

## Chapter 4 Open spaces

Objective 4 *Protect and enhance our open spaces, gardens and trees including Memorial Park and the three Local Green Spaces designated in this neighbourhood plan*

4.1 The main public open space within the StQW neighbourhood is Kensington Memorial Park (sometimes known as St Marks Park). This park includes a well-equipped childrens playground, informal sports pitches and an exercise area. The very large area of Wormwood Scrubs (Metropolitan Open Space) lies immediately to the north-west of the neighbourhood boundary. The smaller Little Wormwood Scrubs lies to the immediate north of Dalgarno Gardens, which forms part of the neighbourhood boundary. This park lies within Hammersmith & Fulham Borough but has been managed and maintained by RBKC in recent decades, under a management agreement.

4.2 These amenities are very important to residents in the area and are extensively used for dog-walking, and for formal and informal sports and recreation. In the past decade Little Wormwood Scrubs has seen the addition of a small childrens playground on Dalgarno Gardens. The path around its circumference is well used and the quality of the maintenance of the central area, with informal planting, is much appreciated.

### The St Quintin 'backland sites'

4.3 Ever since the streets of the neighbourhood was laid out in the 19<sup>th</sup> century, it has included a series of 'backland sites' behind terraces. These are a feature of the layout of the St Quintin Estate and differ from the communal 'garden squares' which are characteristic of other parts of North Kensington. At the time the estate was built (1880-1910) these open spaces were designed to be used for sporting or recreational use, administered by clubs and societies of different forms.

4.4 During the 2nd World War, several of these open spaces were used as allotments. In the post war period a number became waste ground as London was rebuilt. London County Council development plans of that period designated these sites as 'private open space'. In the subsequent decades, a majority of these backland sites were lost to new development.

4.5 At the independent examination of the 2016 version of this neighbourhood plan, and after extensive pre-submission consultation, the Examiner concluded that the three remaining backland spaces met the criteria for designation as Local Green Space. This decision was subsequently contested by the landowners of the backland at Nursery Lane, via a Judicial Review of the RBKC's decision to adopt the neighbourhood plan. This challenge did not succeed and the StQW Neighbourhood Plan was duly 'made' (adopted) by the Council in July 2018.

4.6 The 2024 Local Plan Policy GB15: Parks, Gardens and Open Spaces is *to protect, enhance and make the most of existing parks, gardens and open spaces, and require new high quality outdoor spaces to be provided*. This policy continues: The following open spaces are protected, and any loss will be resisted: Policy GB15 part 6 includes *Local Green Spaces where these are designated in a neighbourhood plan or other development plan document*.

4.7 The relevant section of the December 2025 NPPF reads as below. The three criteria for LGS designation have not been altered or amended since 2012 and are as below:

### **HC2: Local Green Space**

1. *Local and neighbourhood plans may designate land as Local Green Space where this would safeguard green areas of particular value to the local community. Local Green Space should be limited to situations where the land concerned is:*

- *In close proximity to the community it serves;*

- *Demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and*
- *Local in character and not an extensive tract of land.*

1. *Designating land as Local Green Space should be consistent with the local planning of sustainable development and the provision of sufficient land for homes, jobs and other needs. Local Green Space should only be designated when a plan is prepared or updated, and should be capable of enduring beyond the end of the plan period.*

4.8 This updated and revised St Quintin Neighbourhood Plan proposes continuation of these three LGS designations. The detailed history of each of the backlands and the justification for designation is set out at Annexe B of the 2018 NP and is updated in Annexe C of this revised plan. A brief update on each of the three LGS sites is below.

### **West London Bowling Club Ltd**

4.9 This piece of land is in the ownership of the West London Bowling Club Ltd (a limited company established in 1932). The freehold title includes a restrictive covenant limiting use to a bowling green or recreation ground. With the agreement of the Club's directors, the StQW Forum successfully applied in December 2013 for this site to be placed on the RBKC Register of Community Assets. An application for renewal of this registration is in progress. In 2026 the Bowling Club offers a wider range of sporting activities (pétanque and croquet as well as bowls) alongside social activities. It has a membership of over 100 local residents, is financially sound, and now plays a significant part in the social life of the neighbourhood with film nights, quiz nights and other events.

