

Kensal Green Gasworks

9. DESIGN & ACCESS STATEMENT

JUNE 2025

Prepared by
Pilbrow & Partners
on Behalf of St William

Developer	St William
Architect	Pilbrow & Partners
Archaeology	PCA
Community Engagement	Iceni Engagement
Daylight, Sunlight & Overshadowing	EB7
EIA	Temple
Energy, Sustainability & Overheating	Hodkinson
Fire Engineer	Introba
Heritage	Smith Jenkins
Land Contamination	Tetra Tech
Landscape Architect	Gillespies
MEP	Vector Design
Planning Consultant	DP9
Structural, Civil and Drainage Engineer	PTA
Transport and Waste	SLR
TVIA	Tavernor Consultancy
Visualisation	Rockhunter
Wind Engineering	RWDI

Contents

1. Introduction	7	5. The Masterplan & Design Strategies	65
1.1 Executive Summary	8	5.1 A Collaborative Vision	66
1.2 The Team	10	5.2 Open Space	68
1.3 Purpose of the Document	12	5.3 A New Kensington Garden Square	69
1.4 Application Structure	14	5.4 Access & Movement	70
1.5 Consultation & Timeline	16	5.5 Animating The Towpath	74
1.6 Our Vision	18	5.6 Future Connections Canal Bridge	75
		5.7 Scale & Orientation	76
2. The Site	21	6. Landscape	79
2.1 Overview	22	6.1 Introduction	80
2.2 Context	26	6.2 Design Ethos	81
2.3 Access	28	6.3 Surrounding Green Spaces	82
2.4 Constraints & Legacy Infrastructure	30	6.4 Challenges	84
3. History	33	6.5 Opportunities	85
3.1 History	34	6.6 Landscape Approach	86
3.2 Conservation Areas	38	6.7 Illustrative Landscape Masterplan	88
3.3 Listed Buildings	39		
3.4 Kensal Green Cemetery Conservation Area	40	Character Areas	
3.5 The Anglican Chapel	46	6.8 Overview	90
3.6 The Grand Union Canal	48	6.9 Site Arrival	92
		6.10 Central Garden	94
4. Planning Context	53	6.11 Streetscapes	98
4.1 Kensal Canalside Opportunity Area	54	6.12 Canal Side	100
4.2 Planning Policy & Guidance	56		
4.3 Housing Delivery	58	6.13 Standalone Scheme	102
4.4 Development Context & Future Connectivity	60		
4.5 Land Ownership	62	Sitewide Strategies	
		6.14 Levels & Access for All	104
		6.15 Open Space	105
		6.16 Hard Landscape	106
		6.17 External Furniture	108
		6.18 Play Provision	110
		6.19 Play Typologies	112
		6.20 Tree Planting	114
		6.21 Tree Sizes	116
		6.22 Sunlight Analysis	117
		6.23 Soft Landscape	118
		6.24 Urban Greening	122
		6.25 Biodiversity and Ecology	124
		6.26 External Lighting	126

7. Site Layout & Massing Evolution	129	9. Living Conditions & Climate	183
7.1 Timeline	130	9.1 Environmental Strategies	184
7.2 Evaluating Alternative Site Layouts 2020	132	9.2 Facade Strategies	188
7.3 Design Iteration #1	136	9.3 Daylight	190
7.4 Design Iteration #2	137	9.4 Overheating & Acoustics	192
7.5 Design Iteration #3	138		
7.6 Design Iteration #4	140	10. Inclusivity, Access & Safety	195
7.7 Design Iteration #5	142	10.1 Inclusivity Public Realm	196
7.8 Design Iteration #6	144	10.2 Inclusivity Apartments	197
7.9 Design Iteration #7 (Current)	150	10.3 Deliveries	200
8. The Proposals	153	10.4 Waste Collection	201
8.1 Overview	154	10.5 Parking	202
8.2 Housing Delivery & Tenures	156	10.6 Pedestrian Movement	203
8.3 Site Layout & Use	158	10.7 Cycle Movement	204
8.4 Height & Massing	162	10.8 Fire Safety	206
8.5 Residential Quality	166	10.9 Secure by Design	209
		11. Development Scenarios	211
The Mansion Blocks		11.1 Overview	212
8.6 Overview	168	11.2 Canalway Upgrade Works	214
8.7 Massing & Articulation	170	11.3 Bus Stop & Loop	216
8.8 Layout & Fenestration	174	11.4 Visualisation	218
8.9 Facade Materials	176		
The Gateway Tower			
8.10 Overview	178		
8.11 Layout & Fenestration	180		

1. Introduc

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1.1 Executive Summary

This Design and Access Statement has been prepared by Pilbrow & Partners Architects on behalf of St William Homes LLP, part of the Berkeley Group, in support of a Hybrid Planning Application for the redevelopment of the Kensal Green Gasworks (KGG) site, lying within the Royal Borough of Kensington and Chelsea (RBKC).

The KGG site forms part of the Kensal Canalside Opportunity Area (KCOA), a strategically important site, identified as having the potential to contribute a significant number of new homes, employment and public open spaces.

This document sets out the design process undertaken since 2021, when the applicant and their design team first consulted with RBKC on their proposals for the site, as well as a detailed explanation of the final proposals that have been the culmination of this thorough and engaging process.

The application is a 'hybrid' application, in so far as two of the buildings and associated public realm and infrastructure will be submitted in detail, and the remaining buildings, public realm and infrastructure will be submitted in outline. To accompany the outline application, Pilbrow & Partners have prepared a set of Parameter Plan and Design Codes, establishing a set of rules and guidelines that will inform any future proposals. The detailed design of these elements will be subject to a future reserved matters application, subject to approval for the outline application being granted.

The proposals for Kensal Green Gasworks draw inspiration from two historic precedents common to RBKC; mansion block residential buildings and garden squares. These typologies serve as a reminder that high density, urban residential schemes can enhance the lives of those that live there, through considered and thoughtful internal planning, generous open space and materials that lend the buildings a sense of purpose and permanence.

However, the proposals for Kensal Green Gasworks represent a contemporary interpretation of these typologies, reflecting modern standards and regulations in relation to space planning, design quality, environmental conditions, fire safety, energy performance, GHG emissions and construction methodologies.

The design is also a celebration of the site's unique context; the Grand Union Canal and the Grade I listed Kensal Green Cemetery to the north, which, in contrast to the gasholders that came before, seeks to establish a more sympathetic backdrop to these important historic and community assets.



1.2 The Team

The Applicant

St William's sole purpose is to transform redundant gasworks sites into new places for people to live, work and spend their time.

St William's aspiration is to open up and reconnect these sites to the surrounding community, through a landscape-led approach, which takes inspiration from Jan Gehl's philosophy of "first life, then spaces, then buildings".

Gasworks sites are typically unwelcoming environments which have been closed off to the public for decades. Their regeneration presents an extremely sustainable way to deliver new homes; however, they are also particularly challenging due to the amount of existing above and below ground infrastructure that remain on these types of site.

St William's ambition for the Kensal Green Gasworks site is to deliver high quality design befitting this important strategic site within Kensington and Chelsea, as well as crucial infrastructure and affordable housing in-line with the borough's expectations.

The Design Team

Pilbrow & Partners are a multi-disciplinary London based architecture and urban design studio who are passionate about creating inspirational places that address issues of urban regeneration, heritage and sustainability. The practice has experience working in the Royal Borough of Kensington & Chelsea, most recently having received planning consent for a 51 home scheme at 340-350 Old Brompton Road. This scheme is part of the Earl's Court Masterplan, situated opposite the Grade I listed Brompton Cemetery which, along with the Grade I listed Kensal Green Cemetery is one of the 'Magnificent Seven' cemeteries opened between 1833 and 1841.

Gillespies are landscape architects and urban designers who champion the role that well-designed landscapes and public realms can play in improving people's health and quality of life, as well as their ability to bring people together from all backgrounds to share and enjoy spaces in an informal and congenial way.

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Transport and Waste	SLR
TVIA	Tavernor Consultancy
Visualisation	Rockhunter
Wind Engineering	RWDI

1. Introduction

St William

Applicant / Developer

Image Key

- 5. Bethnal Green Gasholders
- 6. Bow Common Gasholders



Pilbrow & Partners

Architect

Image Key

- 3. Old Brompton Road, Royal Borough Kensington & Chelsea
- 4. The Kensington Building, Royal Borough Kensington & Chelsea



Gillespies

Landscape Architect

Image Key

- 1. King's Road Park / Fulham Gasworks
- 2. Elephant Park



1.3 Purpose of the Document

Applications for major development, as defined in article 2 of the Town and Country Planning (Development Management Procedure (England) Order 2015 are required to submit a Design and Access Statement. In accordance with Planning Practice Guidance, a Design and Access Statement must:

1. Explain the design principles and concepts that have been applied to the proposed development; and
2. Demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.

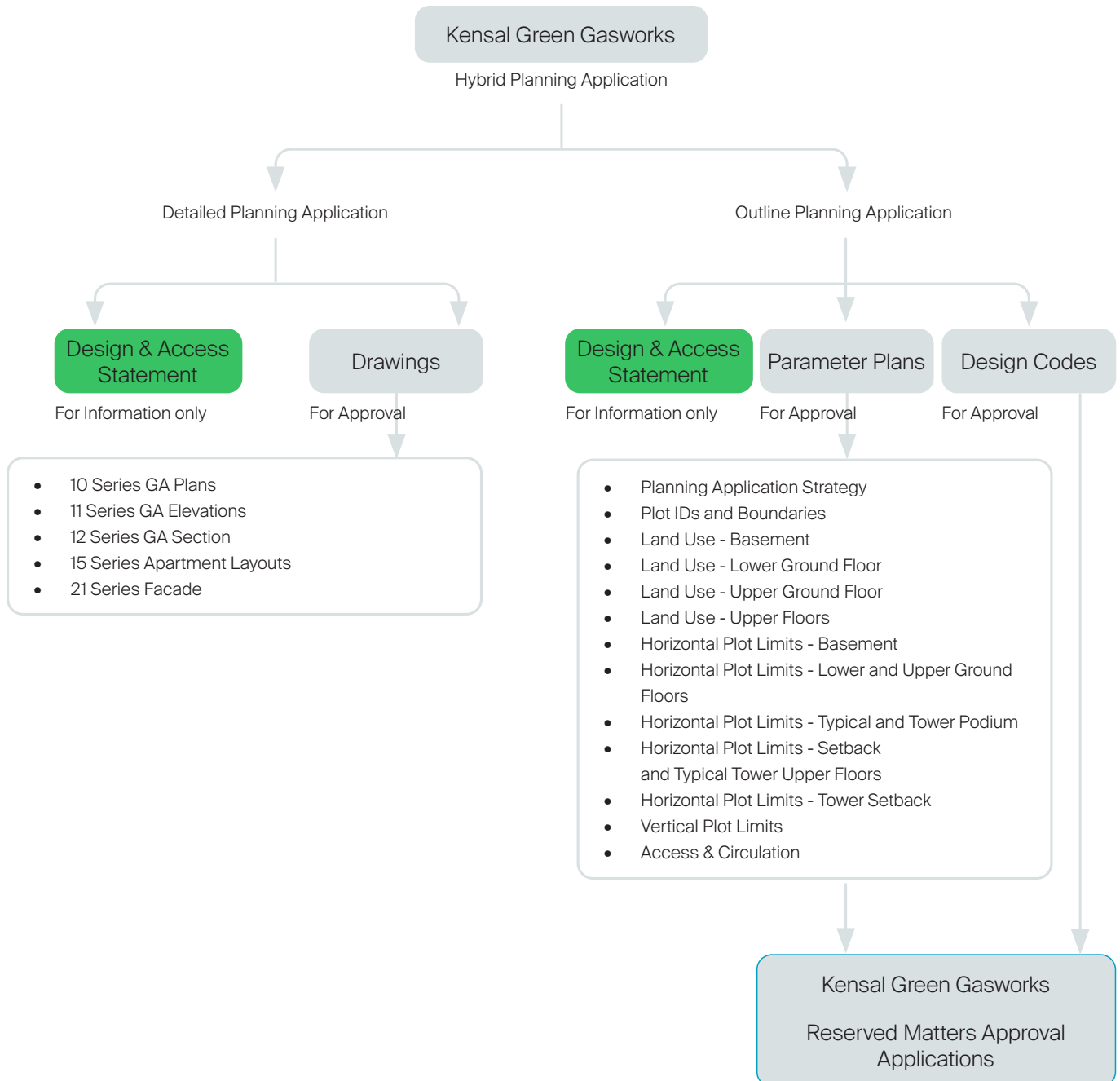
A development's context refers to the particular characteristics of the application site and its wider setting. These will be specific to the circumstances of an individual application and a Design and Access Statement should be tailored accordingly.

Design and Access Statements must also explain the applicant's approach to access and how relevant Local Plan policies have been taken into account. They must detail any consultation undertaken in relation to access issues, and how the outcome of this consultation has informed the proposed development. Applicants must also explain how any specific issues which might affect access to the proposed development have been addressed.

The Greater London Authority (GLA) also provides guidance on what should be included in a Design and Access Statement for schemes that are referable to the Mayor, and specifically refers to guidance published by the Commission of Architecture and the Built Environment titled 'Design and Access Statements: How to write, read and use them' (2006). The GLA has also published design and access policies in Chapter 7 of the London Plan.

This document supports the Planning Submission and should be read in conjunction with the supporting information. This statement does not describe the environmental effects of the proposed development which are subject to a separate formal Environmental Impact Statement, submitted as part of the planning application.

1. Introduction



1.4 Application Structure

St William are seeking permission for a hybrid application that is part being submitted in detail and part in outline. The extent and scope of each component is described in detail within this Design and Access Statement and on the supporting Parameter Plans.

The proposals outlined in this document are part of a hybrid planning application, including:

- Outline proposals for residential floorspace including ancillary residential facilities (Use Class C3) (up to 74,450 sq.m GEA) and flexible commercial, business and service floorspace (Use Class E which is anticipated to be a cafe) (up to 890 sq.m GEA), new pedestrian, cycle and vehicular access, open space, landscaping, car and cycle parking, infrastructure and associated works; and,
- Detailed proposals for residential floorspace (Use Class C3) (25,786 sq.m GEA) new pedestrian, cycle and vehicular access including bus route and associated facilities, open space, landscaping, car and cycle parking, infrastructure and associated works.

A set of Design Codes and Parameter Plans have been prepared by Pilbrow & Partners to support the outline component of the application. These

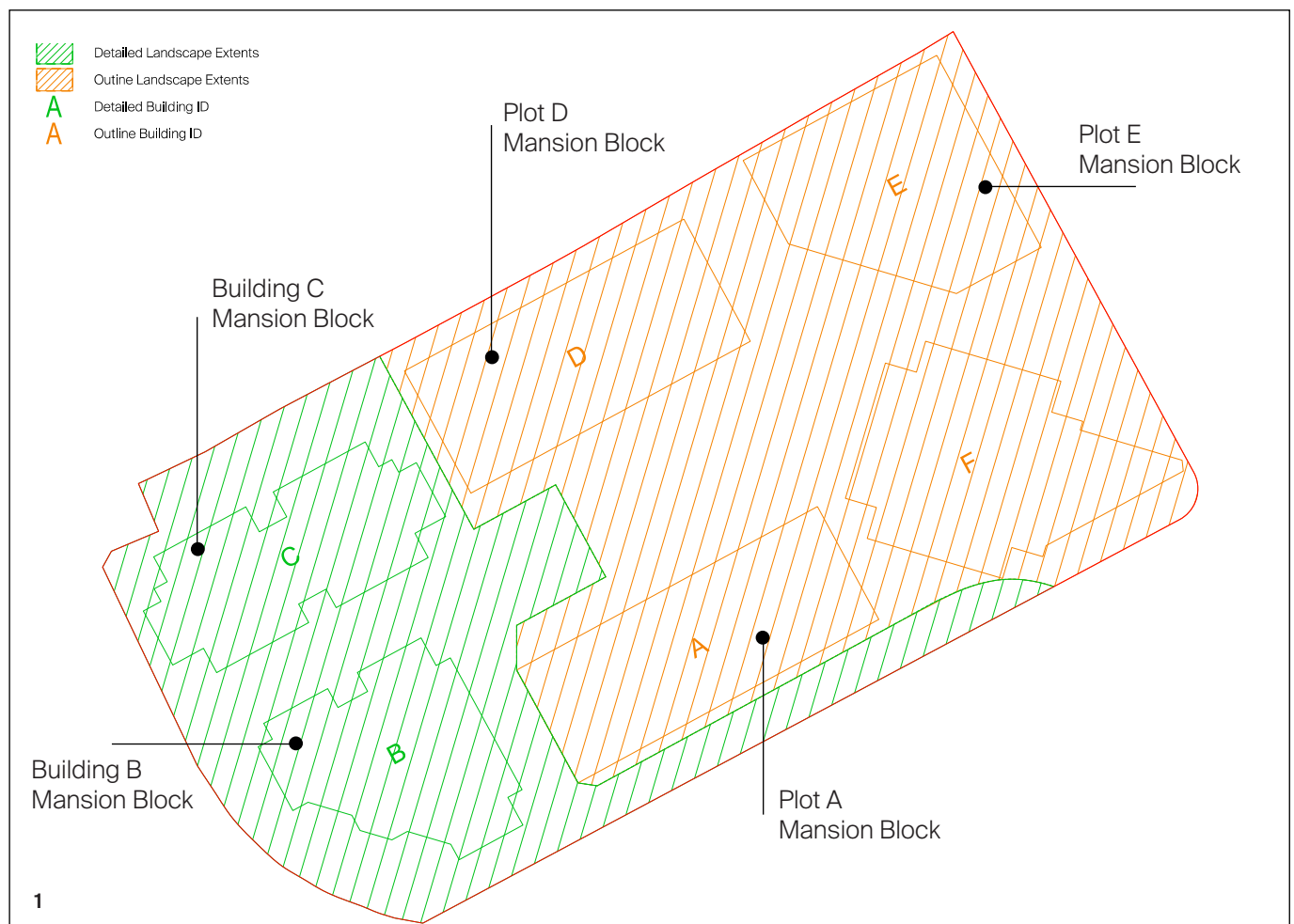
documents establish a robust framework which will inform, and in some instances dictate, the detailed design of the outline component which will be submitted as a Reserved Matters application.

Nevertheless, the design team have prepared an illustrative proposal, demonstrating one way in which the scheme could be developed in accordance with the Parameter Plans and Design Codes. This illustrative scheme has been developed to an exceptionally high level of detail to give both St William and RBKC confidence in the quantity and quality of any future RM applications.

1. Introduction

Image Key

1. Plan the proposed scheme.
2. Aerial of the proposed illustrative scheme. The two detailed buildings are outlined in green and the four outline buildings are outlined in orange.



1.5 Consultation & Timeline

Led by their community engagement consultant, Iceni, St William have held an extensive programme of stakeholder engagement and public consultation. Along with the circulation of letters, emails, flyers and the creation of a consultation website, a series of pop-up events have been held at various locations to provide residents with the opportunity to meet the team involved, review the proposals and provide feedback. This has provided interested stakeholders, local residents and community groups with opportunities to constructively engage and help shape the redevelopment proposals for the Kensal Green Gasworks site.

There have been two phases of public consultation. The first round of public consultation was held in September 2021 and included the following activities:

- A dedicated consultation website with online feedback forms;
- An email and telephone number to receive feedback and any enquiries about the proposals;
- 2 leaflet drops to over 16,000 local residents and businesses, outlining the 2021 proposals, directions to the website and details about the July 2021 and September 2021 consultation events;
- Mailing list updates;
- 4 in person public consultation events held in the car park of Sainsbury's on Canal Way, providing the opportunity to speak with the technical experts on the project team about the proposals;
- Meetings with community stakeholders and political stakeholders.

The second phase of consultation, which took place in 2024 and 2025 included the following activities:

- A dedicated consultation website with online feedback forms - <https://kensalgasworks.com/>;
- An email and telephone number to receive feedback and any enquiries about the proposals;
- Ongoing mailing list updates;
- 7 in person public consultation events held locally, providing the opportunity to speak with the technical experts on the project team about the proposals;

- Meetings with community stakeholders and political stakeholders.

As part of the engagement process, the project team have twice presented the proposals at RBKC's Development Forum, which were on both occasions held at Barlby Primary School and chaired by Amanda Reid, Director for Planning at RBKC.

Full details about our public consultation, engagement and responses to the feedback received can be found in the Statement of Community Involvement submitted as part of this planning application.

The St William project team have also undertaken a thorough process of consultation with all necessary statutory consultees, including:

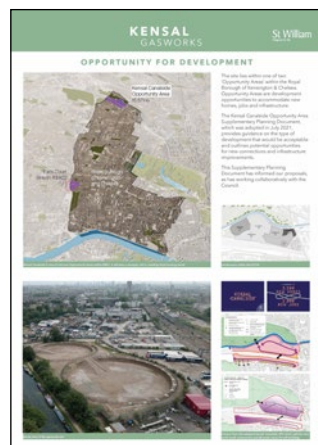
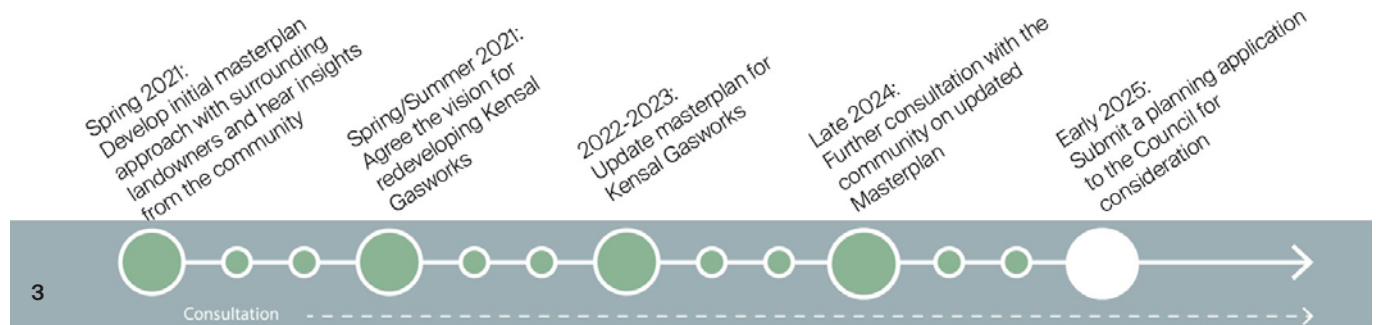
- Royal Borough of Kensington & Chelsea (RBKC)
- Greater London Authority (GLA)
- Historic England (HE)
- Transport for London (TfL)
- Canals & Rivers Trust (CaRT)
- Metropolitan Police Designing Out Crime Officer

As well as pre-application meetings with RBKC between 2021 and 2025, the proposals have been presented to RBKC's Quality Review Panel (QRP) on six separate occasions, with some being held in conjunction with Ballymore/Sainsbury's and others dedicated to the St William Kensal Green Gasworks site. On each occasion the project team have carefully reflected on the panel's constructive comments and where possible and appropriate have sought to implement them into the scheme. Where comments have not been incorporated, the project team set out their justification clearly and concisely and presented these back to RBKC and the QRP at subsequent meetings.

1. Introduction

Image Key

1. Pop-up events in 2021 and 2024
2. The consultation boards presented to the public in 2021
3. Public consultation timeline



2



1.6 Our Vision

CHARACTER



- A contemporary and contextual interpretation of a traditional Kensington Garden Square;
- A landscape recalling the naturalistic character of the adjacent waterway and cemetery;
- Materiality, detailing and fenestration recalling traditional Kensington mansion blocks.

QUALITY



- High residential quality that will maximise dual aspect homes, enhance views of the adjacent open spaces, and provide generous, private external balconies and terraces;
- Robust masonry buildings that evoke quality and longevity.

HOUSING



- Fulfil the site's potential to deliver much needed homes;
- Achieve 35% on-site affordable housing that reflects local demand.

COMMUNITY



- The public central garden as a community hub with space for play and leisure;
- No discernible difference between the quality and appearance of buildings, irrespective of tenure;
- Spaces that are inclusive and fully accessible.

1. Introduction

SAFETY



- Maximise the extent of active ground floor frontages to create passive surveillance of public open spaces;
- Elevated ground floor apartments and large areas of planting, reducing the risk of intrusion;
- Secure by Design Principles to adopt crime prevention measures through environmental design.

CLIMATE



- Fully electric system and on site renewable energy sources;
- Energy efficient and low carbon heating systems;
- Dual aspect and full height windows, increasing natural ventilation;
- Low form factor minimising heat loss;
- Integrated, passive design features that provide shade and cooling without significant reductions in natural light.

WELLBEING



- Promote active and sustainable travel;
- Homes that benefit from high levels of natural light and views of surrounding open spaces;
- Spaces that provide connections with nature and wildlife.

