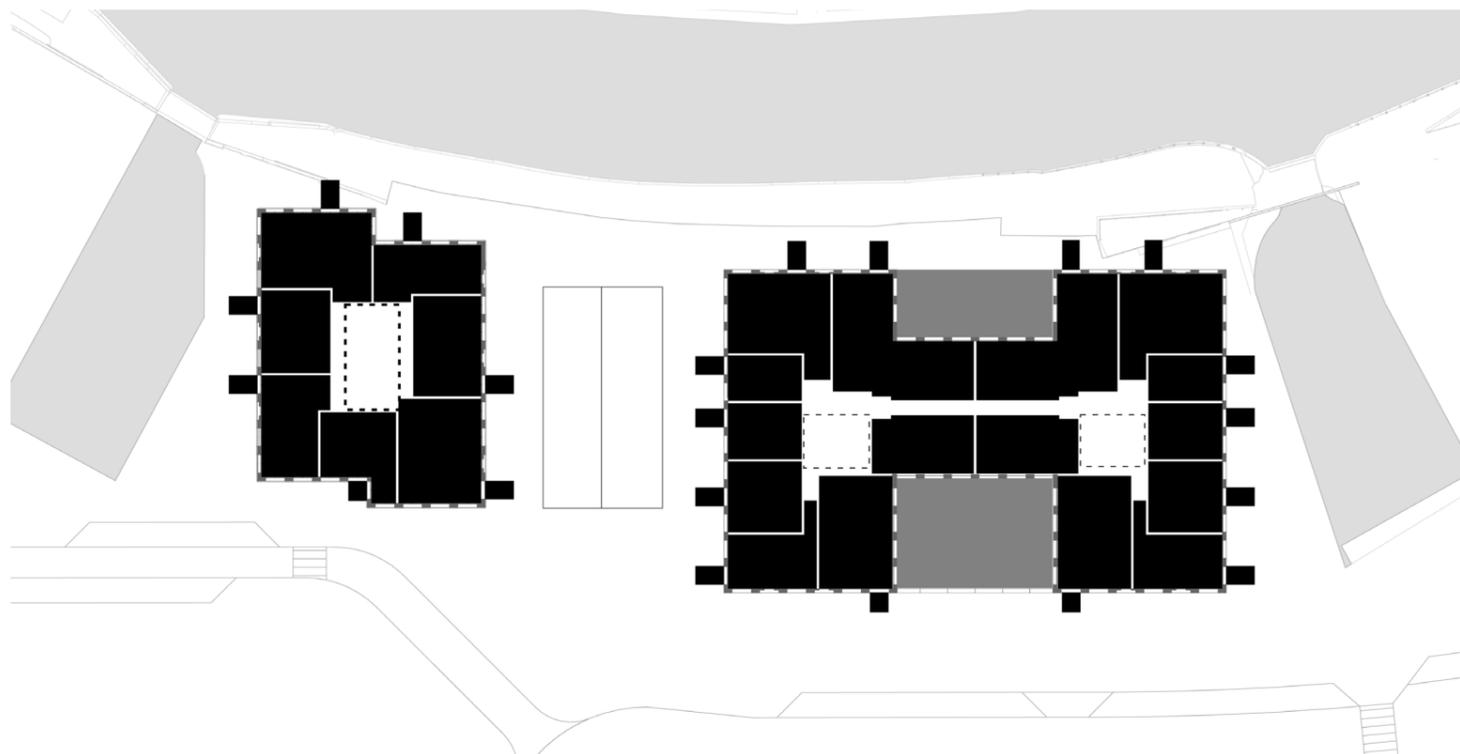


Fig 10.35: Residential Use Typical Level



Fig 10.37: Residential External Space

10.5 Amount

10.5.1 Heights & Capacity

Building heights have been carefully curated across the masterplan. Largely the canal facing buildings within the masterplan are designed between 9 and 10 storeys. This height is intentional to allow more light onto the canal edge and the cemetery beyond. In strategic locations, such as the new Plot 05 basin, building heights have been extended slightly to give prominence to these buildings or to signify certain areas of the public realm.

Plot 5.1 has been designed to respond to this opportunity, signalling the reinstated basin and reflecting on the historical building positions on the site.

By creating a lower storey pavilion building (Plot 5.4) positioned between Plot 5.1 and 5.2, a more intimate, human scaled moment is created within this space. This relief is intended to naturally draw people from the canal towpath and into the heart of the masterplan.

The illustrative proposals shown opposite and the layouts shown on the following pages have been generated to test (amongst other factors) the capacity of the parameters.

An illustrative schedule has been provided overleaf which indicates the number of units provided within Plot 05. A summary has been provided below:

- Plot 5.1 c.90 Units
- Plot 5.2-5.3 c.140 Units
- Total Commercial Area: c. 3000 sqm GIA

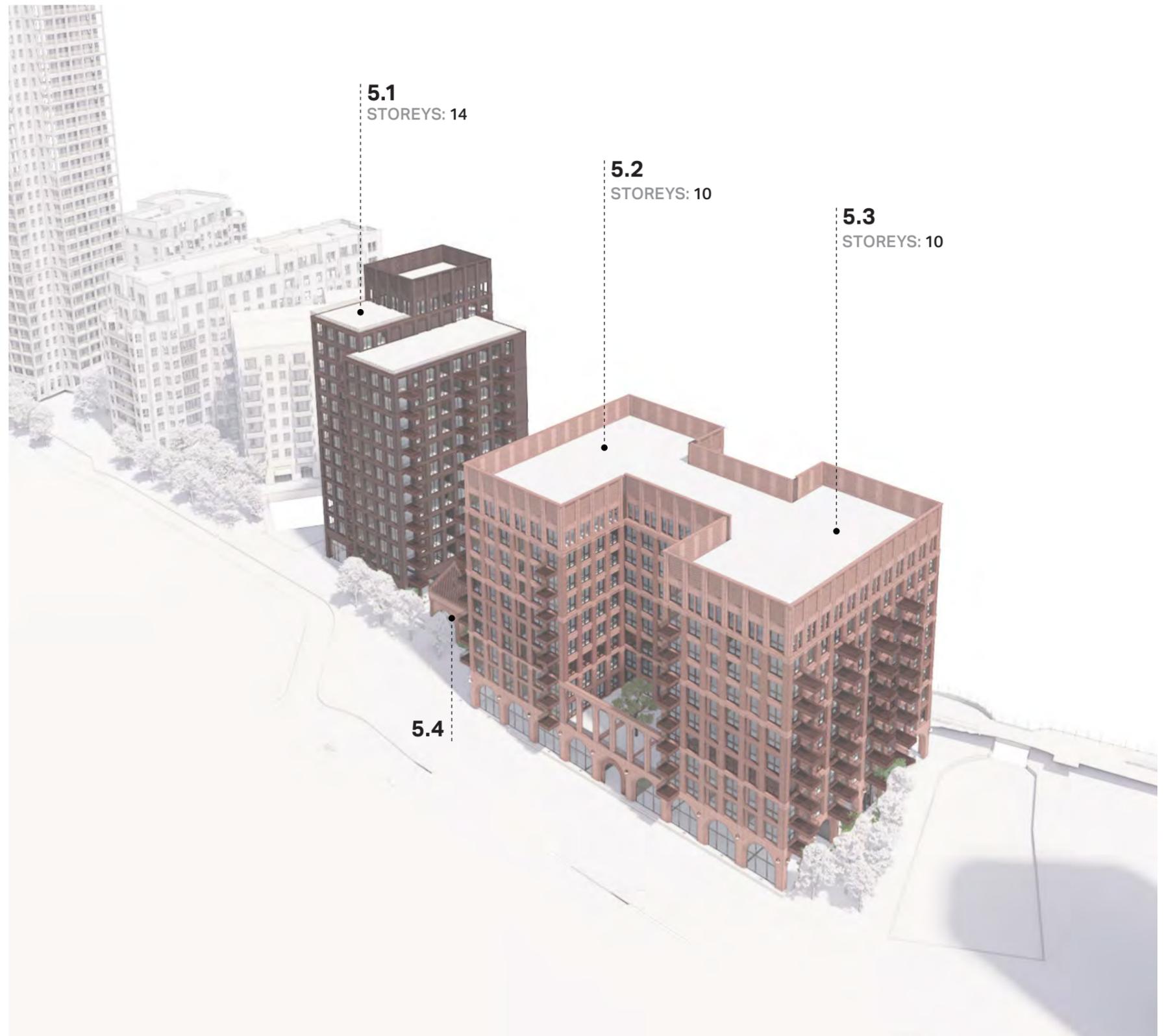


Fig 10.38: Plot 05 Height & Capacity

10.6 Appearance

10.6.1 Typology & Character

The appearance of Plot 5 has been driven by the historic industrial site character. The repetition employed on the window positions and horizontal subdivision of the facade reference historic warehouse aesthetics such as the Pall Mall Building, to the southern edge of the Great Western Mainline, and the Rookery Building in Chicago which has inspired the appearance of 5.2-5.3 in particular.

A robust palette of materials employing both brick and patinated concrete suggests a permanence and a lasting quality to these building.

The illustrative proposals employ metal 'diving board' balconies which have been toned to compliment the brick palette and themselves reference buildings such as 'Olivers Wharf' shown below where a solid base and and lighter weight balustrades reinforce the industrial nature of the building.



Fig 10.40: View of Plot 5.2-5.3 From Avenue



Fig 10.39: Warehouse aesthetic - Rookery Building, Chicago



Fig 10.41: Prominent canal facing warehouse building - Oliver's Wharf

10.6.2 Typology & Character

This page illustrates some of the key precedents used as reference points for the Plot 05 illustrative proposals, specifically Plot 5.2 - 5.3.

The Pall Mall Deposit building, built in 1901 contains a defined podium level and subdivides the facade into horizontal bands using 'belt cornices' with the crown of the building articulated with an 'entablature' which acted horizontal to brace the vertical columns but also served as decoration. These principles are also apparent in The Rookery shown opposite.



Fig 10.44: Case Study_Pal Mall Deposit 1901

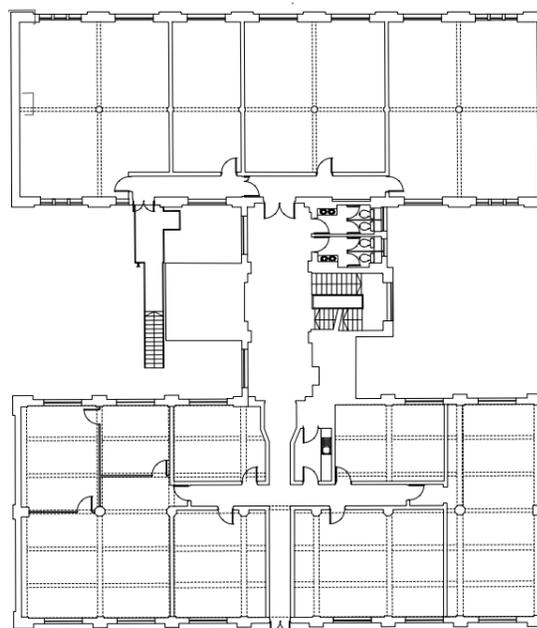


Fig 10.42: Case Study_Pal Mall Deposit 1901

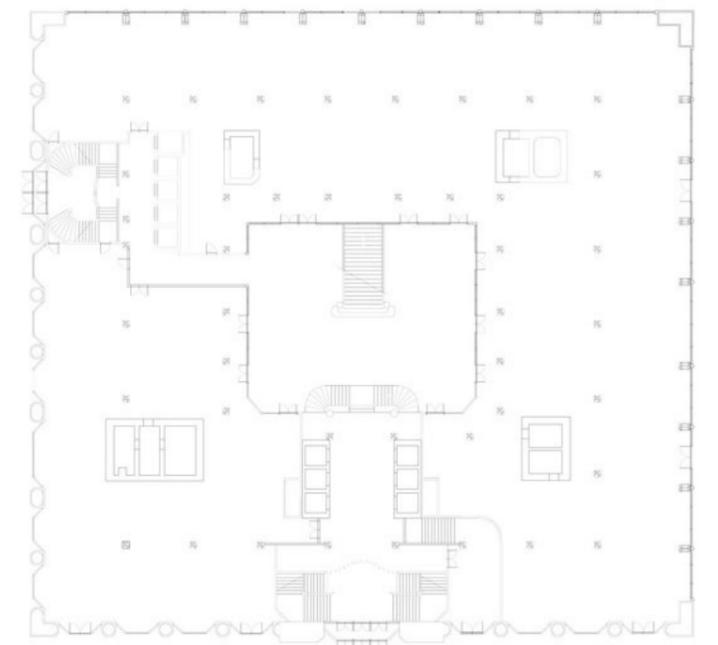
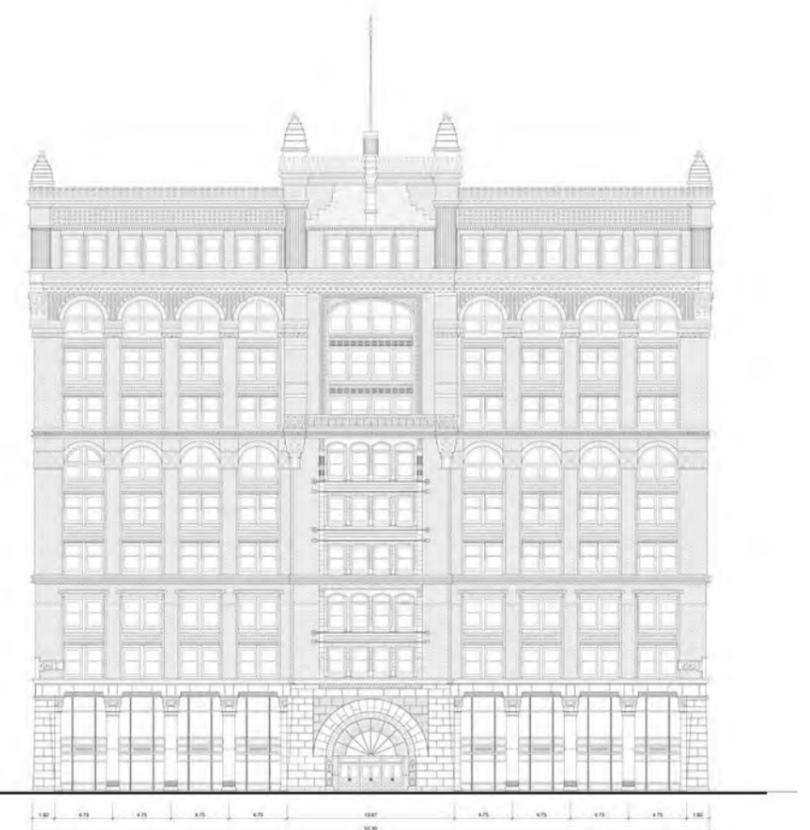


Fig 10.43: Case Study_The Rookery - Daniel Hudson Burnham 1890

10.6.3 Material & Composition

The elevational treatment is ordered and rational taking its cue from its existing heritage and context; tough and robust but timeless. The choice of four brick types and use of grit blasted, acid etched and fairfaced concrete emphasise the solidity and permanence of the buildings.



Fig 10.45: Plot 05 View from Canal Side East



Fig 10.48: Material Precedent: F Coffee by Wangstudio



Fig 10.47: Material Precedent: Textured brick and regularised openings



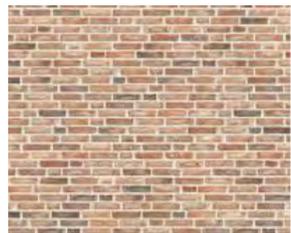
Fig 10.46: Look & Feel Precedent: 11-19 Jane Street. David Chipperfield



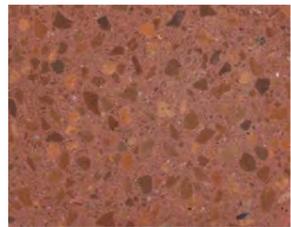
5



4



3



2



1

Fig 10.51: Material Palette



attic story

pediment/ rosette

main cornice
frieze

entablature

belt cornice

belt cornice

podium

frieze
arcading/ collanade

Fig 10.49: Bay Study

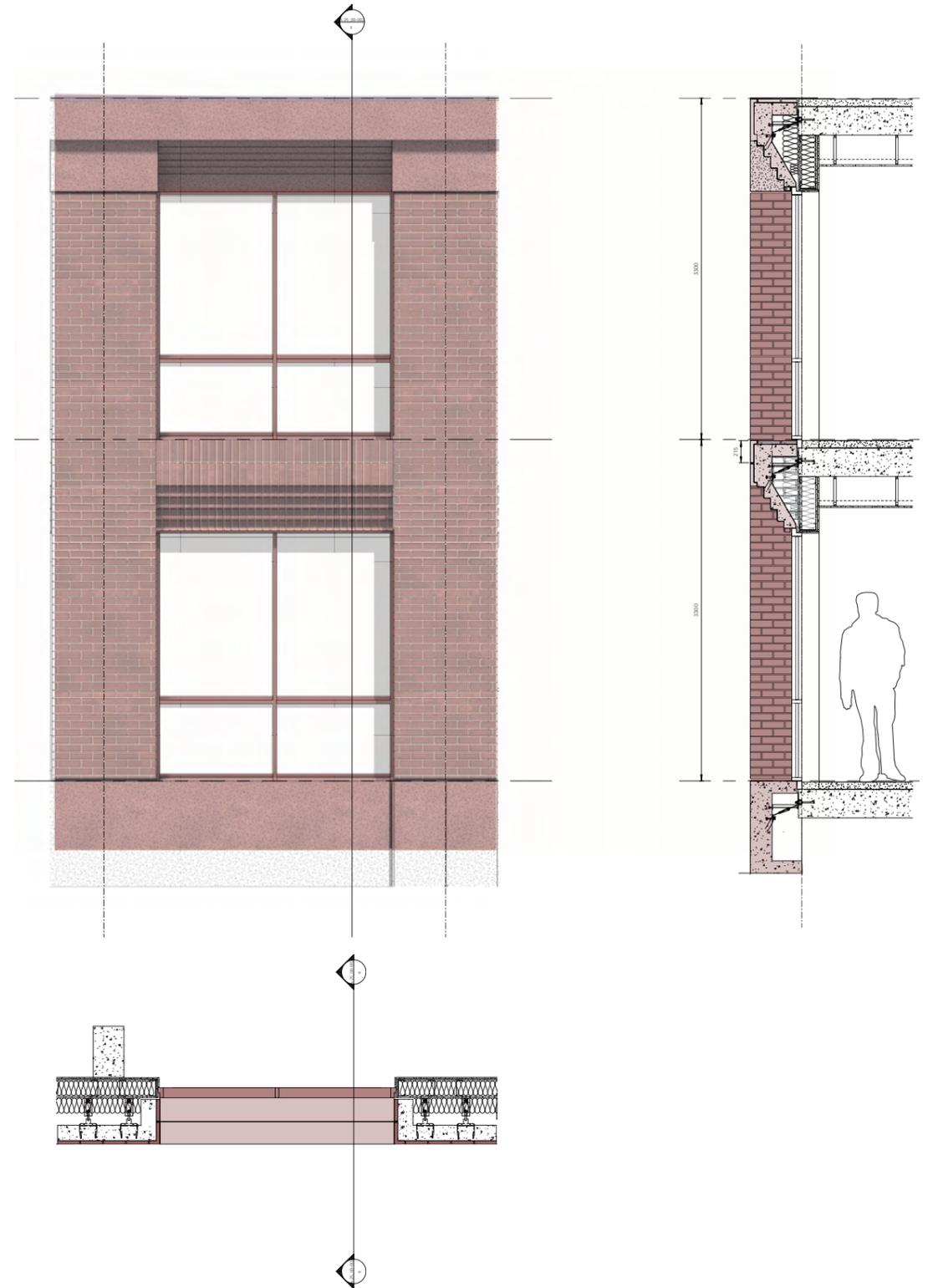


Fig 10.50: Bay Study

10.6.4 Pavilion

The Plot 5 pavilion building (Plot 5.4) has been designed as a counterpoint to the taller buildings which frame it. Intimate spaces are created around the building allowing people to seamlessly flow from the canal edge and into the masterplan. Like the other buildings on Plot 05, it is intended that the majority of frontages will be activated. The pavilion is intended to be a space for the local community, which could be hired by local community groups or set up to host events.

The architecture and scale of the building is inspired by the former ancillary buildings on site, associated with the Gas Works, and as such employs an arch motif to the frontages. Dark brick tones and patinated concrete have been employed in the illustrative scheme to reinforce the pavilion's industrial appearance.



Fig 10.52: View looking North from the Avenue

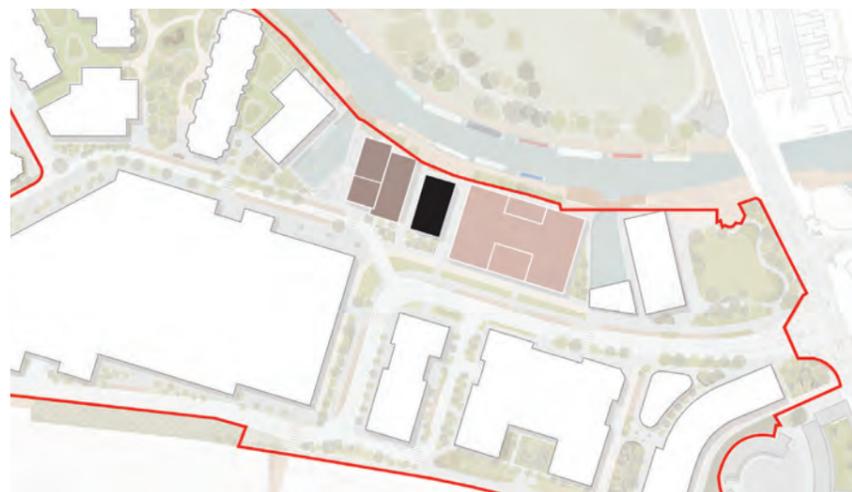


Fig 10.53: Plot 05 Pavilion

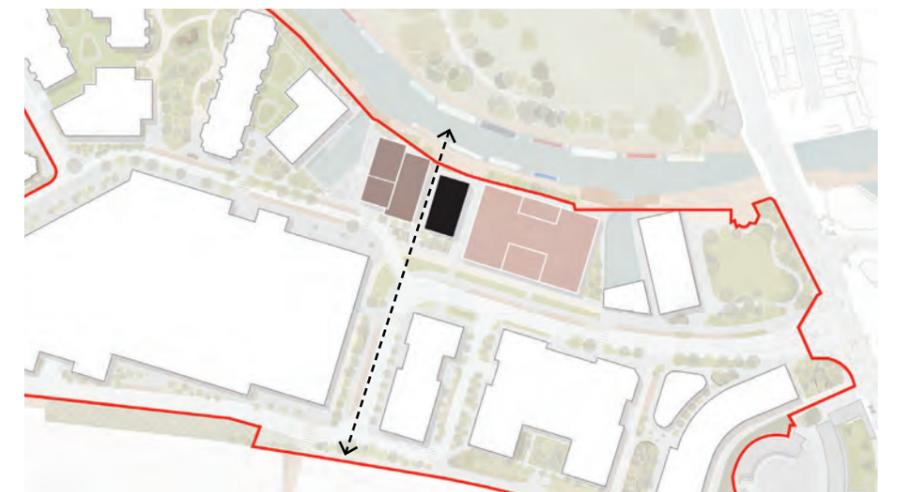


Fig 10.54: Key connections to masterplan

10.7 Sustainability

10.7.1 Overview

The Sustainability Strategy has been produced by Hoare Lea in conjunction with the design team. Hoare Lea have produced a Sustainability Statement, Energy Strategy, as well as carrying out Thermal Comfort Assessments and preparing BREEAM Pre-Assessments for the relevant building uses within the proposals.

As with the other plots within the masterplan, the strategy has been informed by national, regional, and local policies.

The strategy is to be read in conjunction with the architectural drawings. Any recommendations within the reports are subject to discussion and approval by the Statutory Authorities. Full details can be found within these reports which accompany this application. The following page highlights the key design moves and technologies employed in Plot 05.

Sustainability is at the heart of the design for Plot 05 and our proposals seek to address all aspects of environmental, social, and cultural sustainability. Its design aims to protect and enhance the site's ecology and biodiversity while using the site effectively and creating an environment that will nurture and support the community.

The plot sits within a highly active part of the masterplan, at the end of the high street, and incorporates a bus stop as part of the accessible transport network. The bus stops are situated adjacent biodiverse rain gardens and the principal pedestrian promenade, to incentivise active travel and provide a welcoming arrival point for visitors and residents.