### **Nursery Lane site**

4.10 This 0.48 hectare site (behind Brewster Gardens, Dalgarno Gardens and Highlever Road) has a complex planning history. The owners of the land are members of the Legard family, who inherited it in the 1950s from the St Quintin family who originally laid out the streets and buildings of the St Quintin Estate. In recreational and sporting use until the 1960s, the site was subsequently occupied by a Clifton Nurseries Ltd as a garden nursery business. In 2026 the site remains in use by *Mark Enright The Landscape Company*.

4.11 In terms of the planning history of the site since the StQW Draft Plan was first drafted, there have been two planning applications submitted for the site. The relationship between the applicants and the landowners has not been entirely clear in either case:

- An application **PP/15/02798** from Metropolis Property Ltd to develop 20 townhouses on the site. This was withdrawn by the applicants in July 2015
- An application **PP/23/02302** from Northcare (Scotland) for a 72 bed care home facility, refused by RBKC in July 2023.

### **Land behind Kelfield Gardens/Kelfield Mews**

4.12 This is a smaller backland site, behind Wallingford Avenue and Kelfield Gardens. It is owned by the Methodist Church and used to be known as the 'Kelfield Sports Ground'. The site remains use as outdoor space by the New Studio Preschool, based in Kelfield Mews.

## The RBKC Tree Strategy

4.13 The Council's Tree Strategy seeks to give greater emphasis to the relationship between trees in the Royal Borough and the built and historic environment. It sets out policy guidance on publicly owned trees (including the street trees which are an important feature of the StQ neighbourhood). Because of risks of subsidence in the clay soil of the StQ area, the street trees are lopped and pruned on a regular cycle, to reduce the risk of falls.

4.14 This Tree Strategy has not been updated since 2008. RBKC 2024 Local Plan **Policy GB16: Trees** covers the Councils' approach to management and replacement of street trees. These are a key feature of the environment of the neighbourhood and much appreciated by local residents.

### Policies proposed in this updated neighbourhood plan

4.15 The proposed policies in this revised neighbourhood plan are a continuation of the two in the 2018 adopted NP, with minor changes of wording (including references to the December 2025 Draft NPPF which includes an updated definition of 'Previously Developed Land').

***POLICY StQ OS1) Reflecting their origins as communal sports and recreation areas, to continue to protect from development the remaining 'backland' private open spaces in the neighbourhood as designated in this neighbourhood plan as Local Green Spaces. The three spaces involved are shown on the map below and are named as follows:***

- ***Land north of Nursery Lane behind Brewster Gardens, Dalgarno Gardens, and Highlever Road.***
- ***Land behind Kelfield Gardens, Wallingford Avenue, and St Quintin Avenue***
- ***Land behind Highlever Road, Pangbourne Avenue, and Barlby Road (WLBC site)***

***Reasoned justification: while residents in the StQW neighbourhood have adequate access to public open space and outdoor recreational opportunities (Memorial Park, Little Wormwood Scrubs) local people also greatly value the backland sites and private open spaces in the area, for their quality as a 'green lung', their biodiversity, and the sense that they bring of a part of London originally planned to give a suburban rather than an 'inner city' feel. A more detailed justification for continued designation of each of the three St Quintin backlands is set out in Annexe C to this Draft Plan.***

***Policy StQ OS2) Within that part of the neighbourhood designated as a conservation area, to resist any development on land which falls outside the NPPF definition of Previously Developed Land, other than where such development provides substantive public benefit in terms of meeting social care/health needs, or provides for recreation or public amenity.***

***Reasoned justification: land in central London which has never been developed is a scarce and highly valued resource, providing open space, a 'green lung' and biodiversity. Kensington and Chelsea is one of the most densely developed areas in the UK. For land in the Borough to have remained undeveloped to date, there will always have been sound reasons (planning designations and controls, environmental considerations, flood risk, poor access, historic conservation and heritage value, communal ownership as for garden squares). Development within a conservation area should demonstrate public benefit, outweighing any harm to a conservation asset.***

## Chapter 5 Transport

**Objective 5 *Reduce traffic queues, noise and disturbance in the neighbourhood and improve access to public transport and pedestrian/cycle connectivity to the south and west.***

5.1 While there are limits to the extent to which a neighbourhood plan can influence transport and traffic, these issues remain in 2026 a real concern for local residents, shops and businesses. In the past decade, disappointingly little has happened to bring about change on the issues identified in the Transport chapter of the 2018 version. These were:

- Low levels of accessibility to public transport as compared with most parts of inner London.
- the impact of worsening traffic queues at the junction of North Pole Road and Wood Lane
- the cumulative impacts of new developments in the White City Opportunity Area, Old Oak and Park Royal Opportunity Area, and Kensal Canalside Opportunity Area.

