

Primary frontage

- 3.3.8 The primary frontages should be in accordance with Diagram 3.3.
- 3.3.9 Primary frontages should be active and have a relationship with the street. Service access should be avoided on primary frontages.
- 3.3.10 To ensure that the primary frontages are uncluttered, projecting balconies canopies or brise soleil should not be used. Anti-glare glazing and/or deep window reveals should be used to mitigate glare and overheating.
- 3.3.11 Balconies of any kind should not be located on the primary frontage to avoid overlooking of neighbouring properties.

Primary and secondary frontages

Primary frontages (shown in blue) to be 'active' and 'uncluttered'.

No balconies facing the street

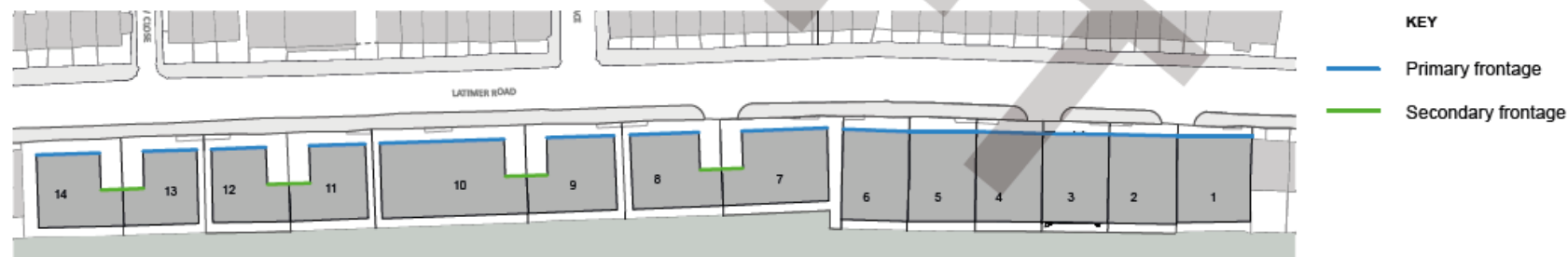


Diagram 3.3: Frontages

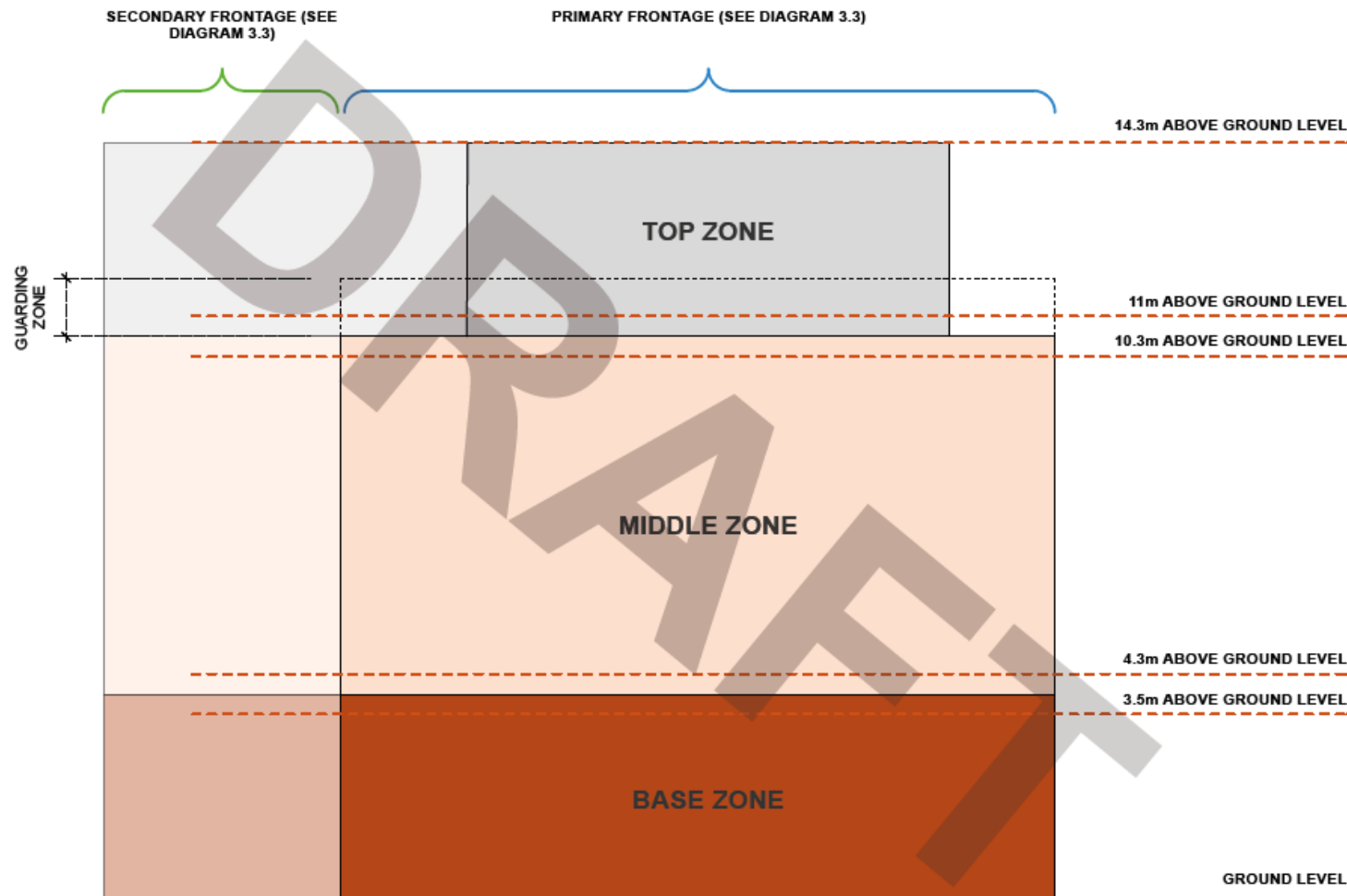


Diagram 4.2: Tripartite design viewed from Latimer Road elevation

The Design Code seeks 'tripartite' design of frontages onto Latimer Road

With brick as the predominant material to be used

- 3.6.6 Units 1 to 6 may build up to the edges of their north and south boundary lines to ensure efficiency and high functionality of the internal layouts are achievable.
- 3.6.7 Units 7 to 14 should allow gaps of 3 metres between units as illustrated in Diagram 3.8. Where gaps are located between units, the gap should be divided equally on either side of the boundary line
- 3.6.8 A increased gap of 4 metres between roof level units should be incorporated

Gaps between buildings

Units 7-14 should have 3m gaps (to let extra light into the street)