2. The Site

e

2.1 Overview

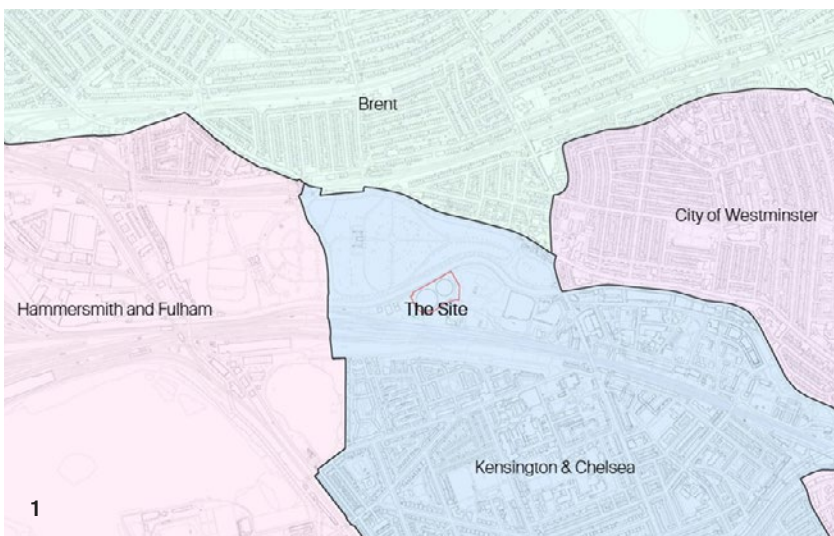
The Kensal Green Gasworks site is a 1.46ha former industrial, brownfield site located within the Royal Borough of Kensington and Chelsea. The KGG site lies to the north of the borough, close to boundaries with Hammersmith and Fulham, Brent and Westminster. The majority of the site is flanked by light industrial yards and storage facilities. A Pressure Reduction Station (PRS) operated by Cadent lies adjacent to the western boundary and The Great Western Main Line railway lies 40 metres away to the south.

In stark contrast, the northern boundary of the site faces onto the Paddington branch of the Grand Union Canal, a tranquil and bucolic stretch of the famous canal which includes temporary moorings along the southern tow-path directly opposite the site. Beyond the canal lies the Kensal Green Cemetery, one of the 'Magnificent Seven' cemeteries in London, which is a conservation area and listed Grade I on the register of Historic Parks and Gardens of Special Historic Interest. This special and historic context has played a fundamental role in shaping the proposals for the KGG site.

The site forms part of the Kensal Canalside Opportunity Area, a 15ha brownfield site that, according to RBKC's own assessment, has the potential to deliver between 3,500 and 5,000 new homes. Due to the limited availability of developable brownfield land and the significant heritage constraints within RBKC, the development of this site - and the Opportunity Area more broadly - presents a vital opportunity to deliver much-needed housing and employment for local residents.

The site itself is elevated above its surrounding context by between 3.1m and 0.4m in the south west and north east corner of the site respectively, bounded by a concrete retaining wall. Both gasholders which previously occupied the site were decommissioned in 1970 and in 2021, the guide frames were dismantled and the water tank infilled, although the concrete below-ground structure that formed the tank was left in-situ.

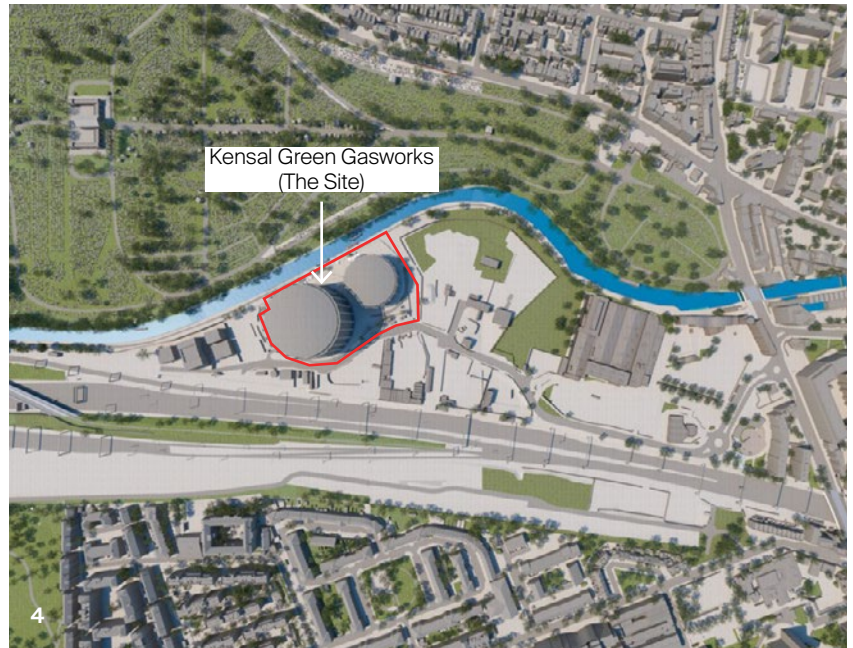
The site has no existing significant landscape features or biodiversity. St William's brief to the project team was to transform the character of the site by introducing large areas of landscaped public space that can accommodate a variety of recreational activities, maximise biodiversity and establish new connections through the site.



2. The Site

Image Key

1. The site, outlined in red, is located within the Royal Borough of Kensington & Chelsea, close to Brent Hammersmith & Fulham and the City of Westminster
2. The KCOA is located to the north of RBKC
3. Aerial photo of the site as it is today following the removal of the gasholder structure and partial infill of the below ground voids.
4. Aerial view showing the location and size of historic gasholders prior to removal





*Photo taken prior to June 2025. Above ground structures are now removed.



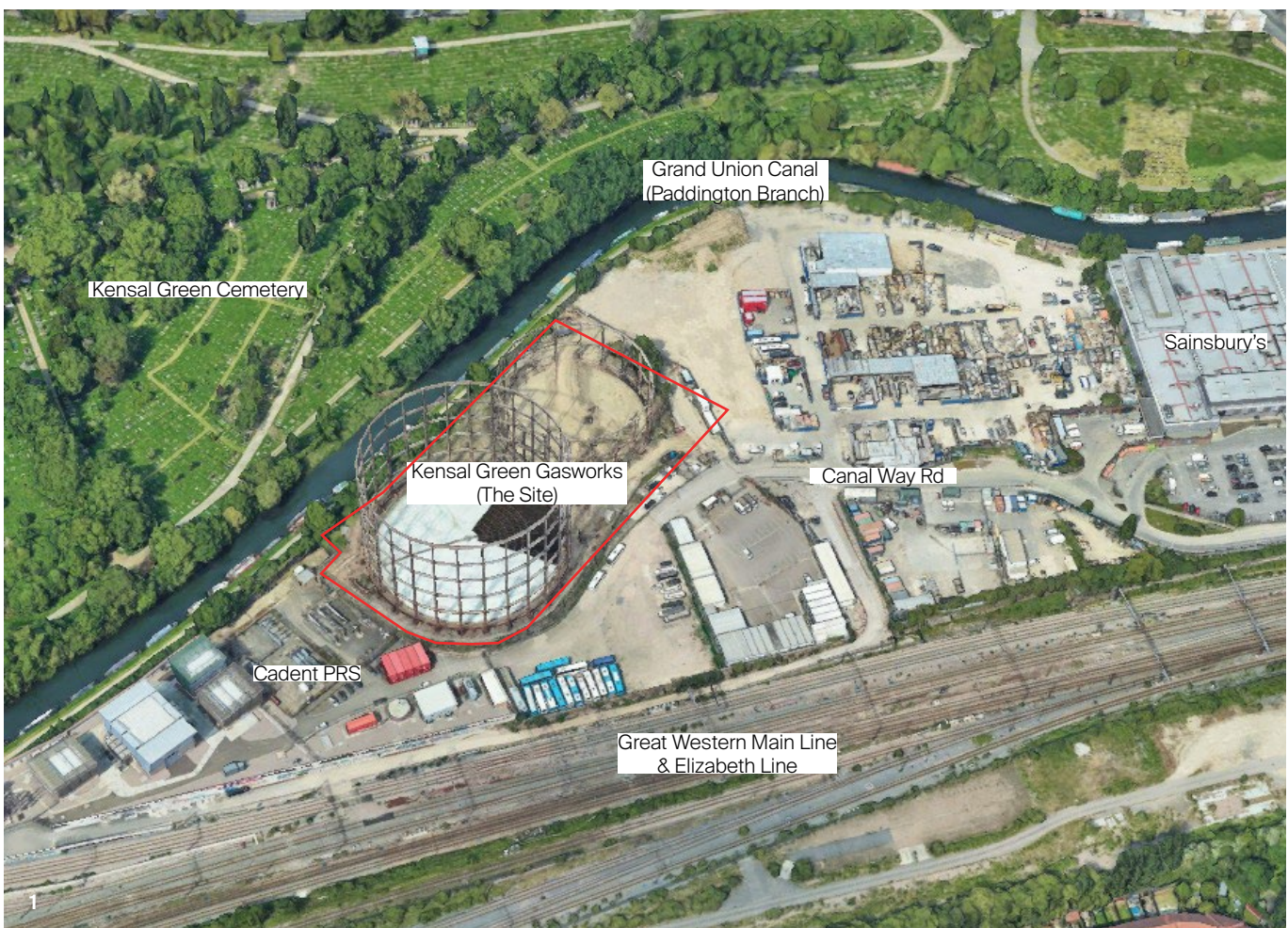
2.2 Context

Allied to the site's historic industrial function and limited public access, the majority of the site is surrounded by industrial and low quality commercial units, the majority of which are being used for storing vehicles, including hire cars, buses and limousines. These units are located on Ballymore/Sainsbury's land and will be removed as part of a comprehensive redevelopment of the KCOA.

The KGG site is bound by the Paddington branch of the Grand Union Canal to the north, the PRS on the west and light industrial yards to the south and east. Further south, beyond Ballymore/Sainsbury's ownership, lies The Great Western Main Line railway.

The PRS to the west will remain for the foreseeable future. The proposals for the KGG site maintain access to the PRS which is at the south west corner of the site, at approximately +27.0m AOD.

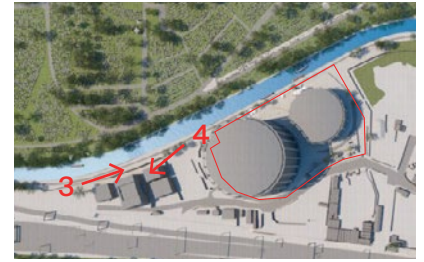
The Great Western Main Line (GWML) and Elizabeth Line lie between 40m to 200m to the south of the site. The GWML is a main line railway in England that runs westwards from London Paddington to Bristol Temple Meads and is a part of the national rail system managed by Network Rail. The nearest Elizabeth Line stations are Old Oak Common (due to open sometime between 2029 and 2033) to the west and Paddington to the east.



2. The Site

Image Key

1. Aerial view of the site showing its immediate context. The contrast between the wild landscape of canal and cemetery to the north and the area of brownfield within and around the site is particularly striking.
2. View along the towpath towards the site, prior to removal of the gasholder structure
3. View of the PRS from the towpath
4. View from the steps of the Grade I Anglican Chapel back towards the site, prior to removal of the gasholder structure



2.3 Access

The site is accessed from Ladbroke Grove on the east via Canal Way, which as well as the KGG site, the PRS and the adjacent industrial yards, also provides access to the existing Sainsbury's store which is located to the east of the KCOA.

Further east, close to Ladbroke Grove, Canal Way serves the Sainsbury's store, providing customers with access to the car park and petrol station. This stretch of Canal way is also used by TfL buses which have a number of bus stops and stands adjacent to the Sainsbury's store.

The majority of the existing KGG site has a Public Transport Access Level (PTAL) rating of 'O', with a small area in the north east and south east of the site achieving a rating of '2' and '3' respectively.

The Grand Union Canal provides access to the northern edge of the site with temporary moorings and a tow-path along the southern edge of the canal. The site itself is currently inaccessible from the tow-path owing to a level difference of approximately 2m and boundary wall.

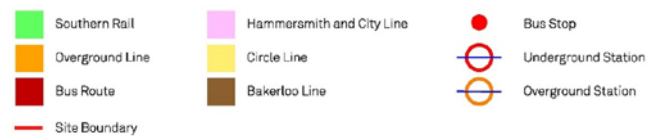
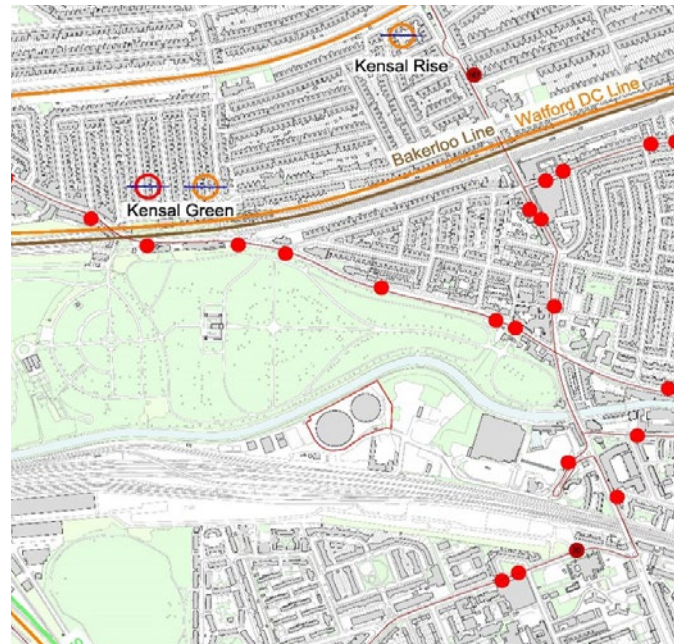
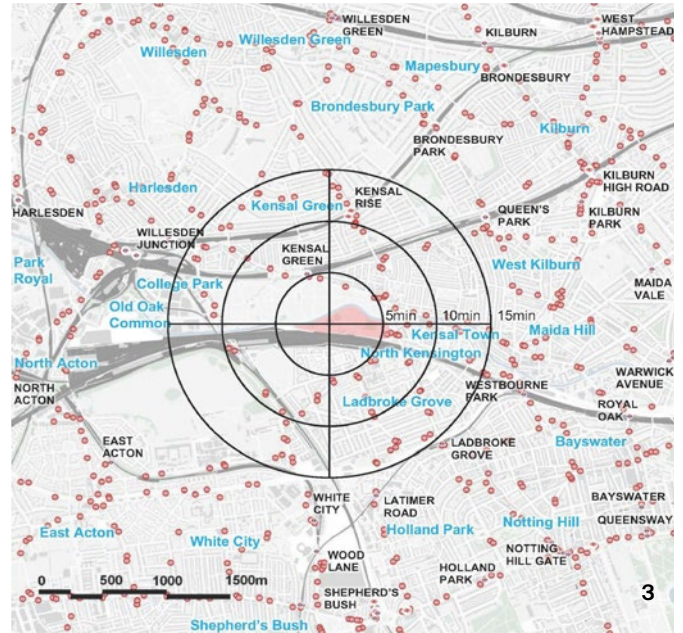
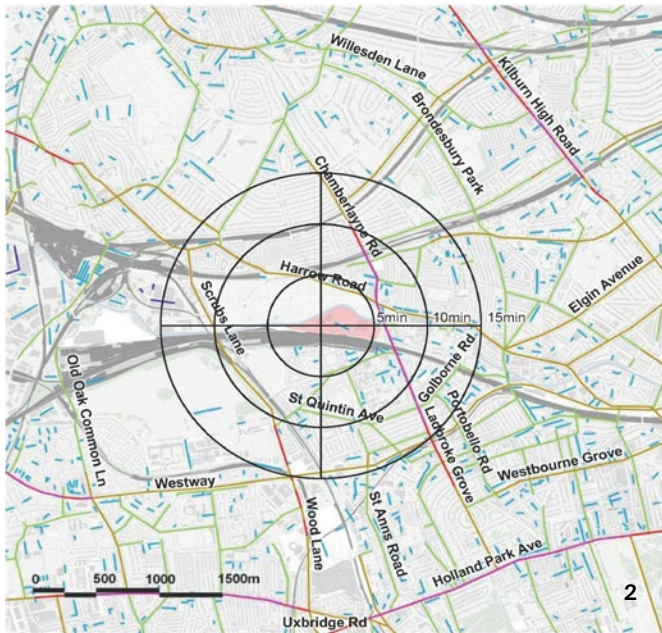
The proposed redevelopment of the KGG site will include significant improvements to public transport access and new, safe pedestrian and cycle routes.



2. The Site

Image Key

1. Early studies by Space Syntax identifying existing street patterns and movement;
2. The towpath and Ladbrooke Grove offered opportunities to increase access into the site;
3. The immediate context is well served by existing public transport infrastructure;

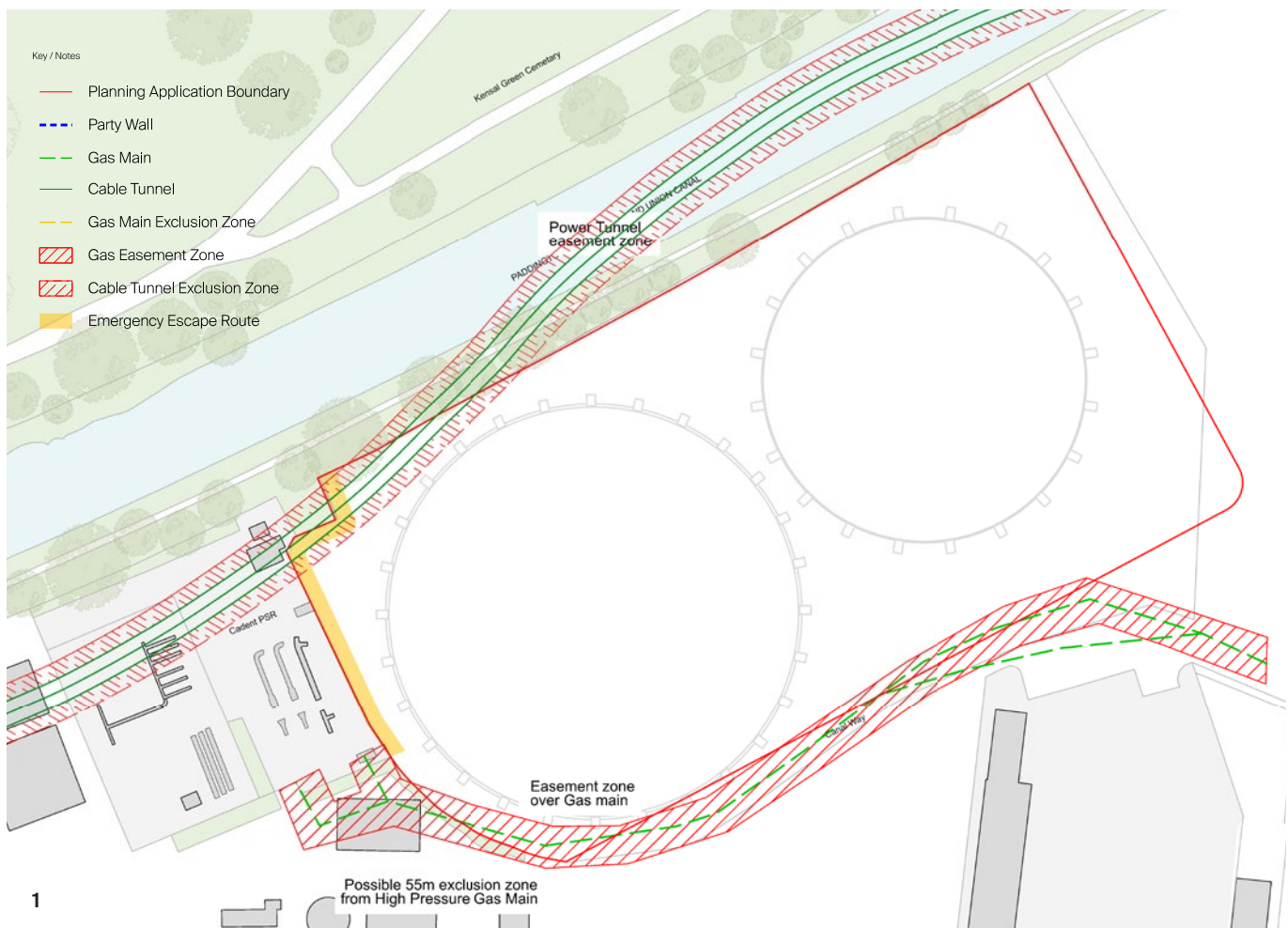


2.4 Constraints & Legacy Infrastructure

The redevelopment of former gasworks sites presents unique challenges, stemming from legacy infrastructure and materials associated with their industrial past, as well as their proximity to residential neighbourhoods that have grown around them as London has expanded over the past century.

The proposals for the KGG site are in part born out of a number of constraints which have informed the project team's design approach, summarised in the diagram opposite.

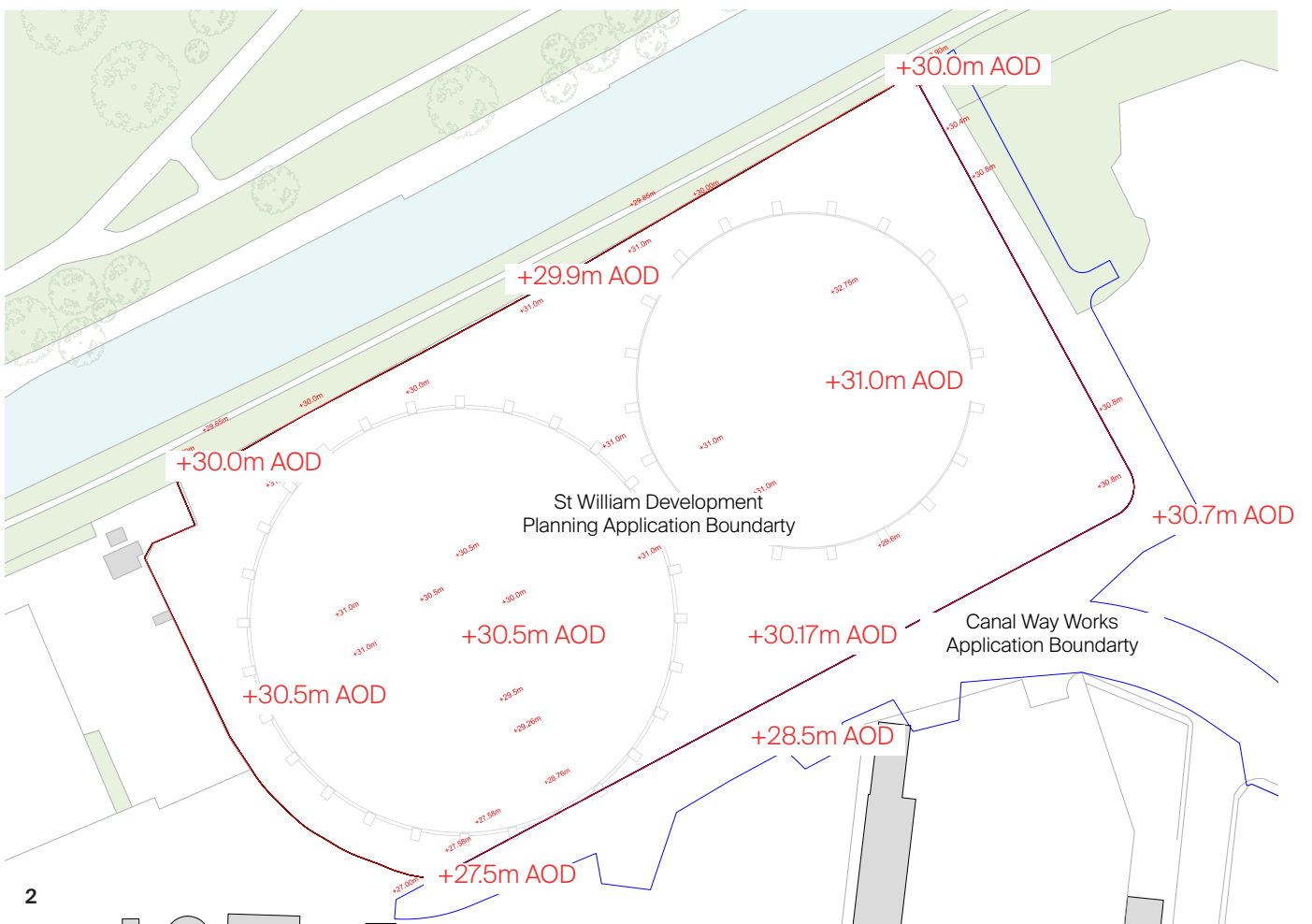
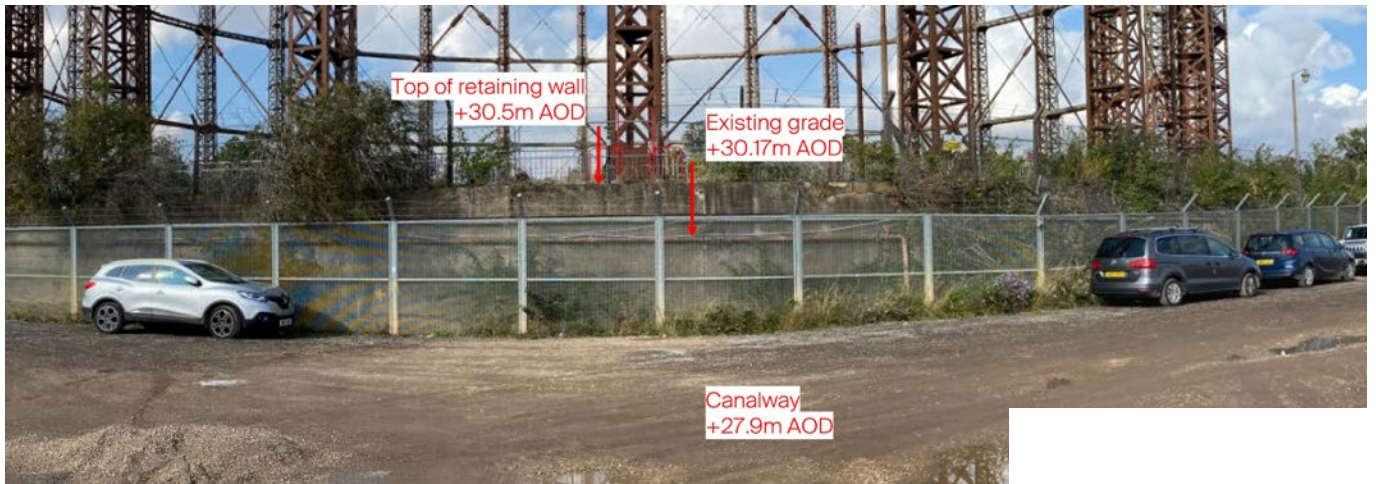
- Significant level difference and high retaining wall around perimeter of the site;
- Below-ground concrete retaining wall, piers and foundations around base of each gasholder;
- Hazardous material requiring decontamination;
- National Grid Electricity Transmission power tunnel in north west corner of site above;
- Cadent Restricted Zone to the west which limits permitted land uses;
- Noise from adjacent PRS and railway;
- Medium pressure gas main and easement to the south of the site



2. The Site

Image Key

1. The nature of the site means there are numerous below ground services all of which have constrained the site and affected our proposals;
2. The site is elevated above its existing context, framed by a high retaining wall;



3. History

3.1 History

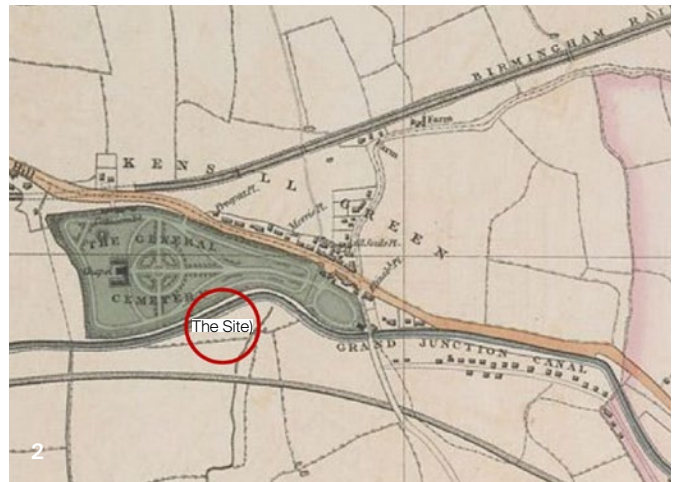
Gas companies were among the first industrial occupiers of canal-side sites, taking advantage of the cheap transport of coal and the availability of large, unconstrained parcels of land. The Paddington branch of the Grand Union Canal (then known as the Grand Junction Canal) opened in 1801. The Great Western Railway opened in 1838 which provided another fast and convenient way of transporting coal to the site.