Materials have been selected specifically to respond to the site heritage and for their longevity, ensuring that the building will last. This material choice also ensure the facade is non-combustible.

The design aims to optimise the health and wellbeing of residents with good levels of internal daylight, thermal comfort, safety, and security. A high proportion of dual aspect dwellings ensures good access to daylight and natural ventilation.

The plot employs a basement which houses cycle storage facilities for standard, accessible and cargo bikes. These are accessed via lifts and connect at ground level with a dedicated cycle lane placed within the generous public realm to the south of the plot. Further opportunities for active travel are provided by the canal towpath to the north of the plot.

The roofscape of Plot 05 provides private amenity space within a biodiverse garden which also incorporates Photovoltaic panels.



Fig 10.55: Plot 05 fronting the Grand Union Canal



Fig 10.56: Plot 05 Sustainability Principles

11.0 Illustrative Proposals - Plot 6

10.1 Design Summary and Explanation	338	10.6.4 Residential	358
10.1.1 Plot 06 Context & Analysis	338	10.7 Kayak Pavilion (Plot 6.2)	360
10.1.3 Plot 06 Narrative	340	10.7.1 Overview	360
10.2 Layout	342	10.7.2 London Sports Trust	360
10.2.1 Plot 06 Layout	342	10.7.3 Proposed Layout	361
10.3 Height and Massing	346	10.7.4 Look & Feel	363
10.3.1 Massing & Proportions	346	10.7.5 Scale & Massing	364
10.3.2 Building Lines	348	10.7.6 Scale & Massing	365
10.4 Use	350	10.7.7 Scale & Massing	366
10.4.1 Commercial Use	350		
10.4.2 Residential Accommodation	351		
10.5 Amount	352		
10.5.1 Heights & Capacity	352		
10.6 Appearance	354		
10.6.1 Typology & Character	354		
10.6.3 Material & Composition	356		



**Situated at the entrance
threshold of the site,
Plot 06 holds significant
prominence and visibility.**

The plot is situated at the north east corner of the masterplan, directly adjacent Ladbroke Grove and as such is a key part of the arrival sequence. To maximise the site's potential, the block has been strategically placed along the western edge, enabling a large part of the area to be dedicated to a publicly accessible landscaped garden. This deliberate design choice creates an inviting and landscape-focused entrance into the masterplan, providing much needed open space to the existing community, as well as the incoming population.

11.1 Design Summary and Explanation

11.1.1 Plot 06 Context & Analysis

11.1.1.1 Plot Boundaries & Constraints

Plot 06 is situated on the north eastern corner of the masterplan and forms a key part of the arrival sequence into the masterplan. Framed by a large park to the east, known as Ladbroke Gardens, the plot acts to draw people into the heart of the masterplan.

Key Constraints:

- Gas Lines in public realm adjacent Canalside House
- 1 Storey level change to canal towpath to the north
- Existing retained basin to the west
- Existing retained Water Tower dwelling to the North East

11.1.1.2 Role in Masterplan

Plot 6 occupies a prime position at the north-east corner of the masterplan, at the entrance to the site and next to the junction with Ladbroke Grove. To the west is the existing basin and to the north is the canal towpath and Grand Union Canal itself, with the cemetery beyond. Along its southern edge is the new high street known as The Avenue.

The block should be thoughtfully divided into three sections, gradually stepping in height from south to north, effectively breaking down its massing.

Moreover, a smaller pavilion building situated at the basin's southern edge, serves as the London Sports Trust's base. This pavilion provides the necessary facilities and accommodations for the trust to continue offering water sports activities on the canal, such as kayaking and replaces their existing facilities on site. The existing facilities run by London Sports Trust will not be demolished until the new facility has been constructed.

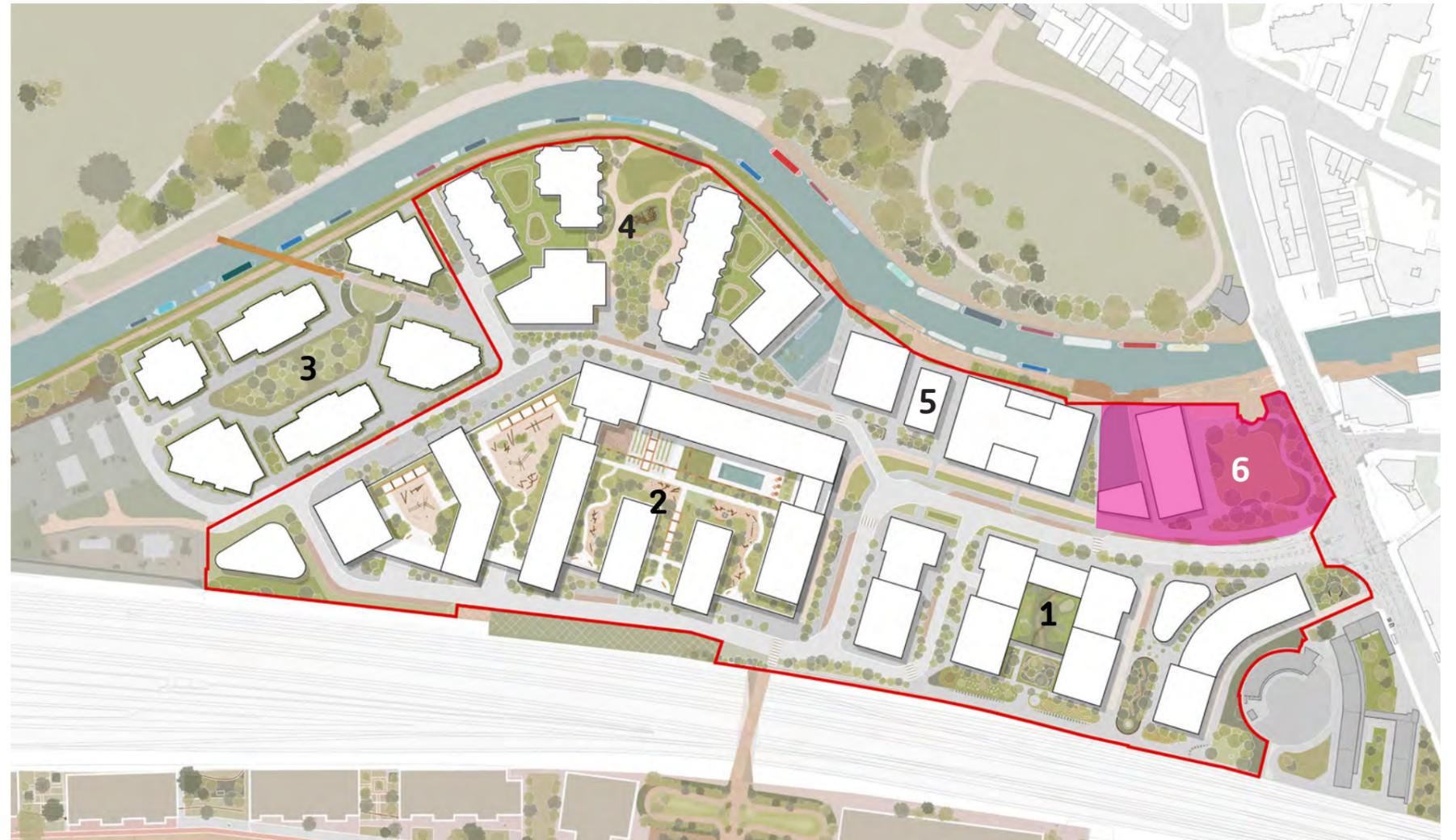


Fig 11.3: Plot 06 Extents



Fig 11.1: Plot 6 key constraints - Existing basin, water tower, gas line and level changes

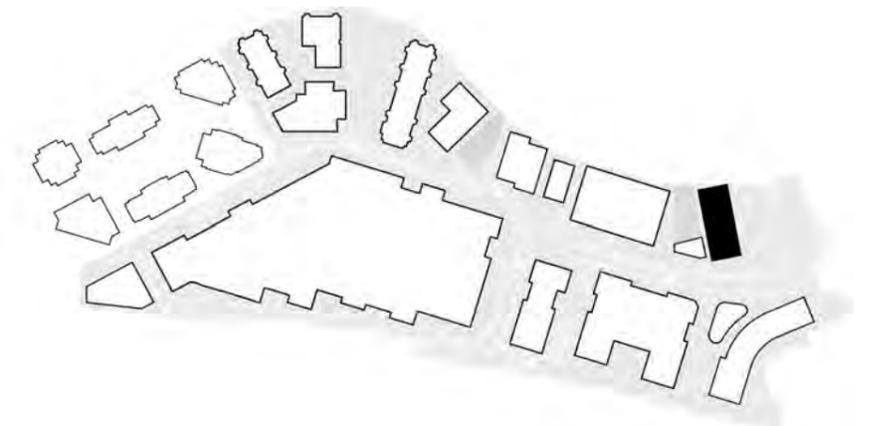


Fig 11.2: Plot 06 location

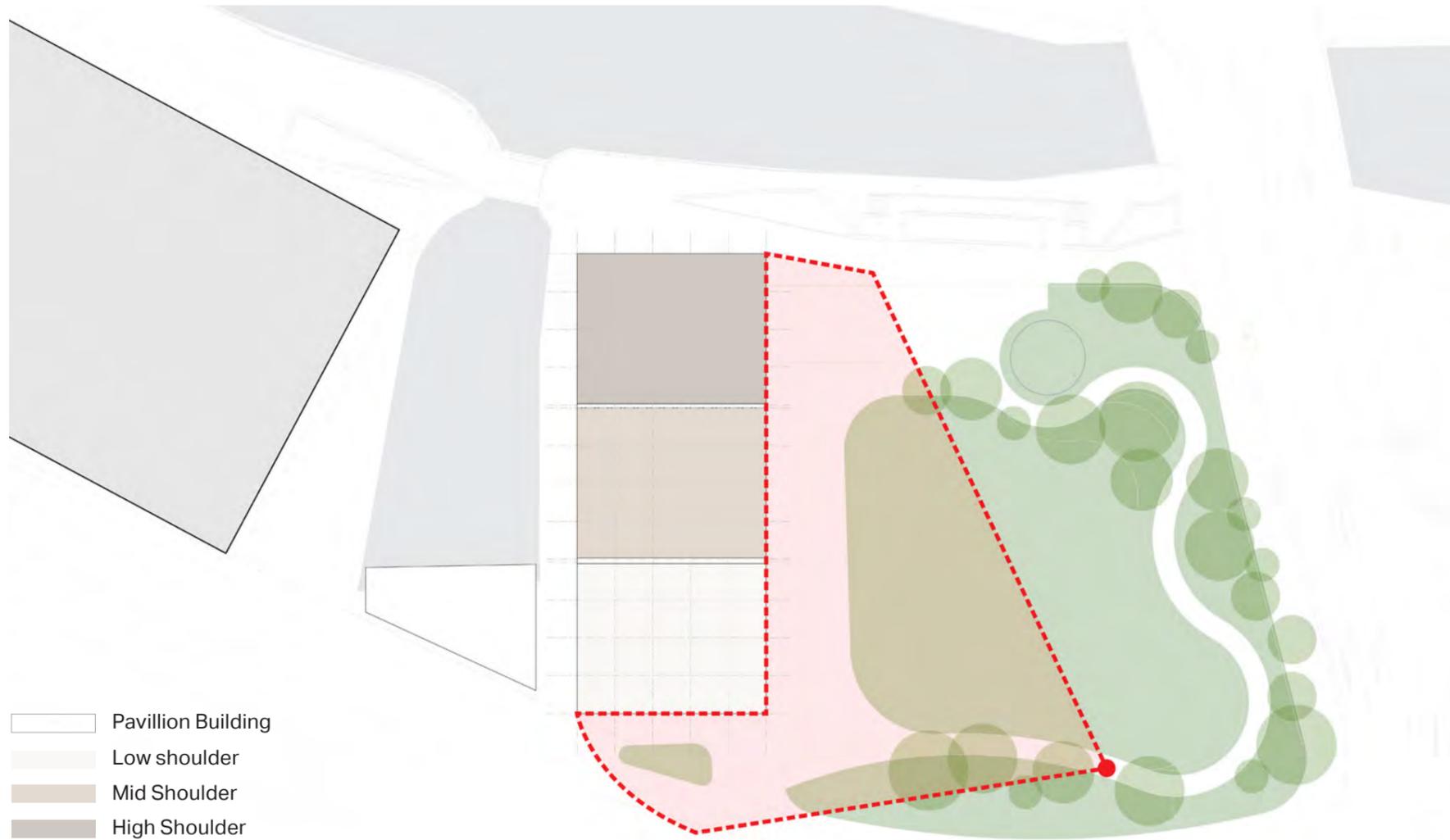


Fig 11.5: Block Gauging

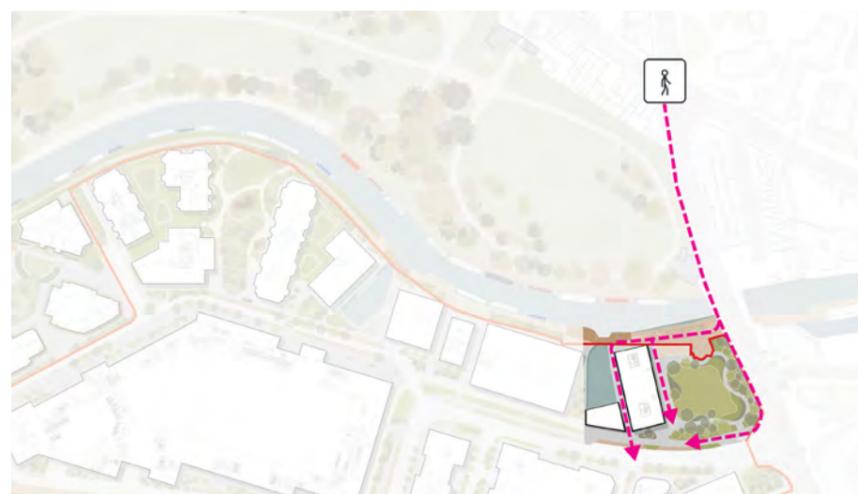


Fig 11.4: Pedestrian Route - Explore from the North



Fig 11.6: Illustrative scheme

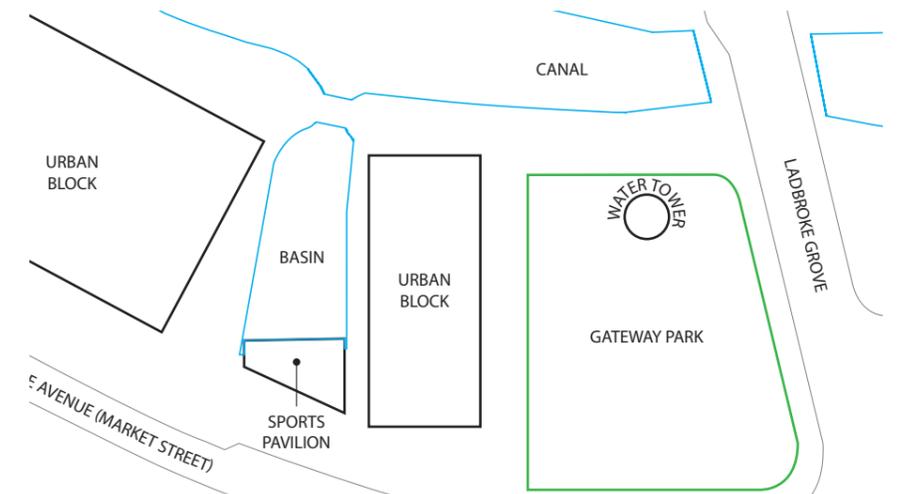


Fig 11.7: Plot 06 - Context - showing retained water tower and basin

11.1.2 Plot 06 Narrative

Situated at the entrance threshold of the site, plot 06 holds significant prominence and visibility. It is of utmost importance that the design for this plot exemplifies the masterplan's commitment to delivering a series of developments that enrich the landscape. Constructed from premium materials, the development should bring about a substantial enhancement in terms of functionality, aesthetics, and overall environment compared to the existing site.



Fig 11.8: Approaching the site - Illustrative Proposal

01



Fig 11.9: South Kensington terraced houses

Architecture from the Regency period should be studied carefully to inform the design for plot 06:

02



Fig 11.10: South Kensington

The images capture the key inspiration/precedent for the plot design. High quality, solid materials that convey a sense of grandeur should be used, with carefully considered details to window reveals, parapets and balustrade railings providing a more human scale to the architecture as the plot is approached.

03

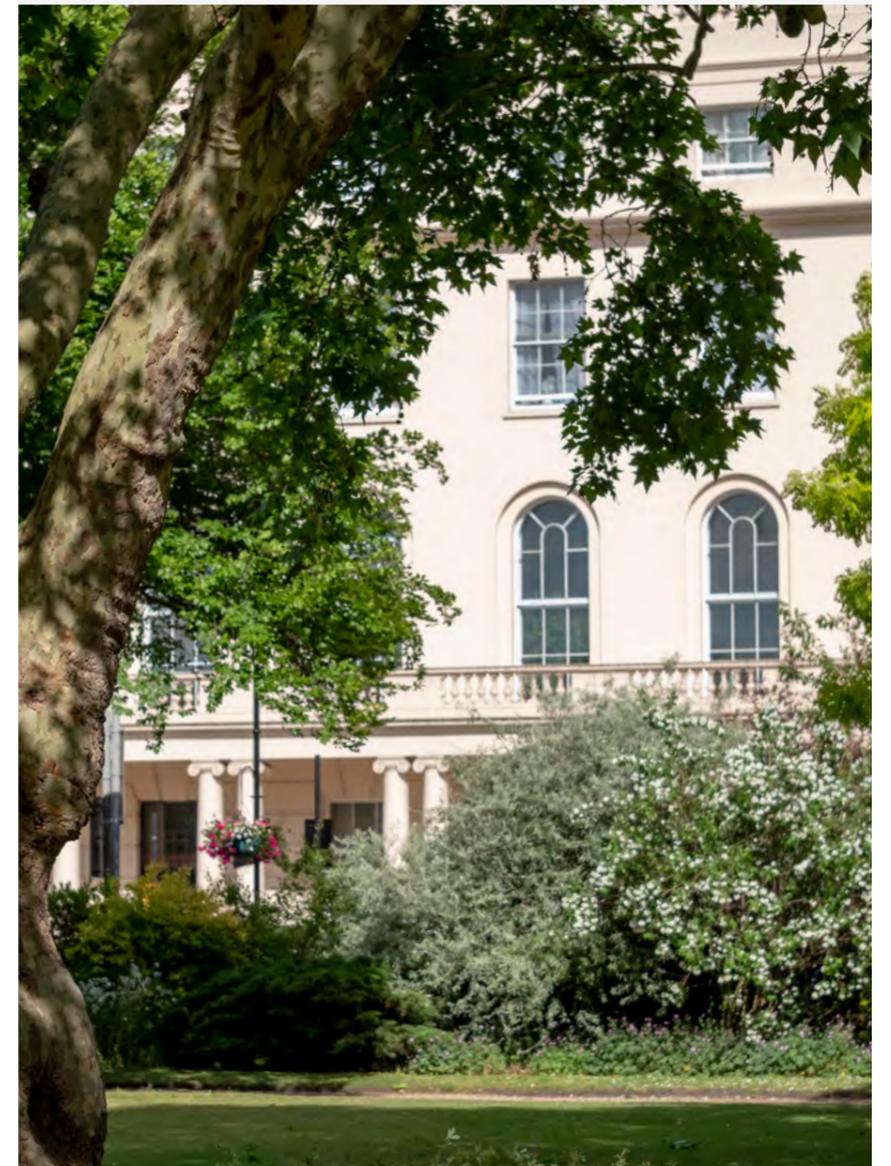


Fig 11.11: Regency Georgian terraced town houses in Kensington, London

11.2 Layout

11.2.1 Plot 06 Layout

Illustrative layouts for Plot 06 are indicated on the following pages. A basement plan, ground floor plan and typical upper plan have been provided to show how the proposal could be brought forward.

The basement plan shown below contains much of the ancillary functions required by the building, and allow the ground floor to be as active as possible, with large portions of glazing to enliven the frontages. The basement itself would house plant spaces, cycle stores, bin stores and a sprinkler tank, which are included across all plots.

The ground floor contains mainly commercial frontages with residential lobbies accessed from the central collonade. At the upper levels of the building, a range of apartment sizes have been indicatively shown.

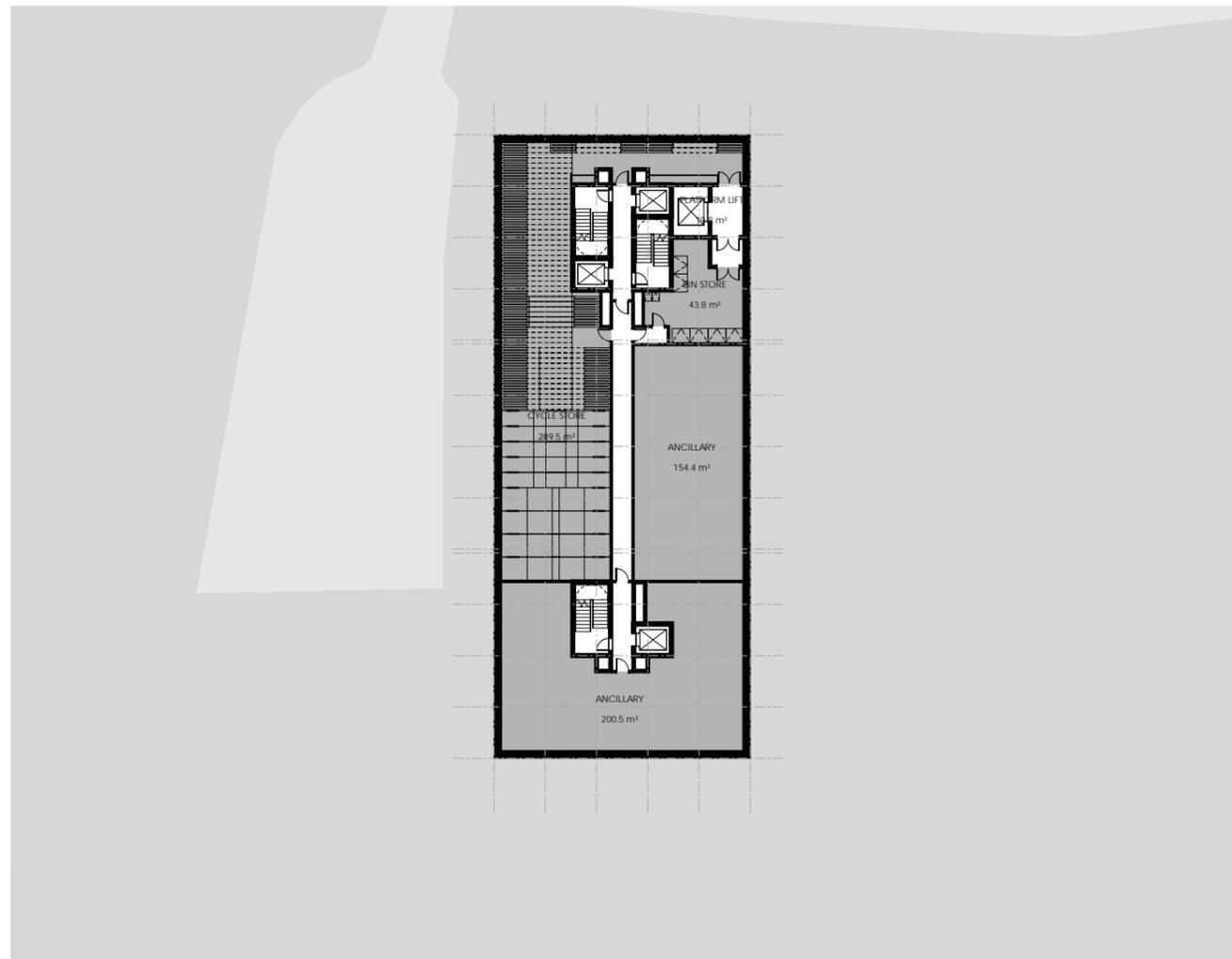


Fig 11.12: Plot 06 Basement GA Plan (plant provision and cycle stores) - (Illustrative Scheme)