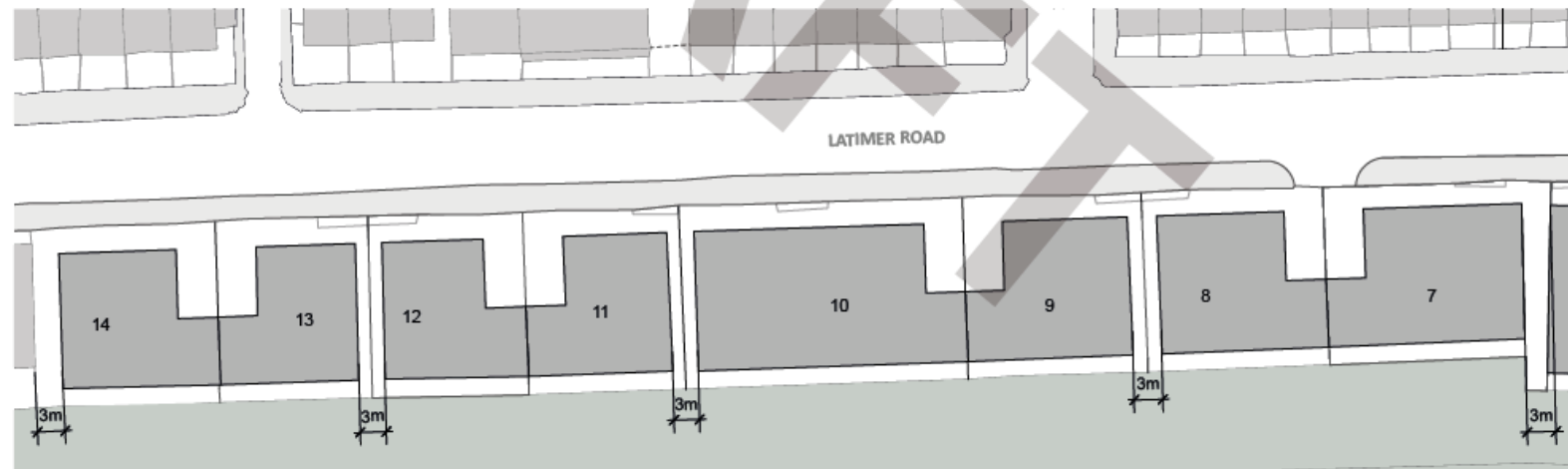


Diagram 3.11: Gaps between units

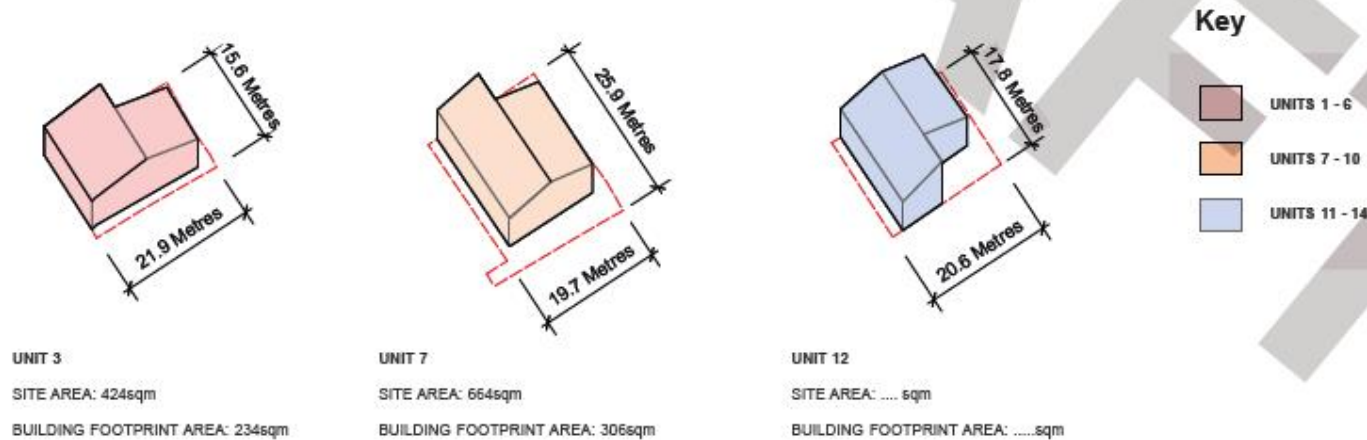
2.7 Unit Types



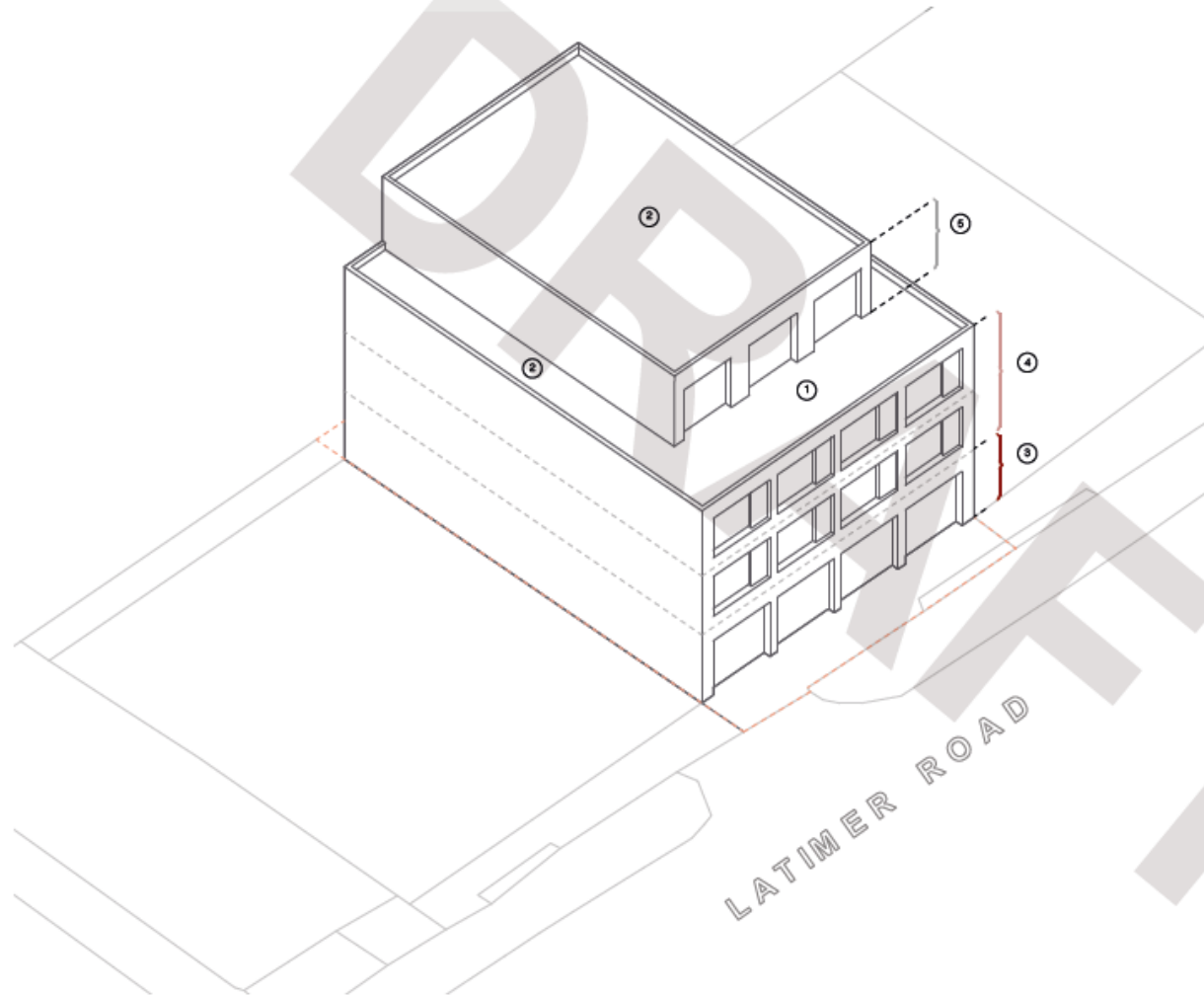
2.7.1

The RBKC Design Code explains that there are three different plot sizes for Units 1-14.

Model options for each are illustrated



5 MODEL PLOTS



KEY

- Site boundary
- ① Set back roof level. See paragraph 4.1.2 for guidance on roofscape
- ② Roofspace for greening and/or MEP plant. See Section 4.6 and paragraph 4.7.13 for guidance
- ③ Base Zone
- ④ Middle Zone
- ⑤ Top Zone

Model plot for
three storey
building
with fourth
storey setback

Diagram 5.1: Example of plot without service bay

Viability in Latimer Road – should there be any development at all?

Many Latimer Road residents in the street have argued for no change in the street and for the existing Units 1-14 to remain as at present. Is this realistic?