Kensal Green 'All Souls' Cemetery was founded in 1831 when the General Cemetery Company purchased fifty four acres of land to the north of the canal for use as a burial ground. The cemetery was opened in 1832.

In 1845, twelve years after the cemetery opened, the Western Gas Company purchased land south of the canal from the Talbot estate, and subsequently erected gasholders and other industrial structures. The works, constructed under the supervision of the engineer George Holdsworth Palmer, burnt coal to produce gas, which was stored in the gas holders, to be sold for lighting gas lamps on the streets and in buildings. In 1872, the gasworks expanded west, dedicating land along the entire southern boundary of the cemetery to the operation of the gasworks.

The gasworks permanently closed in 1970. The two gasholders built adjacent to the canal remained on the site until 2021, when they were demolished in preparation for the lands remediation and redevelopment to provide new housing.

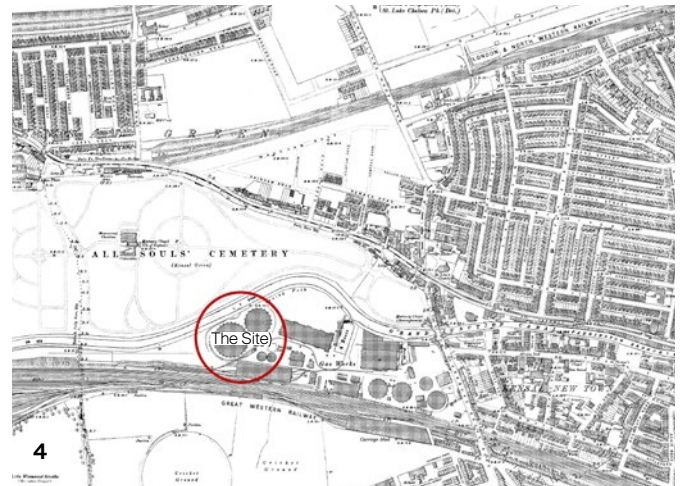
For almost 176 years the gasometers formed a dominant and overbearing backdrop to the cemetery. Photos from within the cemetery, and our own analysis which is described on the following page demonstrate that these large, bulky industrial structures detrimentally undermined the character of the cemetery. In that respect it is important that the scale and appearance of any proposals for the gasworks site are judged against this historic context.



3. History

Image Key

1. View from within the cemetery of the historic gasholder. When in operation and full, the gasholders would have been ugly, overbearing structure;
2. Historic map from 1841
3. Historic map from 1870;
4. Historic map from 1896;
5. Historic aerial view of the site showing the entire KCOA occupied by the Western Gas Company;

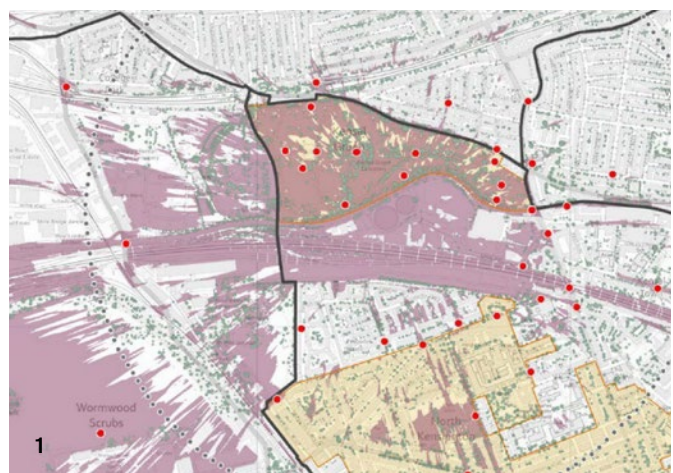


3.1 History

Historically, the KGG site contained two gasholders, known as Gasholders no 5 and 6. Gasholder no 5, located on the east of the site, was the first to be built between 1877-79 and was the smaller of the two gasholders. Gasholder no 6 was constructed on the west of the site between 1890-92 and was markedly larger, both in diameter and height, than its earlier, diminutive neighbour. Both gasholders were decommissioned in 1970 and ultimately dismantled in 2021. Neither gasholder were deemed to be of listable quality by Historic England, in contrast to the Grade II listed gasholders at Kings Cross, The Oval and Bromley-by-Bow, for example.

The most distinctive visual element of the gasholders would have been the guide frames, two circular metal structures comprising a frame of metal columns and horizontal girders that supported a telescopic metal gas vessel or 'bell'. The telescopic bell ran on vertical rails attached to the frame so that it could rise as it was filled or fall as it was emptied of gas. The bell was floated on a circular water tank constructed below the ground out of concrete. When in operation, gasworks were unpleasant, polluting, industrial sites. Although recent history paints a somewhat rose-tinted and romantic vision of these Victorian structures as intricate and ethereal, they would have historically been rather unsightly structures which would have dominated the local townscape and occluded views.

To better understand the visibility of these historic structures from within the cemetery and surrounding context, the project team produced accurate 3 dimensional models and assessed their 'Zone of Visual Influence' (ZVI). The results showed that the gasholders would have been highly visible from within the cemetery, as well as Oxford Garden St Quirin Conservation Area to the south. Given their historic and long association with the cemetery, the scale of these unsightly, bulky industrial structures must establish a baseline for the scale of buildings on the site. It is, however, our ambition that the buildings, through their proportion, colour and materials, and landscaping make a positive contribution to the cemetery's setting, when judged against the historic gasworks.



3. History

Image Key

1. A study was undertaken to understand the visibility of the proposed gasholders from within the cemetery and wider area. The gasholders would have been very prominent from most of the historic cemetery
2. Visualisation of the historic gasholders from the southern boundary;
3. Visualisation of the historic gasholders from the Anglican Chapel;
4. Historic photos of the gasholders.



4

3.2 Conservation Areas

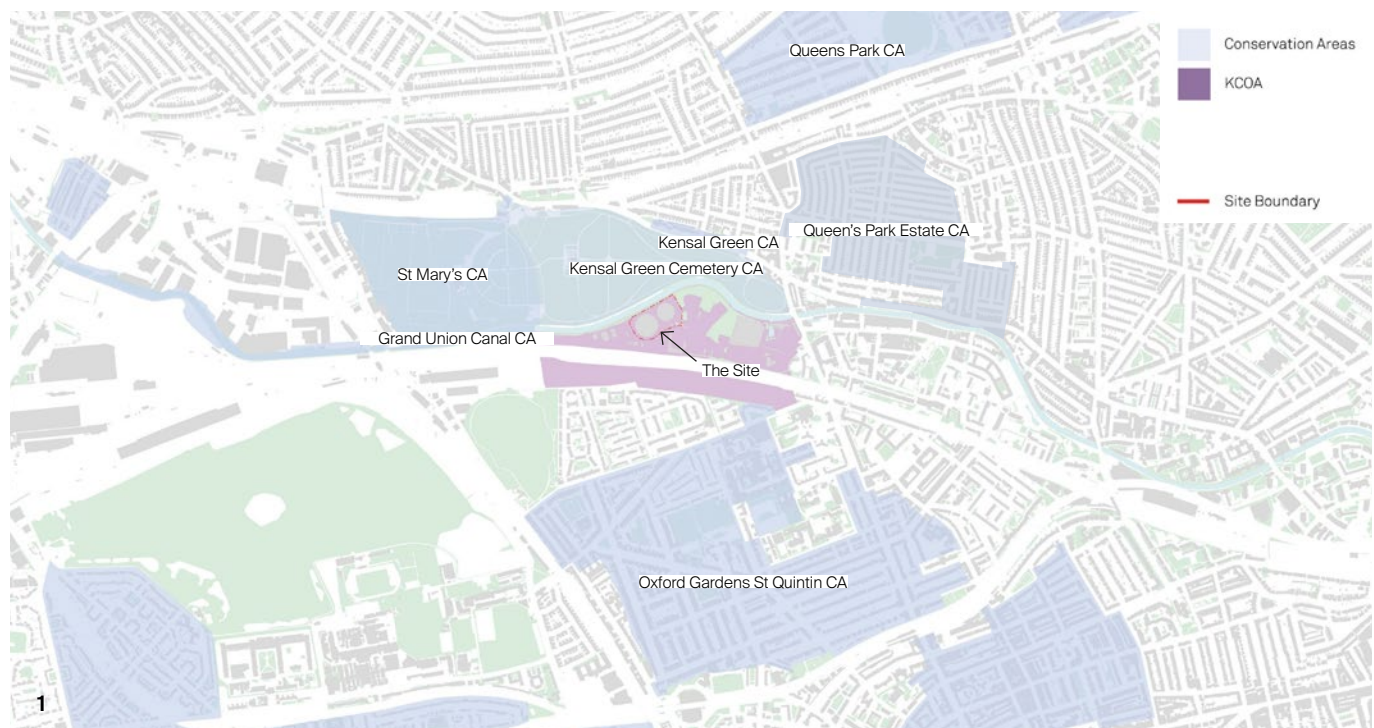
The site is adjacent to a number of Conservation Areas, notably the Kensal Green Cemetery and Oxford Gardens St Quintin Conservation Areas, both within RBKC. The design team including heritage and townscape consultants, have carefully assessed the impact of the proposed development from key views within these Conservation Areas, noting that the historic gasholders featured prominently in these same views. The buildings have been designed to minimise their impact, using a muted and sympathetic palette of materials.

The Heritage Statement prepared by Smith Jenkins provides detail on the history and character of the surrounding Conservation Areas, including:

- Kensal Green Cemetery Conservation Area
- St Mary's Conservation Area
- Oxford Gardens St Quintin Conservation Area
- Kensal Green Conservation Area
- Queen's Park Estate Conservation Area
- Queen's Park Conservation Area
- Grand Union Canal Conservation Area

Image Key

1. Map showing the site in relation to adjacent Conservation Areas
2. View of the site from within Oxford Gardens St Quintin Conservation Area



3.3 Listed Buildings

Image Key

1. Map showing the site in relation to nearby listed buildings;
2. Photo of the Grade I Anglican Chapel and;
3. Grade II* Dissenter's Chapel

Notable listed buildings close to the site are the Grade I listed Anglican Chapel, the Grade II* listed Dissenters Chapel, the Grade II* cemetery entrance gate opposite Wellington Rd, and the Grade II* Kensal House and Kensal House Day Nursery adjacent to Ladbroke Grove.



3.4 Kensal Green Cemetery Conservation Area

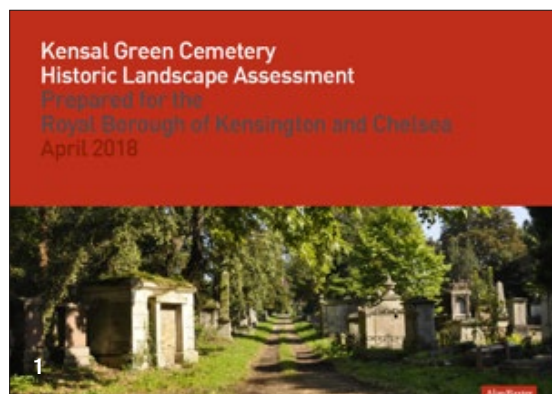
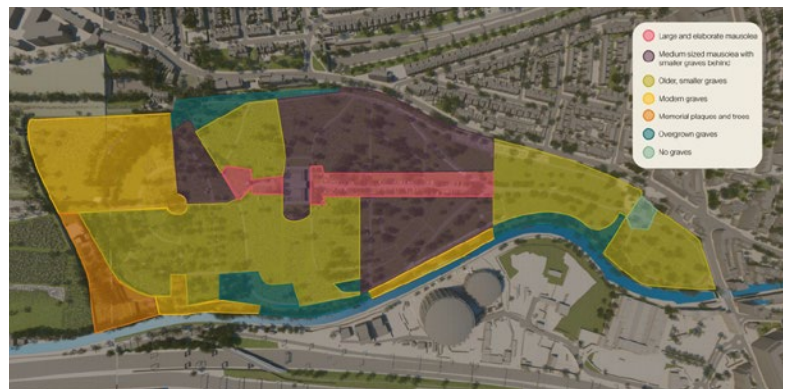
Kensal Green Cemetery, established in 1832, is one of London's most historic and architecturally significant burial grounds. It was the first of the "Magnificent Seven" cemeteries created in response to the severe overcrowding and unsanitary conditions of inner-city churchyards during the early 19th century. Designed by architect John Griffith and inspired by the Père Lachaise Cemetery in Paris, Kensal Green introduced the concept of the garden cemetery to Britain, blending classical architecture with landscaped grounds.

Spanning over 70 acres, the cemetery was non-denominational, though it included a prominent Anglican Chapel and separate areas for various faiths, reflecting Victorian ideals of inclusivity and reverence for the dead. Kensal Green quickly became a fashionable place for burial, attracting notable

figures from politics, the arts, and industry. Among those interred are Isambard Kingdom Brunel, Anthony Trollope, and members of the royal family, including Prince Augustus Frederick, Duke of Sussex.

Kensal Green's monuments and mausoleums offer a unique insight into 19th-century funerary art and social history. Today, it remains an active cemetery and a Grade I listed historic park, valued for its heritage, serene atmosphere, and continued role in commemorating lives past.

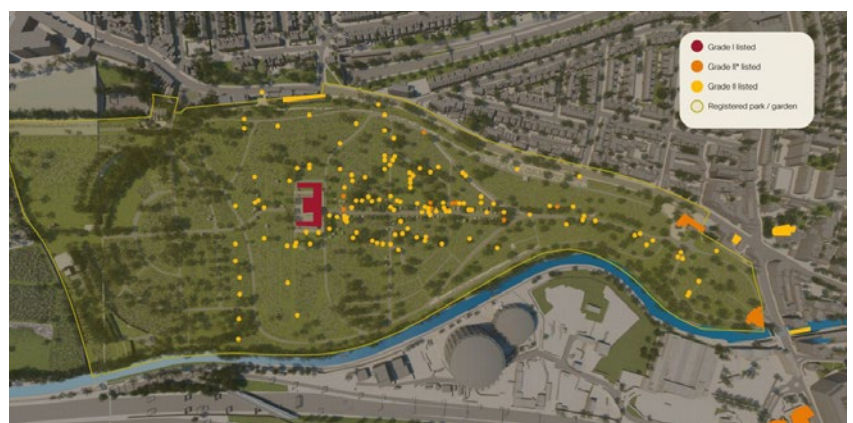
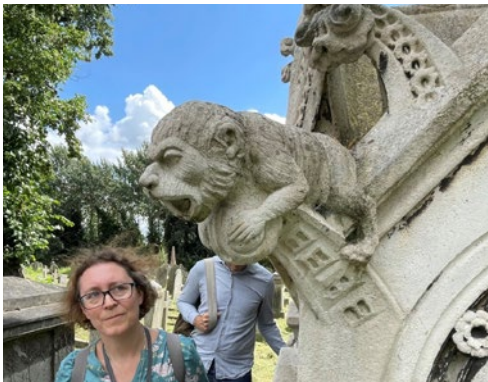
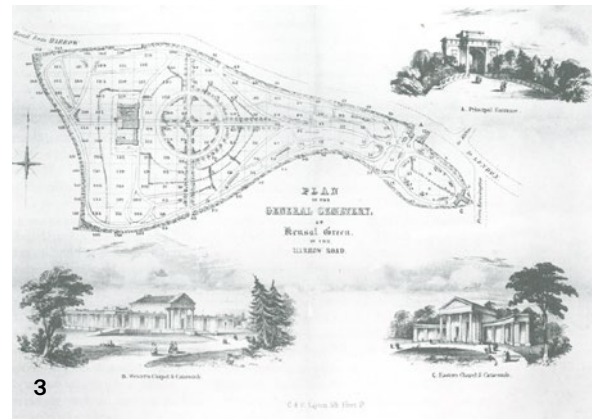
The design team have undertaken detailed analysis of the cemetery to understand its historic development, layout, character areas, and key vistas. There are a number of books and documents that have informed this research, including RBKC's own Appraisal and a Historic Landscape Assessment undertaken by Alan Baxter.



3. History

Image Key

1. Reports by RBKC and Alan Baxter provide helpful information on the history, significance and character of the cemetery;
2. The design team visited the cemetery with Historic England and RBKC to gain insights into the challenges it faces, in respect of maintenance and preservation of the landscape and historic monuments;
3. Historic map of the cemetery



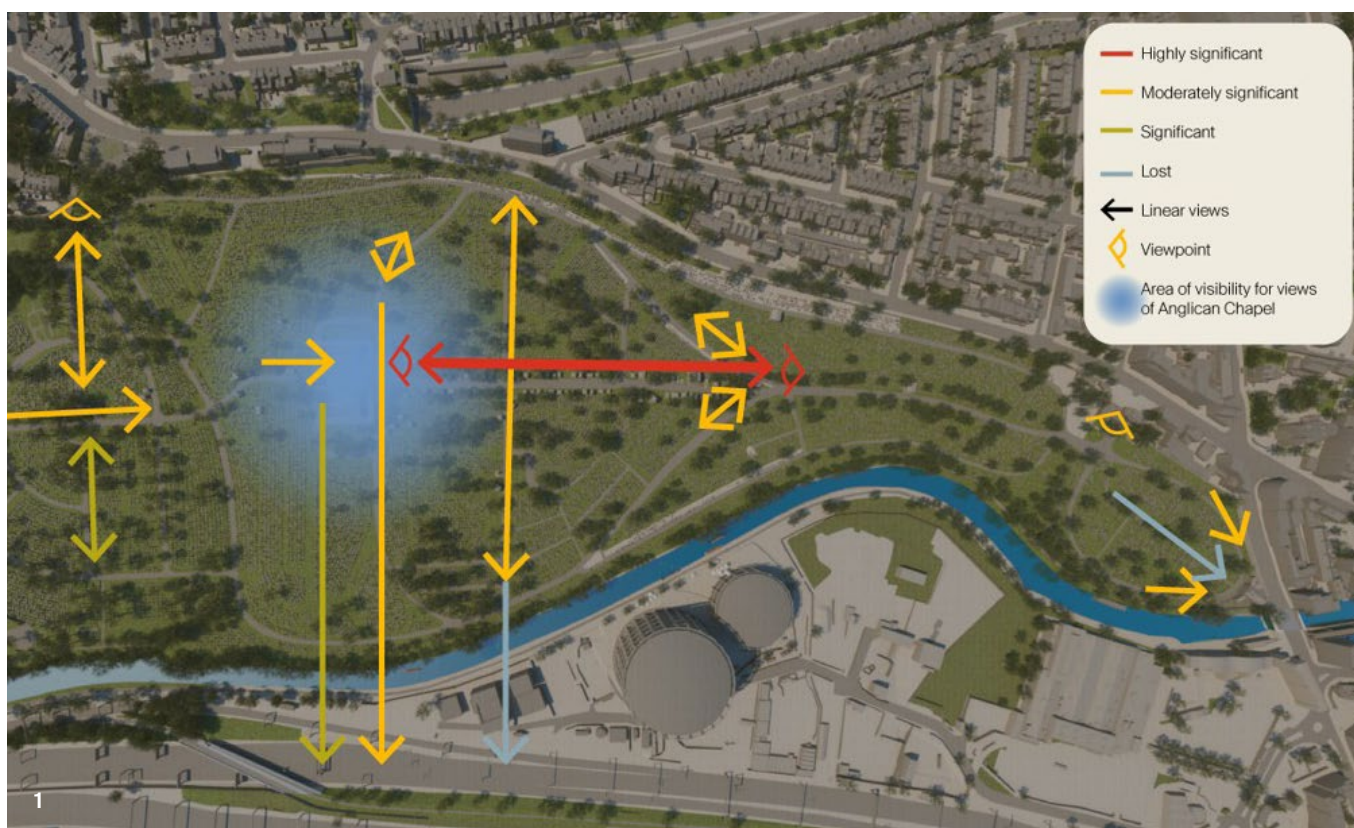
3.4 Kensal Green Cemetery Conservation Area

The gasworks site is visible from several conservation areas and in the setting of numerous listed buildings and structures. The most notable conservation area, given its proximity to the site and its unique character and function is the Kensal Green Cemetery Conservation Area, which lies to the north of the site. The conservation area includes the historic 'All Souls Cemetery' established in 1833 as well as approximately 160 listed structures (buildings, tombs and monuments), the majority of which are Grade II or Grade II*, with the notable exception of the Anglican Chapel which is Grade I. 31 of these listed structures, including the Anglican Chapel, are on Historic England's 'At Risk' Register. The cemetery is home to at numerous species of bird and other wildlife.

To improve our understanding of the cemetery and to enable us to properly review the impact

of our proposals upon this important heritage asset, the project team undertook a detailed three dimensional 'point cloud' survey of the cemetery, specifically focusing on key ceremonial routes and listed monuments. This survey information was then processed and converted into geometry for use in static visualisations and dynamic animations.

This allowed the design team, planning officers and other consultees to understand the impact of the proposals on the conservation area and heritage assets, facilitating an honest and open engagement. The designs were judged against the historic gasholders as well as the current site as it stands today. It allowed the design team to carefully refine and tune the design, resulting in a scheme that is sympathetic to its sensitive historic context whilst optimising housing on this strategically important brownfield site.



3. History

Image Key

1. Map showing key views within the cemetery, extracted from the report by Alan Baxter;
2. Images from an animation of the cemetery. This allowed the design team to better understand the existing cemetery and its relationship to the site and historic gasholders. It also proved an invaluable tool as we started developing proposals





Image from the point cloud survey
showing the Anglican Chapel

3. History



3.5 The Anglican Chapel

The Anglican Chapel in Kensal Green Cemetery, London, stands as a striking example of 19th-century funerary architecture and a symbol of the era's changing attitudes toward death and remembrance. Designed by John Griffith and completed in 1834, the chapel was part of the original layout of Kensal Green, the first of the “Magnificent Seven” garden cemeteries established in London to address overcrowded inner-city burial grounds.

Built in the neoclassical style, the chapel reflects the grandeur and solemnity associated with Victorian mourning culture. Its central position within the cemetery underscores the Church of England's influence during the period, serving as the main place of worship and conducting Anglican burial services. The surrounding catacombs, also designed by Griffith, offered space for above-ground interments, catering to wealthier families and enhancing the site's prestige.