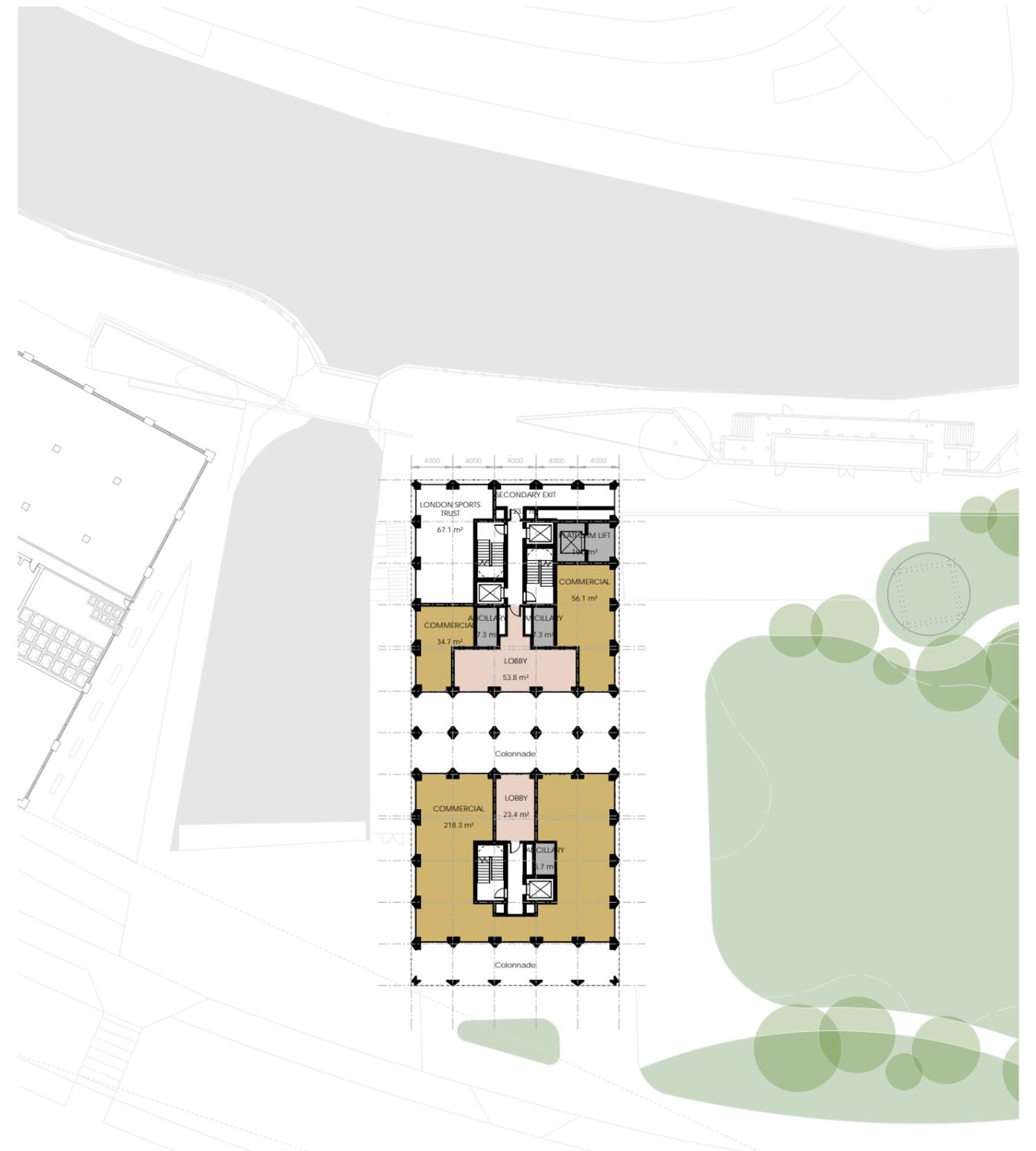


Fig 11.13: Plot 06 Ground Floor GA Plan showing location of residential lobbies and commercial space - (Illustrative Scheme)

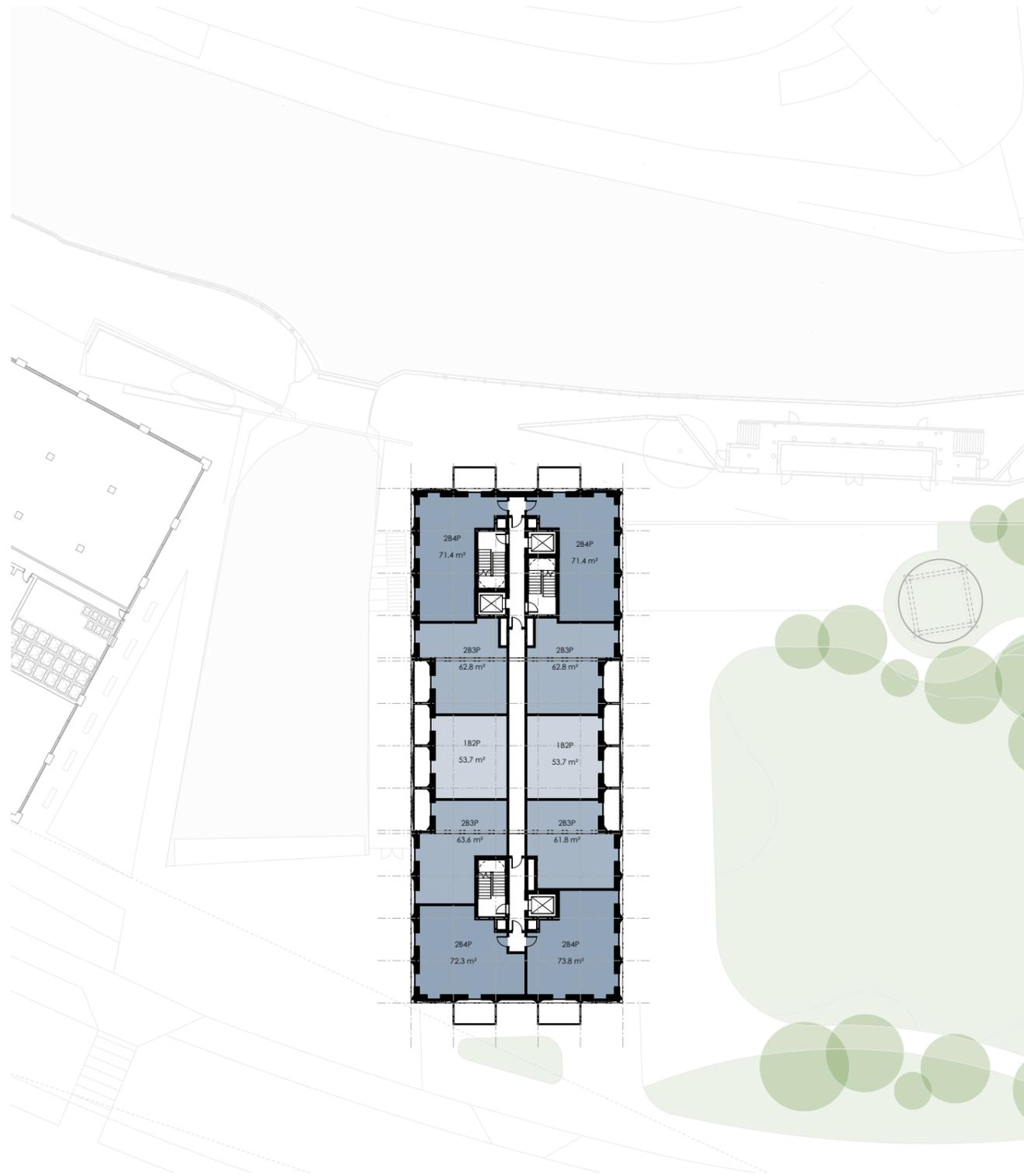


Fig 11.15: Plot 06 Typical Upper GA Plan - (Illustrative Scheme)

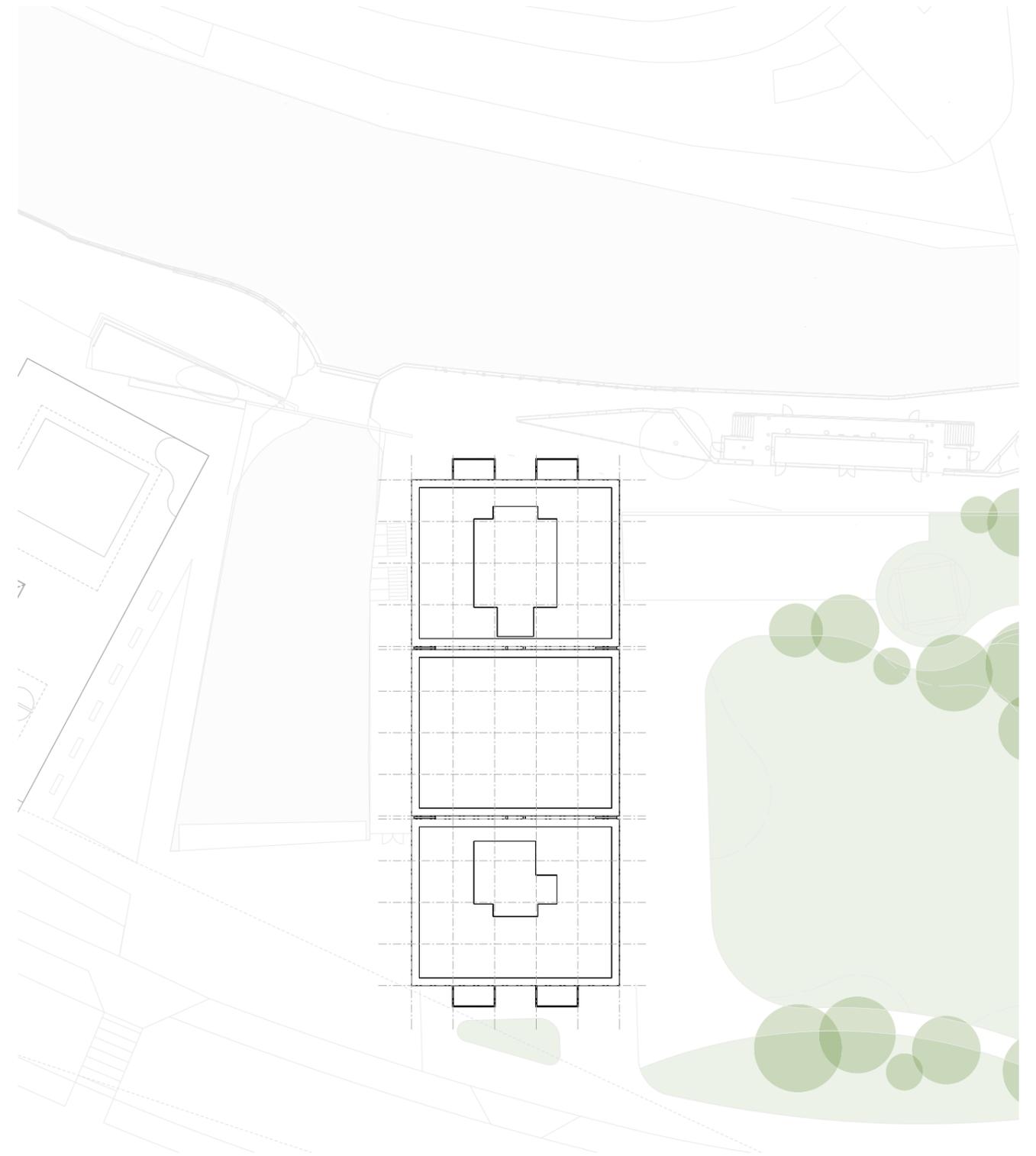


Fig 11.14: Plot 06 Roof GA Plan - (Illustrative Scheme)

11.2.1.1 Active frontages

The colonnade serves as both a functional and aesthetic feature, providing a pleasant and sheltered passage for pedestrians while enhancing the overall architectural character of the development. Attention to detail ensures it harmonizes with the surrounding environment and creates a seamless transition between the landscaped garden and the basin area. A pathway that connects the landscaped garden to the basin in the design. In this scheme, the pathway is envisioned as a colonnade, taking inspiration from the common occurrence of this architectural feature in Regency architecture.



Fig 11.16: Apple Store archway facade, London



Fig 11.17: Plot 06 archways

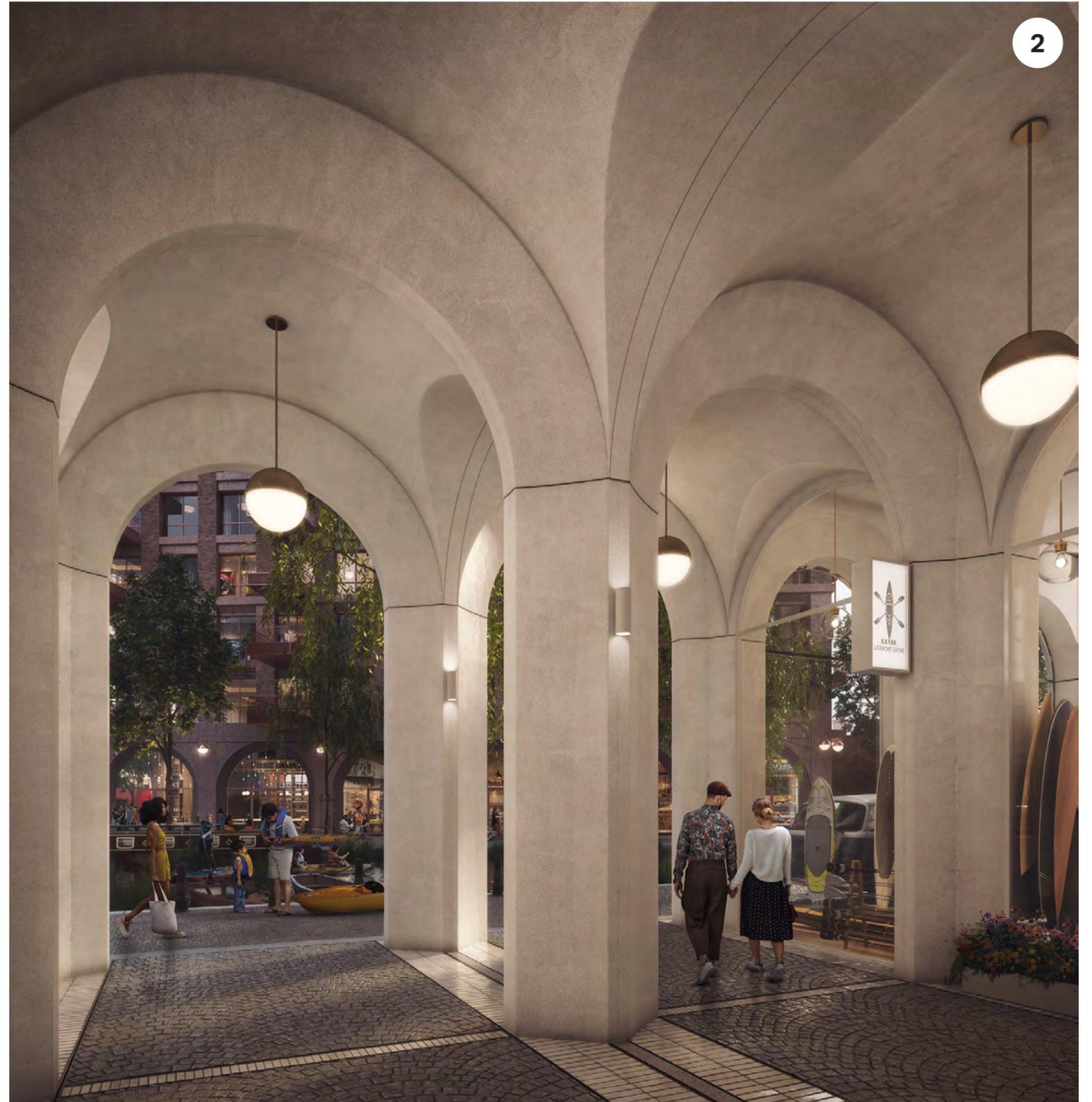


Fig 11.18: Plot 06 archway leading to basin



Fig 11.21: Plot 06 basin canoe POV



Fig 11.19: Plot 06 basin walkway



Fig 11.20: Plot 06 basin walkway approaching the canal stairs

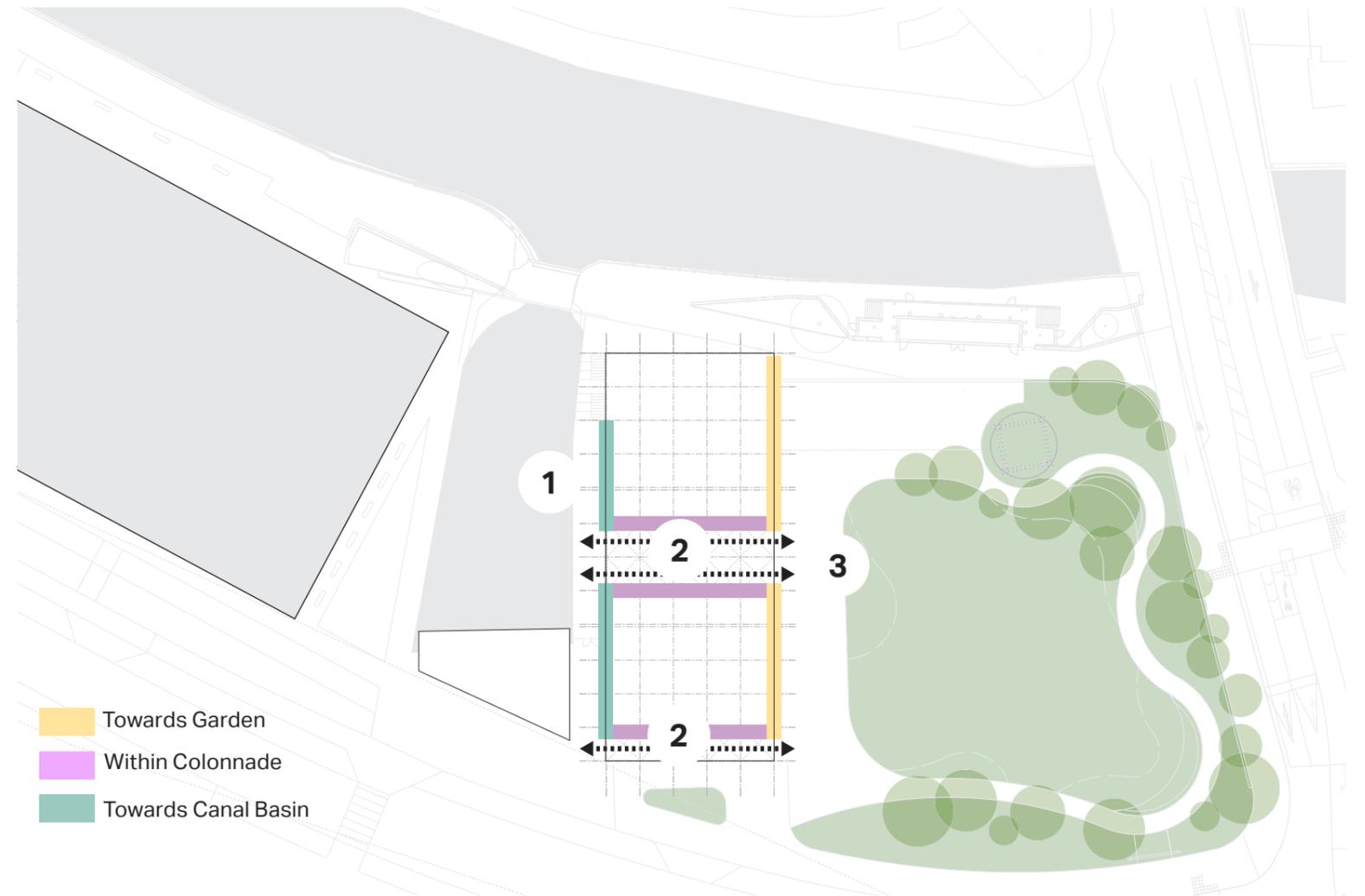


Fig 11.22: Active frontage Strategy



Fig 11.23: Active frontage uses

11.3 Height and Massing

11.3.1 Massing & Proportions

The drawings in the following section summarise the illustrative proposals and the massing strategy. They convey the principle of a building which steps vertically to address the canal edge from its southern to northern facade. This is visible in the site sections where its height makes it distinct against the predominantly 9 and 10 storey buildings against the canal towpath. The lower edge of the building, on the southern edge is intended to respond to the reduced massing of the crescent building (Plot 1.1) on the opposite side of The Avenue.