This provides no new homes. RBKC wish to see redevelopment create up to 80 new homes above employment space, over time

Warehouse space near central London is suddenly back in demand for 'dark kitchens' and 'e-fulfilment' fast delivery of meals and groceries

Unit 11 now leased to Getir. These businesses may operate 24/7.



Extending the Conservation area boundary



A separate RBKC
consultation

Oxford Gardens/St Quintin
CA first designated 1975
Extended in 2002 to
include Bracewell Road and
Brewster Gardens.

RBKC now proposing to
extend to include several
sections of Latimer Road
(including Snarsgate Street)

Consultation process timetable

On RBKC website under 'planning and development'/'planning policy'/'search consultations'

Deadline for comments is 19th May

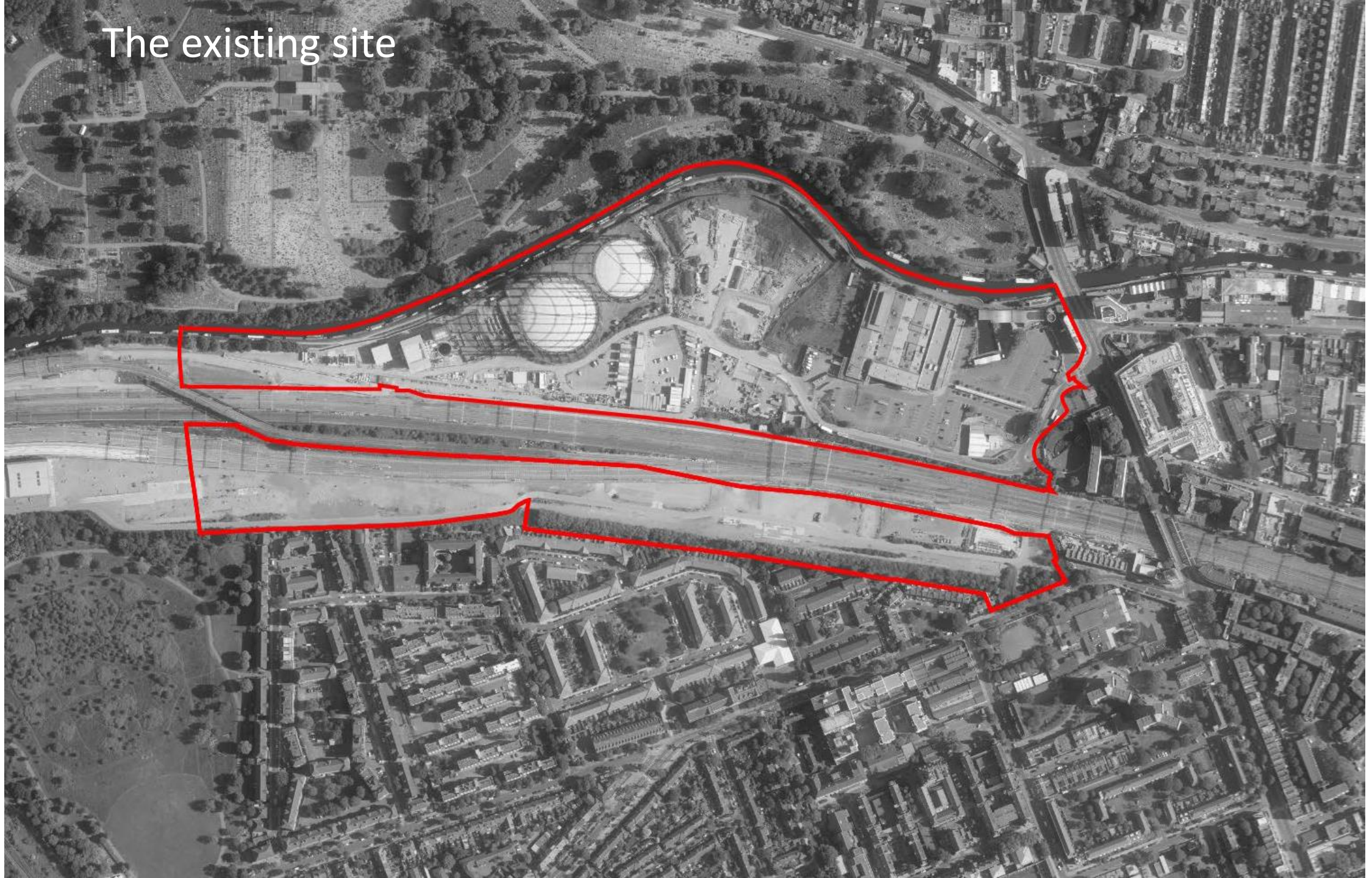
StQW/SHRA will submit comments based on discussion and poll results at this session