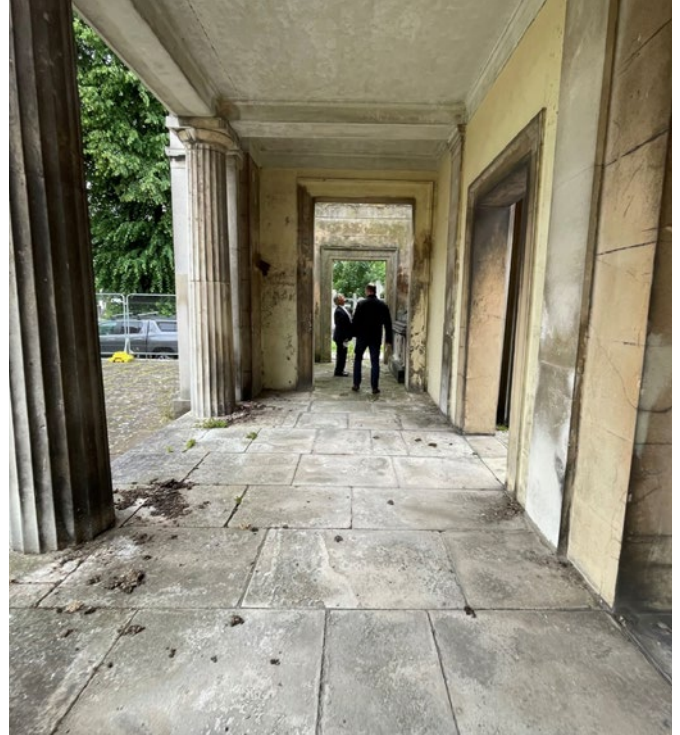
Over the decades, the chapel has witnessed the funerals of many notable figures, contributing to Kensal Green's reputation as a place of rest for Britain's elite. Although its use has declined, the Anglican Chapel remains an important architectural and cultural landmark, embodying the spiritual and historical dimensions of one of London's most significant cemeteries.



3. History

Image Key

1. Watercolour study of the Anglican Chapel
2. Historic drawing showing the chapel's position at the end of the main processional route;
3. We undertook a point cloud survey and produced detailed model of the Anglican Chapel to aid our understanding of this significant historic asset
4. Site photos showing the current, parlous condition of the Anglican Chapel



3.6 The Grand Union Canal Paddington Arm

The Paddington Arm of the Grand Union Canal, opened in 1801, was a crucial transport route linking central London to the wider canal network. It played a vital role in the industrial development of West London, enabling the efficient movement of coal, goods, and building materials. Its proximity to the Kensal Green Gasworks, established in the 19th century, allowed for the easy delivery of coal needed for gas production. This connection supported the area's growth as an industrial hub. Today, the canal remains a historic feature, reflecting the area's industrial past and its transformation into a space for leisure and heritage.



2



1

3. History

Image Key

1. Historic photo from the 1930s showing the relationship between the cemetery, the canal and the gasworks;
2. Map of the canal network
3. The canal provides some permanent moorings along its northern edge to the east and west of the site, and temporary moorings along its southern edge adjacent to the towpath.
4. Photos of the canal and community, with the former gasholders in the background.





Photo of the former gasholders
from Iadbroke Grove

3. History



4. Planning

g Context

4.1 Kensal Canalside Opportunity Area

The KGG site lies within the Kensal Canalside Opportunity Area, the largest of two ‘Opportunity Areas’ within the Royal Borough of Kensington & Chelsea and one of forty eight identified within the London Plan. Opportunity Areas are London’s major source of brownfield land which have significant capacity for development, such as housing or commercial use, and improved public transport access.

The site’s status as an Opportunity Area confirms unambiguous policy support for development on the site at a scale commensurate with the proposals contained within this planning application, covered by the KCOA. SA1 describes the KCOA as follows:

‘Kensal Canalside is the largest brownfield site in the borough. It adjoins the Old Oak and Park Royal Opportunity Area to the west and has the potential to act as a catalyst for the regeneration of the whole of this part of northwest central London as development is likely to come forward before the majority of the Old Oak and Park Royal can be developed’

Policy SA1 within the LP 2024 sets out the requirements that any development put forward within the KCOA must adhere to, covering land use, building heights and massing, infrastructure improvements, public realm, setting of nearby designated heritage assets, and sustainability and environmental performance. The Applicant and their project team have undertaken extensive and thorough pre application consultation with RBKC to ensure that the proposals submitted as part of this application are in accordance with policy.

The Kensal Canalside SPD sets out the RBKC’s ambition for the opportunity area and states that Kensal Canalside will:

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



4. Planning Context

Image Key

1. Map showing the site in relation to the entire KCOA
2. The KCOA is one of only two Opportunity Areas in RBKC, making it a strategically important site for housing delivery;



4.2 Planning Policy & Guidance

Applications that sit within the KCOA, such as this one, must comply with the policy requirements set out in RBKC's Local Plan 2024, Policy SA1, and follow the guidance set out in the KCOA SPD. Our proposals for the gasworks site seek to do both.

4.2.1 KCOA SPD Adopted July 2021

The Kensal Canalside Opportunity Area is supported by the Kensal Canalside Supplementary Planning Document (KC SPD) which has been prepared by RBKC, through consultation with local residents, to help guide development on the site and serves as a helpful brief for applicants.

The KC SPD provides guidance on the type of development that would be acceptable, including guidance on height and massing, land use, sustainability, affordable housing and public realm, as well as outlining opportunities for new connections and infrastructure improvements. The Applicant and their project team have worked closely with RBKC to ensure that our proposals align with their vision as set out in the SPD.

4.2.2 RBKC Local Plan Adopted July 2024

The KGG site forms part of Site Allocation SA1 within RBKC's Local Plan which covers the KCOA. SA1 describes the KCOA as follows:

'Kensal Canalside is the largest brownfield site in the borough. It adjoins the Old Oak and Park Royal Opportunity Area to the west and has the potential to act as a catalyst for the regeneration of the whole of this part of northwest central London as development is likely to come forward before the majority of the Old Oak and Park Royal can be developed'

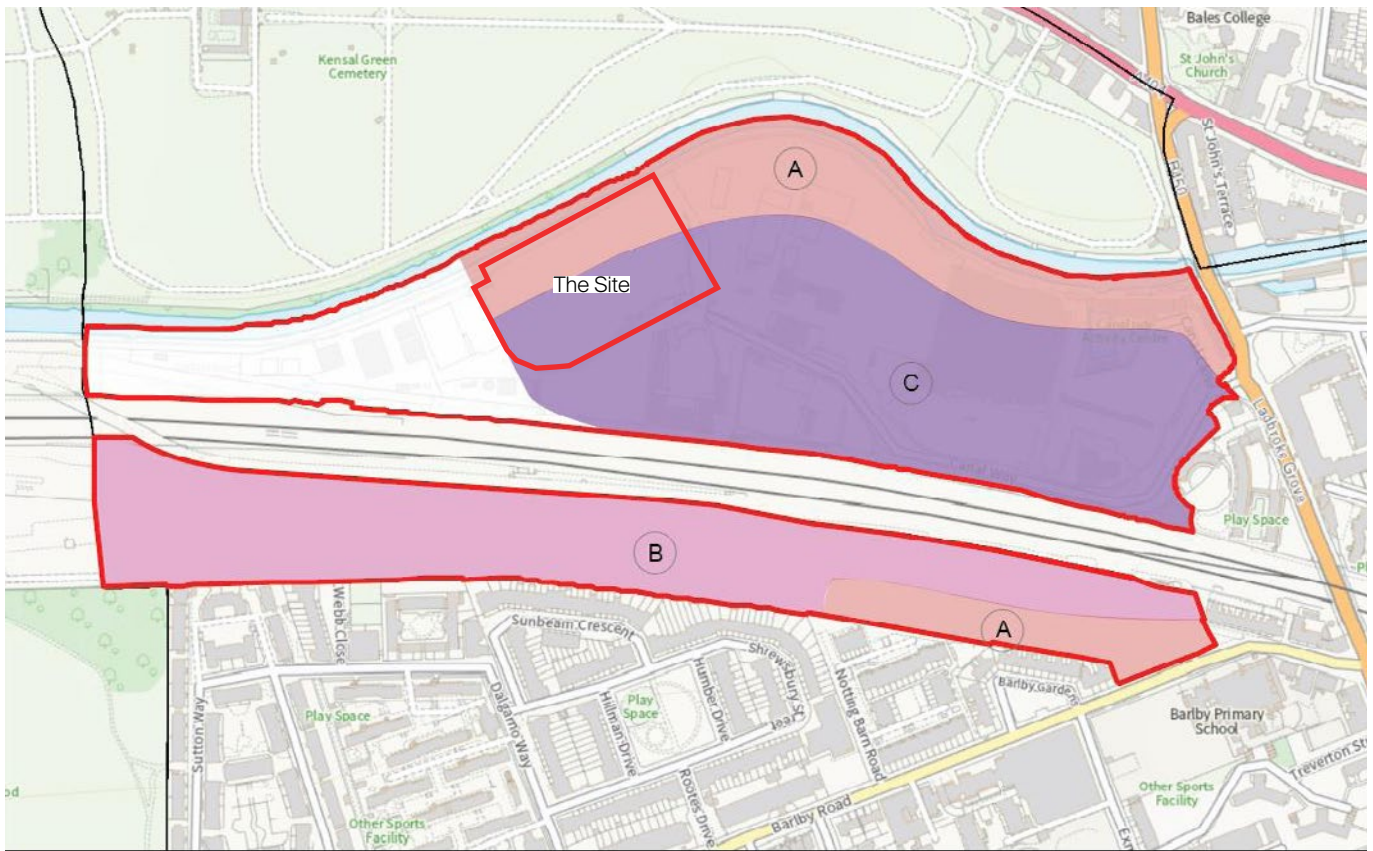
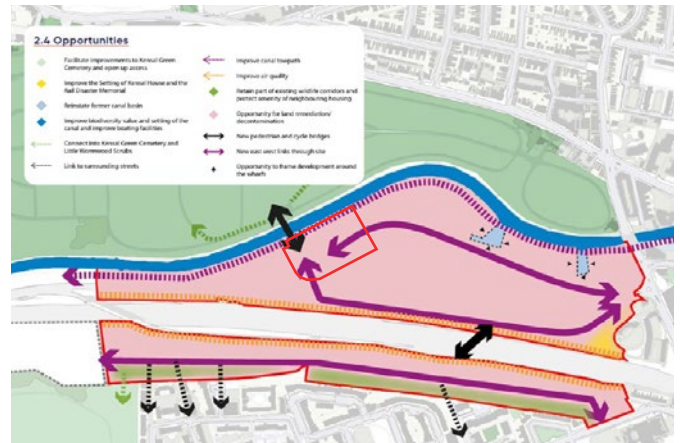
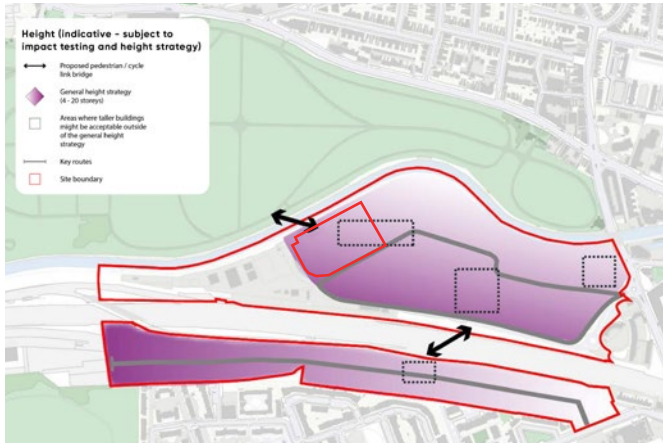
Policy SA1 within the LP 2024 sets out the requirements that any development put forward within the KCOA must adhere to, covering land use, building heights and massing, infrastructure improvements, public realm, setting of nearby designated heritage assets, and sustainability and environmental performance. The Applicant and their project team have undertaken extensive and thorough pre application consultation with RBKC to ensure that the proposals submitted as part of this application are in accordance with policy.

Refer to the Planning Statement that has been prepared by DP9 for further information.



Image Key

1. A number of planning documents have guided development on the site, including the Kensal Canalside SPD and RBKC's Local Plan which was published in 2024
2. Diagrams from RBKC's KCOA SPD and Local Plan. Both documents support tall buildings on the site, including a potential marker tower associated with routes and points of entry



4.3 Housing Delivery

RBKC have set a minimum target of 3,500 new homes and 10,000 sqm of new office space in the KCOA which will provide new jobs and opportunities for local residents.

However, RBKC's own capacity testing has provided clear evidence for delivering above the minimum 3,500 home allocation and the borough would therefore support development above the 3,500 minimum home allocation, as long as impacts of the scale of development can be sufficiently justified by the applicant.

The London Plan requires RBKC to deliver a minimum of 448 new homes a year, but the borough has historically struggled to achieve this target due to lack of developable brownfield land and the level of protection afforded to its historic built environment (three quarters of the borough is protected by

38 separate conservation areas) which, although important to preserve the borough's heritage and historical assets, does restrict the opportunity for new residential developments.

For RBKC to achieve its housing targets, therefore, the delivery of housing within the KCOA should be thoroughly tested and examined to ensure the site is fully optimised without prejudicing quality. This application is in accordance with the policy and this requirement.

In December 2024 the UK government updated the mandatory housing targets for all councils in England, aiming to address the housing crisis by delivering 1.5 million more homes. This change has led to a significant increase in housing targets for many local authorities. The Royal Borough of Kensington and Chelsea's housing targets are the highest of all London boroughs, with a 270%, increase above historic targets, and a 20% increase against the original targets set in July 2024.

Given the constraints on development in RBKC, it is imperative that the potential of brownfield sites, and in particular those within 'Opportunity Areas', for delivering a substantial number of homes, including affordable homes, is fully realised.

Updated housing targets under new method in London

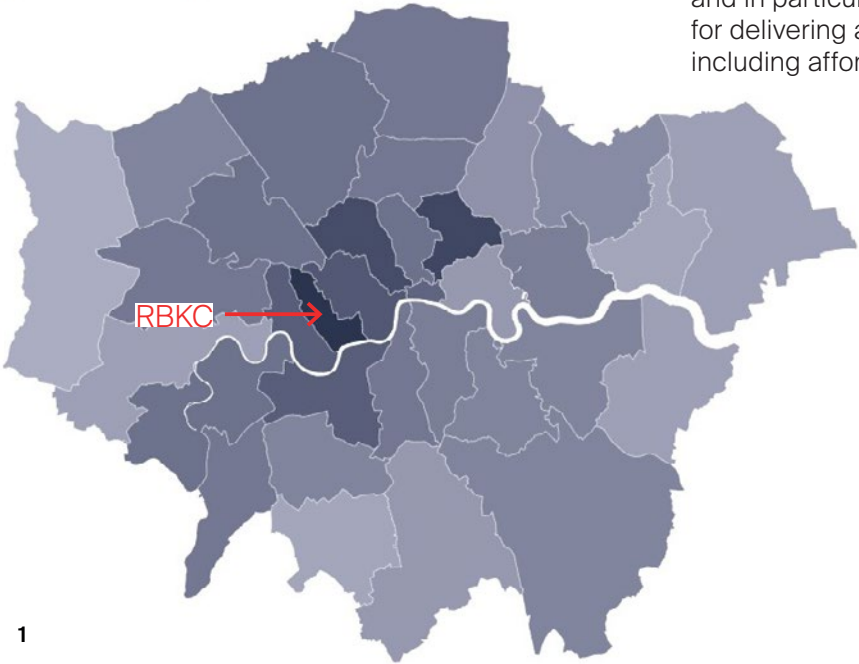
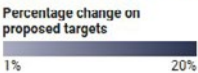
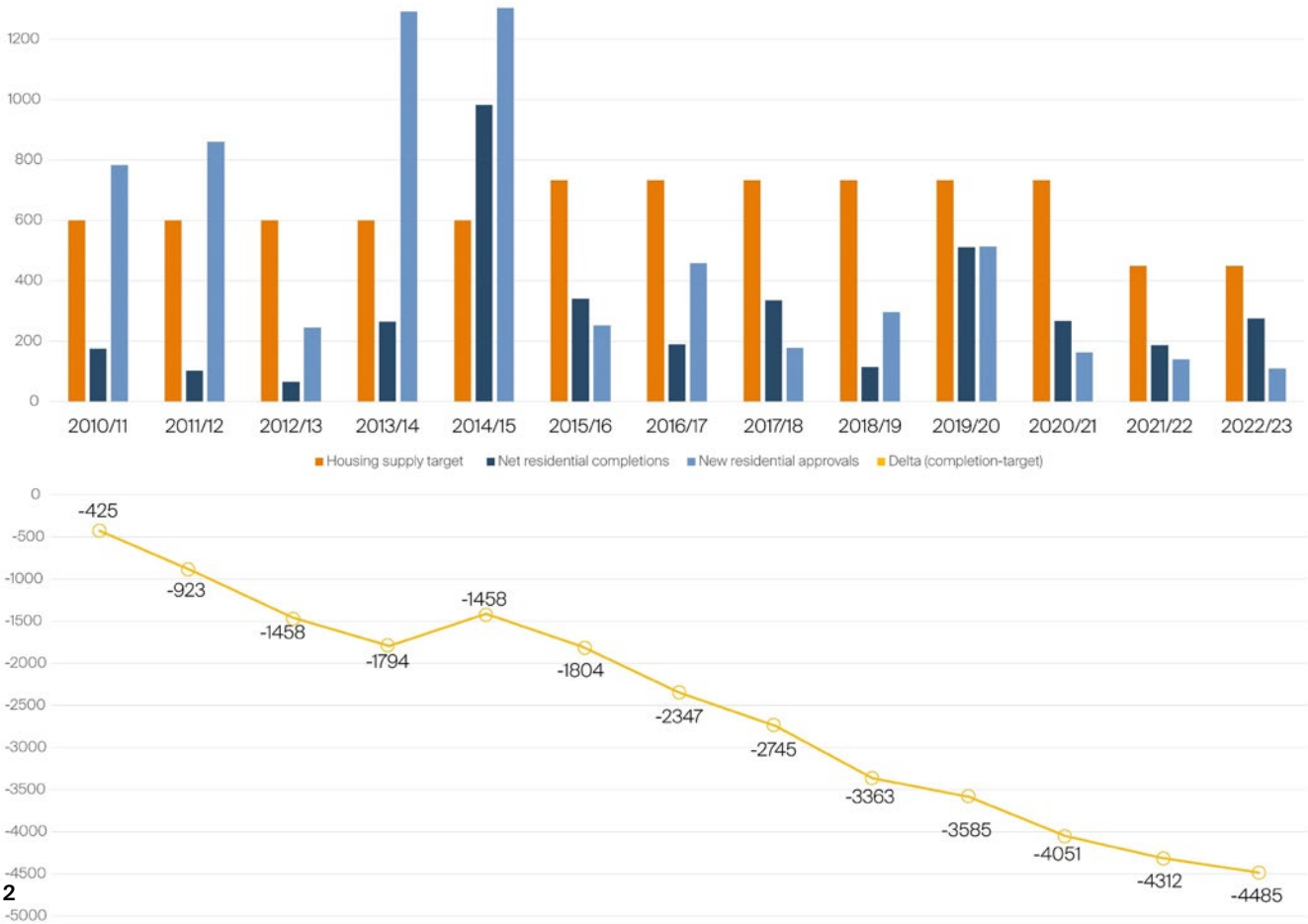


Image Key

- 1. The government has set RBKC the highest housing targets of any local authority in London;
- 2. RBKC has historically failed to meet housing targets set by the GLA. It is imperative that the KCOA makes a significant contribution to helping RBKC meet its housing delivery targets

Year	Housing supply target	Net residential completions	New residential approvals	Difference target-completion	Delta (completion-target)
2010/11	600	175	783	-425	-425
2011/12	600	102	860	-498	-923
2012/13	600	65	244	-535	-1458
2013/14	600	264	1292	-336	-1794
2014/15	600	982	1303	382	-1412
2015/16	733	341	252	-392	-1804
2016/17	733	190	459	-543	-2347
2017/18	733	335	177	-398	-2745
2018/19	733	115	296	-618	-3363
2019/20	733	51	513	-222	-3585
2020/21	733	267	163	-466	-4051
2021/22	448	187	140	-261	-4312
2022/23	448	275	109	-173	-4485
Total		3809	6591		



4.4 Development Context & Future Connectivity

The KCOA forms part of a wider arc of development that follows the Elizabeth Line and HS2 routes, extending from Paddington in the east to Old Oak in the west, and includes future development in the KCOA and along Scrubbs Lane.

Once complete, passengers boarding at the new Old Oak Common station will be able to get to the West End in 10 minutes, and Liverpool Street Station in 20 minutes. As a result, over the coming years an increasing number of cyclists and pedestrians will use the towpath as a means of commuting between Old Oak Common station and their place of work/home. Commuting times between Old Oak Common Station and the St William KGG development will be 5 minutes

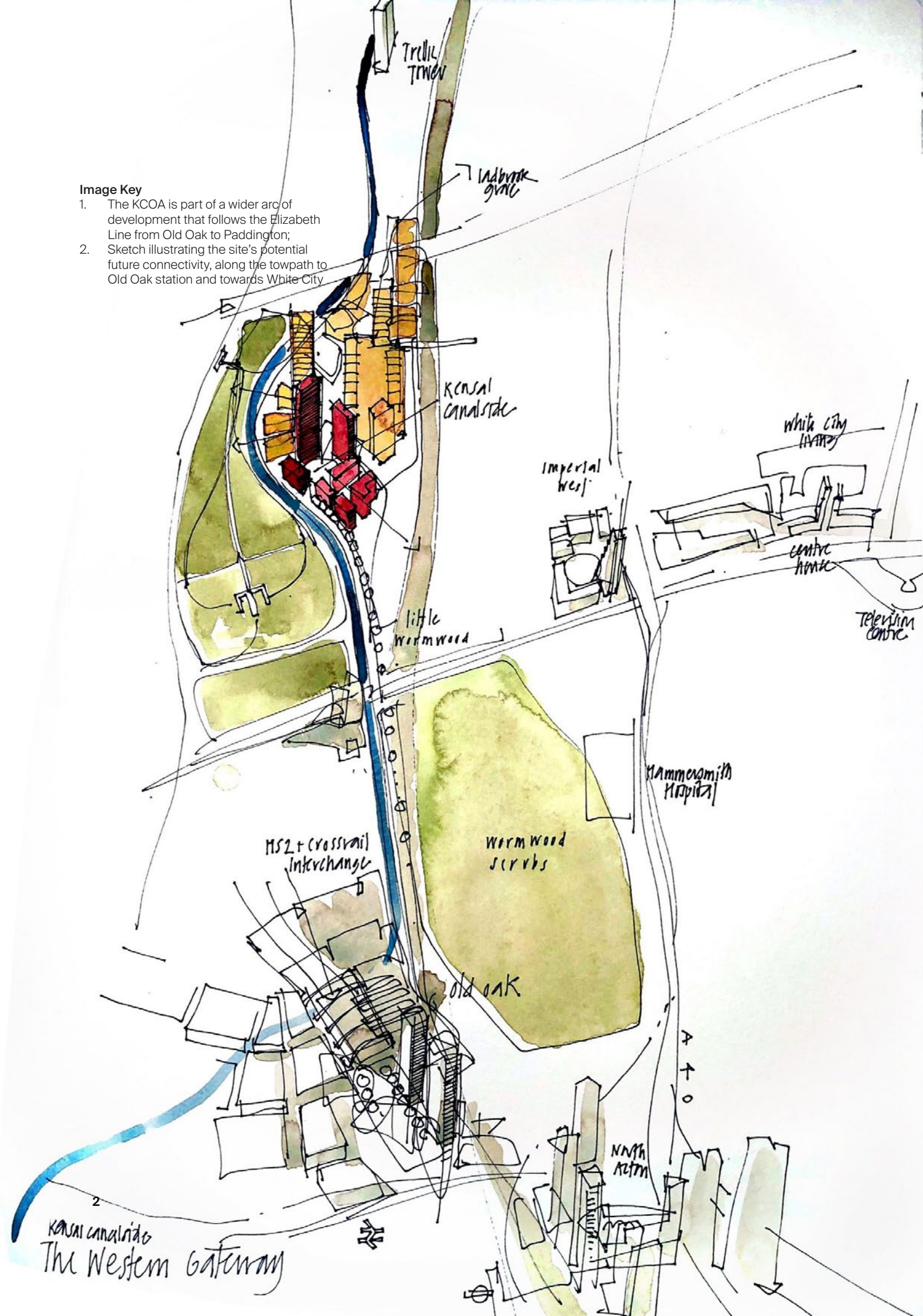
by bike and 25 minutes by foot. The St William KGG development will be the first residential development that commuters travelling east along the towpath from Old Oak will encounter.

We recognise that the site has an important role to play as the 'western gateway' into the KCOA and although the canal and towpath are outside of St William's ownership, St William will continue to engage with all landowners, including the Canals and Rivers Trust to help realise this opportunity.