5.2 Over the past decade, various proposals for new transport infrastructure have been made for this part of London. None have materialised, as explained below.

### **Old Oak Common station**

5.3 That with the greatest potential impact (the HS2/Elizabeth Line/GWR rail interchange at Old Oak Common was originally planned to open in 2026. Following announcements by the Secretary of State for Transport on the 'HS2 'reset' this timeframe has gone back to 2036-39, i.e a decade or more. North Kensington and North Hammersmith are parts of London which have yet to benefit from the huge impact of the Elizabeth Line as the major east-west artery for public transport in the capital.

### **Proposals for an Elizabeth Line station at 'Portobello North'**

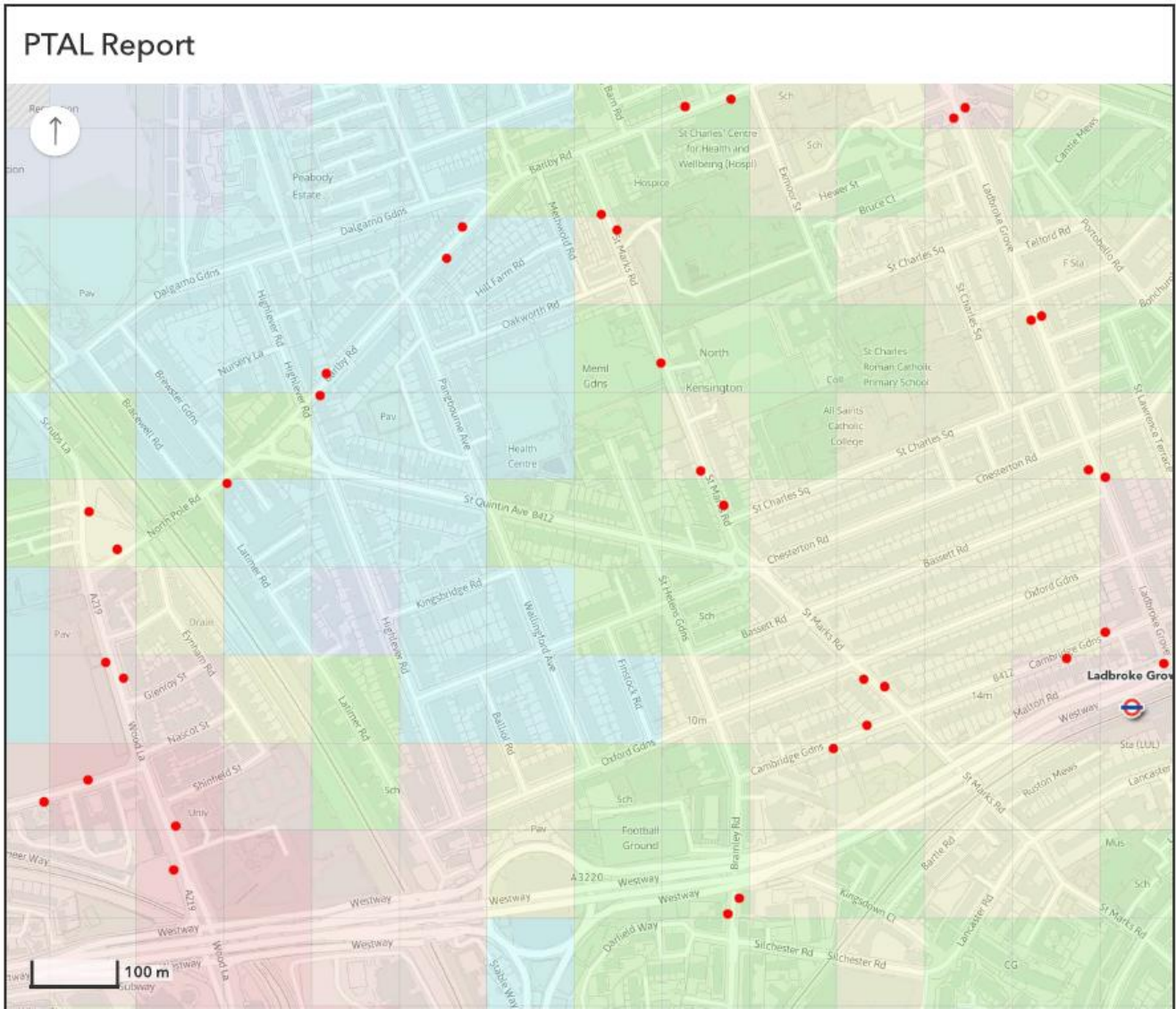
5.4 RBKC lobbied for and undertook feasibility work on an additional station on the Elizabeth Line (then known as Crossrail) located at the centre of the Kensal Canalside Opportunity Area. While some safeguarding provision remains as part of the two major development proposals for this OA (Ballymore/Sainsbury's and Berkeley Homes/St William) there are no plans for such a station. The fact that the Borough Council has incorporated a site allocation for 3,500 new homes in this part of the OA, within its 2024 Local Plan, remains a real concern for surrounding residents. The 'no station' option identified in the RBKC Issues and Options consultation in 2012 was for 2,000 homes across the whole of the Opportunity Area including the southern strip of land owned by Network Rail.