Kensal Canalside SPD

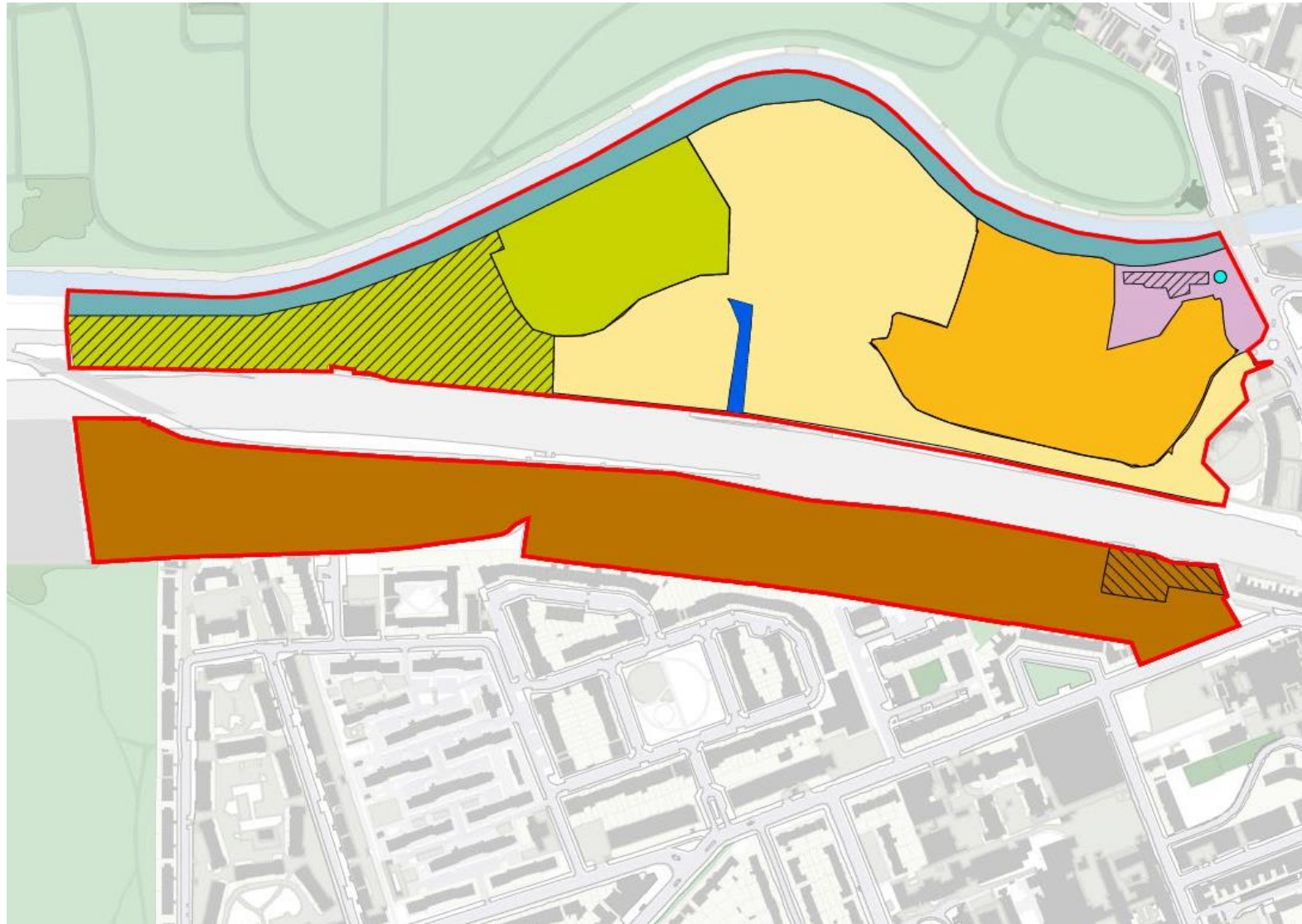
St Quintin and Woodlands Neighbourhood Forum

St Helens Residents Association

The existing site



Land ownership



The planning context

- one of 48 Mayoral Opportunity Areas within the 2021 London Plan.
- London Plan sets 'indicative capacity' of 3,500 new homes and 2,000 jobs – to help meet London target of 66,000 new homes in next 20 years
- RBKC has fallen behind on its 'housing trajectory' of 448 homes per year and is now subject to the Govt 'tilted balance' towards development
- RBKC 'capacity study' now claims this 3,500 figure can be exceeded
- But in 2012 a RBKC Issues and Options document looked at options of 2,000, 2,500 and 3,500 new homes (as a maximum)
- This was when a new Crossrail station was to act as a 'catalyst' for development at a high density
- So what are implications of going above earlier 3,500 figure on a site of 15.4 hectares?

Option Three: 'Waterside' Large scale residential, business, leisure and retail scheme capitalising on a new Crossrail station.

2012

Option Three

'The Waterside'

Mixed use development with a Crossrail station. Generally 6-8 storey residential blocks, similar to mansion blocks in Kensington and Chelsea with some buildings of 12 or more storeys providing approximately 3,500 new homes.

More intensive development of the site could provide more social and community facilities to serve the new community and existing residents.