Image Key

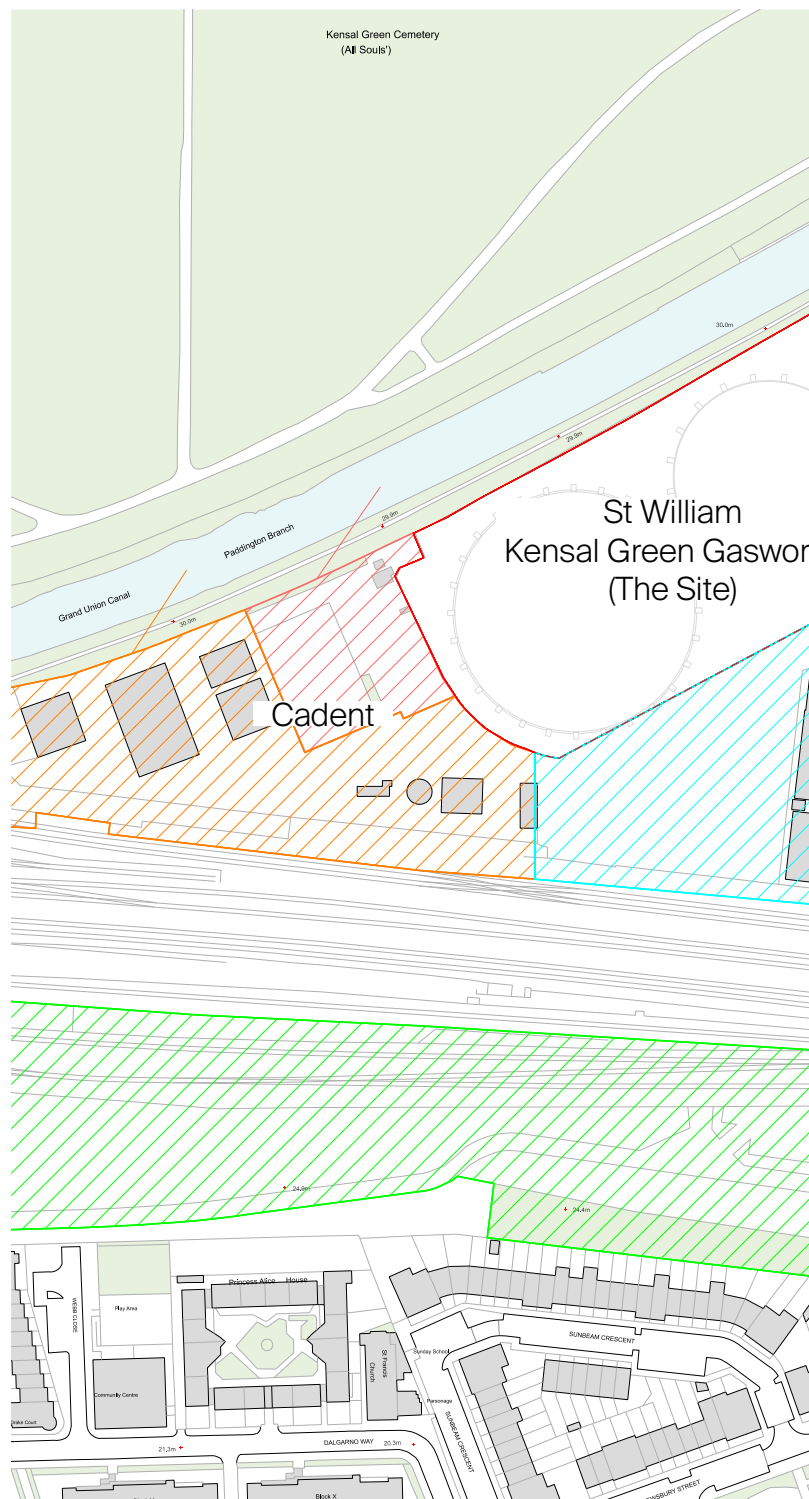
1. The KCOA is part of a wider arc of development that follows the Elizabeth Line from Old Oak to Paddington;
2. Sketch illustrating the site's potential future connectivity, along the towpath to Old Oak station and towards White City



4.5 Land Ownership

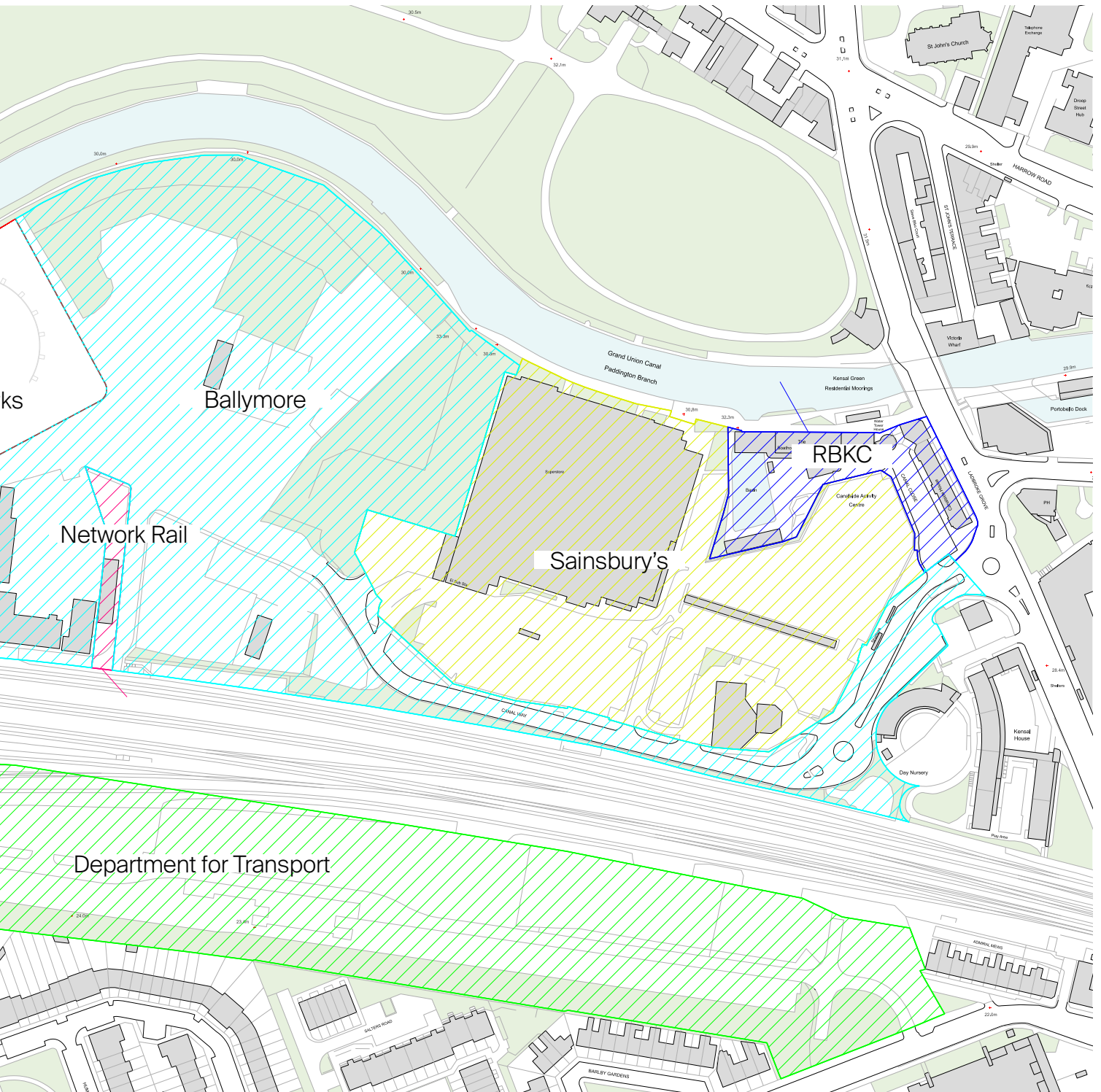
There are eight different landowners within the KCOA. St William and Ballymore/Sainsbury's who collectively account for 52% of the KCOA and the majority of the land to the north of the railway have worked collaboratively over the last four years to deliver a coherent masterplan vision for this part of the opportunity area. Although St William are applying for consent to develop the KGG site in isolation, it is the expectation and strong preference of all landowners in the northern portion of the KCOA that both sites come forward simultaneously. Reference is made throughout this document to the proposals being put forward by Ballymore/Sainsbury's and their masterplan architect, Faulkner Brown.

The 'North Pole Depot' site which is within the KCOA and lies to the south of the railway, is owned by the Department for Transport (DfT). The site is approximately 5.69ha and is therefore a significant component within the KCOA. However, we are not aware of any proposals being developed by the DfT for the site and therefore no development proposals have been considered for the purposes of assessing the KGG site.



1. Plan illustrating current landownership within the KCOA;

1. Plan illustrating current landownership within the KCOA;



5. The Mass & Design S

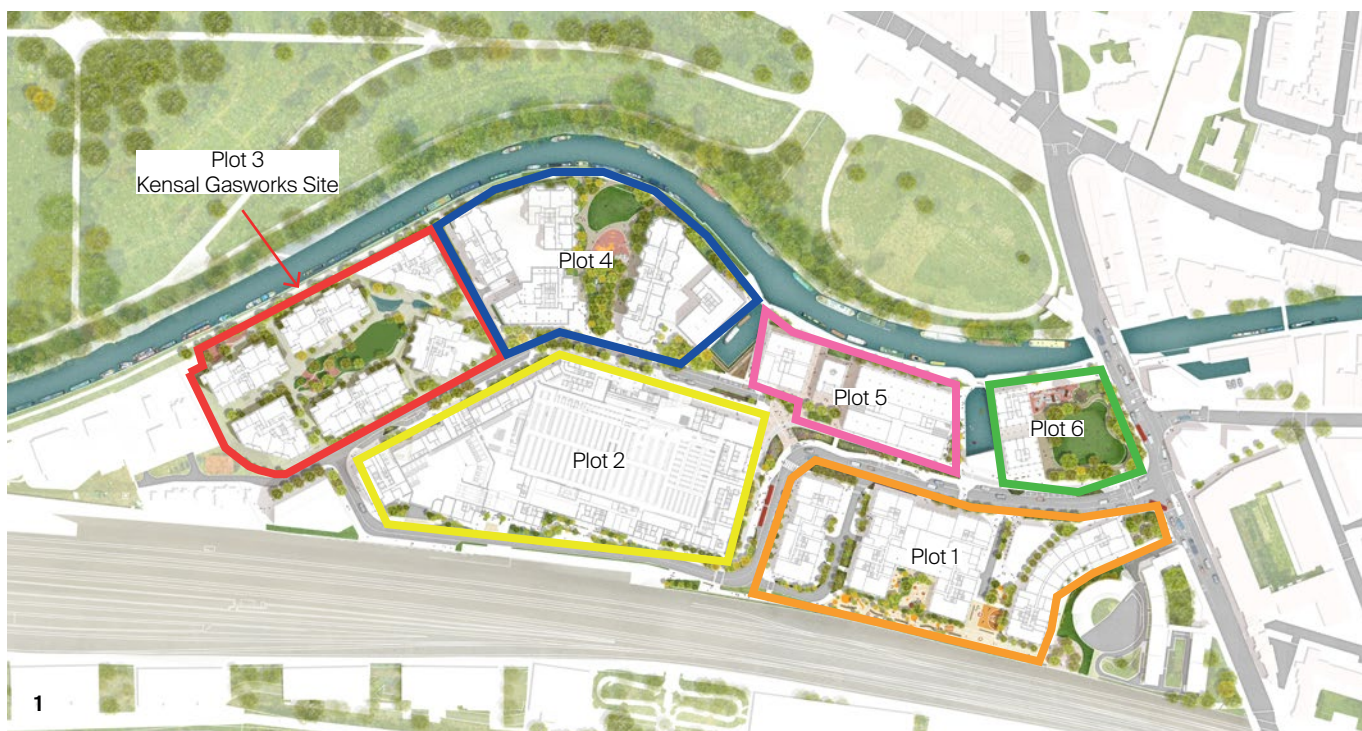
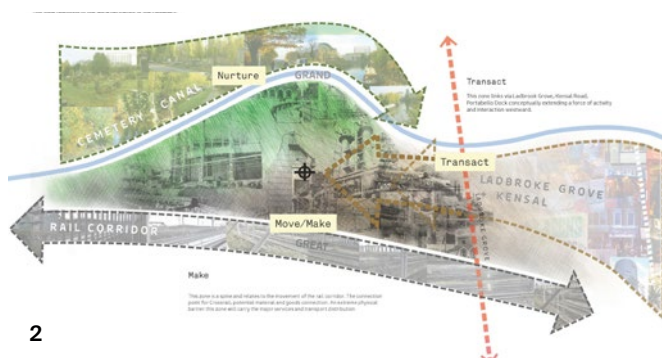
Masterplan Strategies

5.1 A Collaborative Vision

St William's design team have worked closely and collaboratively with the adjacent landowner, Ballymore/Sainsbury's and their architectural team led by Faulkner Brown Architects, to deliver a coherent masterplan vision. The gasholder site is an essential component within the masterplan which serves as the western gateway from Old Oak Common, along the towpath into the KCOA.

The gasworks site lies within the area of the masterplan known as 'Nurture' and our proposals are a direct response to this characterisation:

- The design of the open spaces within and around the site recall its naturalistic and bucolic setting;
- The form and orientation of the buildings respond to the geometry of the canal establishing a defined built edge, whilst enabling new points of access and connectivity;
- Building heights and articulation recognise the site's sensitive historic setting, and create a calm backdrop to the adjacent cemetery.



5. The Masterplan & Design Strategies

Image Key

1. The KCOA masterplan has been a collaborative effort between all landowners and their respective design teams. The plan identifies the various plots within the masterplan;
2. The masterplan, developed by Faulkner Brown Architects, established a series of character areas that informed the design of the gasworks site;
3. An early sketch exploring connectivity and massing across the masterplan;



st milliam

Kensal canalside
sep/2021

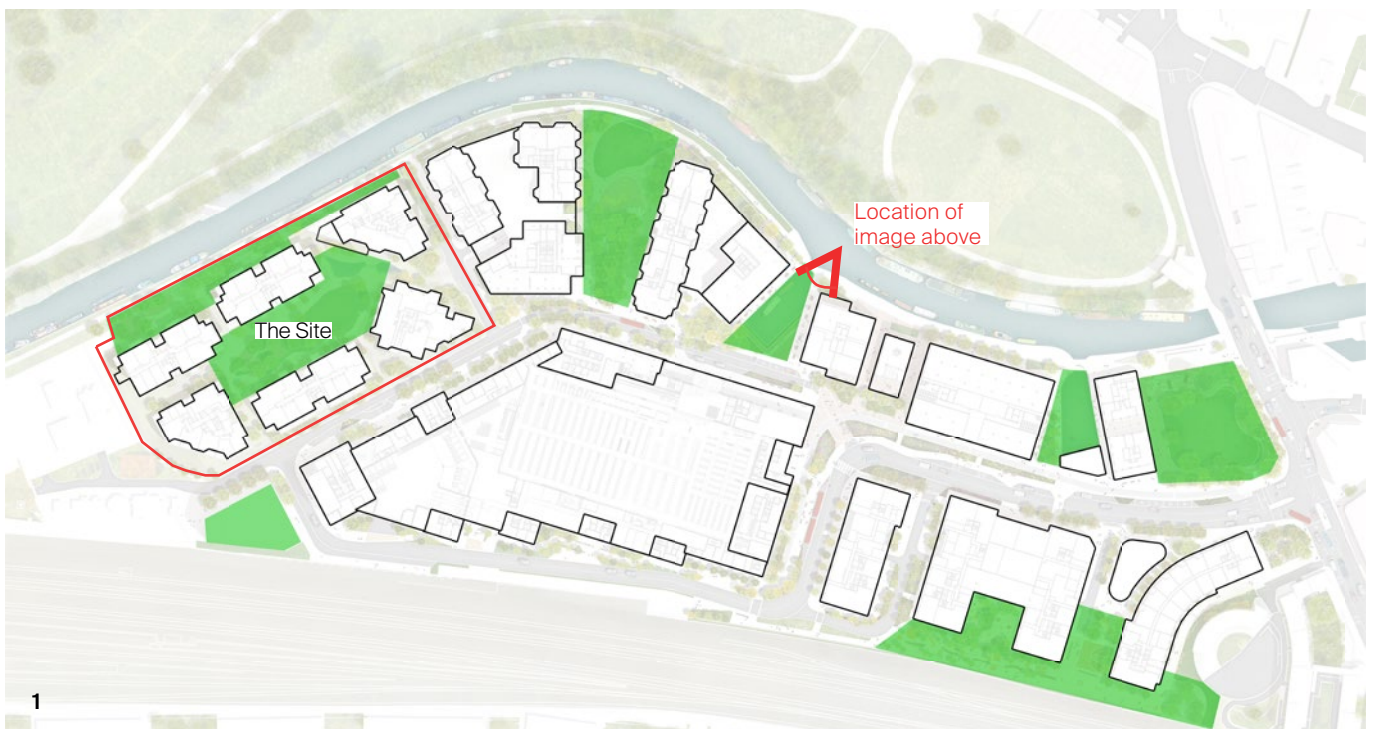
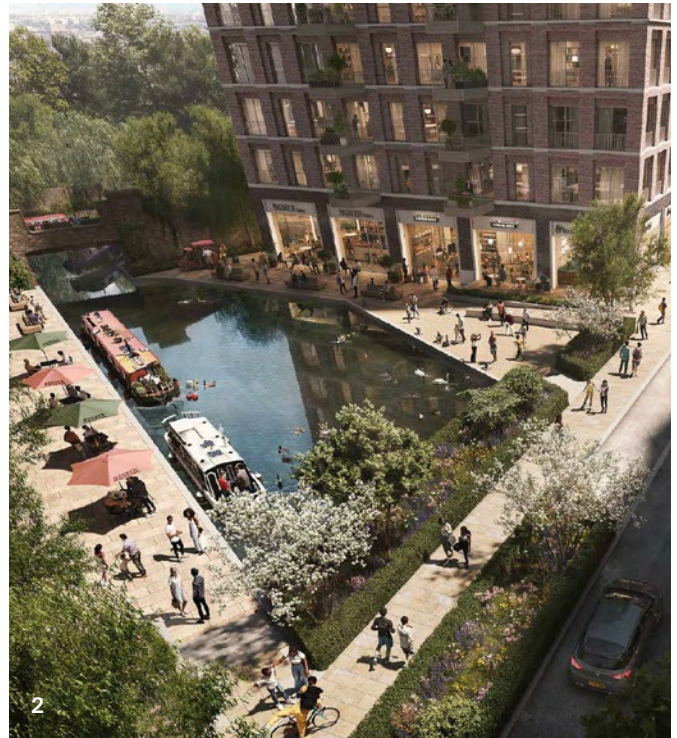
5.2 Open Space

The masterplan establishes a network of open spaces. The new public parks and gardens within Plot 3 (St William gasworks site) and Plot 4 (Ballymore/Sainsbury's) offer a range of complimentary uses, providing space for play, leisure and relaxation and are linked via the towpath to the north and the residential street to the south. The placement of gardens within both residential plots celebrate Kensington's acclaimed garden heritage.

Enhancements to the towpath are subject to agreement with the Canals & Rivers Trust.

Image Key

1. The masterplan establishes a clear sequence and hierarchy of public open space;
2. The masterplan includes both green and blue public spaces, including a new basin (image from Project Flourish);



5. The Masterplan & Design Strategies

5.3 A New Kensington Garden Square

Image Key

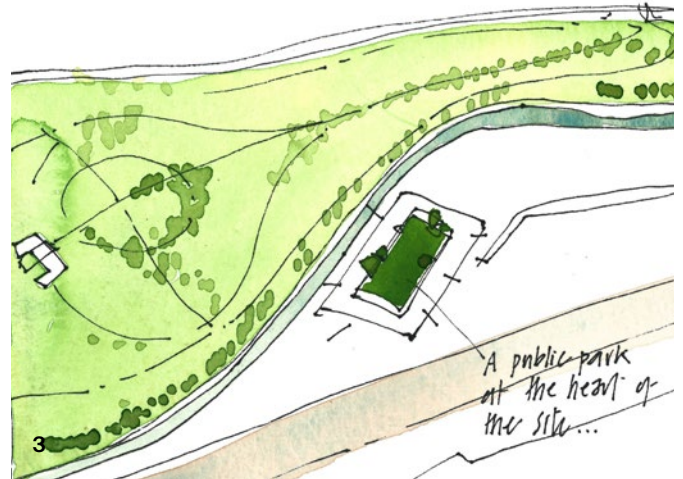
1. In line with the masterplan's vision for the site, our proposals for the gasworks site is based on a traditional Kensington garden square and mansion block typology;

In response to the masterplan's vision for the gasworks site as a naturalistic, residential neighbourhood, our proposals take inspiration from a familiar and historic urban typology – that of a traditional Kensington garden square.

Our proposals place a new, 0.3ha public garden at the heart of the development. The garden's perimeter is defined by grand, robust, masonry residential buildings, that offer a contemporary interpretation of a traditional Kensington mansion block. The public garden provides for a range of activities, including a lawn for relaxation, quiet contemplative woodland areas, and play space for young children. The public garden fosters a sense of community as all residential buildings face onto the park, regardless of tenure.

The approach to landscape draws inspiration from its naturalistic setting – the adjacent towpath and cemetery. In much the same way as a traditional Kensington garden provides a tranquil and leafy sanctuary, the proposed garden will provide local residents with a space where they can share and enjoy a connection with nature.

The garden benefits from good levels of sunlight and calm conditions, particularly in spring and summer when the space will be predominantly used.



Kensington Square Gardens
Landscape area = 4,175m²
78m x 55m

Leinster Gardens
Landscape area = 3,600m²
120m x 30m

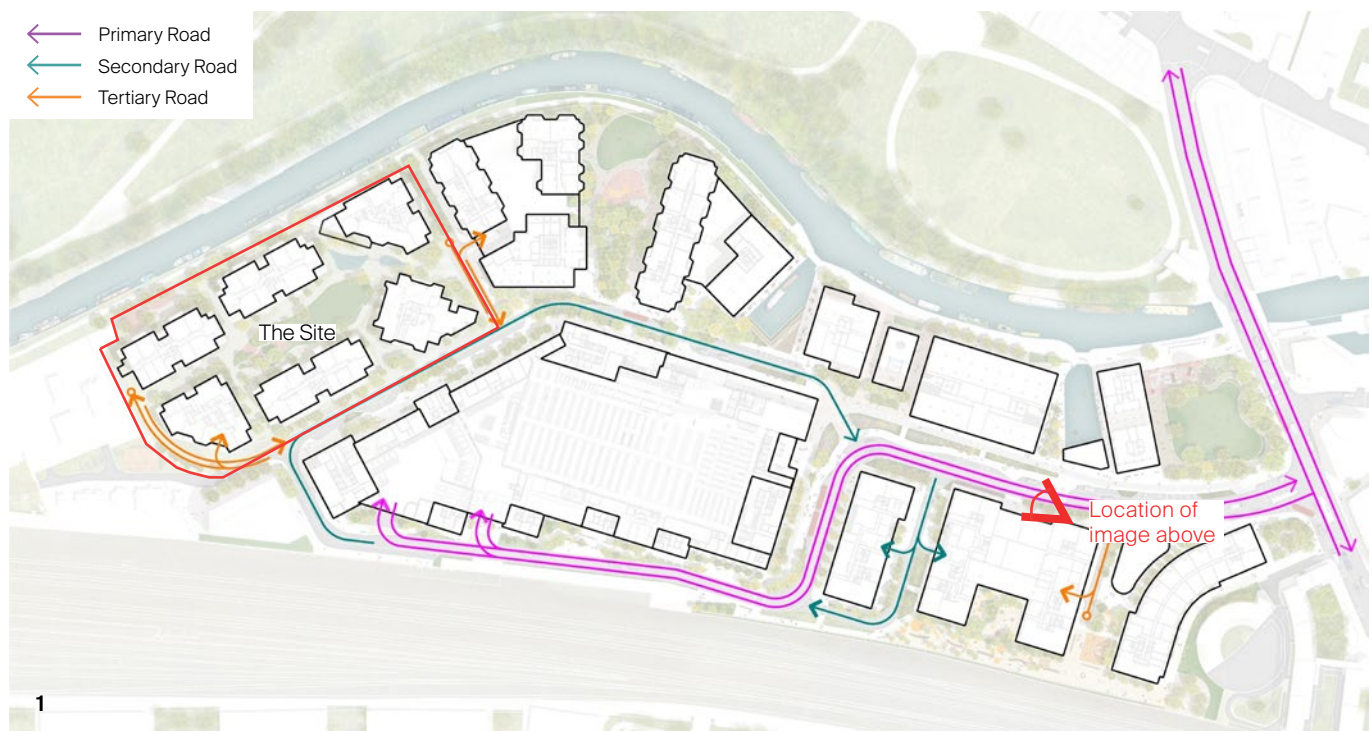
5.4 Access & Movement

Image Key

1. The masterplan establishes a very clear hierarchy of streets, including a new vibrant high street accessed from Ladbrooke Grove;
2. image from Project Flourish;

Streets & Vehicles

The gasworks site is connected to the wider road network proposed within the masterplan via 'West Drive', a one-way road that loops clockwise around the new Sainsbury's store and runs parallel to the southern edge of the site. Two spur roads at the eastern and western edges of the site provide vehicle access from West Drive into the gasworks site. The eastern service road also serves adjacent Plot 4, providing access to basement car parking below the raised garden. The design of these service areas, including curb design and material palette is consistent with the wider masterplan.