### **An additional Overground station at Hythe Road, off Scrubs Lane**

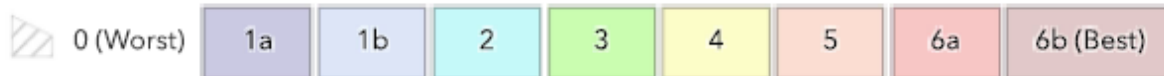
5.5. Plans by the OPDC and TfL for a new Overground station at Hythe Road, as part of wider regeneration proposals for 'Old Oak Park' were abandoned in 2019 when the OPDC changed its Draft Local Plan and allocated new housing to 'Old Oak West' rather than 'Old Oak North'. This followed decisions by the Planning Inspector that OPDC's 2018 Draft Local Plan was unviable in respect of proposals no longer supported by Cargiant Ltd.

5.6. As a result of these infrastructure proposals all failing to materialise, levels of access to public transport for those living in the St Quintin neighbourhood remain surprisingly low for an inner London Borough. The London Transport WebCat model is the standard way of measuring relative connectivity across London, combining walk time to the public transport network with service wait times. PTAL scores range from 6 (for the best connected locations) downwards, measured in 100m squares. The latest WebCat map for the neighbourhood is overleaf.

5.7 In terms of public transport accessibility, the St Quintin neighbourhood area has levels in the lower half of the range as measured by the Transport for London WebCat model, except for a couple of the 100m squares in the south-west corner of the boundary. This model assesses connectivity (level of access) to the transport network, combining walk time to the public transport network with service wait times.



### PTAL 2023 RESULT



5.8 The relatively poor levels of access to public transport in the St Quintin area form the justification for a continued policy (slightly reworded) StQ T1 as below. This reflects 2024 RBKC Local Plan Policy T5 on Land Use and Transport. Parts A and B of Local Plan Policy T5 read as below:

*A. Require development to be located in suitable areas where the transport requirements can be met in a sustainable manner, and which actively encourages travel by sustainable modes.*

*B. High trip generating development to be located in areas of the borough where public transport accessibility has a PTAL score of 4 or above and where there is sufficient public transport capacity, or that will achieve PTAL 4 and provide sufficient capacity as a result of committed improvements to public transport.*

### Pedestrian and cycle connectivity: the proposed underpass between Imperial West and Latimer Road

5.9 Construction of this important part of transport infrastructure is a planning obligation entered into between Imperial College and LB Hammersmith & Fulham. The original S106 legal agreement dates back to

2012. The ‘community benefit’ of the project was intended to mitigate the impact of high-rise development at the Imperial campus on Wood Lane. **More details of the continued delays on this projects are are in Chapter 9 on Latimer Road.** Imperial’s [web page on the project](#) states *Our programme currently assumes construction will start in mid-2026* but there appears to be very little prospect of this happening.