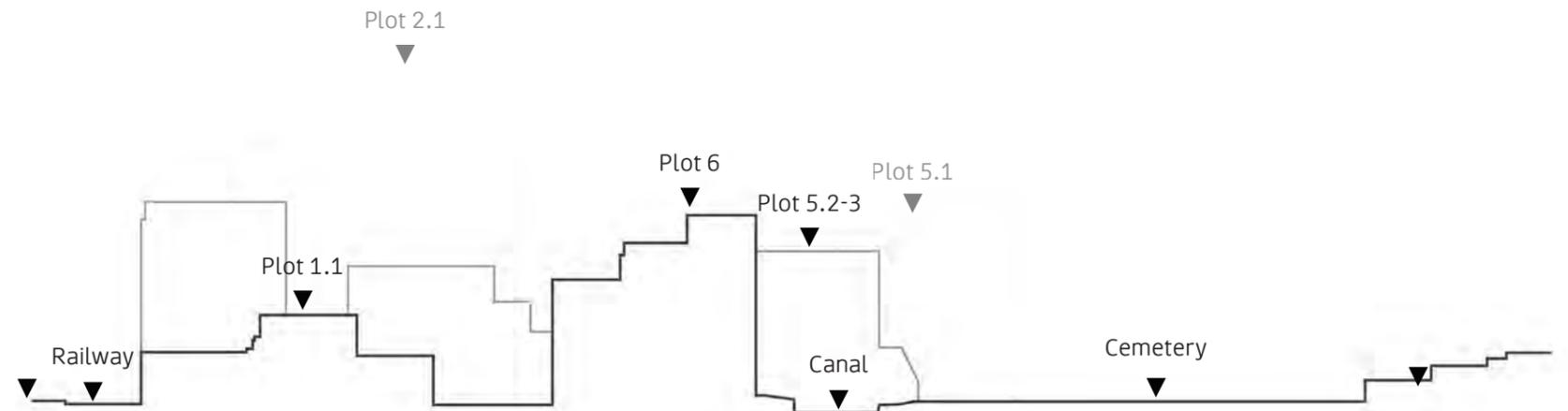


Fig 11.25: North-South Context Section

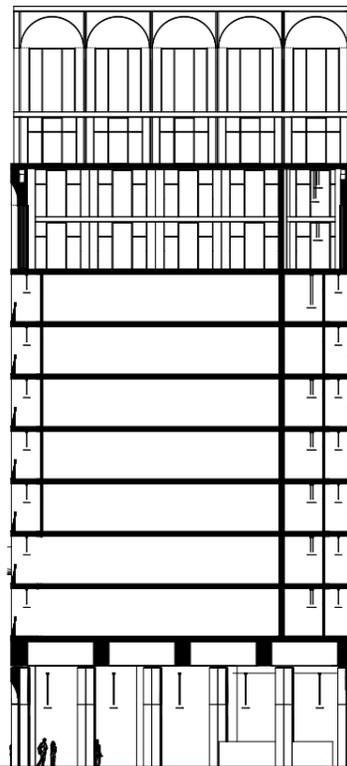


Fig 11.24: Short Section

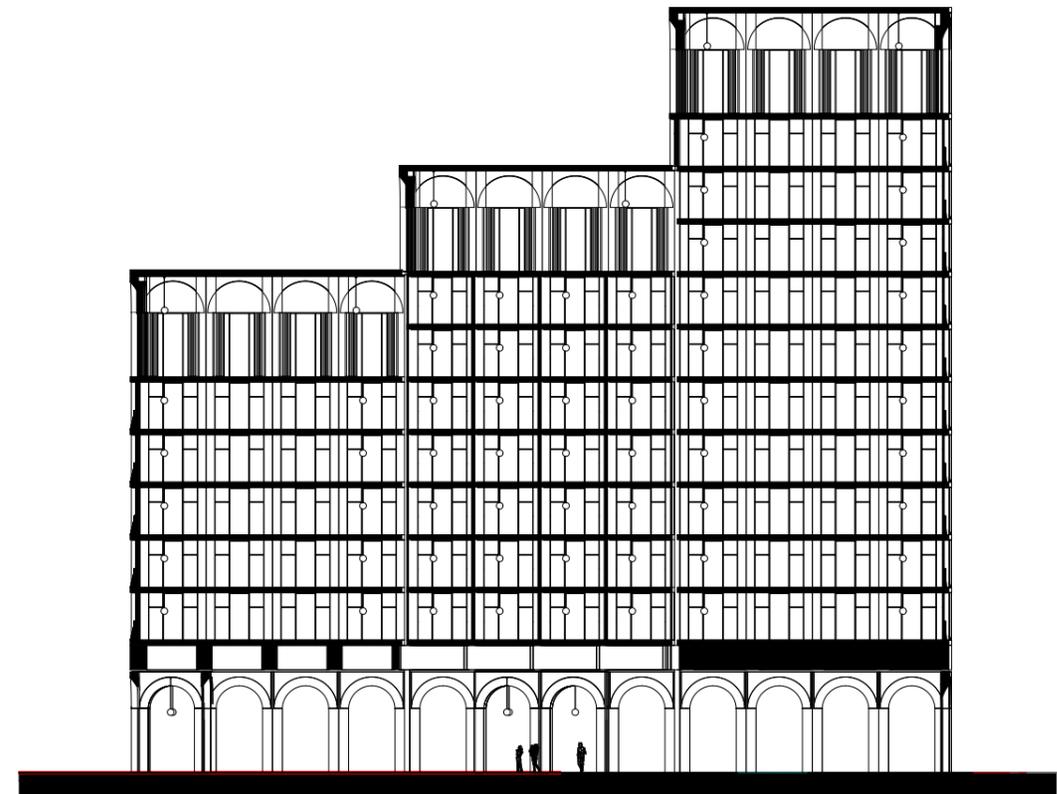


Fig 11.26: Long Section

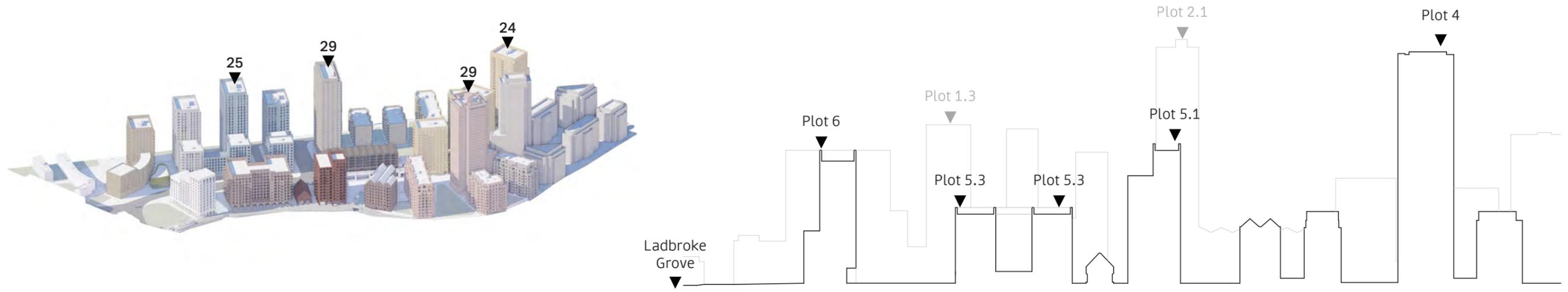


Fig 11.28: East-West Context Section



Fig 11.27: North Elevation

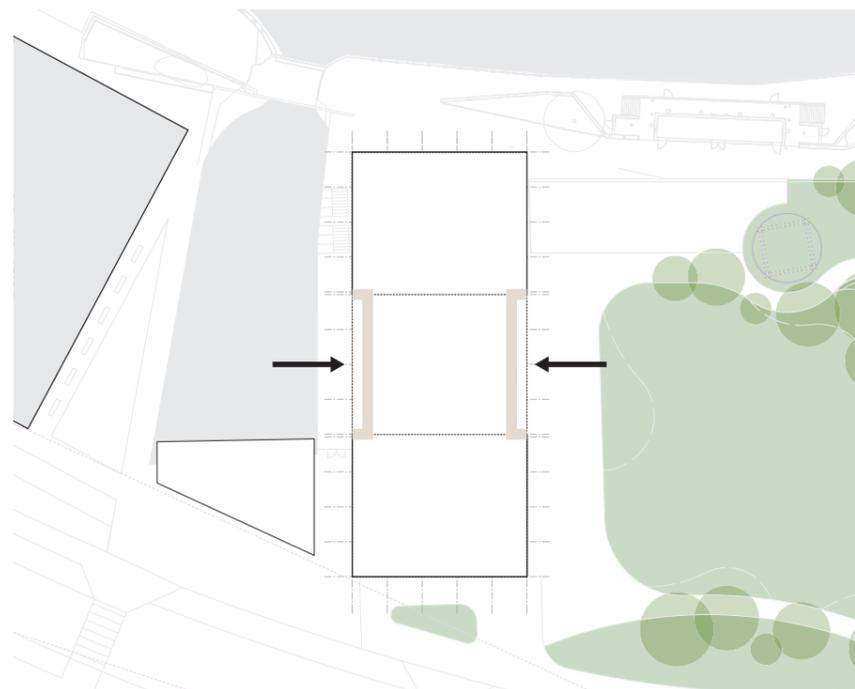
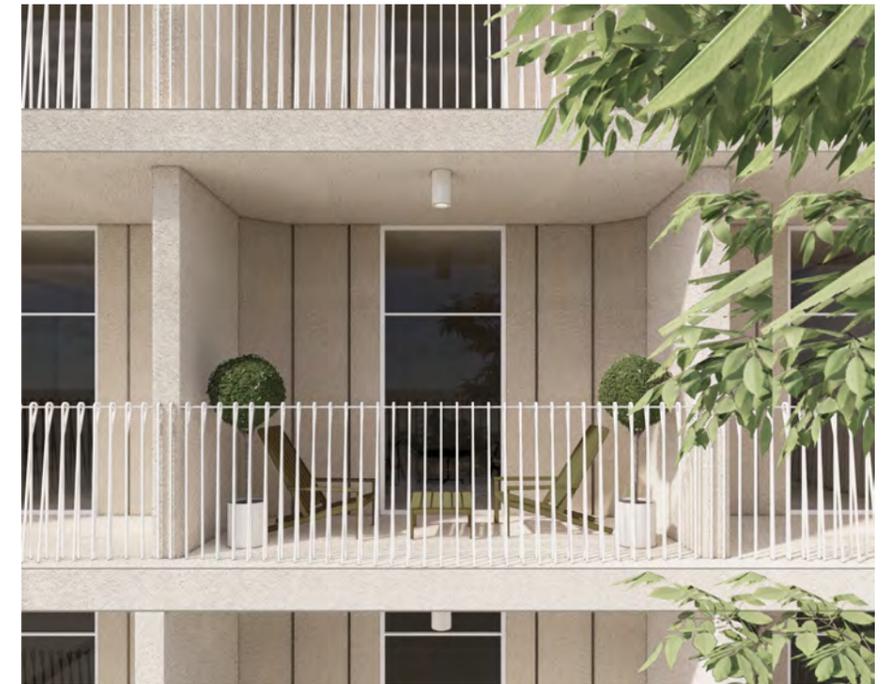
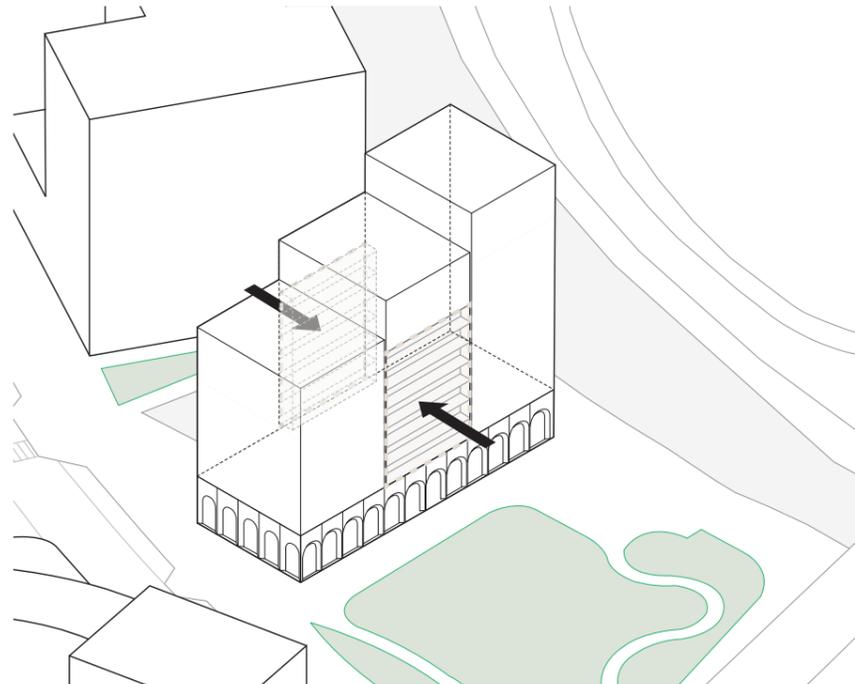
11.3.2 Building Lines

The plan form incorporates adjustable parameters that enable a central zone to be inwardly recessed. This recessed area facilitates a stepped massing, contributing to a clearer and more distinct architectural expression. Furthermore, this allows the recessed portion to be utilized to create internal balconies for certain flats. This feature offers the opportunity to play with light and shadow, enhancing the façade's depth and visual appeal.

11.3.2.1 Outward looking frontages facing the park

The ground-level of Plot 06 is designed to maximise active frontage. The eastern edge of Plot 06 interacts with the landscaped garden and large fenestration here provides opportunity for these views. In the illustrative scheme, this interaction is achieved through a series of arches, drawing inspiration from a common feature found in Regency architecture. This design element not only enhances the aesthetics but also optimizes views both into and out of the commercial frontages, fostering a strong relationship between the shops and the public garden.

Further detail on the design of Ladbrooke Gardens can be found on the landscape plans which form part of the application.



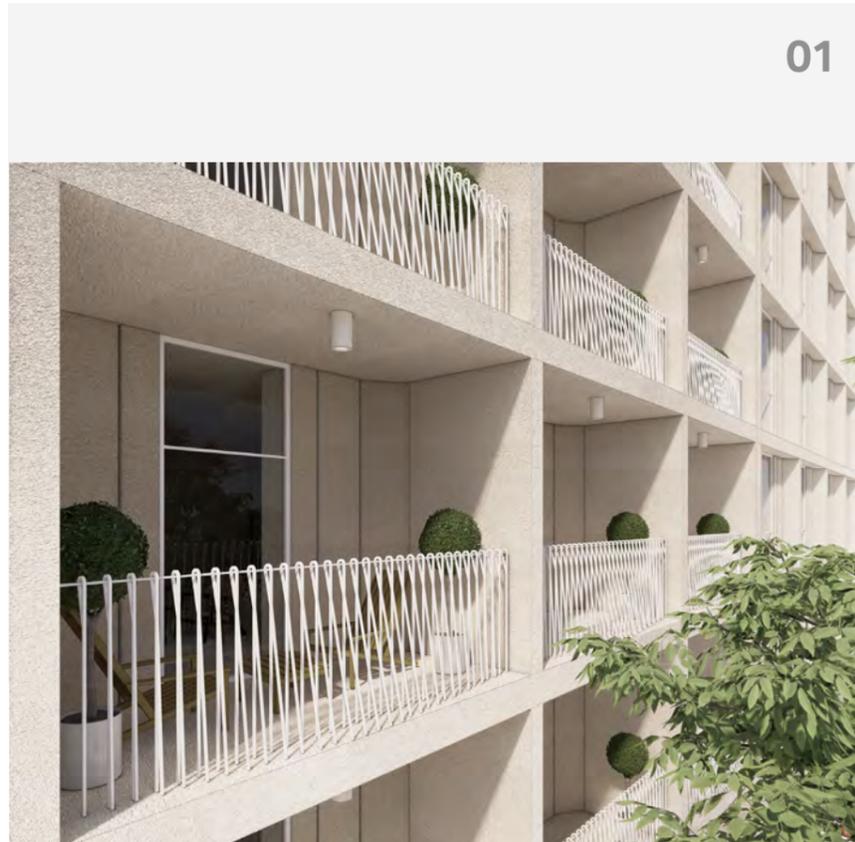


Fig 11.31: Bay 02 Oblique



Fig 11.29: Bay 02 Oblique - black

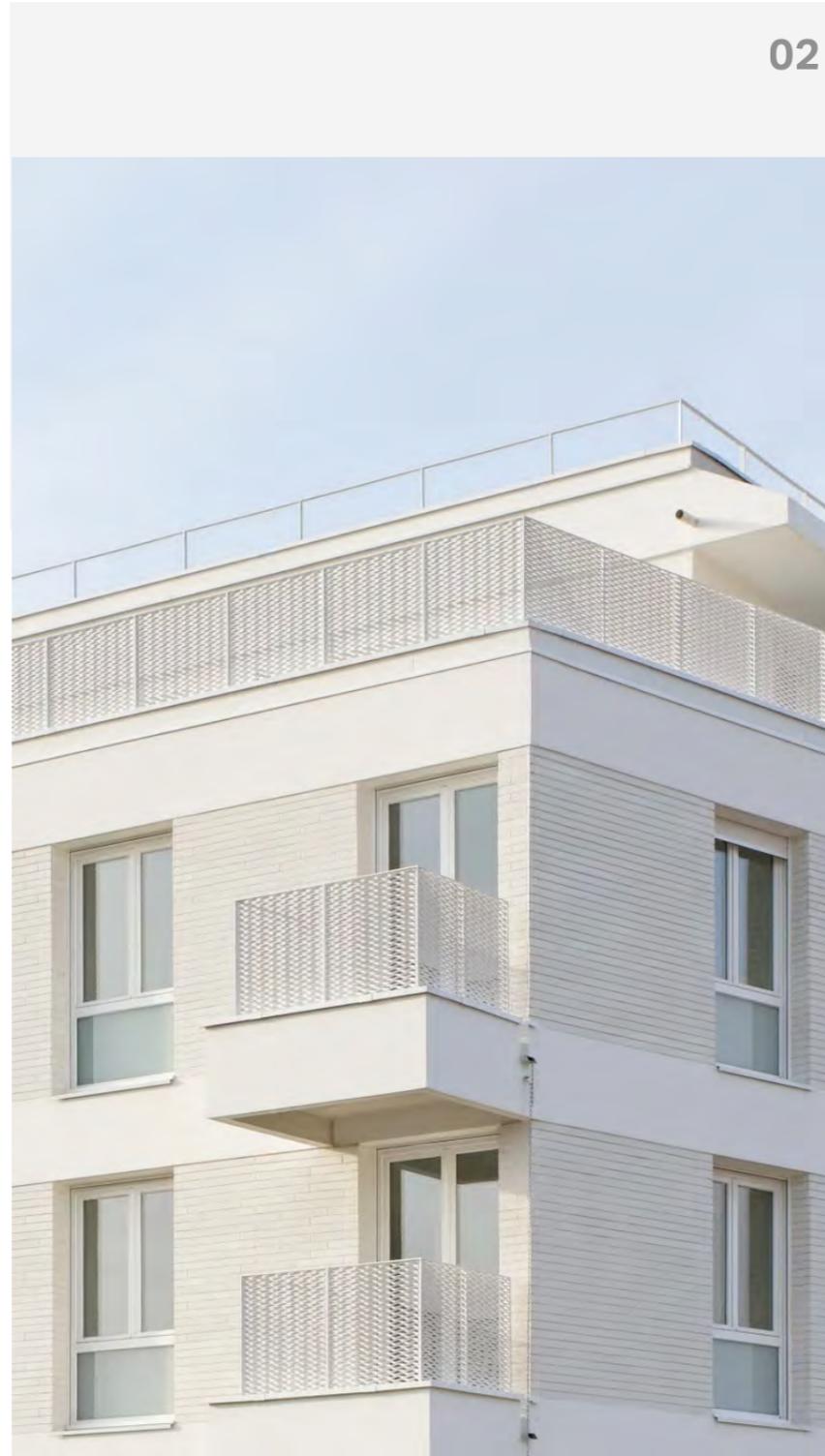


Fig 11.30: Benjamin Fleury, David Boureau · Social housing in VALENTON

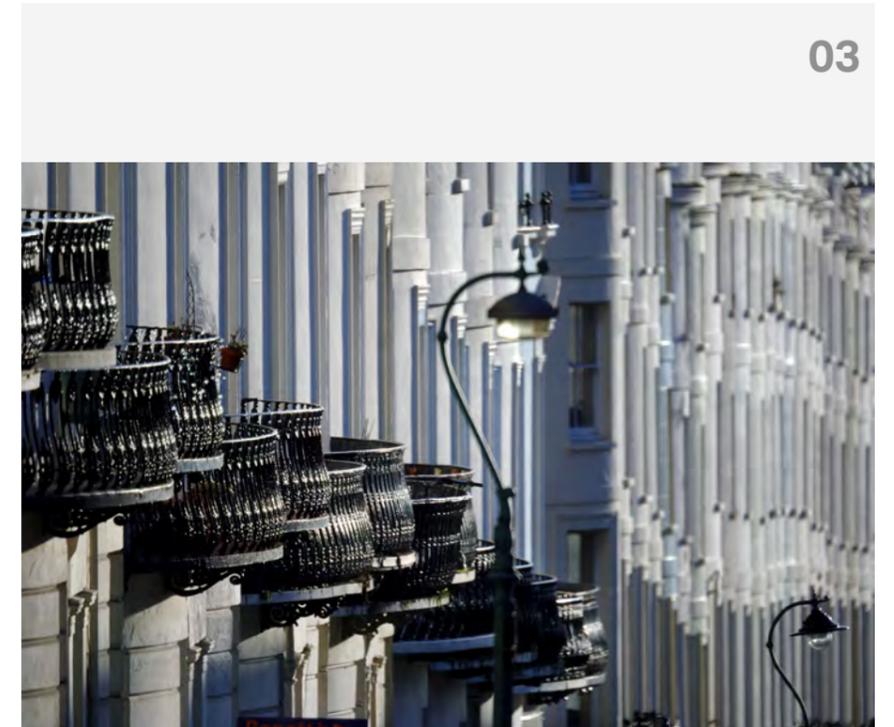


Fig 11.33: Cast Iron Kensington balcony

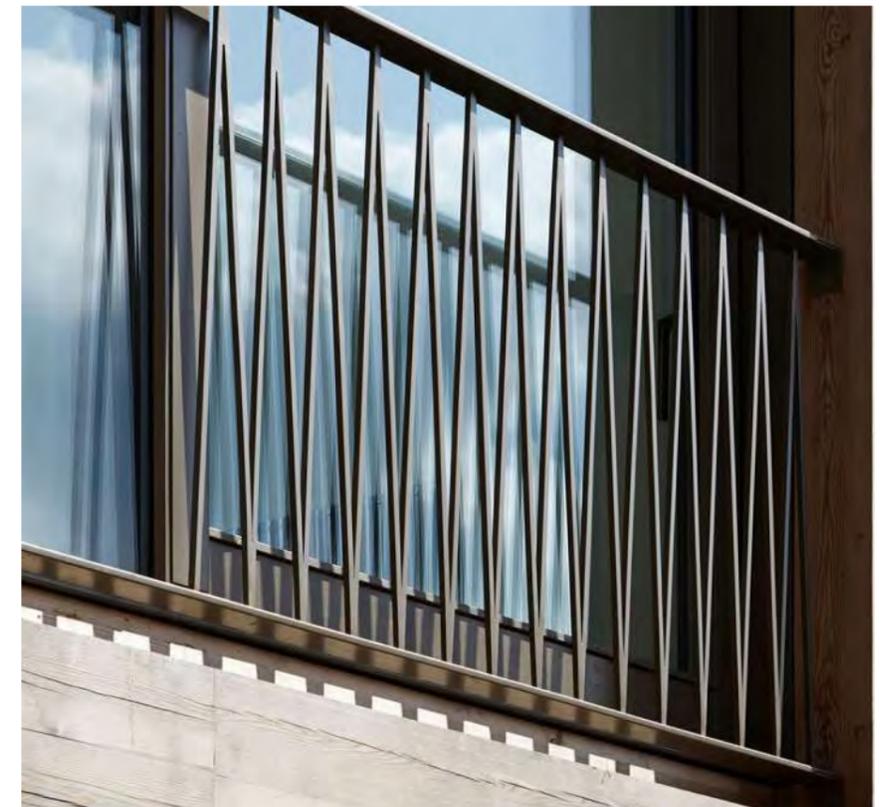


Fig 11.32: Morris and Company balcony

11.4 Use

11.4.1 Commercial Use

Plot 06 visualises the creation of an expansive and inviting landscaped garden, intended for public use by local residents and the wider community. This garden will serve as a communal space, providing an opportunity for relaxation, recreation, and social interaction.

On the ground floor, the design incorporates flexible commercial units, strategically positioned to face the park and basin. The selection of the types commercial unit in this area are of critical importance as well. They should be chosen carefully to ensure they contribute to the envisioned activity and engagement within the space, creating a vibrant and inviting atmosphere.

The activation of the canal edge adjoining the basin is of equal importance to the landscaped garden. The selection of commercial units in this area should align with the basin's use as a sports facility by the London Sports Trust.

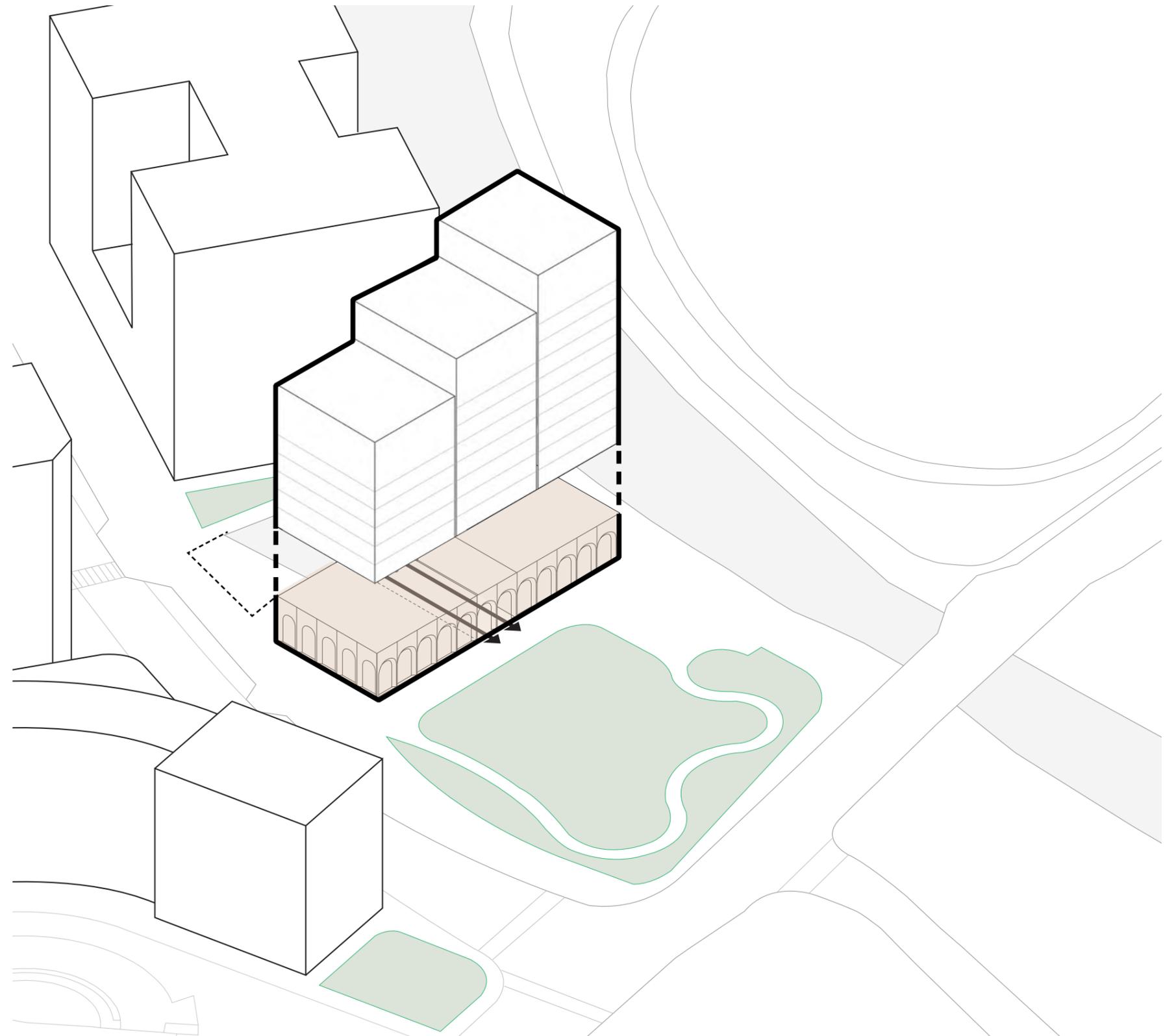


Fig 11.34: Commercial Mass

11.4.2 Residential Accommodation

Above the ground floor, the block will house a range of high-quality residential apartments. The apartment mix will include a variety of unit types, such as studios, one-bedroom, two-bedroom, three-bedroom, and four-bedroom units, catering to diverse housing needs.