5. The Masterplan & Design Strategies

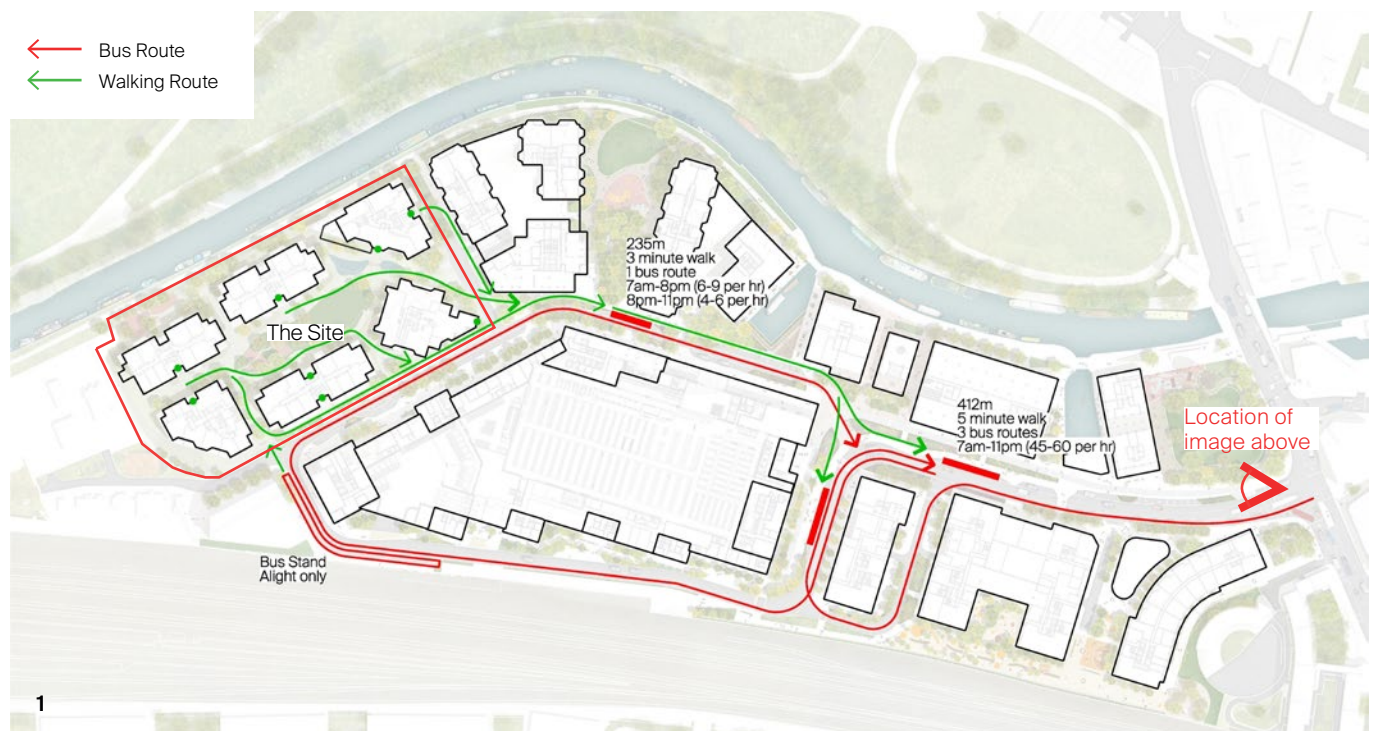
5.4 Access & Movement

Public Transport

The gasworks site benefits from the upgrade to the bus network being proposed as part of the wider masterplan. There are currently seven bus routes which stop at the existing bus stop to the east of the KCOA adjacent to the existing Sainsbury's store. The masterplan proposes to bring three of these routes further into the KCOA, one of which will extend west to the gasholder site, where it will terminate. A bus stop, bus stand and driver facilities will be provided within the Ballymore/Sainsbury's proposed development.

Image Key

1. The masterplan proposes to extend three bus routes into the site so that all buildings will be well served by public transport
2. Image from Project Flourish;



5.4 Access & Movement

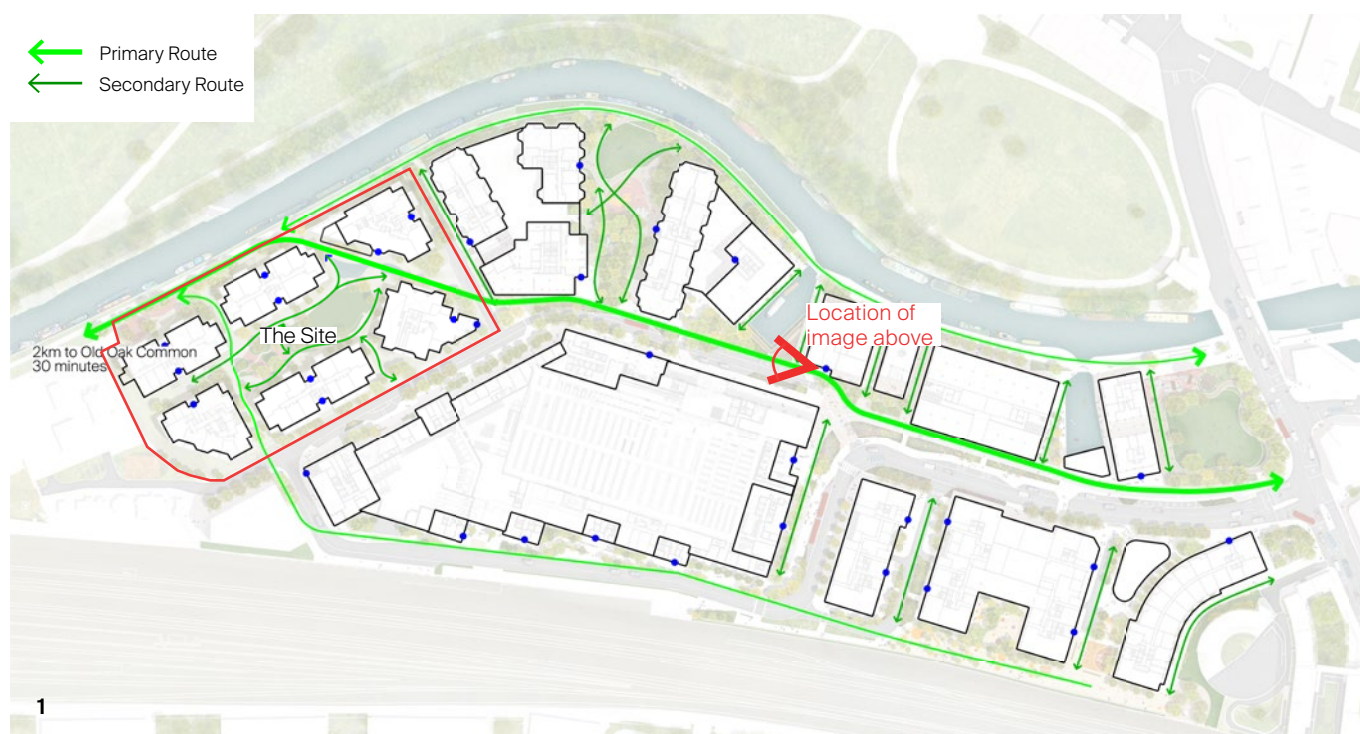
Image Key

1. The masterplan incorporates wide pedestrian areas that look out onto new public spaces;
2. image from Project Flourish

Pedestrians

The masterplan provides safe and accessible cycle and pedestrian routes which promote active and sustainable travel, a key component of the masterplan's environmental objectives. The landscape within and around the gasworks site seamlessly integrates these routes, providing continuity.

Access to towpath subject to agreement with Canals & Rivers Trust



5. The Masterplan & Design Strategies

5.4 Access & Movement

Image Key

1. Cycle routes are carefully integrated into the masterplan with a mix of dedicated and shared spaces, depending on the anticipated volume of cyclists;

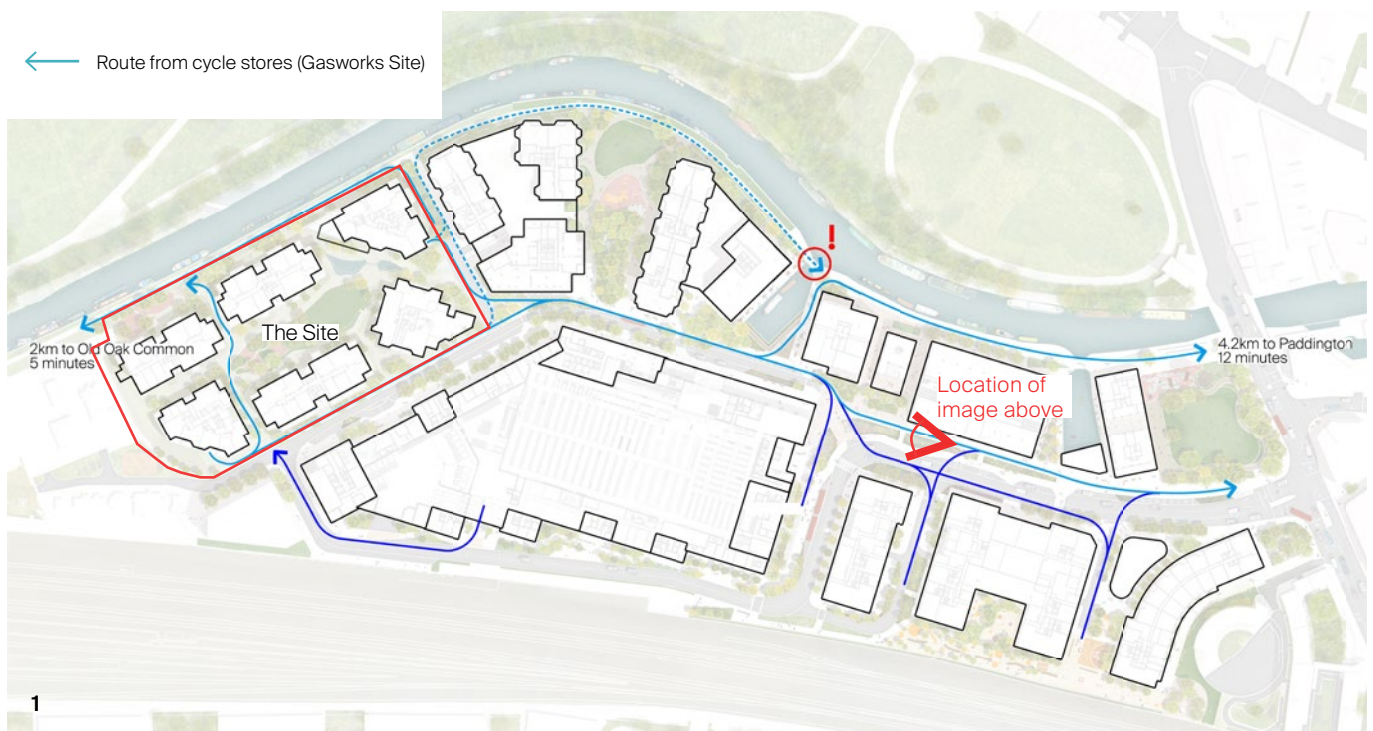
Cycles

The landscape and public realm proposals for the gasworks site have been carefully coordinated between the landowners to ensure a seamless and safe cycle network.

It is anticipated that the gasworks site will be the departure point for the majority of cyclists travelling west towards Old Oak Common Station along the towpath. As such shared cycle routes are provided along the eastern and southern edges of the site.

The landscape design within the central garden prioritises pedestrians and encourages slow and safe cycling.

Access to towpath subject to agreement with Canals & Rivers Trust



5.5 Animating The Towpath

The towpath, along the length of the gasworks site, is currently bounded by a high retaining wall. Our proposal creates a generous, accessible sequence of landscape spaces, that offer the potential for permeability and connections into the central garden and onwards into the KCOA.

The design of the buildings and landscape along the towpath acknowledges the site's role within the KCOA as the 'western' gateway for pedestrians and cyclists arriving along the canal from Old Oak Common. The westernmost building is set away from the towpath, creating space of play within a landscaped setting. The buildings to the east are incrementally drawn closer to the towpath creating a sequence of landscaped spaces that have a more intimate relationship with the canal and are more active in their function. The spaces are enlivened through the inclusion of a series of cascading steps and seats, and a small canalside café and upper floor terrace.

The height of the mansion blocks fronting the canal within the gasworks site, accord with the adjacent canalside buildings being proposed within the Ballymore/Sainsbury's scheme. The buildings will be visible from towpath and from within the cemetery, and this harmonious approach creates a calm and ordered backdrop to these historic and cherished spaces.

Any works or access to the towpath is subject to agreement with the Canal and Rivers Trust who own the land

Image Key

1. The current site is inaccessible from the towpath and creates a hostile environment;
2. Precedent image;
3. Early sketch showing our ambition to activate the towpath;



5. The Masterplan & Design Strategies

5.6 Future Connections Canal Bridge

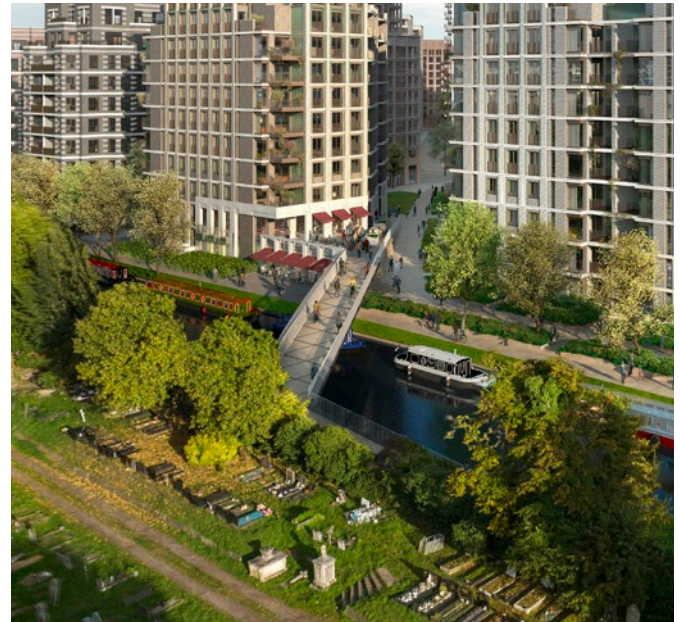
Image Key

1. Images of how a future canal bridge that connects the proposals to the cemetery might look;

The KCOA SPD indicates the location of two possible bridges that might connect the KCOA to the wider context. One of those is adjacent to the gasworks site and bridges over the canal into the cemetery.

St William and their design team have looked carefully at the feasibility of delivering a future canal pedestrian and cycle bridge and have designed the scheme to enable and not prejudice its future delivery.

The canal bridge does not form part of this application and is not essential for the feasibility of the scheme. However, St William will continue to engage all relevant stakeholders in attempt to realise its delivery.



5.7 Scale & Orientation

Image Key

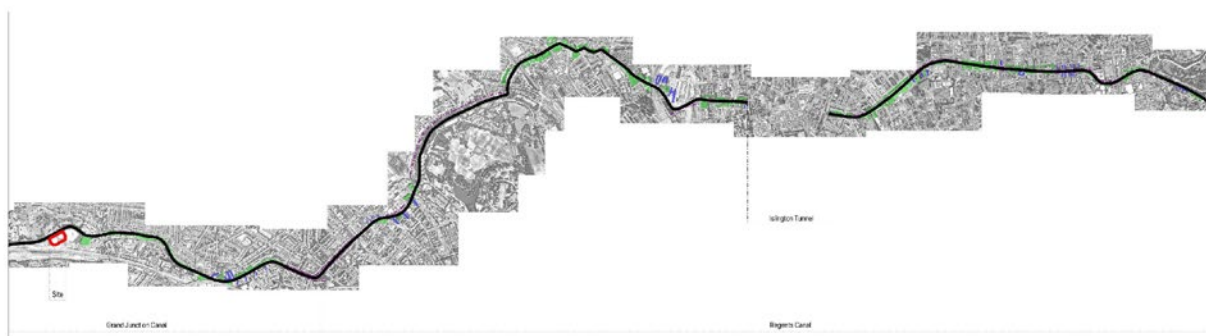
1. Our research showed that the majority of canalside buildings lie parallel to the canal;

The approach to height and massing across the masterplan, including our proposals for the gasworks site, broadly aligns with the strategies and policies set out in RBKC's KCOA SPD and Policy SA1 within RBKC's Local Plan 2024. Both the SPD and LP state that additional height should be located away from the canal and that buildings fronting the canal should be lower in order to minimise the environmental and visual impact on the canal and cemetery. Tall buildings should address site entrances and must be no taller than 98m (31 stories). Both landowners and their respective design teams have worked closely to develop a coherent approach to massing and townscape, and have attended a number of joint meetings with RBKC officers, Historic England and the QRP.

Canalside Buildings

The buildings within Plot 3 (gasworks site) and adjacent Plot 4 fronting the canal are a consistent height, establishing a coherent roof line in immediate views from the towpath and distant views from the cemetery. However, the orientation of the buildings differ – the canalside buildings within plot 3 lie parallel to the towpath, a building form typical of the majority of canalside buildings and reminiscent of historic industrial canalside buildings. In contrast, Plot 4 orientates the canalside buildings perpendicular to the towpath. Whilst the building heights are consistent, this variation in building orientation creates interest and variation as one moves along the canal offering intermittent glimpses into the masterplan from the towpath and cemetery.

20% 'Perpendicular' Schemes
80% 'Built Edge' Schemes



5. The Masterplan & Design Strategies

5.7 Scale & Orientation

Tall Buildings

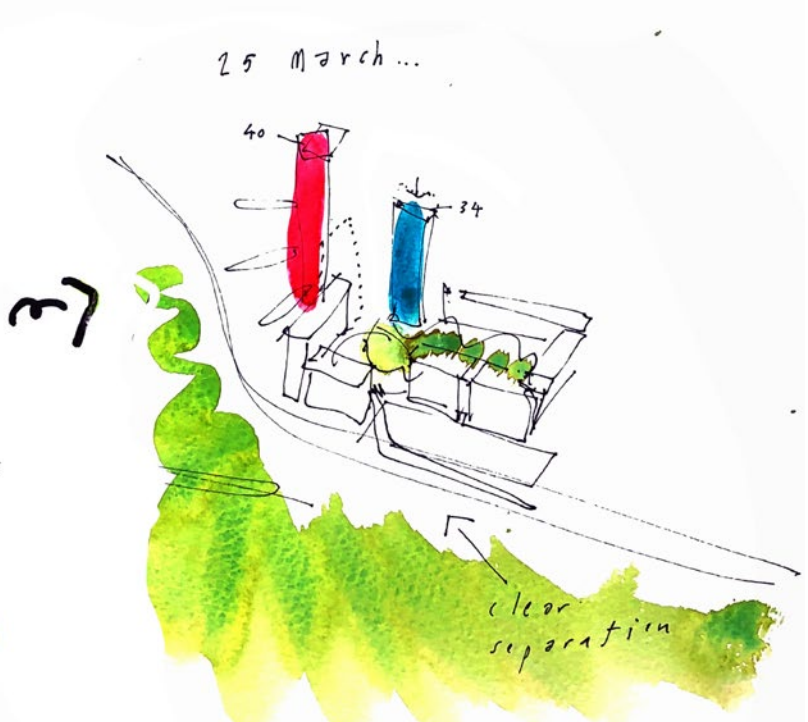
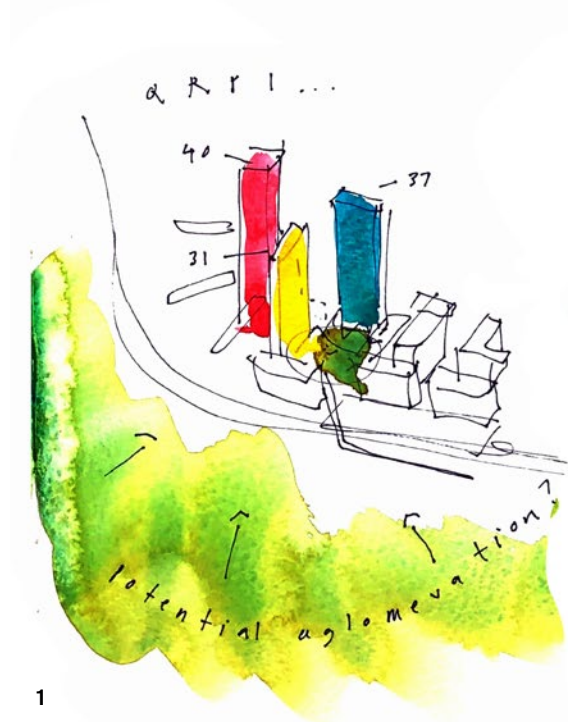
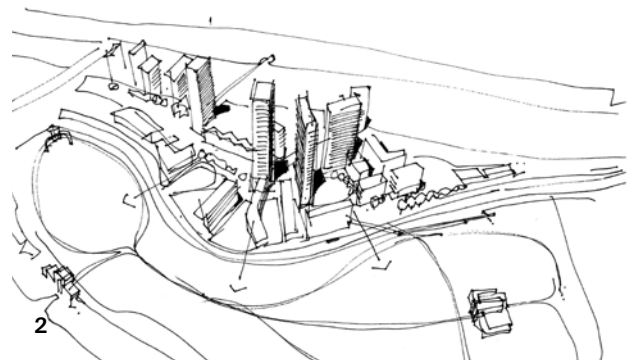
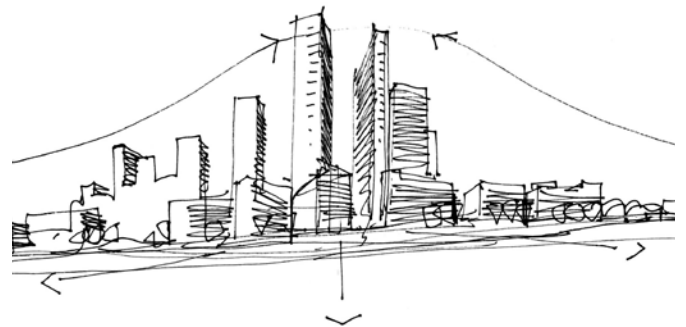
In accordance with RBKC guidance, tall buildings within the masterplan mark access into and through the masterplan. The proposed marker building within the gasholder site identifies the future entrance into the site from via the towpath from the west. The marker building also identifies the entrance into the gasholder site, specifically the central garden, from the masterplan.

The form, composition and height of the tall buildings has been carefully crafted through close collaboration between adjoining landowners. The subtle rotation of the marker buildings responds to the geometry of the canal, creating a dynamic townscape.

Building heights taper down towards the perimeter of the masterplan, establishing a clear hierarchy with taller buildings concentrated towards the centre of the masterplan.

Image Key

1. The landowners worked collaboratively to create a coherent and legible language for the tall marker buildings for the tall marker buildings
2. Early sketches testing the composition of marker buildings;



6. Landscape

ape

6.1 Introduction

Overview

This chapter has been prepared by Gillespies Landscape Architects to set out the approach to landscape and public realm for Kensal Green.

The chapter begins with an overview of the open space context and site constraints and opportunities, describing how this has informed the landscape approach.

It goes on to show the overall landscape masterplan, followed by more detailed description of each landscape typology area.

The chapter concludes with a series of sitewide landscape strategies including external levels and access, hard materials and furniture, trees and planting, play, urban greening and biodiversity.



Richly planted courtyard garden at Holland Park Villas by Gillespies

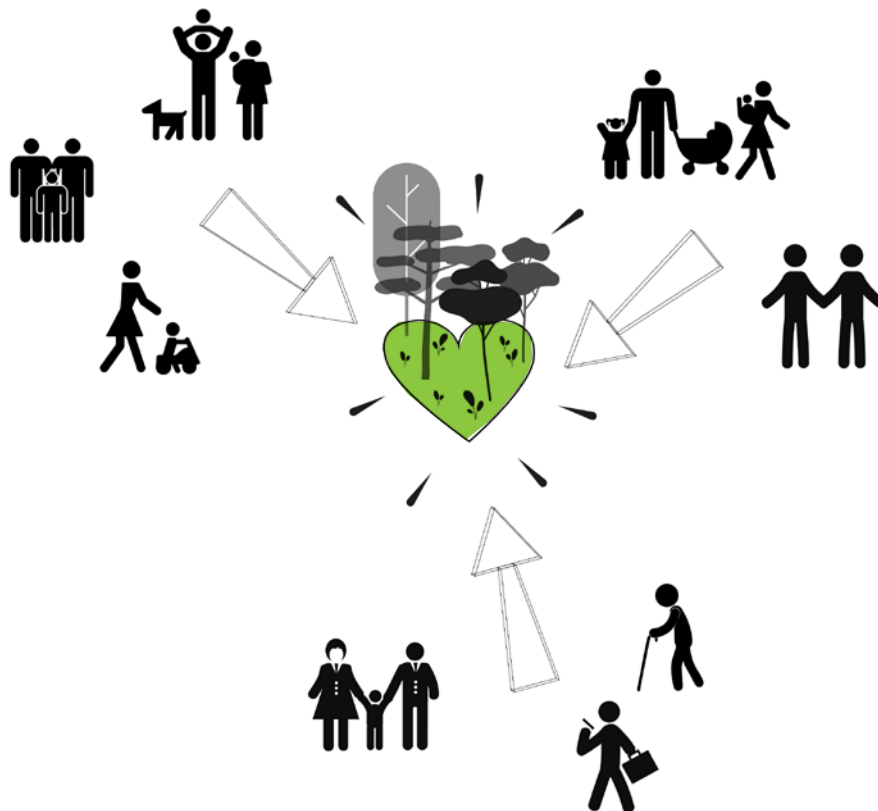
6.2 Design Ethos

Every story deserves an exceptional setting

story + setting

If **nature** provides the setting, then **humans** provide the story.