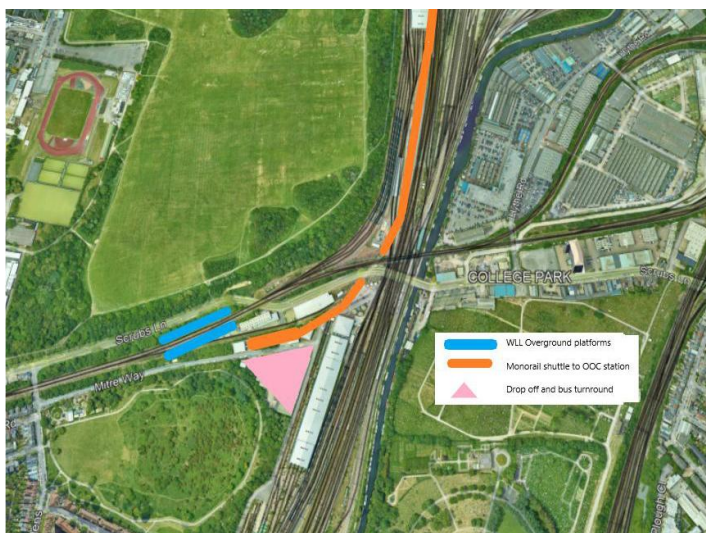


### The case for an additional Overground station on the Mildmay Line

5.10 The 2018 St Quintin NP made the case for an additional station on what was then called the West London Line at a location at the southern end of Latimer Road. The proposal was also promoted at that time by the West London Line Group, as a station to be called ‘Westway Circus’. RBKC Local Plan Policy CTb supported a variant of a station to replace that destroyed by bomb damage in WW2 at Wormwood Scrubs/St Quintin, immediately north of North Pole Road.

5.11 In this revised neighbourhood plan, the Forum makes the case for an additional station on the Mildmay Line, located a little further north than North Pole Road, at the Mitre Industrial Estate. This location is outside the neighbourhood boundary so can be included only as an ‘Action’ rather than a site allocation and policy. Policy T1 in the 2018 NP is therefore deleted in this revised version.

5.12 The case for a Mildmay Line station at Mitre Industrial Estate stems from the lack of any firm or funded plans for vehicle access to the eastern end of Old Oak Common station. Most Londoners remain unaware that this £1.7bn rail interchange will have a single road connection in Old Oak Common Lane, to the west of Wormwood Scrubs. There is no provision for access/egress by buses, taxis or cars from Scrubs Lane/Wood Lane. A ped/cycle route from Mitre Bridge, making use the southern canalside footpath, is planned (but not yet funded) and will be 1km in length. The StQ Forum and Old Oak Neighbourhood Forum have suggested to OPDC, RBKC and LBHF the possibility of a Mildmay station combined with a passenger transport system (monorail or shuttle bus) making use of the existing service tunnel that runs between the Mitre Industrial Estate and the southern side of Old Oak Common station (see images below).



## POLICIES

**Policy StQ T1** *to require applicants to provide proportionate transport evidence demonstrating safe access, adequate cycle parking, appropriate servicing arrangements, permit-free residential parking where relevant, and that there would be no unacceptable increase in traffic congestion or parking pressure.*

*Reasoned justification: this policy reflects borough-wide RBKC transport policies. Its inclusion is justified on the basis that it informs local people RBKC policy that all new housing development is 'permit-free' and will help reduce objections to applications arising from concerns on additional parking stress.*

## ACTIONS

**Ti)** To promote the case for a new Overground station on the Mildmay Line at the Mitre Industrial Estate, to improve PTAL levels for residents in the Dalgarno part of the St Quintin neighbourhood and to provide a secondary transport connection to the planned Old Oak Common rail interchange in addition to that at Old Oak Common Lane.

**Tii)** To support RBKC initiatives to reduce the harmful impacts of inconsiderate use of dockless e-bikes (Lime, Forest etc) through enforcement of the impending London-wide registration scheme, provision of sufficient parking bays, and removal of bikes obstructing use of pavements.