By combining the provision of a publicly accessible landscaped garden with a thoughtfully designed mix of commercial and residential units, the block will contribute to the overall appeal and functionality of the development, enriching the experience for residents and the wider community.

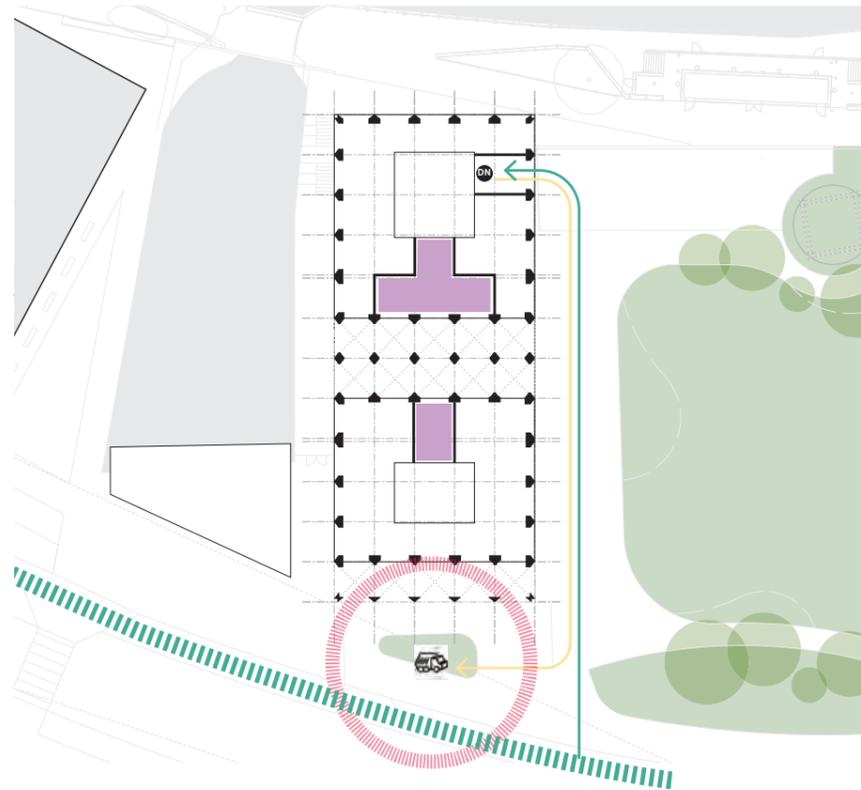


Fig 11.36: Residence Access

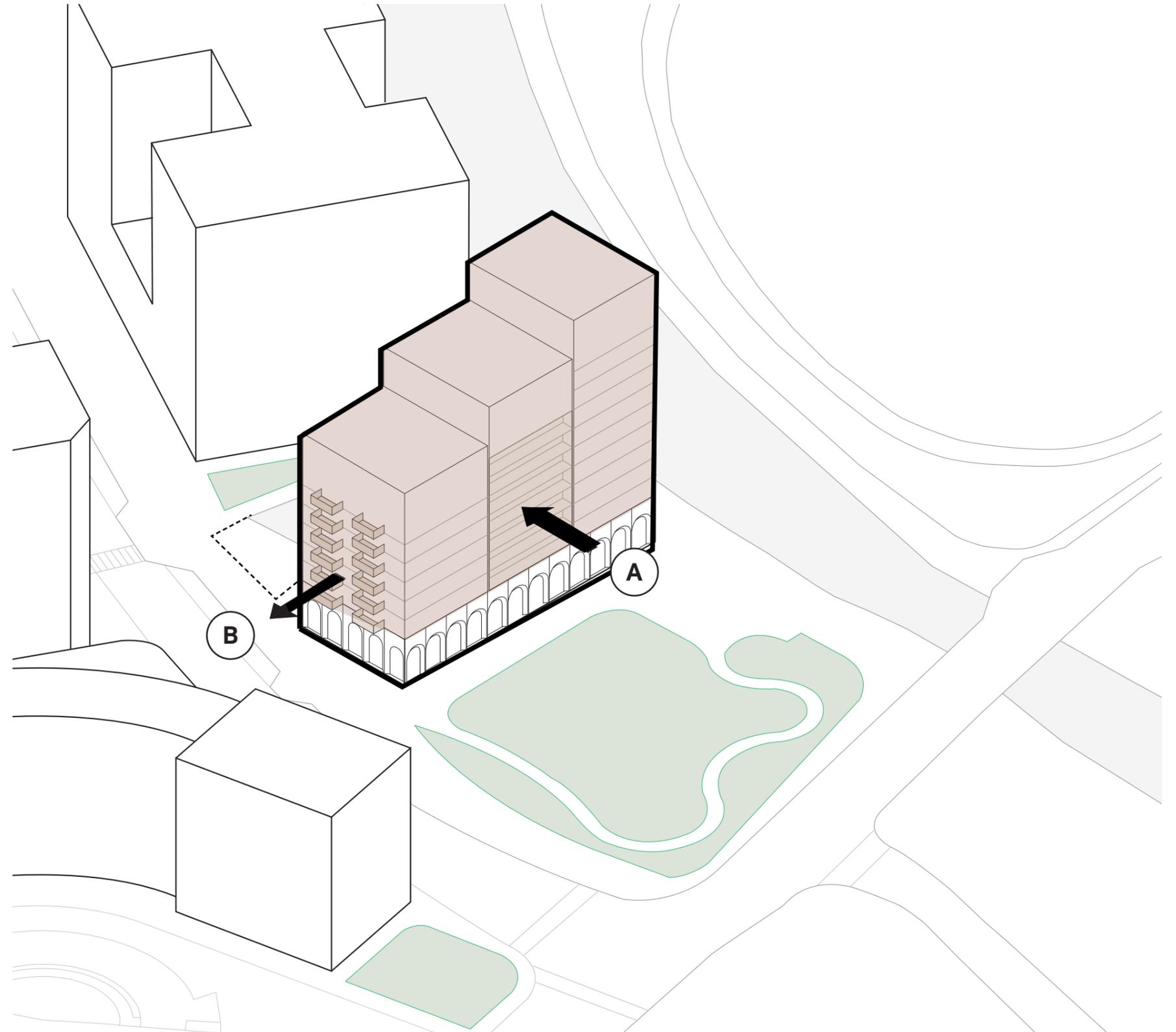


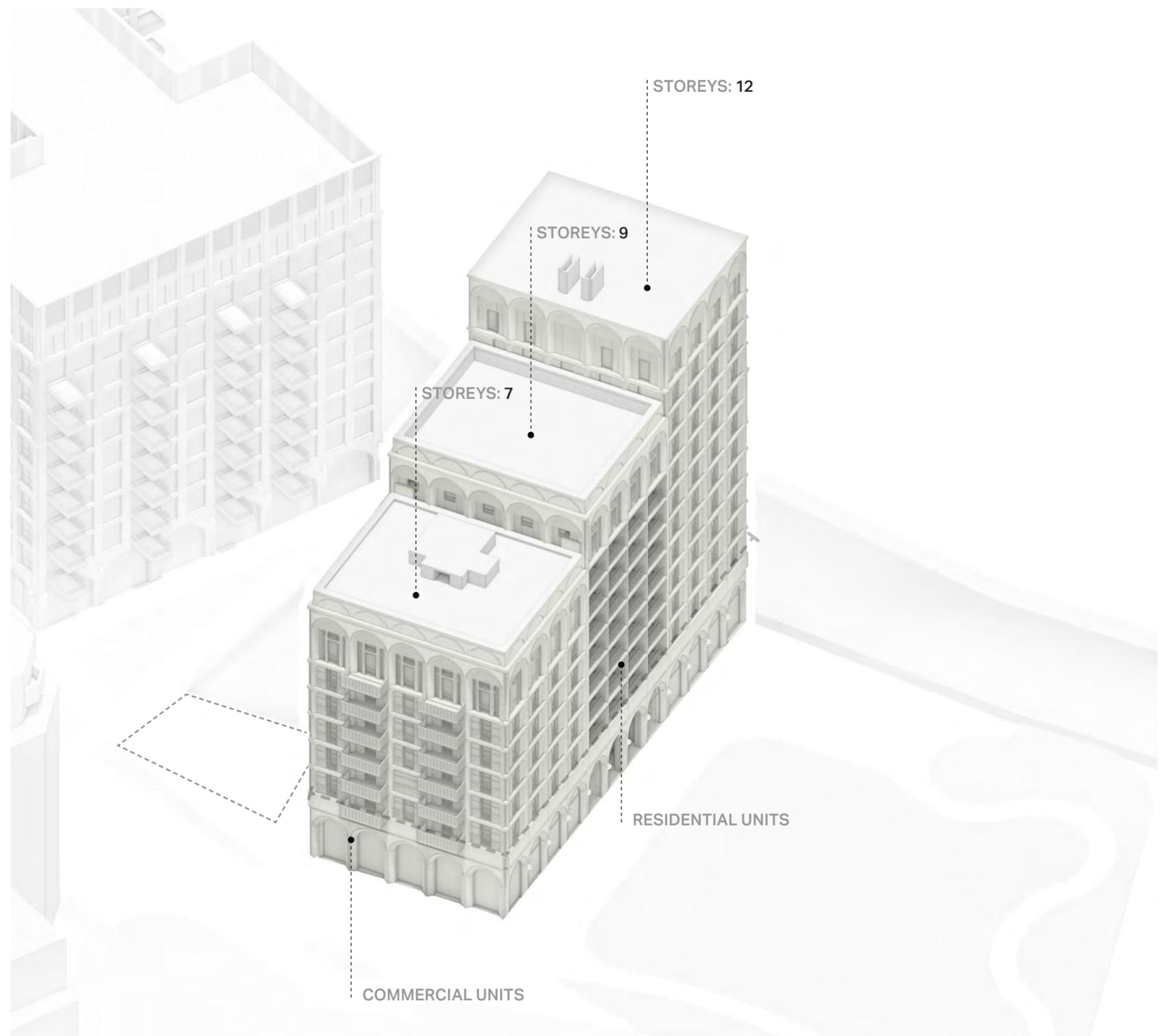
Fig 11.35: Residential Mass showing projecting balconies on the gables (B) and inset balconies on the east and west facades (A)

11.5 Amount

11.5.1 Heights & Capacity

The top of the Plot 6 blocks maintain a consistent and clean architectural expression, drawing inspiration from Regency examples. By maximizing the use of roofs to create external spaces or gardens, it takes full advantage of the exceptional views on offer.

The heights of the illustrative scheme are shown on the adjacent drawing, where the massing steps towards the canal edge. This has been done to create a dialogue with the lower storey building on the opposite side of the The Avenue (Building 1.1), and to frame the entrance to the site. The lower storey element then steps up towards the canal edge, which has a dual purpose within the masterplan height strategy. The tallest moment against the canal edge acts as a marker at the threshold of the site and provides legibility to the entrance when viewed from the north (moving south along Ladbroke Grove Bridge). The additional height against the canal also serves to provide a south facing aspect to the apartments at the upper level.



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11.6 Appearance

11.6.1 Typology & Character

The facades facing Plot 6 follow a clear architectural order, inspired by Regency architecture's vertical and horizontal arrangements. It consists of a three-part composition: base, middle, and top. The base defines the streetscape, accommodating diverse uses and promoting activity towards the garden and basin.

Residential facades feature a simple yet effective articulation of vertical and horizontal elements, enhancing the facade with a grid pattern. The top serves as a crowning element, with large bay windows offering panoramic views from spacious duplex flats. Proportions harmonize with the main facade but can adapt for specific technical functions. This may include a higher parapet for inhabited roof space or an extended facade to conceal equipment and overruns while maintaining a cohesive appearance.

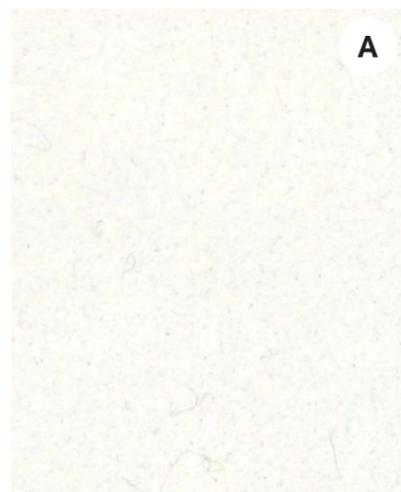


Fig 11.37: Smooth Finish pure white

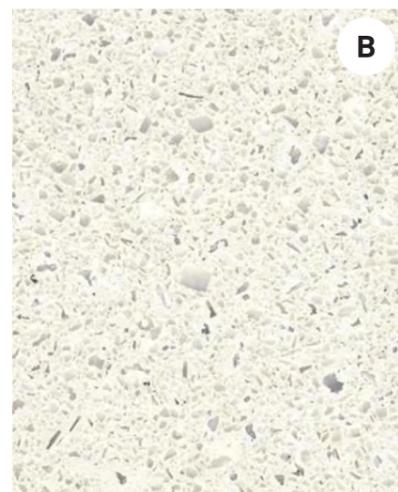


Fig 11.38: Acid etched pure white



Fig 11.39: Plot 06 illustrative visualisation from Labroke Grove

01



Fig 11.40: Niall McLaughlin Tapestry

02

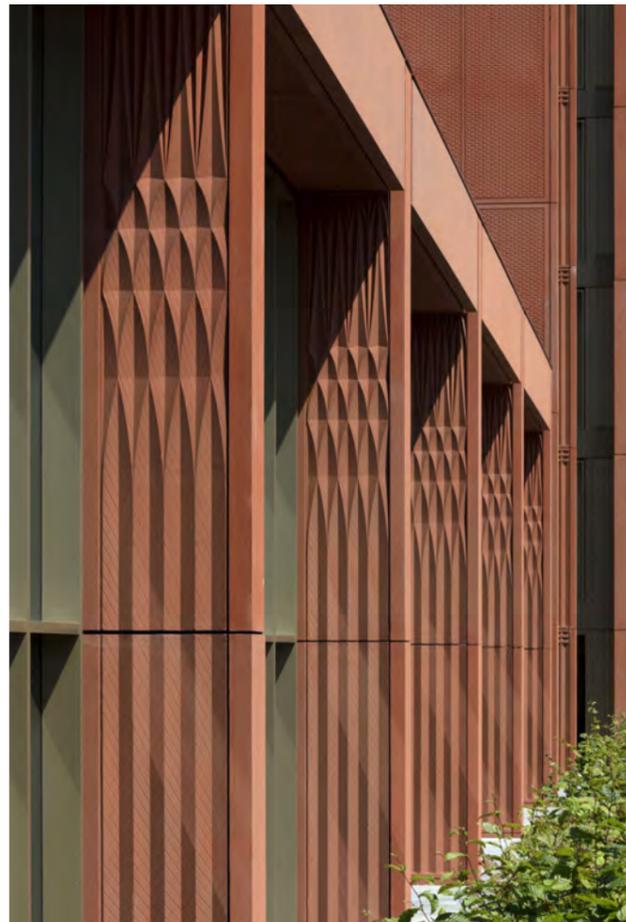
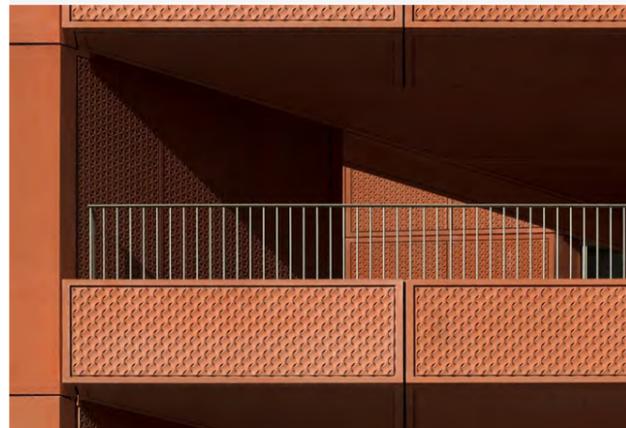


Fig 11.41: Facade from Tapestry Niall McLaughlin Architects

03



Fig 11.43: Plot 6 facade

04



Fig 11.42: Regency Georgian terraced town houses in Kensington, London

11.6.2 Material & Composition

To reflect the exemplary quality of Regency architecture along Ladbroke Grove, meticulous attention has been taken in the illustrative proposals for Plot 6. The use of a light material palette allows for depth and architectural definition through the incorporation of precise details, that enhance the building's human scale as one approaches it. The selected materials are solid and durable, and exhibit textural and tonal variations within a single material rather than incorporating multiple materials, creating distinct definitions, and detailing.

The chosen materials harmonize across the three architectural orders—top, middle, and bottom—ensuring an overall cohesive appearance for the plot. Additionally, a particular emphasis is placed on the design of the balustrades as a nod to Regency architecture.



Fig 11.44: Plot 06 View from Ladbroke Grove



Fig 11.47: Crown



Fig 11.46: Body



Fig 11.45: Base



Fig 11.48: Elevation East

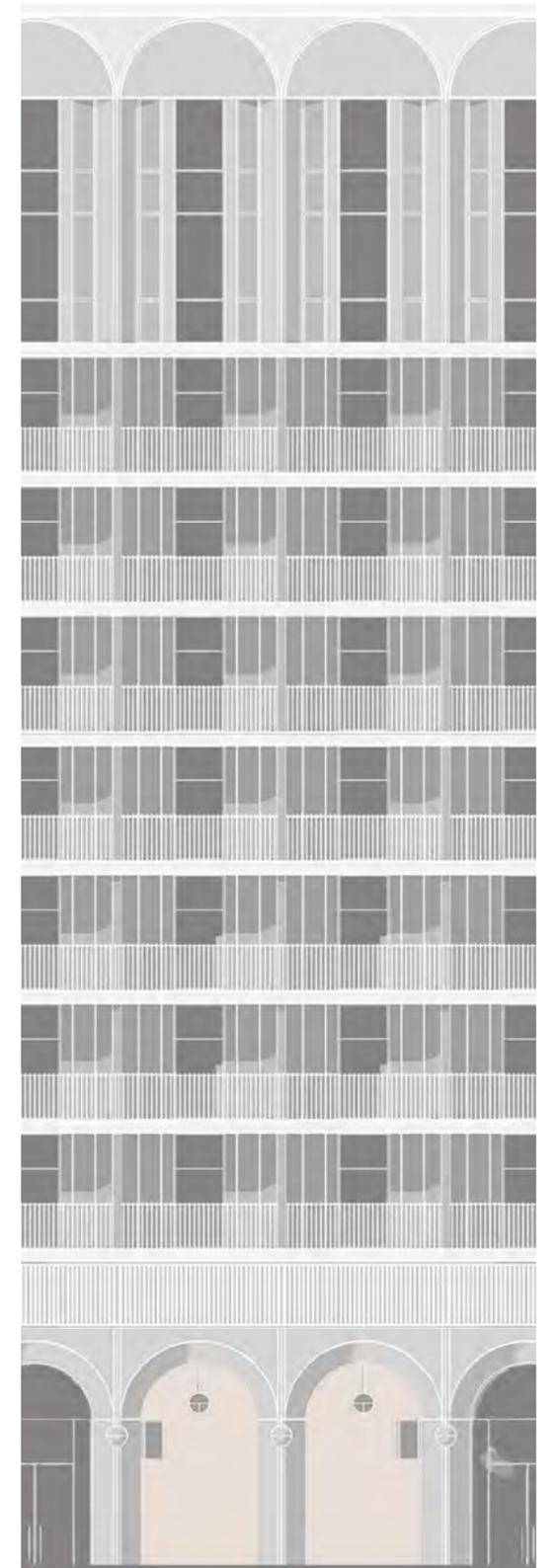


Fig 11.49: Elevation Facade

11.6.3 Residential

All apartments ensure access to external amenity spaces both public and private. As well as the apartments benefitting from private balconies that contribute to the architectural character and practicality of the design.

The apartments have been designed to maximise the amount of dual aspect homes and to ensure that single aspect homes are orientated on only the east and west facades, with generous balcony spaces providing private amenity space. Dual aspect apartments have been placed on the prows of the building, to optimise on the opportunities of south facing balconies overlooking the basin, garden and high street, and north facing balconies overlooking the canal and cemetery. The orientation of the apartments capitalises on the daylight potential offered by the position of the plot.



Fig 11.50: Illustrive scheme private amenity space



Fig 11.52: Apartment Facade

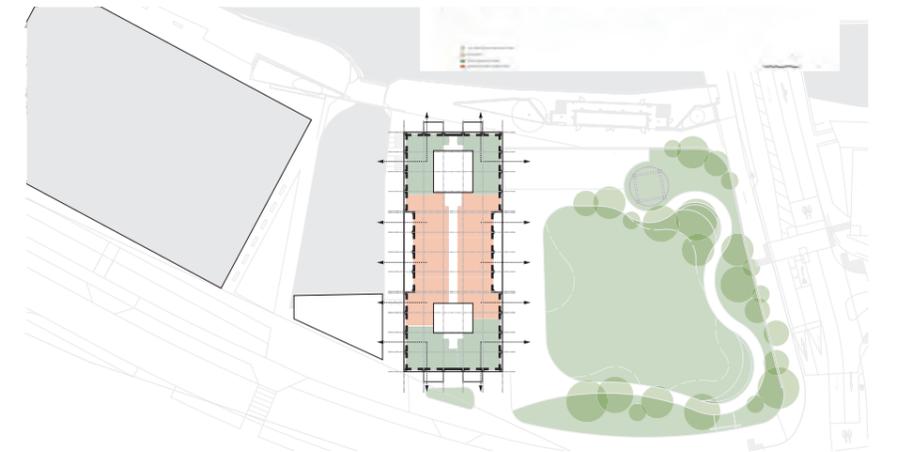


Fig 11.51: Residential Layouts: Orientation & Dual Aspects

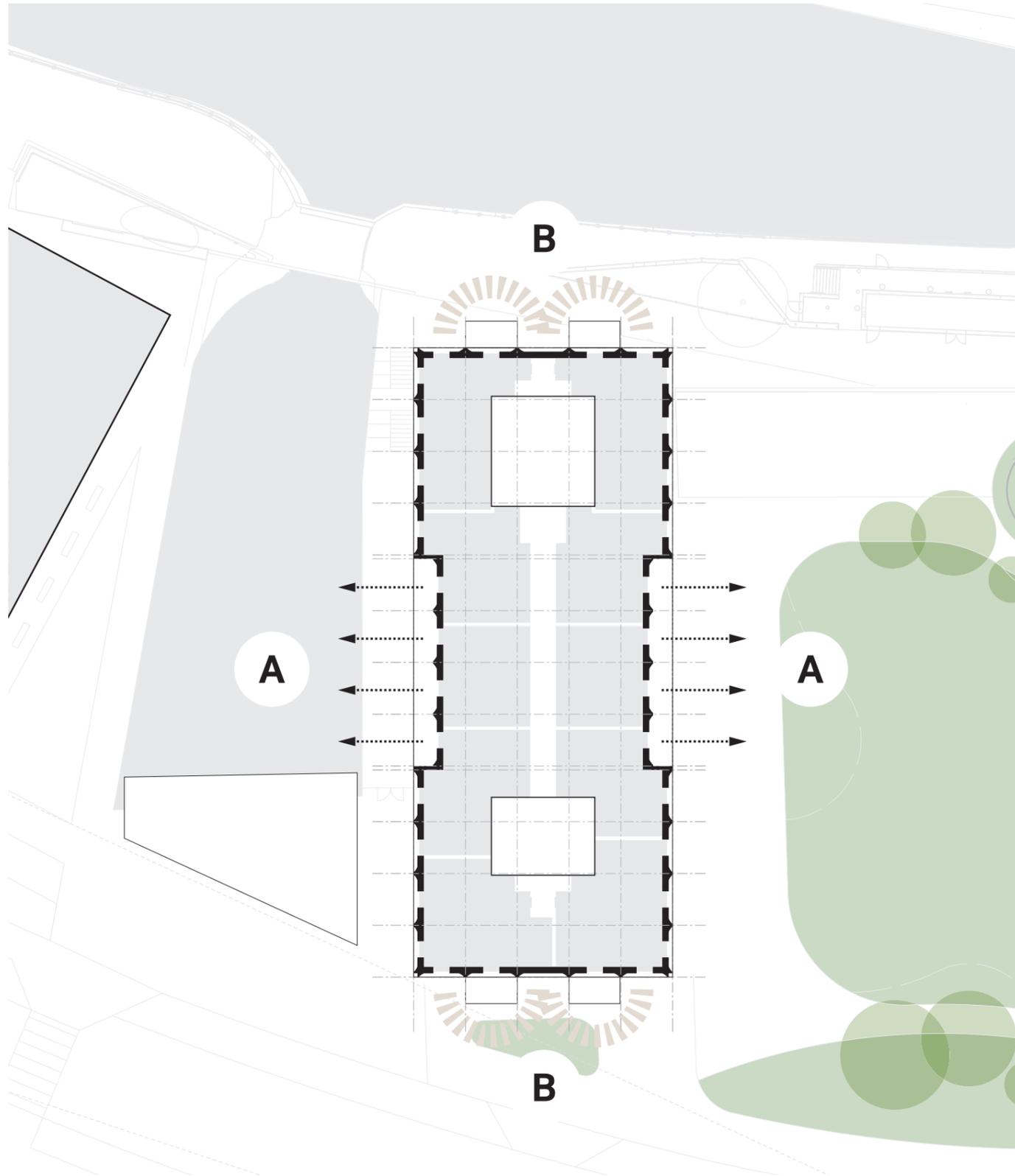


Fig 11.53: Typical Residential Floor



Fig 11.54: Residential External Space



Fig 11.55: Residential External Space

11.7 Sustainability

11.7.1 Overview

The Sustainability Strategy has been produced by Hoare Lea in conjunction with the design team. Hoare Lea have produced a Sustainability Statement, Energy Strategy, as well as carrying out Thermal Comfort Assessments and preparing BREEAM Pre-Assessments for the relevant building uses within the proposals.