Our design is about connecting the two: we turn human stories into exceptional places and we create the extraordinary settings that inspire brand-new narratives.



6.3 Surrounding Green Spaces

The landscape and public realm masterplan have been developed with consideration for the wider green infrastructure setting.

The site is located close to a number existing green spaces including play, sports and fitness activities and more natural green spaces.

A number of existing play spaces in the vicinity of the site have potential for enhancement as part of the developments play strategy, alongside significant areas of on-site play provision as described in the play strategy section of this chapter.



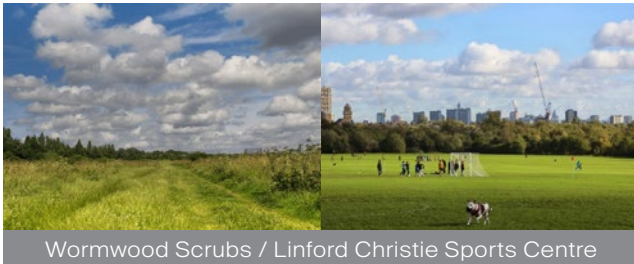
Surrounding Green Spaces Diagram

6. Landscape



Little Wormwood Scrubs

This recreation ground offers an adventure playground, outdoor gym, and wild scrub-land, providing a sanctuary for the local community.



Wormwood Scrubs

Wormwood Scrubs is the largest open space in Hammersmith and Fulham, features expansive grasslands for sports pitches, a running track, areas for flying kites and picnicking, as well as woodland, scrub, and meadows with nature trails for exploration.



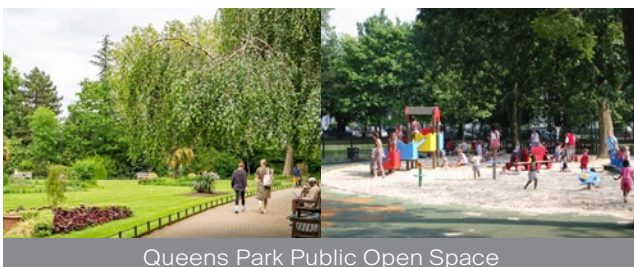
Kensington Memorial Park

Kensington Memorial Park, also known as St. Mark's Park, offers a children's playground, tennis courts, a junior cricket pitch, and a water play area, making it a popular spot for family activities.



Kensal Green Cemetery

One of London's oldest and most distinguished public burial grounds, Kensal Green Cemetery provides a tranquil environment with historic monuments and chapels, though it is primarily a cemetery and not a recreational park with typical amenities.



Queens Park Public Open Space

This park features a children's playground, paddling pool, tennis courts, pitch and putt course, and ornamental gardens, offering a variety of recreational activities for visitors.



Emslie Horniman's Pleasance Park

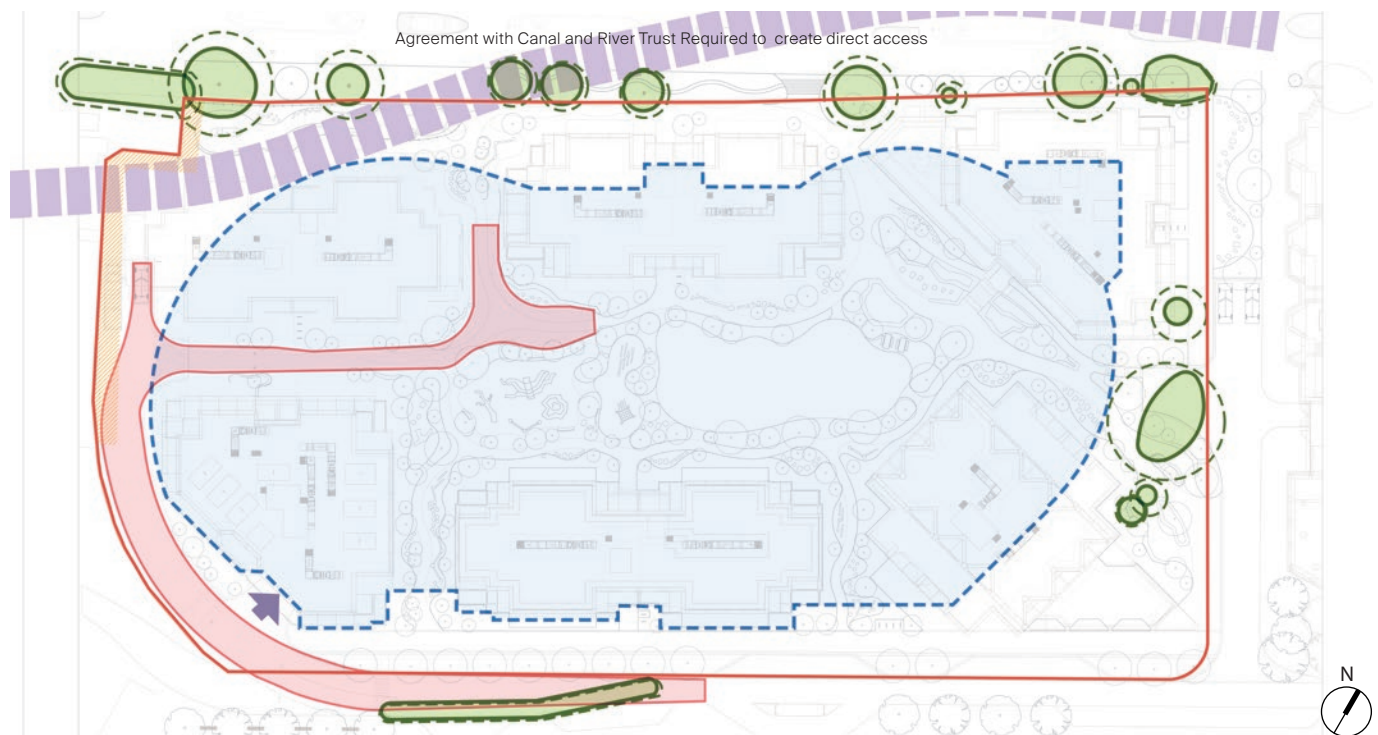
Emslie Horniman's Pleasance park in North Kensington offers a variety of amenities, including an innovative children's play area, an all-weather floodlit sports area suitable for tennis and five-a-side football, changing rooms, and public toilet facilities.

6.4 Challenges

A number of challenges and opportunities have been identified based on the existing condition of the site and its context, as well as the development brief. The following two pages summarise these considerations and how they have informed the approach to landscape and public realm.

Legend

- Site boundary
- Emergency vehicle access
- ➡ Vehicular access to underground parking
- Proposed basement
- PRS Restricted Zone
(No scope for tree planting)
- National Grid EHV Tunnel Exclusion Zone
(No scope for tree planting)
- Existing tree
- Tree Root Protection Area (RPA)

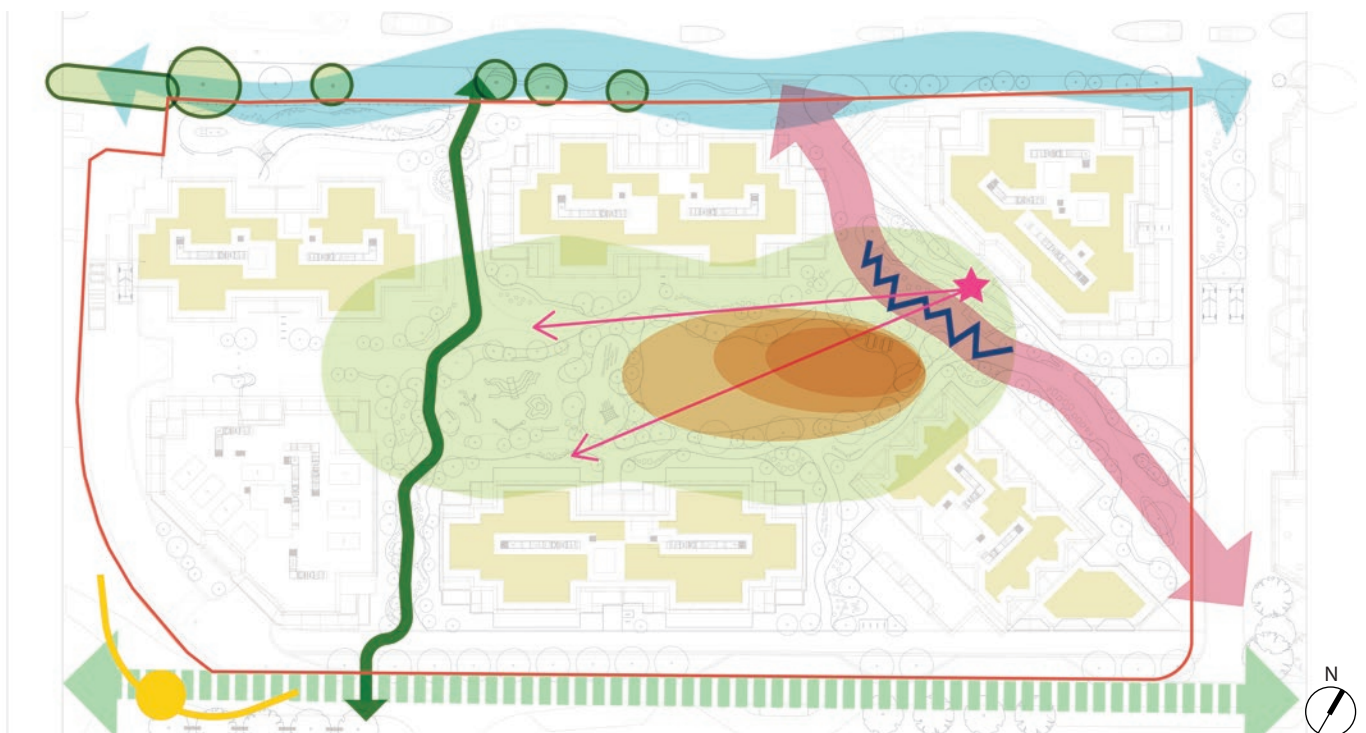


Challenges Diagram

6.5 Opportunities

Legend

- Site boundary
- ▬▬▬ Potential for tree planting & SUD's to green streetscape
- ▬▬▬ Potential for vehicle-free green space at the heart of the scheme
- ▬▬▬ Link in and enhance existing ecological corridor and active travel route along canal subject to third party agreements
- ➔ Facilitate secondary links to canal
- ▬▬▬ Optimise sunnier areas for lawn
- ★ Create water feature at focal point, helping to mitigate level change
- ⚡ Make use of level change to create 'belvedere' at focal point with views across courtyard
- ▬▬▬ Link wider masterplan to canal along primary axis
- Existing tree to be retained
- ↪ Sun path

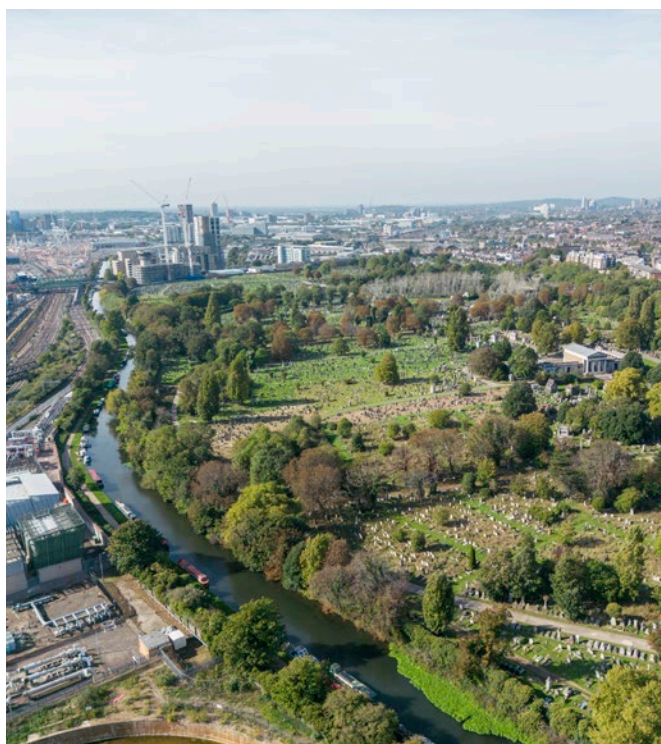
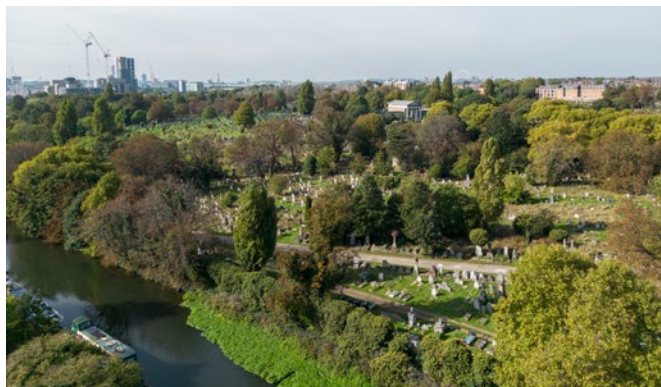


Opportunities Diagram

6.6 Landscape Approach

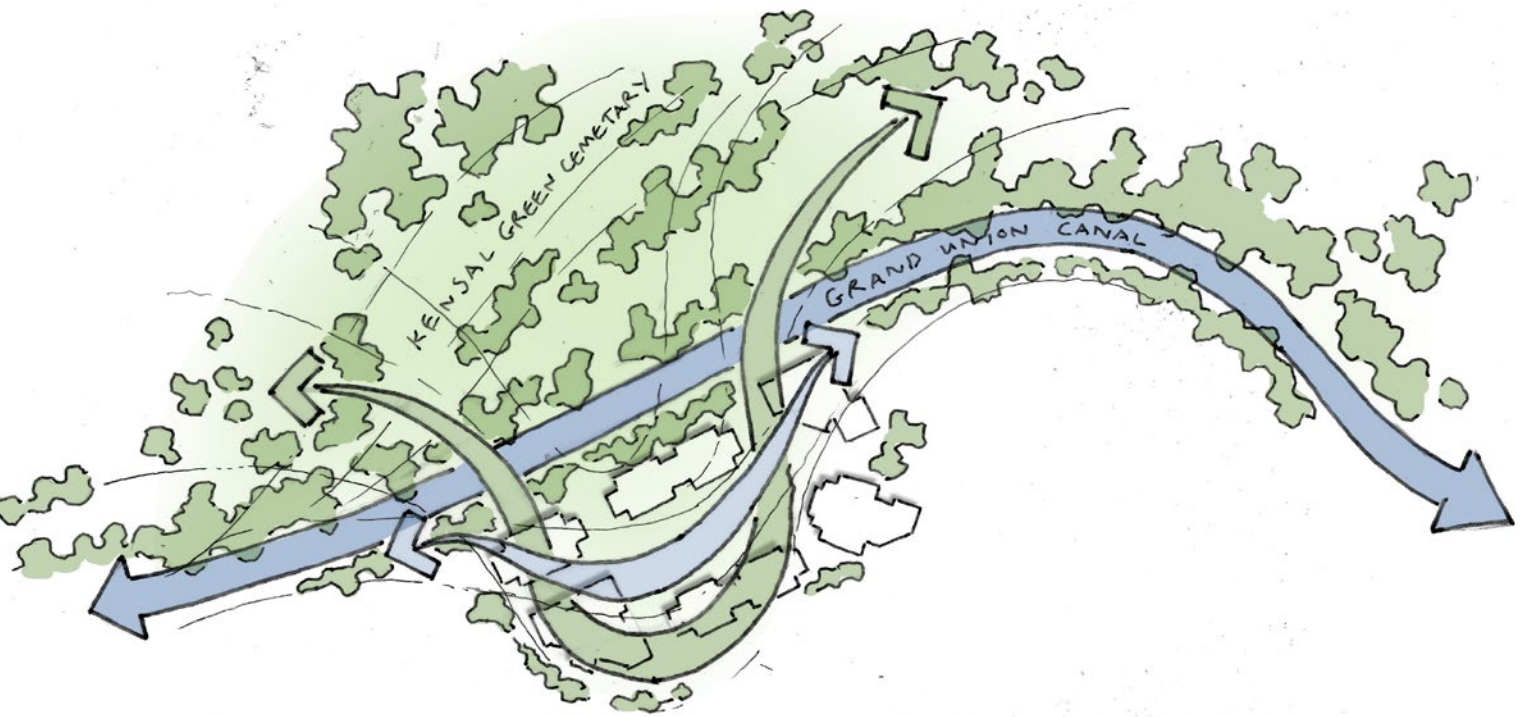
The design for landscape and public realm at Kensal Green should aim to achieve the following underlying principles:

- Draw on the setting of the site, adjacent to the Grand Union Canal and Kensal Green Cemetery to provide a unique and characterful landscape and public realm that is appropriate to its location.
- Create a naturalistic character to landscape, drawing on site context and providing a counterpoint to the more formal building grid. Maximise opportunities for contact with nature as well as contribution to site biodiversity and urban greening.
- Respond to site-specific environmental conditions, in particular sunlight levels and topography, to inform the approach to planting and create a rich and varied landscape that is suited to conditions.
- Create permeability and support wider connections and masterplan journeys through the creation of legible, attractive streets and paths which prioritise pedestrian movement whilst providing clear definition of uses.
- Integrate level change to provide a fully accessible external environment. Celebrate site topography in design as part of the unique feel of the Central Garden.
- Consider how public realm can support the establishment of a strong community, providing space to come together and meet neighbours.
- Implement SuDS principles where possible by utilising surface run off draining into planting, using rain gardens and rainwater harvesting where appropriate and other sustainable water management systems



Views from site to Kensal Green Cemetery

6. Landscape



Site Topography

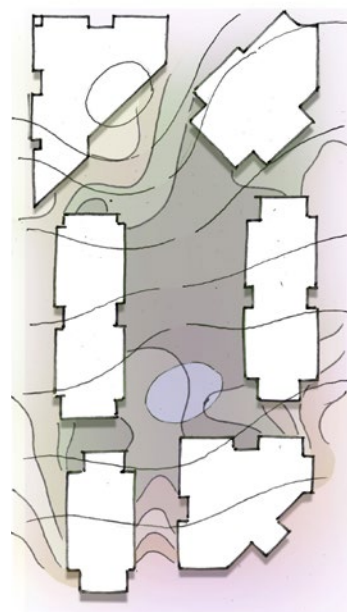
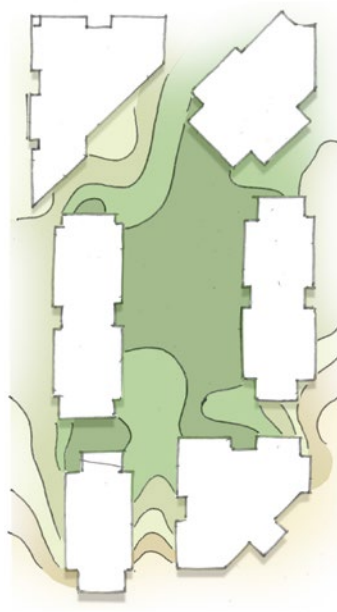
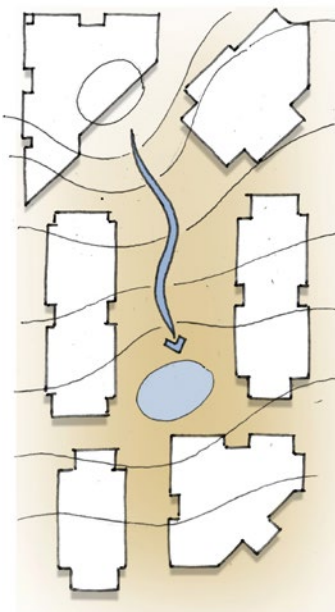
+

Light Levels

=

A Rich Tapestry

- | | | |
|---|--|---|
| <ul style="list-style-type: none"> • Site topography falls from east to west | <ul style="list-style-type: none"> • Sun / shade analysis informs approach to planting | <ul style="list-style-type: none"> • Site conditions combine to create a rich tapestry of micro-habitats |
| <ul style="list-style-type: none"> • Manipulating topography to create varied conditions | <ul style="list-style-type: none"> • Balanced plant communities that mimic natural structure | <ul style="list-style-type: none"> • Planting design that embraces the ephemeral |
| <ul style="list-style-type: none"> • Incorporating blue infrastructure into landscape approach to create greater variety | <ul style="list-style-type: none"> • A rich and varied landscape that responds to micro-climate | <ul style="list-style-type: none"> • Greater richness and variety through the seasons |



A landscape approach informed by site context, topography and environmental conditions

6.7 Illustrative Landscape Masterplan

The illustrative landscape masterplan opposite describes the landscape approach across the site as a whole, showing how various open space typologies combine to create a legible but diverse external environment.

Legend

1. Wider masterplan public realm
2. Arrival space on primary axis
3. Primary pedestrian route
4. Focal water feature
5. Lawn area
6. Equipped play space
7. Seating pockets
8. Natural play trails / play on-the-way
9. Group seating
10. Buffer planting
11. Shared pedestrian and cycle route
12. Service area matching design of neighbouring masterplan
13. Loading bay
14. Basement access
15. Existing towpath vegetation
16. Connection to towpath (indicative - subject to agreement with CRT)
17. Towpath seating enhancements (indicative - subject to agreement with CRT)



Illustrative landscape masterplan

6. Landscape



Character Areas

6.8 Overview

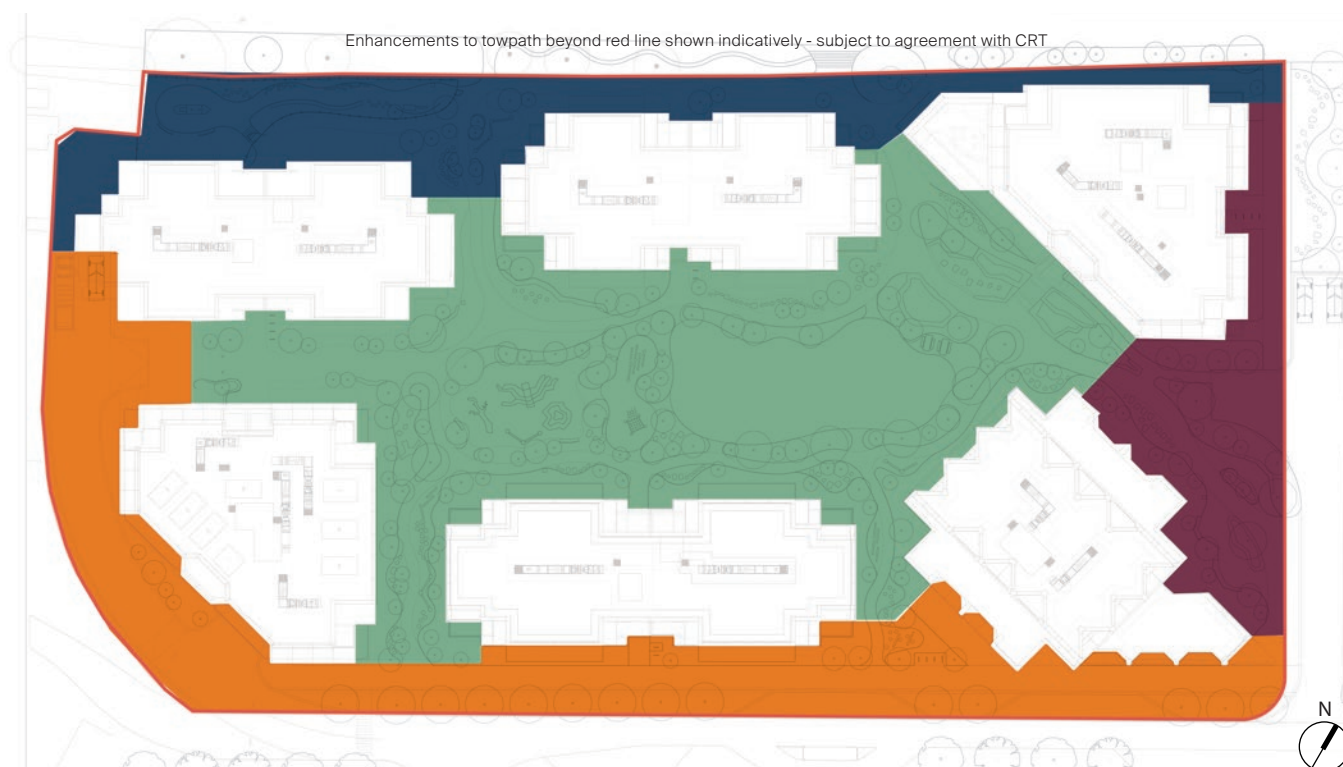
A series of open space typologies are defined based on site conditions, function and use of space, circulation strategy, relationship to built form and vehicle access / servicing requirements in order to:

- Create a rich and varied public realm which caters for a range of uses.
- Create a clear hierarchy of routes and spaces.
- Clearly define public, communal and private spaces.
- Provide legibility for vehicle and pedestrian users.