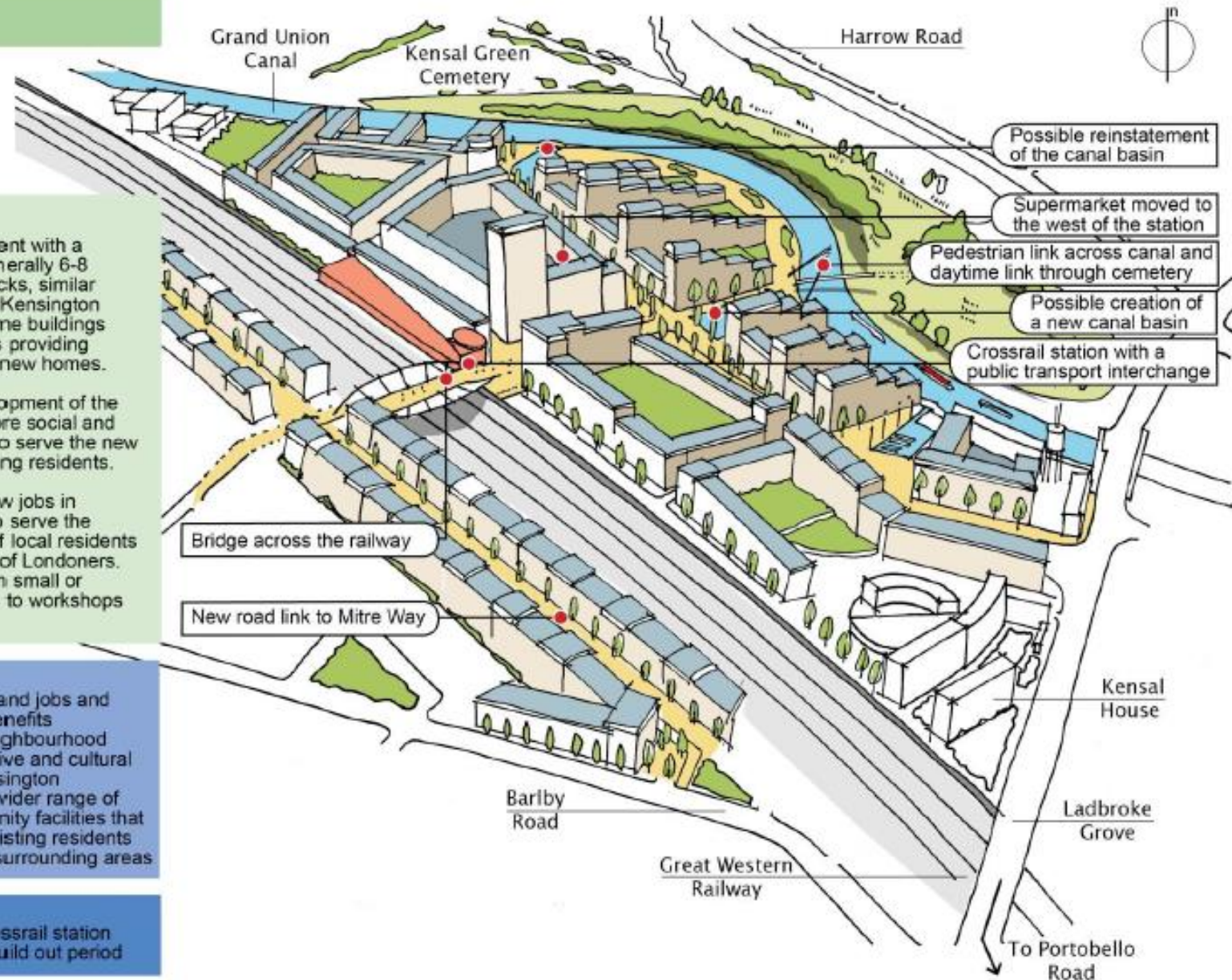
Upwards of 2,000 new jobs in a variety of sectors to serve the employment needs of local residents and the wider needs of Londoners. This could range from small or medium sized offices to workshops and studios.

Pros:

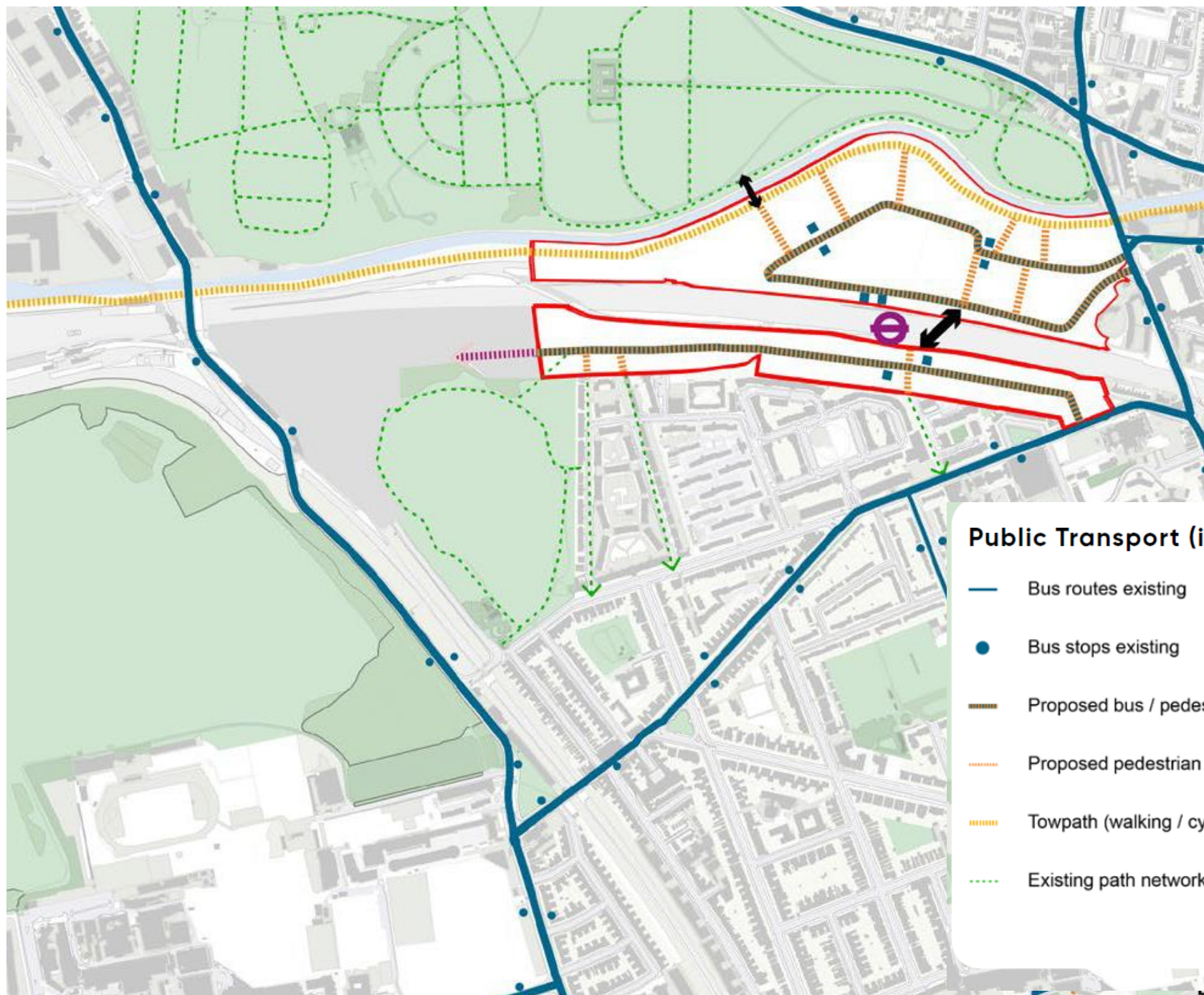
- More new homes and jobs and wider economic benefits
- Delivers a new neighbourhood centre and a creative and cultural hub for North Kensington
- More scope for a wider range of social and community facilities that will also benefit existing residents
- Good links to the surrounding areas

Cons:

- Dependent on Crossrail station
- Longer potential build out period

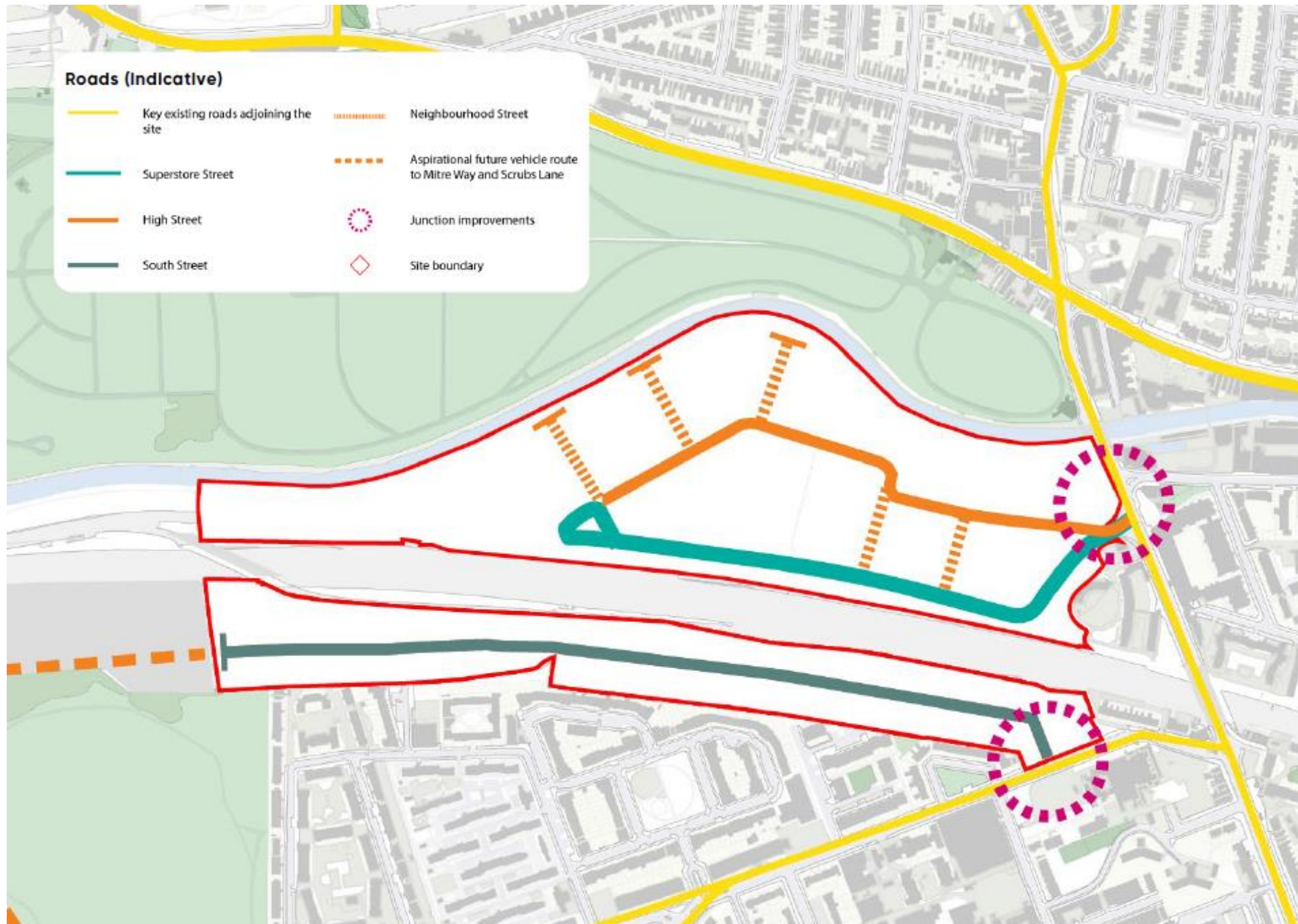


Public transport links



Public Transport (indicative)