The strategy has been informed by national, regional, and local policies – that is, Building Regulations Part L, the Greater London Authority (GLA) London Plan (2021), the London supplementary planning guidance (SPG) on Sustainable Design and Construction (2014), and the current Royal Borough of Kensington and Chelsea Local Plan (2019).

The strategy is to be read in conjunction with the architectural drawings. Any recommendations within the reports are subject to discussion and approval by the Statutory Authorities. Full details can be found within these reports which accompany this application. The following page highlights the key design moves and technologies employed in Plot 06.

The plot sits at the gateway into the masterplan, at the eastern edge of the Avenue. It is positioned adjacent a large garden space, known as Ladbroke Gardens. Ladbroke Gardens is designed to be a community hub that is playful, accessible and inclusive. Located at the primary site entrance, it is a neighbourhood space for multiple uses such as seasonal events, markets and temporary installations, whilst also providing a flexible play space for regular day to day enjoyment and to promote wellness.

The building design aims to optimise the health and wellbeing of residents with good levels of internal daylight, thermal comfort, safety, and security. A high proportion of dual aspect dwellings ensures good access to daylight and natural ventilation. The canal facing east, west and north facades provide opportunity for residents to enjoy the quiet amenity of the cemetery beyond. A material palette which is respectful of the existing context and is robust enough to ensure longevity has been selected.

A basement provides cycle storage facilities for standard, accessible and cargo bikes. These are accessed via a dedicated lift on the east of the plot. A dedicated cycle lane running along the length of the Avenue is positioned directly to the south of Plot 06 and the plot also allows access directly onto the towpath, thereby promoting active travel.

The roofscape of Plot 06 provides an environment for bio-diverse planting which also incorporates Photo-voltaic panels.



Fig 11.56: Plot 06 positioned adjacent Ladbroke Gardens

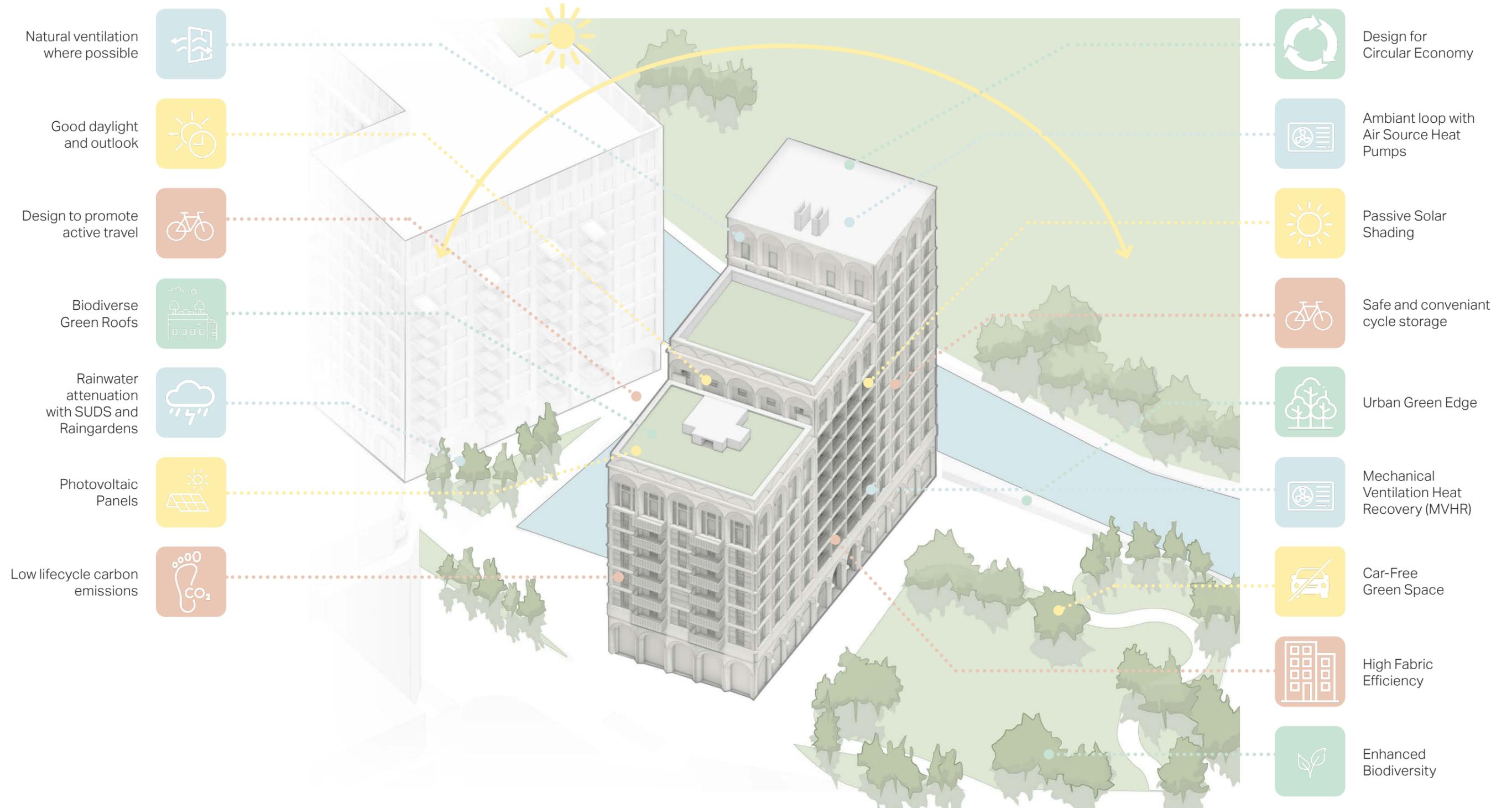


Fig 11.57: Plot 05 Sustainability Principles

11.8 Kayak Pavilion (Plot 6.2)

11.8.1 Overview

Plot 6.2 has been designed as pavilion building to replace the existing sports facilities located within the Boathouse Centre, which is explored in Section 3 of this document. The building will provide a modern facility for the London Sports Trust to operate within.

11.8.2 London Sports Trust

The London Sports Trust is a non-profit organisation that aims to inspire positive change for disadvantaged young Londoners through the power of sport, training & lifeskills to improve life outcomes as well as physical and mental health. With a strong commitment to fostering physical well-being and community engagement, the London Sports Trust has established itself as a key player in the local sports landscape. The trust offers a wide range of programs and initiatives designed to cater to diverse interests and abilities.

The organisation currently occupies part of the Boat House Centre, pictured. They run a range of programs and sports from this facility, including football, basketball, bike repair workshops, cooking classes etc. Unique to this location, due to the buildings proximity to the Grand Union Canal and specifically the basin on the site, the LST run a range of kayaking, canoeing and other water based activities.

During the design development of the masterplan, the design team have held consultation meetings with the LST to firstly develop an understanding as to how they currently operate and what they offer, before sharing some initial ideas for a building which the trust will continue to operate and deliver their programs from as part of the proposed demolition of the Boat House. This pavilion is one of two on site for the London Sports Trust. The second being Plot 2.9 discussed earlier.

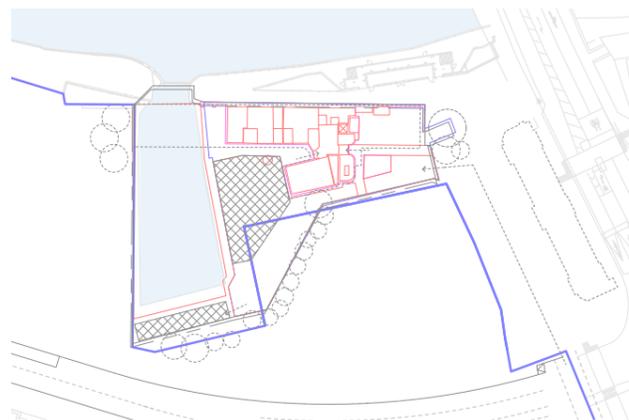


Fig 11.58: The Boat House Centre site plan



Fig 11.59: External view of the Boat House centre

11.8.3 Look & Feel

The accompanying images serve as visual references, showcasing suitable materials and forms that would be fitting for Plot 6.2. The external appearance of the building will convey a sense of solidity through the use of masonry or similar, harmoniously blending in with the contextual surroundings of Plot 06 and Plot 05, situated on either side.

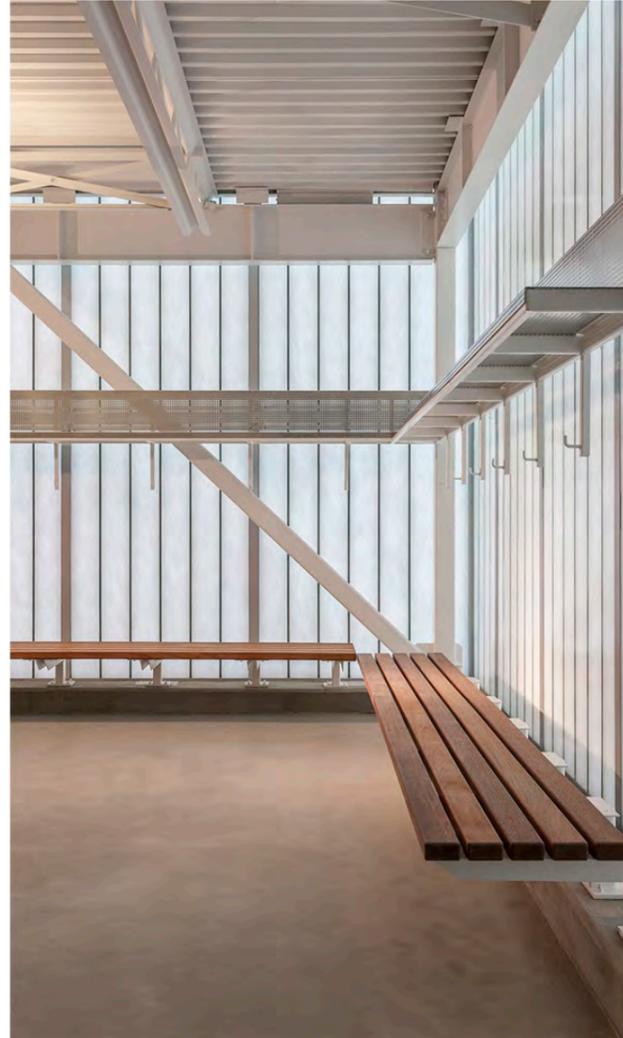


Fig 11.60: Look & feel precedents

11.8.4 Scale & Massing

Strategically incorporating sizable openings and doors facing the basin serves multiple purposes. Firstly, they enhance user-friendliness and accessibility, thereby activating the design. Additionally, these openings provide an opportunity for the community to glimpse the offerings within, fostering a greater sense of involvement and participation. This will be balanced with a careful consideration of how access to the platform or dock will be delivered, while maintaining the necessary level of privacy.

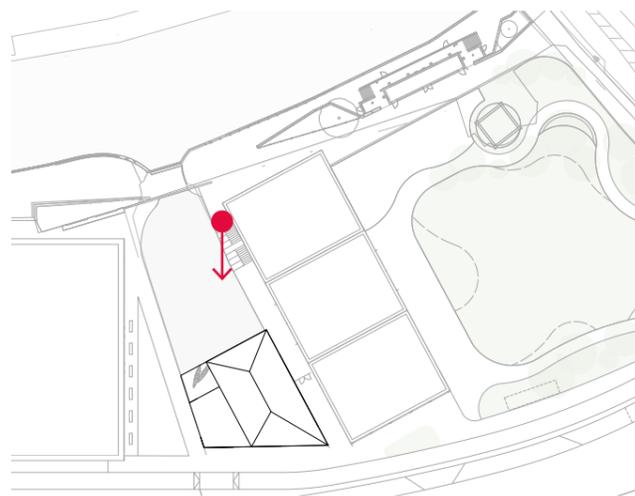


Fig 11.61: View location



Fig 11.62: Illustrative design proposal

11.8.5 Proposed Layout

it is proposed that the LST will operate Plot 6.2, located adjacent to their current location within the Boat House, and Plot 2.9 discussed earlier.

it is proposed that Plot 6.2 focuses on providing facilities for the trust to deliver their water-based programs and activities - maintaining the relationship with the Canal and basin. A set of plans, adjacent and overleaf, have been proposed to illustrate how the building could be laid out to accommodate the facilities required by the LST.

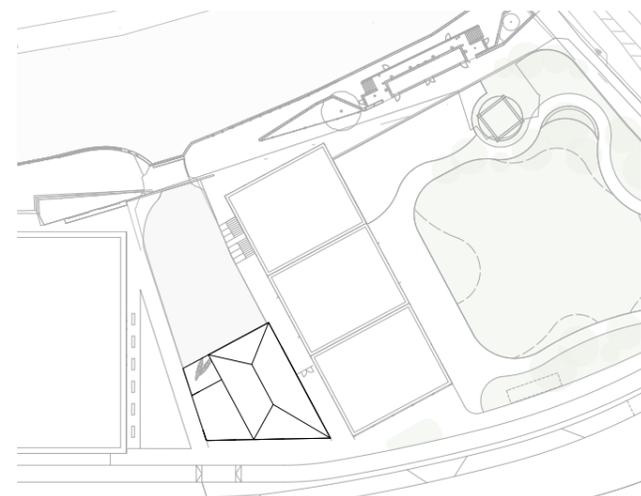


Fig 11.64: Plot location

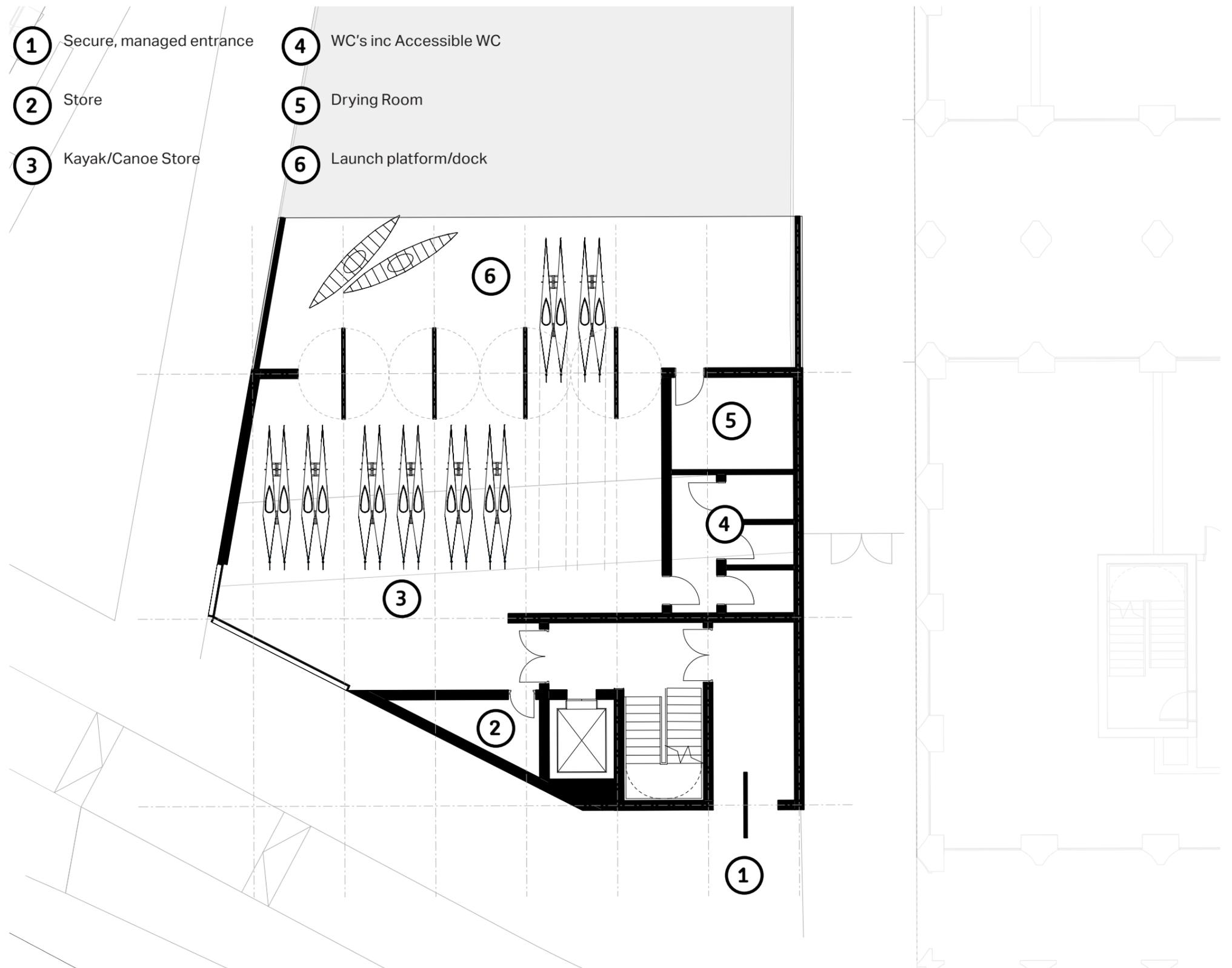


Fig 11.63: Illustrative ground floor plan

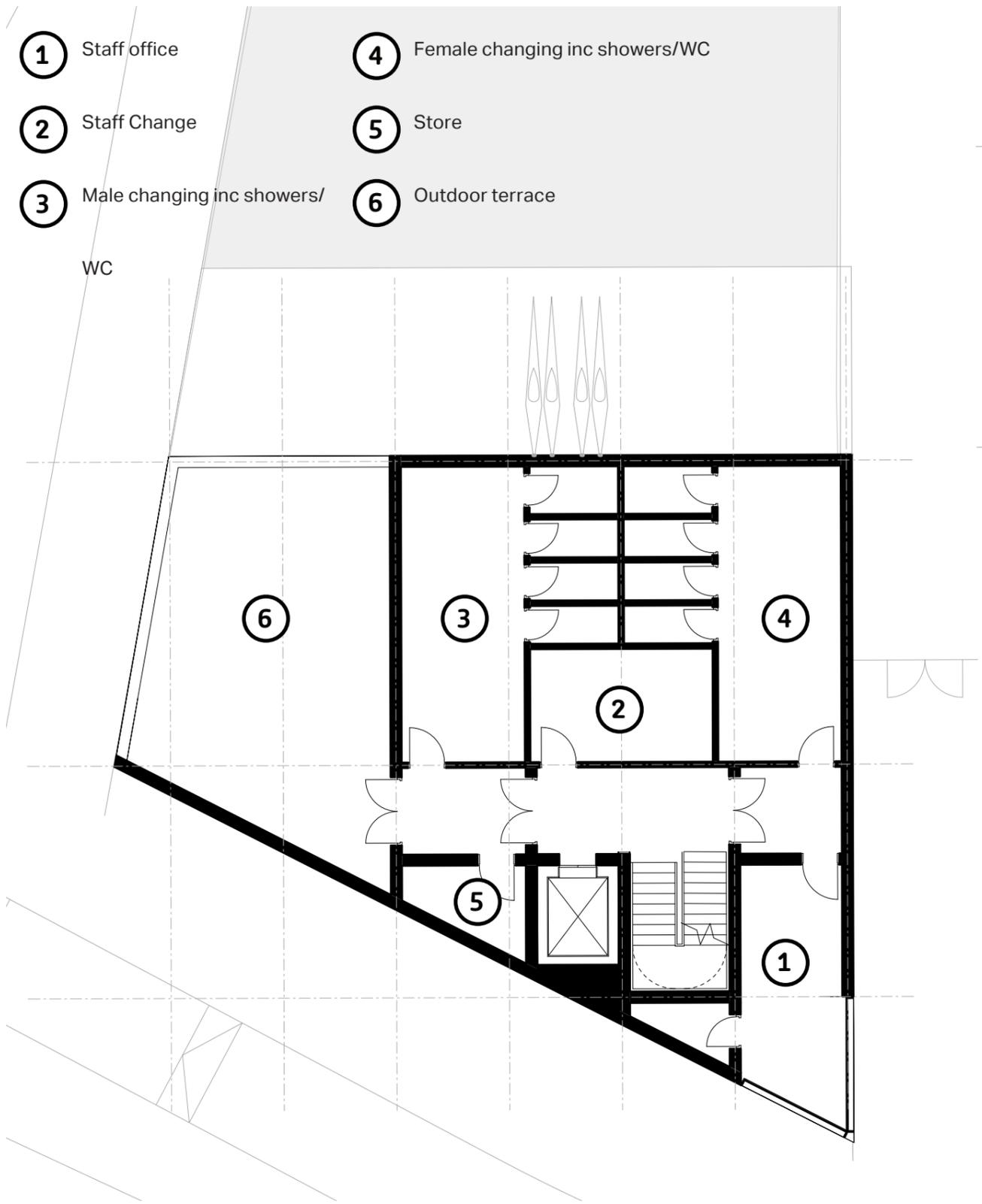


Fig 11.65: Illustrative level 01

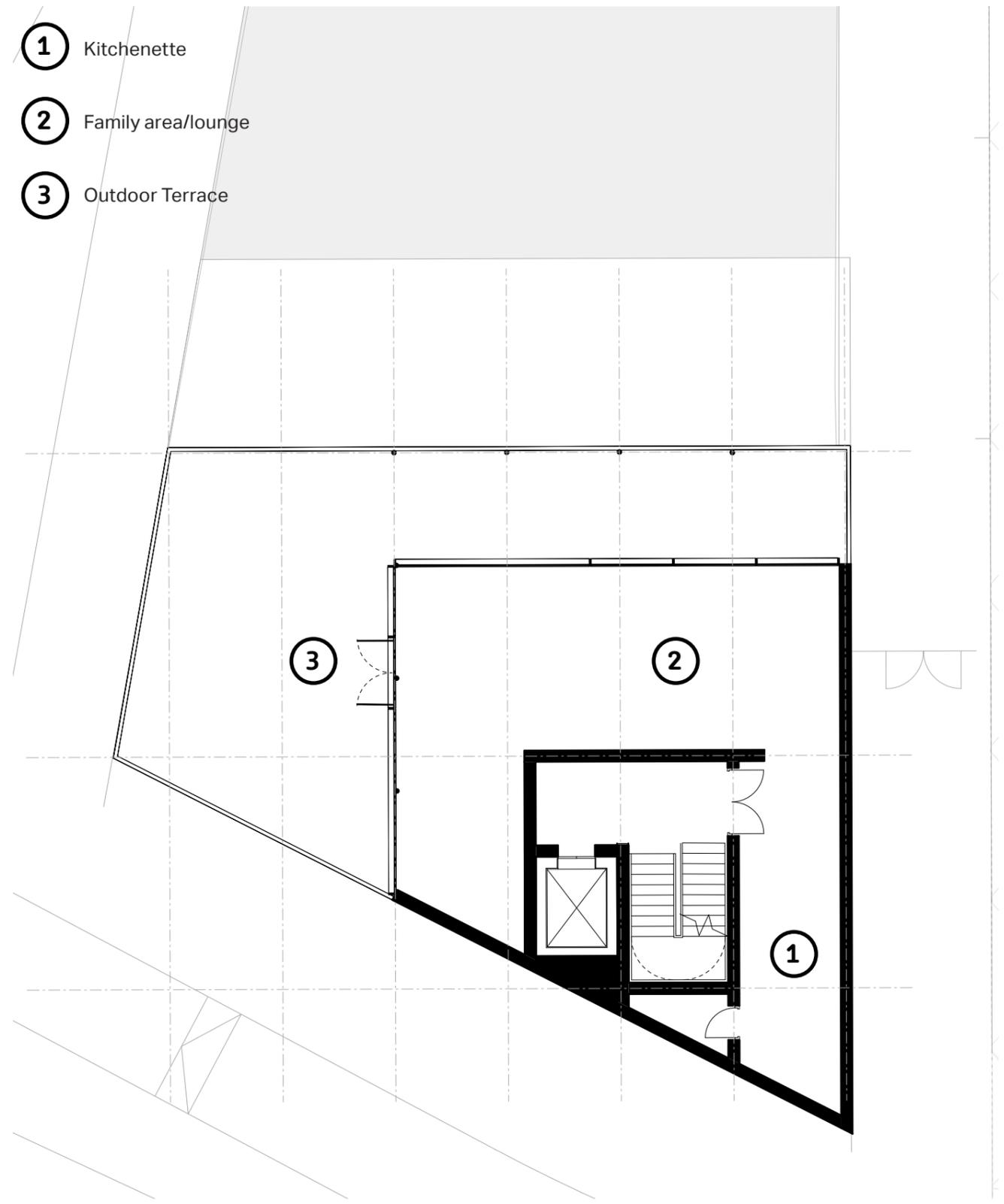


Fig 11.66: Illustrative level 02

11.8.6 Scale & Massing

The proposed design conveys an appropriate scale and massing for the building, whilst seeking to incorporate some of the key functional requirements of the LST to help articulate the design. Some examples of this include creating large terraces where family members/staff can easily overlook the basin as their children participate in the watersports. Overhanging canopies have been indicated in the illustrative scheme to provide solar and rain cover.