The Landscape Typologies Diagram below shows how these are laid out in relation to massing whilst the page opposite provides a brief overview of the key characteristics of each. The following pages provide supporting design guidance for each typology.

Legend

	Site Arrival
	Central Garden
	Streetscapes
	Canal Side



Landscape and open space typologies diagram

6. Landscape



Site Arrival

- Stitching the site to the wider masterplan
- Providing a sense of arrival and announcing the unique character of Kensal Green
- Accommodating servicing whilst avoiding conflict with pedestrians and cyclists
- Mitigating level change between boundary and Central Garden



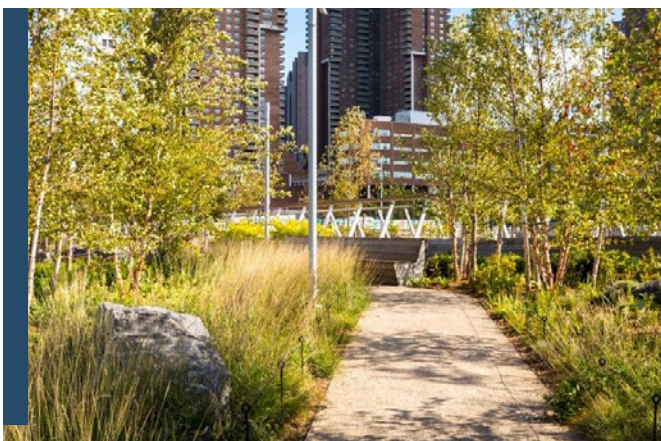
Central Garden

- A lush, richly planted courtyard space that provides opportunities for contact with nature
- A vehicle-free environment
- Diverse play and amenity for all ages embedded throughout
- Providing privacy to ground floor residential units and external private amenity



Streetscapes

- An attractive residential street
- Providing vehicular, pedestrian and cycle connections to the wider masterplan with clear delineation of uses
- Allowing servicing access to the west of the masterplan
- Incorporating street trees and greening



Canal Side

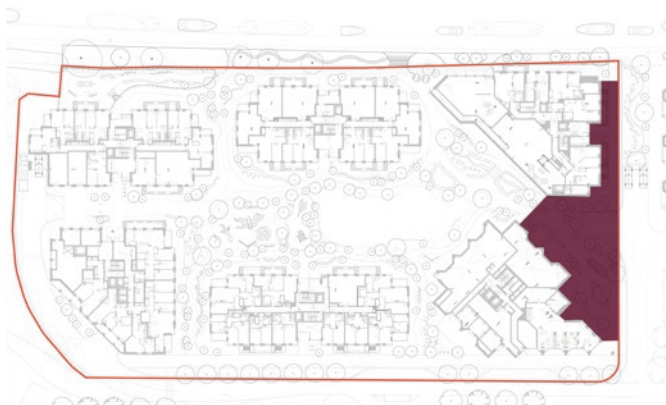
- Interfacing with the adjacent canal towpath subject to CRT agreement
- Optimising play and amenity value in sunny spots where buildings are set back from the boundary
- Enhancing wider green corridors along the canal through naturalistic and biodiverse planting
- Allowing for future enhancement of towpath interfaces beyond the application boundary, subject to CRT agreement

Summary of landscape typologies

Character Areas

6.9 Site Arrival

Key Map



Legend

1. Masterplan public realm
2. Raised table connection
3. Servicing area
4. Pedestrian and cycle connection to canal subject to CRT agreement
5. Shared pedestrian and cycle route
6. Building F lobby entrance
7. Primary pedestrian access route
8. Group seating areas to arrival space
9. Focal trees
10. Buffer planting
11. Incidental play / play-on-the-way



Illustrative render plan: Arrival Space

6. Landscape

The Site Arrival forms the main point of connection to the wider masterplan. The design of the space will emphasise the key movement and visual axis from the wider masterplan to the south east, between Buildings E and F to the canal.

The space will also facilitate pedestrian and cycle connections north to the towpath (subject to CRT agreement) and west along the Streetscape.

The Site Arrival area also needs to accommodate servicing access and the design will be carefully considered to mitigate potential conflict between pedestrian and vehicular users.

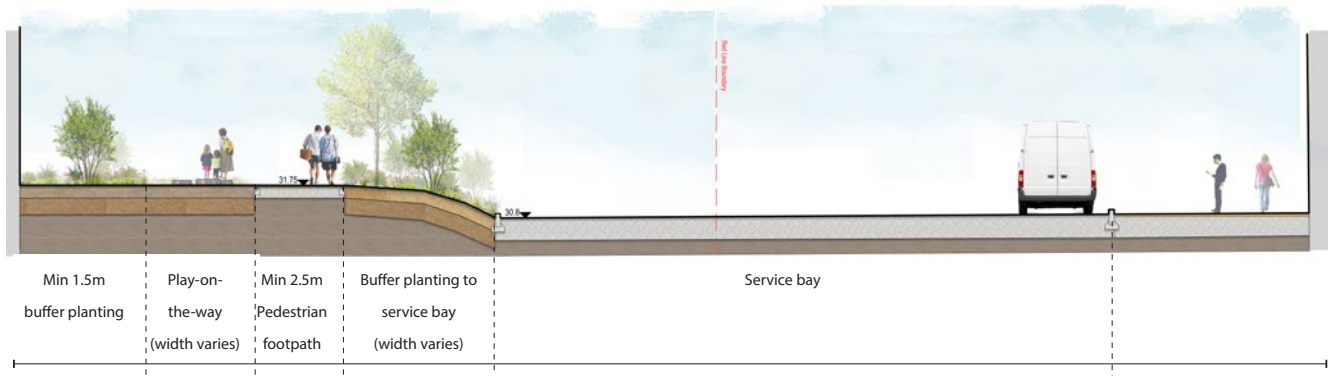
The space provides an opportunity to announce the unique character of the Kensal Green site with lush, naturalistic vegetation and focal trees reinforcing a strong sense of character.



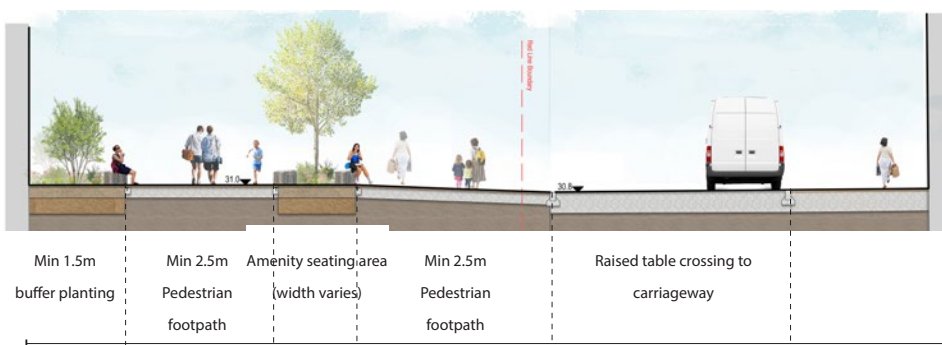
Focal space connecting to wider masterplan



Pedestrian routes with flowing geometry



Illustrative section A-A: Arrival Space

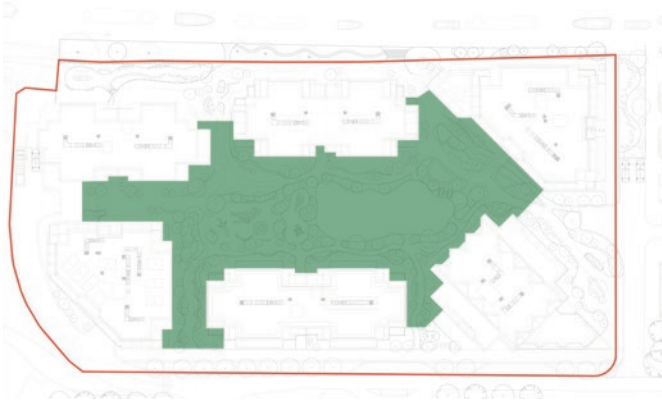


Illustrative section B-B: Arrival Space

Character Areas

6.10 Central Garden

Key Map



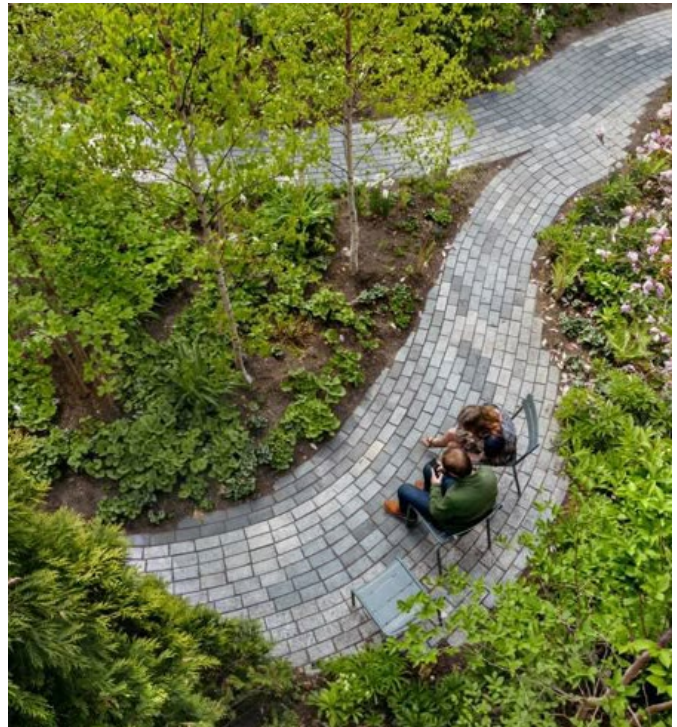
The Central Garden will be a richly planted, lush green space for residents and visitors. It will incorporate diverse play and amenity spaces including seating areas, amenity lawn, and play.

The space will be naturalistic and organic in design language with a woodland character to planting providing opportunities for contact with nature.

The design of the space will consider interfaces with ground level residential units, providing privacy through planted buffers and level change.

The Central Garden will be a fully pedestrian environment with no vehicle access with the exception of fire tender emergency access to Building D.

A playable, chlorinated water feature provides a focal point to the east of the space on the primary pedestrian axis. Level change also allows the creation of a 'belvedere' at Building E entrance with long views out across the garden.

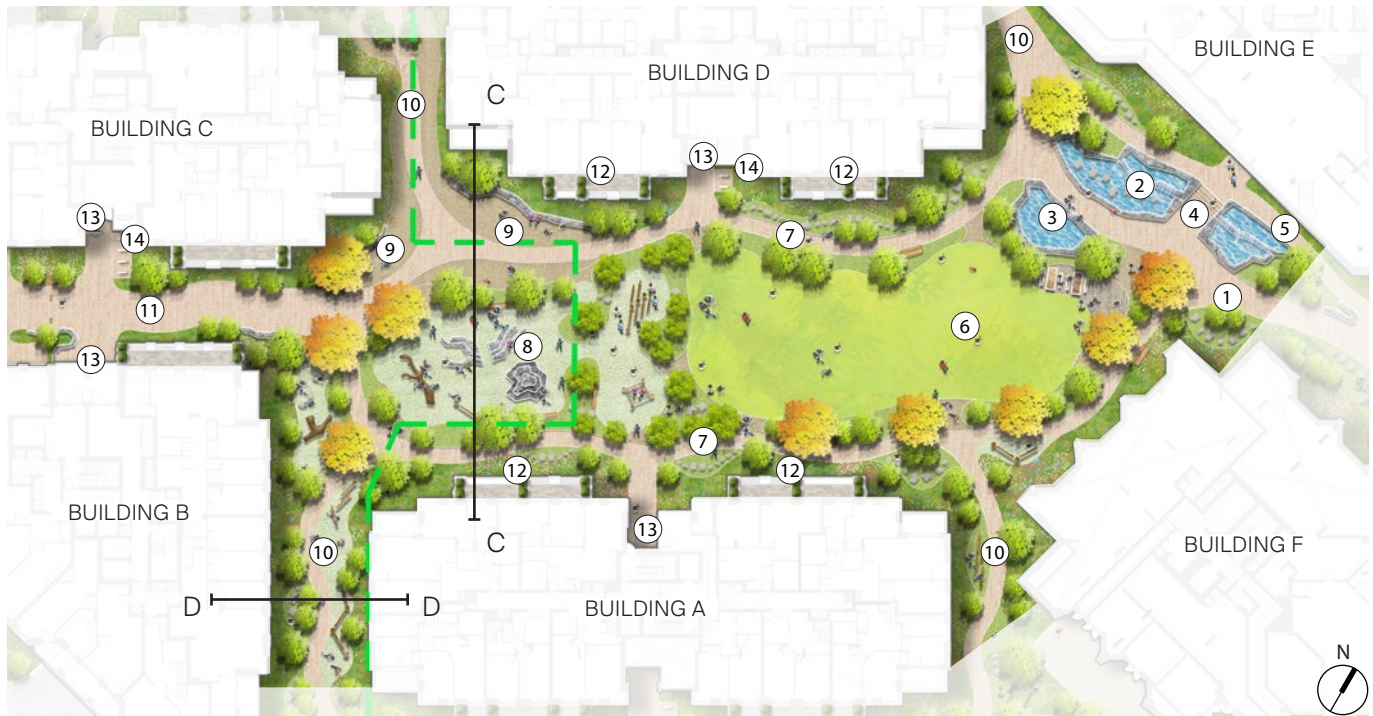


Flowing paths through planting



Predominantly green character, organic geometry

6. Landscape



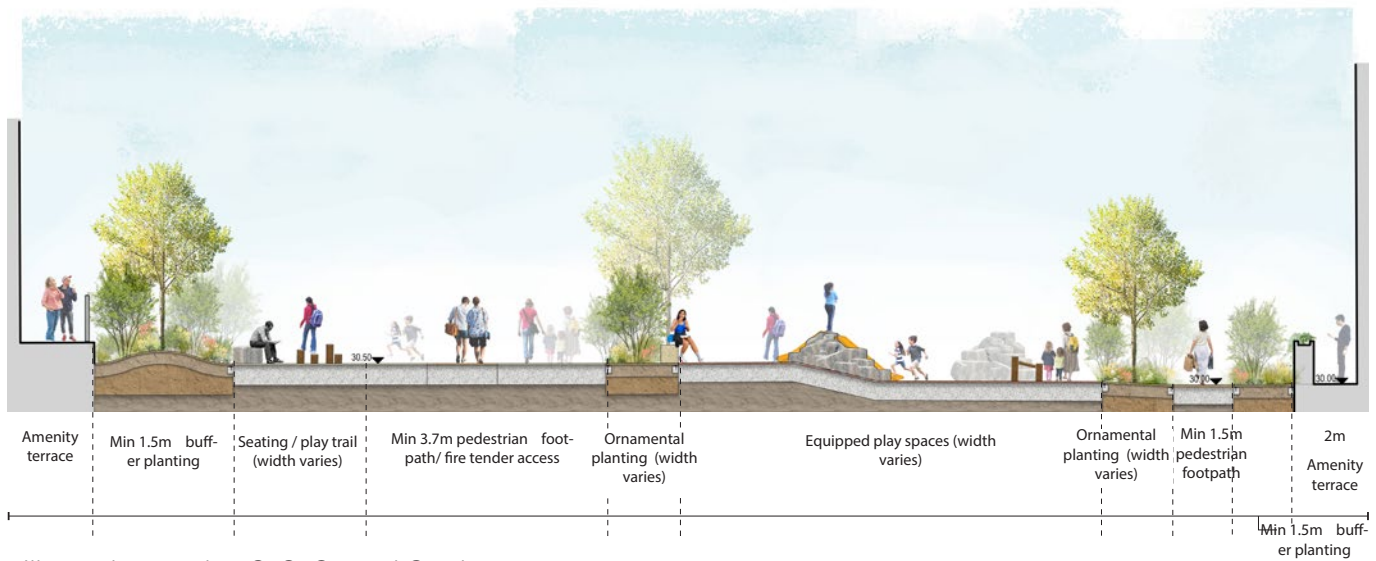
Illustrative render plan: Central Garden

Legend

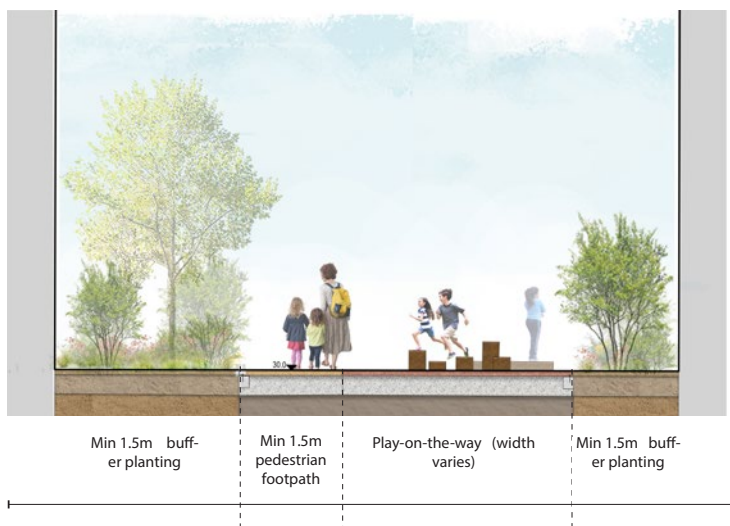
- | | | |
|---|---|--|
| 1. Primary pedestrian route | 6. Central lawn area | 12. Buffer planting / private terraces |
| 2. Focal water feature (playable cascade) | 7. Courtyard circulation | 13. Lobby access |
| 3. Focal water feature (natural) | 8. Play space | 14. Visitor cycle parking |
| 4. Stepped route to Building E | 9. Amenity seating pockets | |
| 5. Step-free route to Building E | 10. Green links with play-on-the-way | |
| | 11. Connection to service yard / fire tender access | |



Playable water with cascades / jets



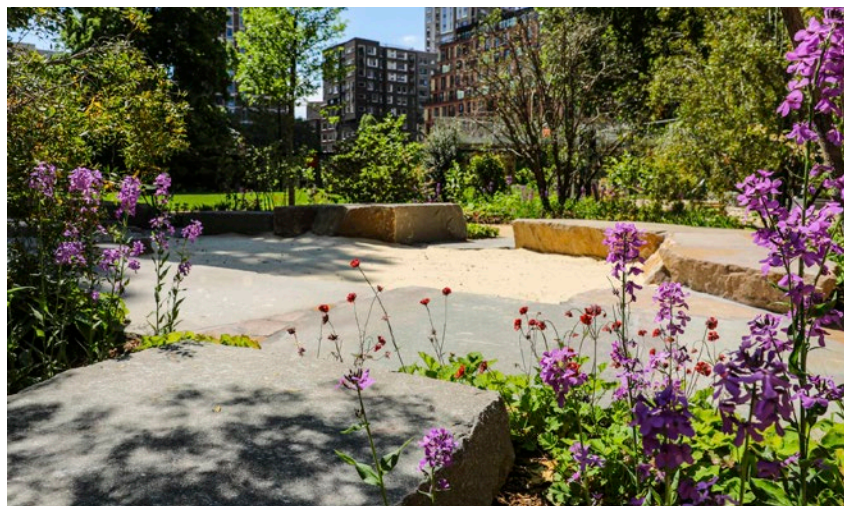
Illustrative section C-C: Central Garden



Illustrative section D-D: Green Link



Green links with play-on-the-way



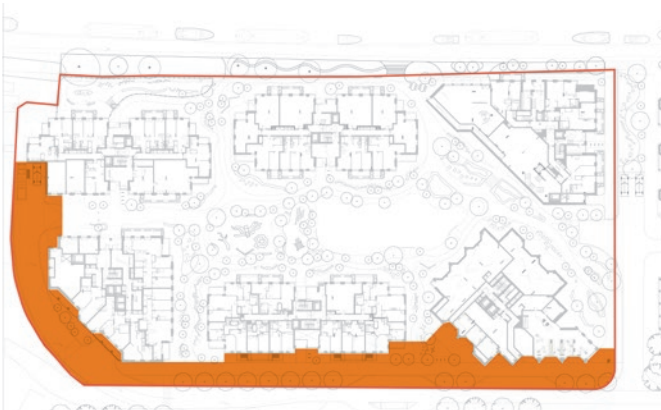
Relaxed seating, embedded in planting

6. Landscape

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6.11 Streetscapes

Key Map



The streetscape to the south will form the interface between Kensal Green and the wider masterplan and the street will be designed as a single, cohesive piece of public realm.

The streetscape will accommodate different levels of vehicular access along its length with the western section providing access for residents to the below-ground car park as well as for buses and servicing whilst the eastern end of the street will be utilised primarily for service access. The design of the street will reflect this hierarchy of usage in materiality, kerb heights and carriageway widths.

The street will also provide a safe environment for pedestrians and cyclists as well as an attractive outlook for residential units. Where feasible planting and trees are incorporated to green the space and provide separation between users.



Green street - planting / street trees separate uses



Rain gardens within kerb build-outs

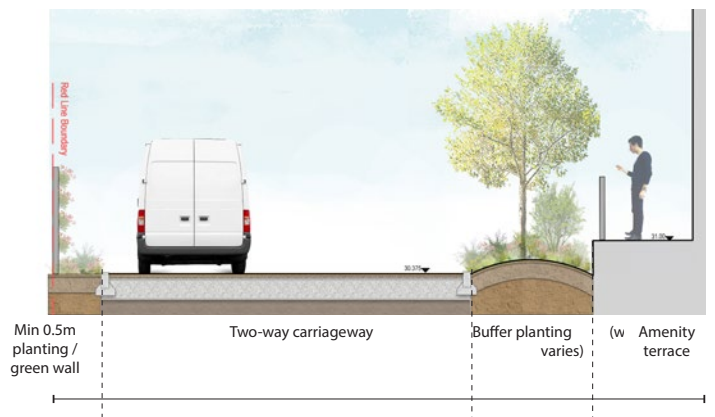
6. Landscape



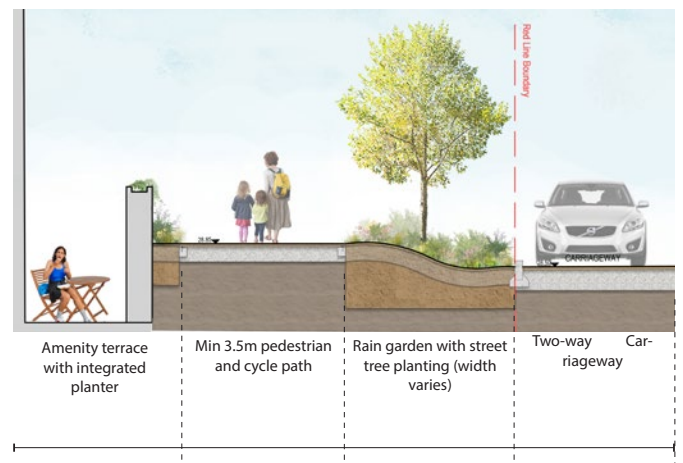
Streetscapes illustrative plan

Legend

1. Shared pedestrian and cycle route (3.5m)
2. Kerbside rain gardens / street trees
3. Loading bays
4. Vehicular carriageway
5. Connection to green links
6. Fire tender / service access
7. Buffer planting to residential units
8. Basement car park access
9. Ramp up to shared surface
10. Shared surface service area
11. Boundary wall with vertical greening
12. Access control to Central Garden



Illustrative section E-E: Service Yard



Illustrative section F-F: Streetscape

Character Areas

6.12 Canal Side

Key Map

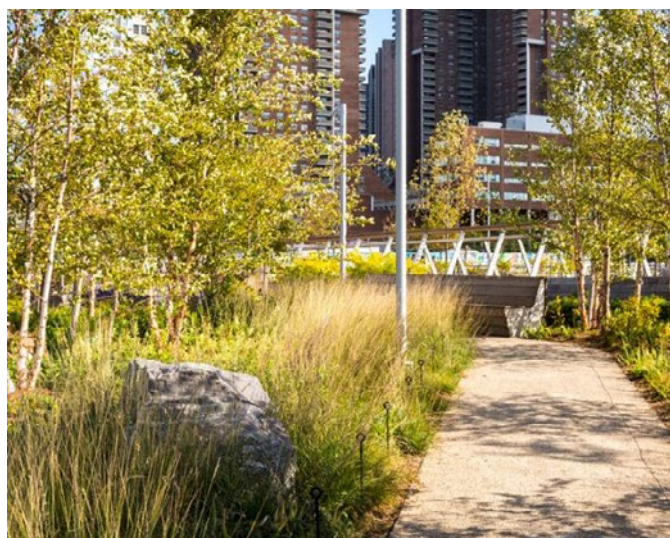


The Canal Side typology, subject to CRT agreement, will provide the interface between the development and the existing canal towpath. Landscape levels within the site will be designed to mitigate the current level difference, allowing removal of the existing retaining wall where possible and facilitating improved connectivity to the towpath.

The design of the space will allow for future enhancement of the towpath itself to provide additional amenity and improved accessibility for users although this will be subject to agreement with Canals and Rivers Trust (CRT) and is not included in this application.

Within the site boundary, the design will have a distinctive character, celebrating the proximity to the canal through use of naturalistic planting and helping to enhance the wider ecological corridor.

The setback of Building C provides an opportunity to incorporate play and amenity within a space that will receive good evening sunshine, although safety in proximity to the water is a key consideration.



Ecologically rich riverine planting



Example of Canal-inspired play