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



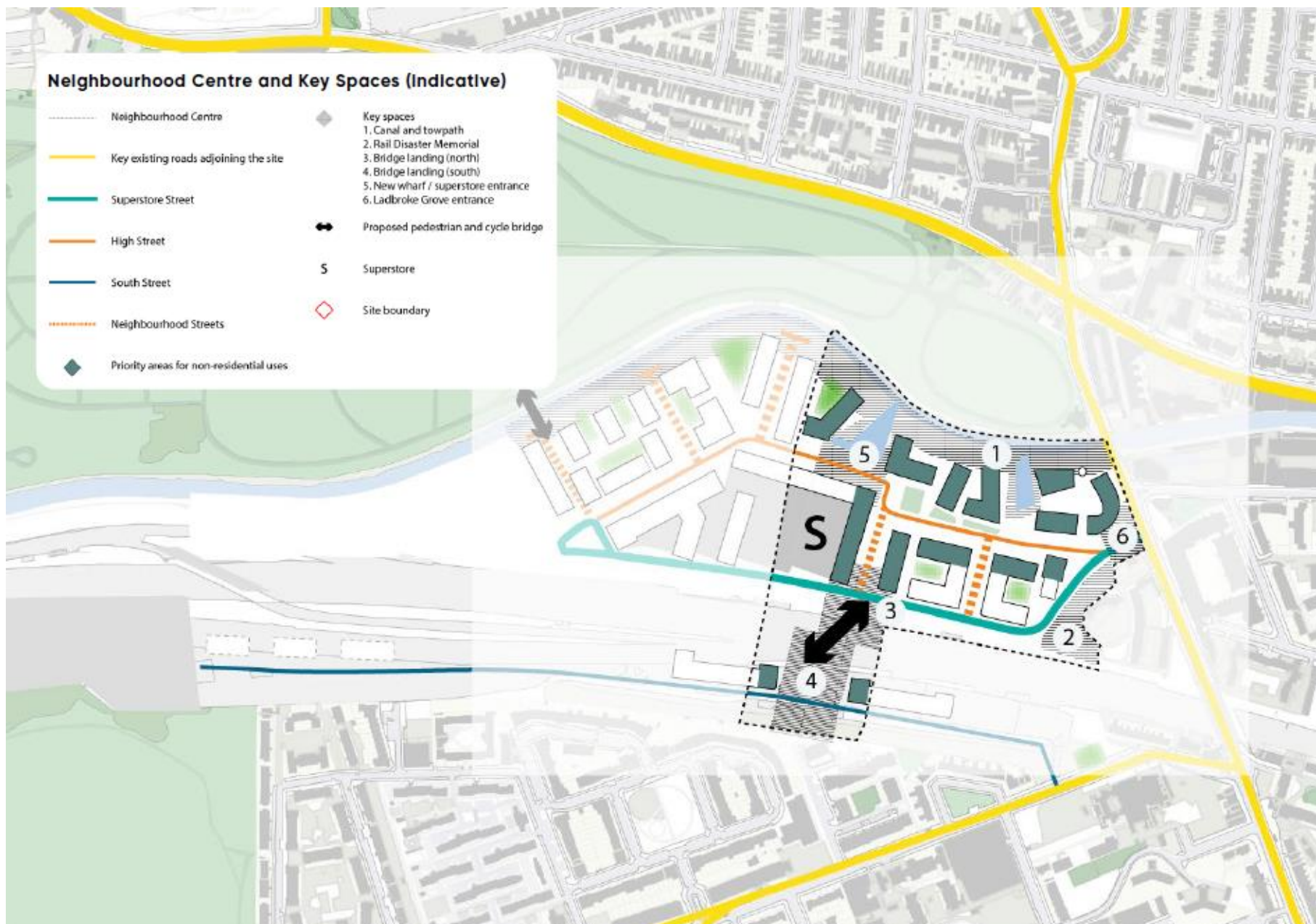
Roads

The 'aspirational future vehicle route' shown by broken brown line corresponds with what OPDC label as 'Wormwood Scrubs Street' running westwards through North Pole Depot to Scrubs Lane.

Affordable housing

‘Initial capacity testing by the Council has indicated that the high decontamination and infrastructure costs mean that it may only be possible to achieve 30% (by habitable room) within the higher development scenario of 5,000 new homes without additional funding’.

Total number of homes delivered on private land (*50% on public land)		
35%* Genuinely affordable on site		65% Market homes
70% Social rent	30% Inter- mediate	



5.3 Visit

Development must seek to deliver:

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