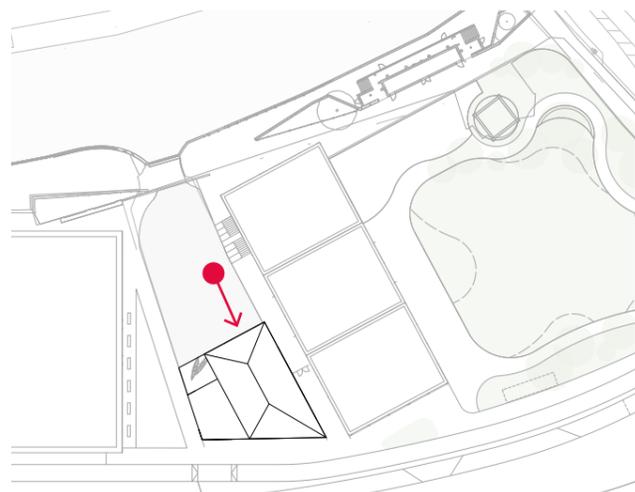


Fig 11.67: View location



Fig 11.68: Illustrative design proposal

11.8.7 Scale & Massing

The pavilion's size and overall design is purposeful so that it does not overwhelm or overshadow the basin in its proposed setting. The building will be recessive in terms of its design and massing, so that it does not compete with the grander scale of Plots 05 and 06 which surround it.

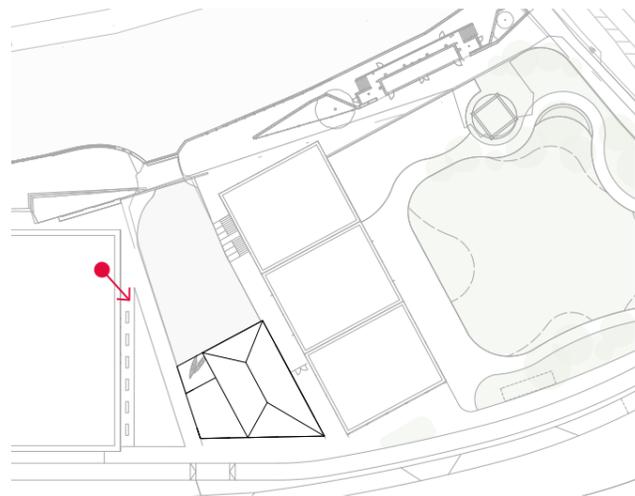


Fig 11.69: View location



Fig 11.70: Illustrative design proposal

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12.0 Appendices

11.1	Access Statement	368
11.1.1	Overview	368
11.1.2	Access Aims	368
11.1.3	Access Principles	369
11.1.4	Pedestrian access	370
11.2	Fire Strategy	374
11.2.1	Fire Strategy	374
11.3	Energy Strategy	376
11.3.1	Sustainability Overview	376

12.1 Access Statement

12.1.1 Overview

The Access Statement has been prepared in conjunction with David Bonnett Associates to provide an assessment of the site in terms of inclusivity and manouverability. The scheme is a hybrid planning application with the proposed Sainsbury's store and portions of the landscaping to be submitted in detail. The statement assesses:

- Arrival at the site
- Approaches to the buildings
- Entrance ways;
- Horizontal and Vertical Circulation
- Access to facilities
- Typical Residential Layouts

The needs of all users have been considered in compiling this assessment including those with mobility and visual impairments, those with neuro-diverse requirements, deaf people, older people and children. The building regulations and best practice guidance has been used in compiling this chapter but it should be noted that no national regulatory controls govern extended external spaces and landscaping. As such, Part M has been utilised as a benchmark for primary routes across the masterplan.

12.1.2 Access Aims

The proposed development is designed to be as inclusive as possible so that it can be comfortably and independently used by residents, people working in and visiting the development, and the wider community.

The Development has the potential to meet the guidance of Approved Document M, Volumes 1 and 2, and the access and inclusive design policies of the Greater London Authority as a minimum. Designing Inclusively is defined by The Commission for Architecture and the Built Environment (CABE) as:

- Placing people at the heart of the design process;
- Acknowledging diversity and difference;
- Offering choice where a single design solution cannot accommodate all users;
- Providing for flexibility in use; and

- Providing buildings and environments that are convenient and enjoyable to use for everyone.

A summary of the key inclusive design provisions of the scheme are highlighted below:

- Incorporation of the principles for inclusive design wherever possible.
- Accessible routes to all connections with local pedestrian routes and public transport;
- Safe spaces and routes for pedestrians and cyclists, segregated from vehicle traffic;
- An accessible car bay for each wheelchair user, where required
- Accessible cycle parking space for residents, staff and visitors; (in line with the London Plan)
- Step-free access to all parts of the buildings, including balconies and roof terraces;
- Access to a second lift for all residents of wheelchair accessible homes at upper levels; and
- Evacuation lifts provided in all residential buildings to ensure safe means of escape for all
- 10% of apartments to be accessible or access ready

12.1.3 Access Principles

Arrival by public transport

The site has convenient access to public transport services. The site has a Public Transport Accessibility Level (PTAL), including buses, of mainly between 3 'moderate' and 5 'very good' on the far eastern side, having close access to Ladbroke Grove. The site has a 0 PTAL rating at its south western-most edge, adjacent to the Cadent site entrance.

The PTAL is an indication of the frequency, reliability and distance of public transport services close to a site; it does not take the accessibility of transport services into account. However, the PTAL is important to the access strategy because it is used to evaluate the reliance on cars that current and future users of the building are likely to have, with the implication that less reliance on cars corresponds to a greater reliance on public transport.

The Travel Plan, contained within the application documents provides further detail on the provisions listed in this chapter.

Buses

The site will be served by bus services running along the Avenue and looping in a clockwise direction around Plot 1.4 and Plot 2. Travel distances to entrances will be in most cases around 50-100m. Additional bus services are located on Ladbroke Grove.

All London buses (except two 'heritage' routes) are accessible buses that 'kneel' to minimise height differences between the bus floor and pavement, and have ramps and space inside for wheelchair and pushchair users.

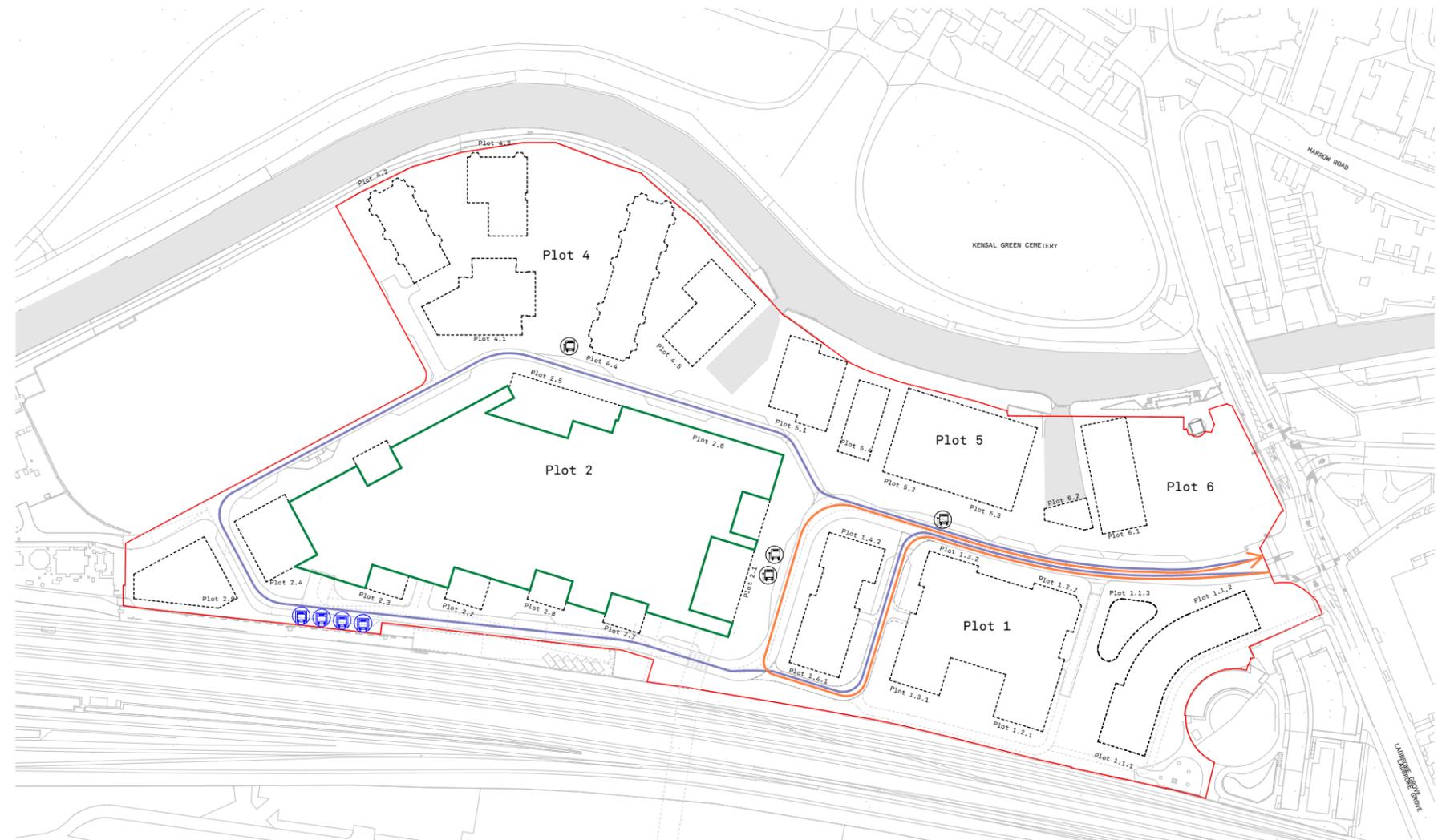


Fig 12.1: Diagram showing bus routes, stopping points and stands

BUS ROUTE KEY:

-  Long Loop Bus Route
-  Short Loop Bus Route
-  Bus Stand
-  Bus Stop
-  Detailed application Building Footprint
-  Outline application Building Footprint
-  Application Boundary

12.1.4 Pedestrian access

In addition to the vehicular routes, the development has made provision for pedestrian access routes (PARs) that connects all areas of the site. PARs are defined as the most direct and convenient pedestrian routes linking key parts of a development. These will be designed as inclusive as possible, and have access features such as gentle gradients, suitable surfaces, rest points and good lighting.

12.1.4.1 Levels

The site levels are predominantly flat across the masterplan, rising less than a meter over 250m, and as such are easy to navigate by pedestrians of all abilities. Along south drive the levels drop down towards the Sainsbury's Store car park entrance by c.3.6m. Despite this level change, all footpaths and pedestrian crossing are designed to be Part M compliant in terms of gradient, appropriate for a wheelchair user.

12.1.4.2 Public Realm

Key areas of public realm are shown in the diagram opposite. Gentle slopes and ramps are provided within these spaces to allow all users to safely navigate the masterplan. Generous pavements and paths provide routes for pedestrians which are connected to the key areas of public realm.

Access provisions in the public realm

Provisions to ensure the comfort of all pedestrians using the public realm are to include:

- Clear visual links between the entrances to the site and key buildings;
- A legible layout for visitors, predictable spaces, facilitating wayfinding for people who are blind or partially sighted; ;
- Safe pedestrian zones, without traffic and with stepfree, level or gently-sloping circulation routes;
- Planting and landscape feature including seats and resting places every 50m. Any street furniture, paving and landscape features such as the proposed trees and public seating placed alongside circulation routes will not create barriers or hazards for people with impaired vision;
- Suitable non-slip, even, level walking surfaces.
- Suitable tonal contrast between any structure that might protrude into the public area (such as columns) and the background against which it is seen.



Fig 12.2: Masterplan showing key areas of public realm within the masterplan

Fig 12.3: Landscape Key

 Outline Planning Application Boundary	 Raingardens	 South Terrace	 Adjacent St. William Development
 Detailed Planning Application Boundary	 Denby Square	 Memorial Garden	 New Sainsbury Store
 Ladbroke Gardens	 New Wharf	 Improved Road Layout + Widened Footways	 New Sports Centre
 Boathouse Basin + Water Activities	 Canalside Park	 Lowered Boundary Wall	 Potential Future Pedestrian/ Cycle Bridge Link

Cycle routes and parking

The masterplan has been designed to cater for cyclists of all abilities to ensure that all areas are accessible.

The Avenue, which runs west from Ladbroke Grove provides a range of routes for cyclists. The northern edge of the Avenue provides a dedicated 2 way cycle lane which runs to the south east corner of Plot 02, adjacent to the potential new pedestrian bridge. Those more confident using the road network would make use of the 3.6m lanes along the Avenue which continues down onto South Drive. Footpaths within the wider masterplan are wide enough to facilitate both pedestrians and slow moving cyclists. The Plot 01 garden, known as South Terrace provides a vehicle free route connected to Ladbroke Grove via the Crescent Building. This route again connects to the south east corner of Plot 02. Finally, the existing towpath will continue to be used as a vehicle free route for both cyclists and pedestrians. This pathway would provide a connection to the potential new pedestrian bridge across the Grand Union Canal.

Adequate cycle parking is provided within the basements of all buildings, accessed via lifts to facilitate ease of use. Cycle parking is provided in line with policy requirements and a range of standard, accessible and cargo bike spaces are provided.

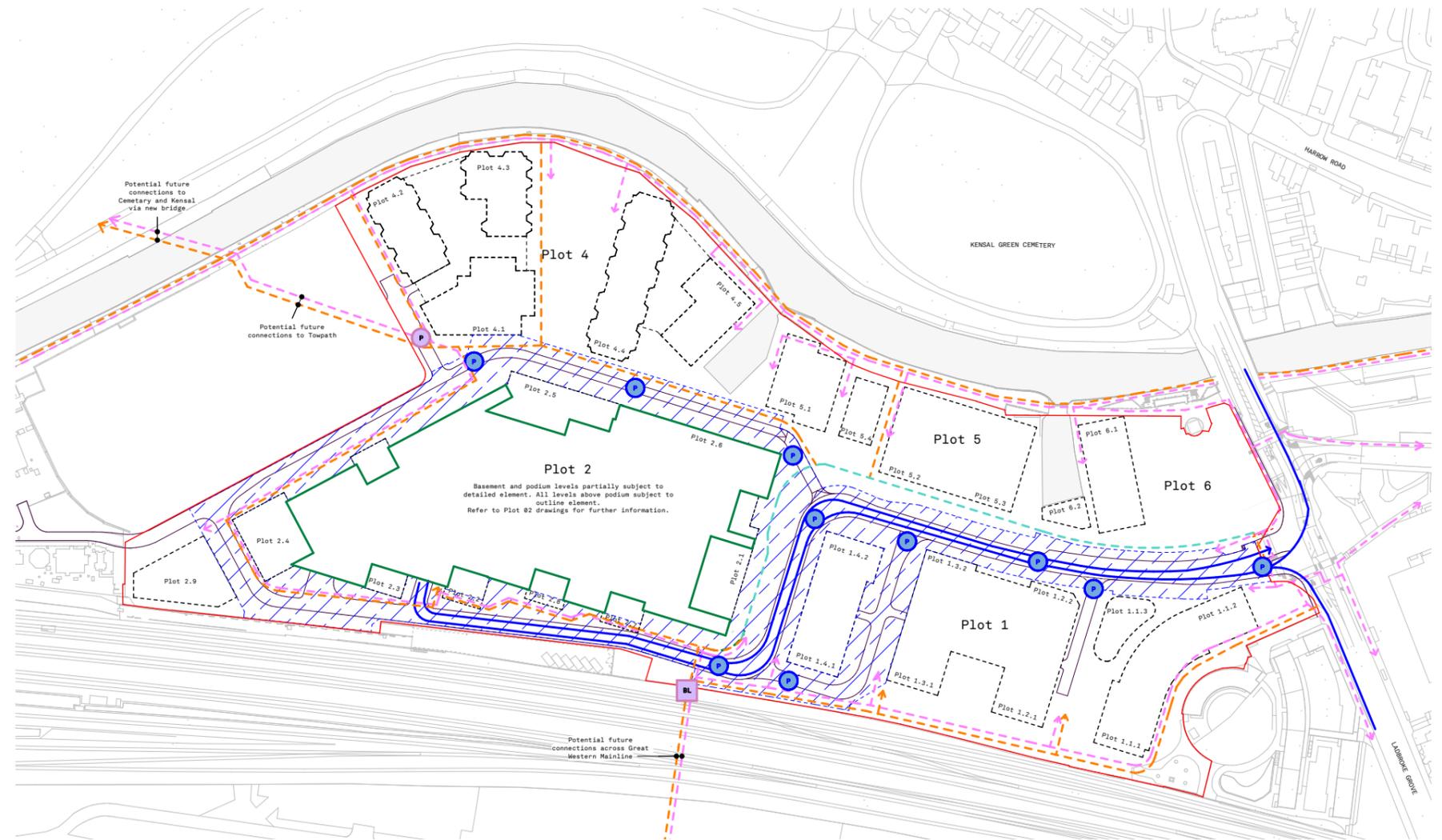


Fig 12.4: Diagram showing pedestrian and cycle movements

CYCLE & PEDESTRIAN MOVEMENT KEY:

- Maximum Parameter Building Footprint
- Application Boundary
- Proposed Road Network
- Dedicated cycle lane within pavement
- Cycle Route on shared surface with pedestrians
- Cycle Route to Sainsbury Undercroft parking area using road network
- Key Pedestrian Route
- P Indicative Pedestrian and Cycle Crossing Point
- P Crossing Point subject to detailed application
- BL Safeguarded Bridge Landing Position
- Extent of Detailed Element at Ground Level
- Detailed Element Building Footprint

Tube services

The site has access to London Underground services at Kensal Rise Station (London Overground) and Ladbroke Grove Station (Circle and Hammersmith & City lines) a 15-minute walk to the north and to the south respectively. Kensal Rise Station has step-free access from street to platform, and access from platform to train is by manual boarding ramp. Ladbroke Grove Station has no step-free access at all.

The site will also benefit from the new pedestrian connection to Kensal Green (Bakerloo line) at 10-minute walk. This station do not have step-free access.

Since not all disabled people can use the accessible public transport, alternative means of access to the site become essential.

The development has made provision for suitable drop-off points, accessible car parking and accessible cycle parking storage, which are described in the section that follows.

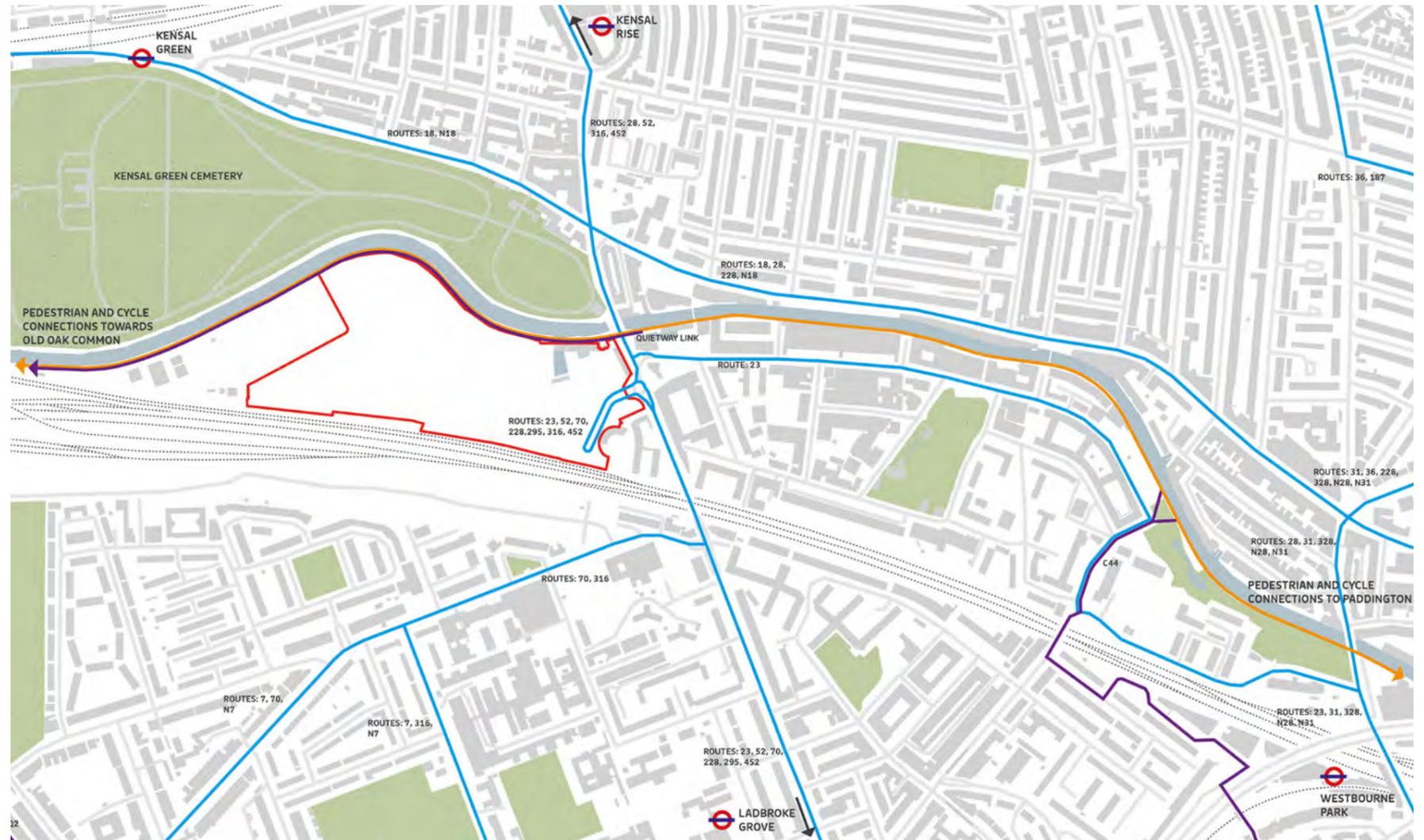


Fig 12.5: Figure ground showing connection to wider transport network and tube stations

Road network

The public roads and footpaths are an essential component of the access routes that connect the spaces within the development. The proposals for the road network are therefore summarised below.

Primary vehicular routes:

- The Avenue provides the key 2 way access into the wider masterplan from Ladbroke Grove. This route then run down to the Sainsbury's Store car park entrance on South Drive.
- South Drive runs from the eastern end of Plot 02 to the western edge and facilitates access to the Sainsbury's Store car park and service entrance, the Network Rail compound and the Cadent site to the far west of the masterplan.
- West Drive runs along the west and north sides of Plot 02. Vehicles would move in a clockwise direction only here. The route would provide access to Plot 03 and 04 basement car parks, alongside Sainsbury's service and drop off bays.

Drop off points

Some residents, staff and visitors to the development will rely on community transport, taxis or minicabs to access the site. These vehicles will be able to drop off their passengers within 50m of all building residential front doors.

Parking

Residential parking is provided within the basements of Plot 01, 02 and 04. Plot 01 and 04 have an automated parking system and as such all spaces have the facility to be accessible. On street accessible parking is provided where no basement parking is provided. A summary of parking numbers is provided in the table below. Where numbers quoted relate to the illustrative scheme these have been highlighted in green:

PLOT	Basement Spaces	On Street spaces	Total Parking
Plot 01	180		180
Plot 02	25		25
Plot 04	134		134
Plot 05		3	3
Plot 06		4	4
Total	339	7	346

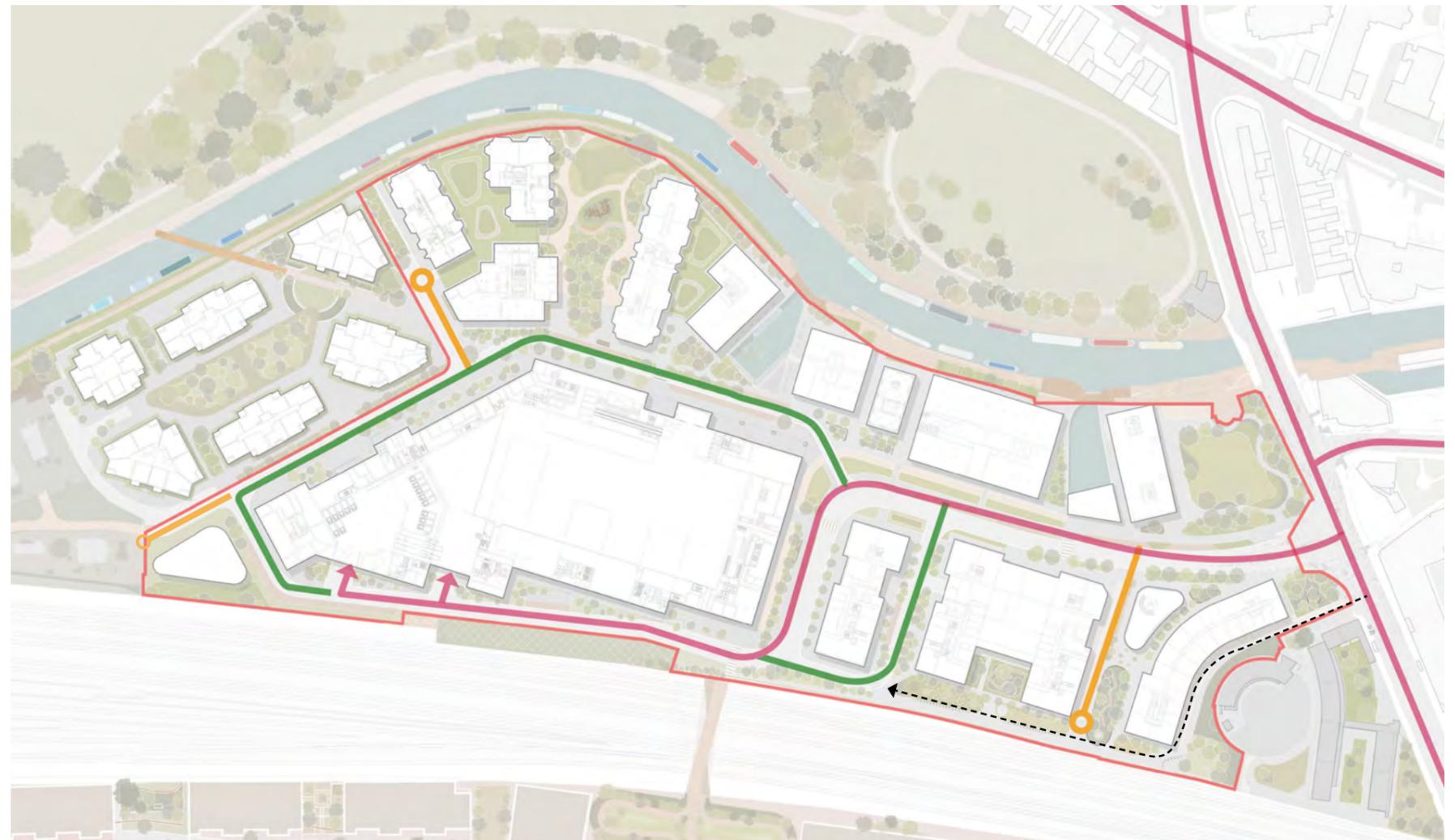


Fig 12.6: Diagram showing principle vehicle movement routes

KEY

- Primary vehicle route (2 way road)
- One way road (clockwise)
- Access only route
- Emergency Access route

12.2 Fire Strategy

12.2.1 Fire Strategy

This section should be read in conjunction with Hoare-Lea's Fire Planning Statement which is provided within the planning submission. This section provides an overview of the key principles inherent to the masterplan and outline plot design.

Each plot has its own Fire Strategy Planning Statement which addresses the fire strategy principles applied. These should be referred to for full details. The list below provides a summary of the information contained within each of these documents:

- Fire Safety overview
- The building's construction method and products and materials use
- Construction, design and management regulations
- Means of escape for all building users and evacuation strategy
- Passive and active fire safety measures
- Assembly points
- Access and facilities for the fire and rescue service
- Site access for the fire and rescue service
- Evacuation lifts
- Aspirational objectives
- Future development of the asset and the 'Golden Thread' of information
- Avoid conflict of Fire safety and security measures

12.2.1.1 Fire Tender Access

The masterplan and buildings have been designed in accordance with our fire and transport consultants to ensure the fire service can navigate the masterplan and easily access fire fighting shafts and dry/wet risers. The drawing opposite illustrates how the key fire tender routes have been tracked to ensure adequate access is provided to all buildings. Dry and Wet risers have been indicatively positioned on the facades on buildings so as to be within 18m of a fire tender stopping point.

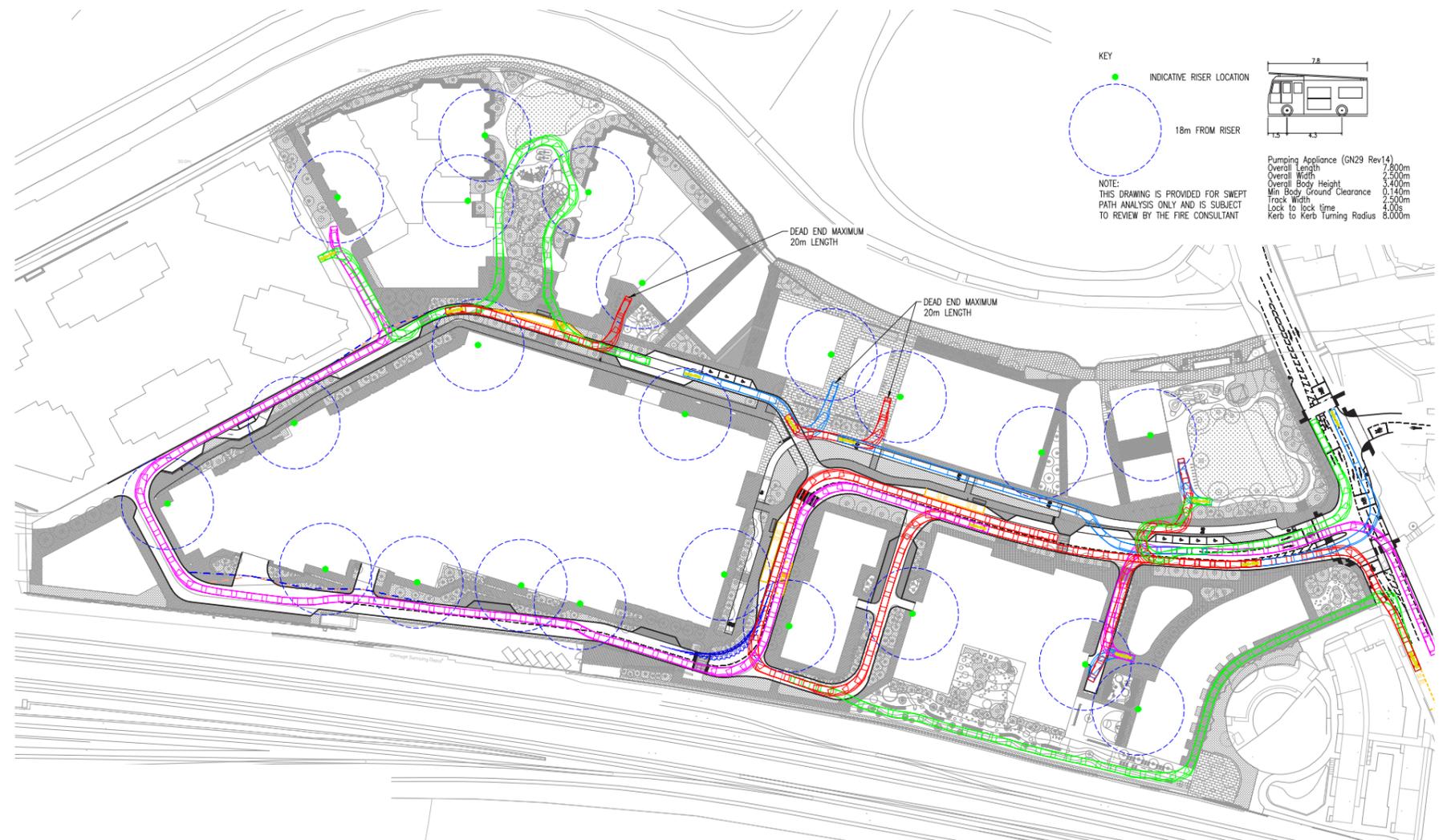


Fig 12.7: Diagram showing Fire Tender Tracking across the masterplan

12.2.1.2 Key Provisions

A number of key provisions have been provided within all of the outline plots across the masterplan and these have been listed below. This list is not intended to be exhaustive but provides a summary of the provisions.

- All buildings across the masterplan are sprinklered. This applies to both residential and commercial buildings.
- All buildings over 18m have been designed with 2 stairs which is in accordance with the latest legislation including the Building Safety Act 2022.
- All buildings have at least 1 fire fighting shaft (Buildings over 18m and 900sqm have 2no.) and these are shown in red on the adjacent drawing. Fire fighting shafts will be designed in accordance with Part B and BS9991 where applicable and will contain a fire fighting stair, a fire fighting lift and a dry or wet riser.
- Each core has an evacuation lift in accordance with the London Plan.
- Dry risers are provided in all buildings below 50m and wet risers in buildings over 50m.
- All dry riser inlets and wet riser top-up points are accessible within 18m of a Fire Tender stopping point
- Each stair has a dedicated means of escape from residential buildings at ground floor, either through a dedicated escape corridor or through a lobby less than 20sqm
- Mechanical smoke extract will be provided within all residential lobbies and corridors
- Principle routes for fire tenders are shown as dashed red lines. The road network allows access to the majority of the masterplan and to the fire fighting shafts as noted. Point A indicates where a fire tender will manoeuvre through Canalside Park in the event of an emergency, to access the northern-most fire fighting shafts. Pathways have been designed to facilitate this movement. Point B shows where a fire tender would track across the public realm in an emergency.
- A secondary access route for emergency vehicles only is provided at point C from Ladbroke Grove. This route would only be used by vehicles in an emergency and the landscape proposals would allow a fire tender to track safely across the Plot 1 garden (South Terrace) and into the wider masterplan.
- Each residential block is more than 18m in height and, therefore, the external walls, including the non-residential accommodation and all specified attachments will be provided with a minimum surface spread of flame rating of A2-s1, d0 or Class A1.

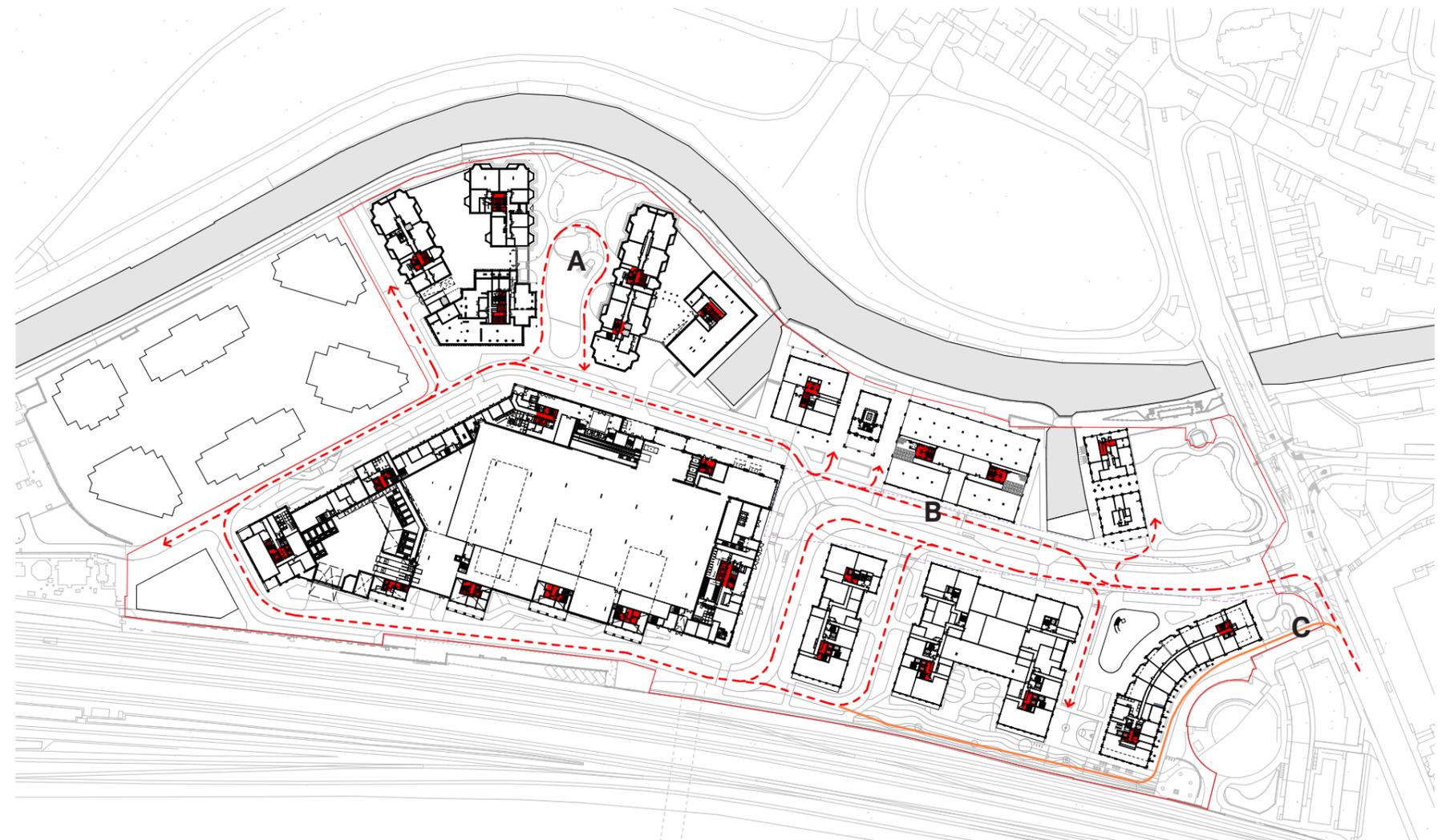


Fig 12.8: Illustrative masterplan showing indicative positions for Fire Fighting Shafts across all plots

Fig 12.9: Drawing Key

■	Fire Fighting Shaft
---	Fire Tender route
—	Emergency vehicle only route

12.3 Energy Strategy

12.3.1 Sustainability Overview

This section should be read in conjunction with the Energy Strategy, Sustainability Statement and Circular Economy Statement prepared by Hoare Lea and included as part of the planning application.

The approach to sustainability will address the GLA Sustainability Checklist and follow the five key aspects of sustainability. The focus will be to create value and deliver measurable and made to measure benefits.

Key themes have been defined in collaboration with the design team across the Five Capitals as shown below:

1. Natural Positive impact
2. Human Thriving people
3. Social Active community
4. Physical Future focus
5. Economic Productivity and growth

The scheme is being designed to achieve a BREEAM Excellent rating.

12.3.1.1 Energy Strategy

In accordance with the London Plan energy hierarchy the scheme will employ the following principles:

- Be lean - 10% reduction against building regulations 2021 baseline required for residential. 15% reduction against building regulations baseline 2021 required for non-domestic.
- Be clean - Explore energy sharing opportunities and future connection to a district heat network.
- Be green - 35% reduction against building regulations 2021 baseline required for the site through the use of low or zero carbon technology.
- Offset - Remaining carbon emissions must be offset to achieve net zero carbon in operation.
- Be Seen - Monitor and report on energy performance and associated carbon emissions during operation.



Fig 12.10: The 5 Sustainability Capitals

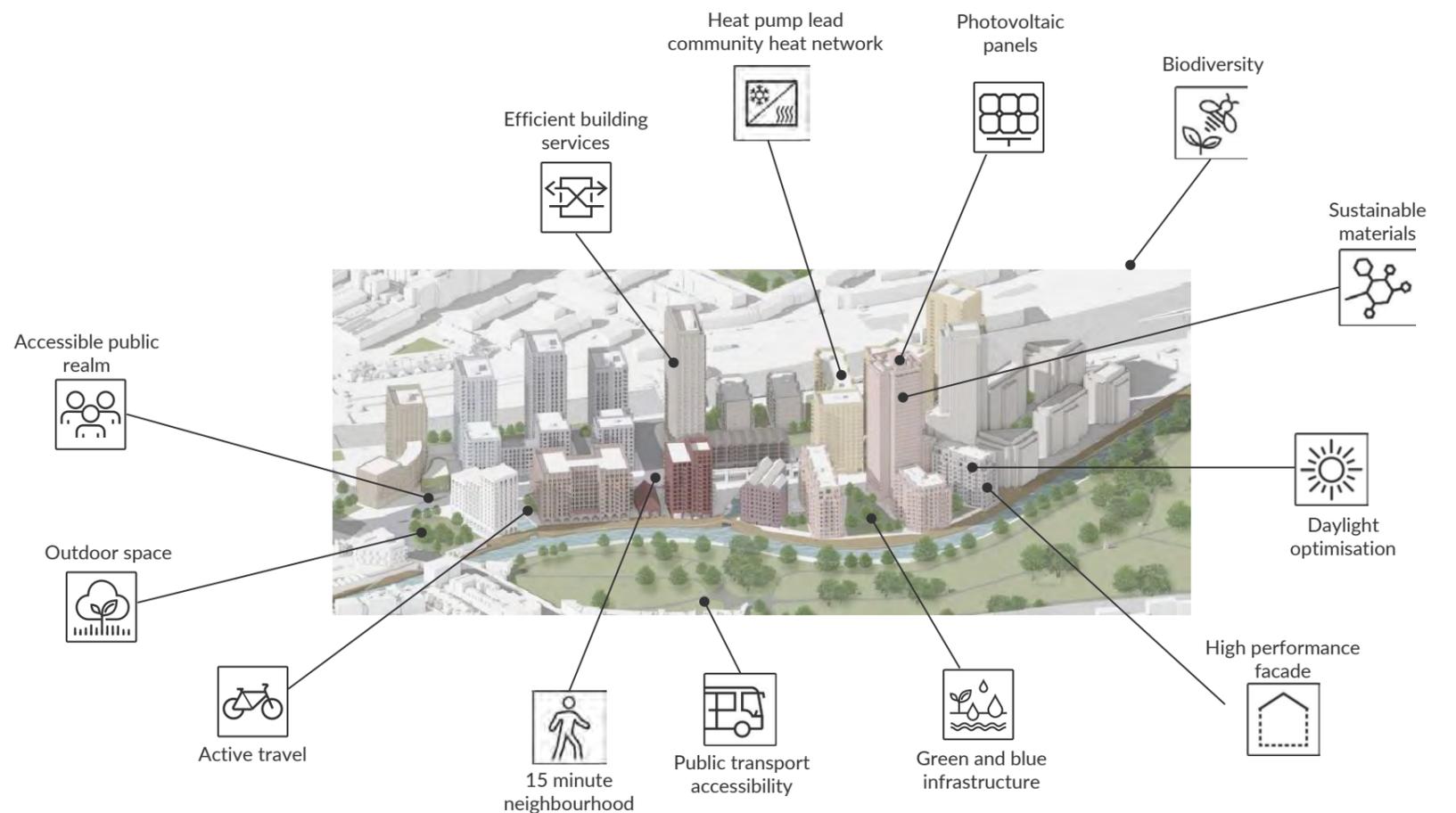


Fig 12.11: Key sustainability principles embodied within the masterplan

12.3.1.2 Net Zero Carbon

The following have been evaluated within the Energy Strategy to derive a route to Net Zero Carbon. As the design progresses these themes will be interrogated further:

- Form Factor -Efficient surface area of the thermal envelope to reduce thermal demands
- Fabric Efficiency - Highly efficient building fabric, improved beyond Part L standards.
- Thermal Bridges - Buildings designed and constructed to limit heat loss through cold bridging
- Microclimate - Current and future weather conditions considered to ensure thermally comfortable spaces throughout the year.
- Glazing / Daylight - Designed to balance daylight, comfort and passive heating.
- Ventilation Strategy - Natural ventilation used to provide 'free cooling' where feasible
- Heat Recovery - Mechanical ventilation with heat recovery incorporated.
- LED Lighting - Low energy LED to be installed lighting throughout.
- Metering/ Controls -Building management, PIR, daylight link, zonal control.
- Water Efficiency - Mains water consumption designed to meet target of 105 litres or less per person per day.
- Low Flow fittings - Low flow water fittings to be installed to reduce water consumption.

	Ladbroke Grove (Net Zero Ready)
External Wall U-value	0.165 W/m ² K
Roof U-value	0.11 W/m ² K
Ground Floor U-value	0.11 W/m ² K
Glazing U-value	1.20 W/m ² K
Glazing G-value	50%
Air Permeability	3.0 m ³ /hr.m ² @ 50Pa
Thermal Bridges	Notional Reference Values (Table R2)

Fig 12.12: Fabric and Efficiency - Domestic Targets

	Ladbroke Grove (Net Zero Ready)
MVHR SFP	≤0.66 W/l/s
MVHR Heat Recovery Efficiency	93-94%
Thermal Energy Efficiency	180% (based on ambient loop community heating)
Distribution Losses	Reduced distribution losses due to lower ambient loop temperatures.
Domestic Hot Water Cylinder Standing Losses	0.05 kWh/l/day
Lighting	Low Energy LED Lighting

	Ladbroke Grove (Net Zero Ready)
External Wall U-value	0.17 W/m ² K
Roof U-value	0.11 W/m ² K
Ground Floor U-value	0.11 W/m ² K
Glazing U-value	1.20 W/m ² K
Glazing G-value	40%
Air Permeability	3.0 m ³ /hr.m ² @ 50Pa

Fig 12.13: Fabric and Efficiency - Non-Domestic Targets

	Ladbroke Grove (Net Zero Ready)
MVHR SFP	1.50 W/l/s
MVHR Heat Recovery Efficiency	90%
Thermal Energy Efficiency	≥180% (based on ambient loop community heating)
Distribution Losses	Reduced distribution losses due to lower ambient loop temperatures.
Heating and Cooling	Heating and cooling via efficient Fan Coil Unit system.
Lighting	Low Energy LED Lighting
Renewables	Photovoltaics (PV)

LADBROKE GROVE

Project Flourish