## Chapter 6 Safety and tranquillity

Objective 6 *Maintain safety, security and tranquillity in the area, contributing to a continued low level of burglary and street crime*

6.1 Many responses to the original StQW Survey demonstrated the importance that residents attach the comparative quietness and tranquillity of most streets in the area. Most residents feel safe and secure to walk the streets of the area in the hours of darkness, although the southern end of Latimer Road and the pedestrian/cycle route through the Westway Trust land between Latimer Road Underground Station and Latimer Road is viewed by many as a location to be avoided after dark.

6.2 One of the reasons why the 2018 StQW Plan proposed more mixed use development in Latimer Road, with residential above commercial, was to have more 'eyes on the street'. Chapter 5 on Transport sets out the position on the planned Imperial College underpass between Latimer Road and Wood Lane

6.3 In terms of the Edwardian streets built by the St Quintin family, housing is terraced and also set back from the street with front gardens. This provides a combination of sufficient privacy from passers-by, with the reassurance that streets and pavements are overlooked by several households at any one location. Levels of street crime have proved to remain (relatively) low over the past decade.

6.4 Backland developments, away from passing cars and pedestrians, have specific security issues which require careful design. This applies both the housing and non-residential development. Blake Close continues to experience problems of anti-social behaviour, drug use and fly-tipping. This Plan is not proposing any further residential development of backland sites, for this and other reasons.

6.5 In terms of street crime and anti-social behaviour in the StQ neighbourhood, the Forum has been successful in applications for CCTV cameras, funded through the Neighbourhood Community Infrastructure Levy (NCIL). Three cameras have been funded in North Pole Road. A fourth has been approved in 2026 for the southern end of Latimer Road.

6.6 The neighbourhood has seen a continued trend in recent years for house-owners to introduce new security measures at their own properties. These include doorbell cameras, security lighting in porches and front and rear gardens, and higher front garden walls. The introduction of high front railings or fences, with security doors or gates fitted with entryphone systems, and the letter box moved to the outside wall has begun to affect the appearance of the conservation area. It is not clear how many residents are fully aware of RBKC policies and Article 4 Directions on external alterations to the street-facing facades of properties in the Conservation Area. Where unapproved works are carried out, this places an extra enforcement burden on the council (see chapter 2 and Annexe B).

### **New concerns over anti-social behaviour by cyclists and e-scooters**

6.7 In terms of resident views on what is better/worse about the neighbourhood as compared with a decade ago, the London-wide problems of behaviours by cyclists, users of rented e-bikes, and delivery riders on mopeds and e-scooters has featured strongly.

6.8 As a council, RBKC was amongst the first to create designated parking bays for rented e-bikes. The council has also acted in confiscating e-bikes left abandoned and obstructing pavements. There is little or nothing that a neighbourhood plan can do to change public behaviours and the growing impact of inconsiderate riding by cyclists and e-bike or scooter users.

### **ACTIONS**

***6(i) To continue to participate in the Met Police Safer Neighbourhood meetings, and the RBKC CCTV Group***

## Chapter 7 Shopping

### Objective 7 *Safeguard the commercial viability of our shopping parades as sources of local convenience shops and services that residents need*

7.1 The 2018 StQW Plan included historic information on the evolution of the shopping parades in the neighbourhood, along with data on the type of retail or commercial activity involved. It also included the results of a survey of our members on what types of retail or commercial users they would like to see come into the area. At that date, levels of vacant units were high. The 2014 RBKC Annual Monitoring Report had shown the St Helens Gardens parade as having a 25% vacancy rate, and North Pole 13%.

7.2 In an effort to reduce vacancy levels, a set of StQW neighbourhood policies was introduced via the 2018 NP to allow for change of use between the various different use classes applying at the time, without the need to obtain planning consent. This step was taken by the Forum in advance of national reforms in September 2020. The 2020 Government reforms consolidated a wide range of former commercial, business and service uses — including **A1, A2, A3, B1**, and parts of **D1/D2** — into the new **Class E**.

7.3 These early flexibilities created for change of use in the shopping parades had some success in that vacancies diminished. As of 2026, all shop units in the three shopping parades in the neighbourhood area are in active use. This is a good outcome even if the range of retail/commercial uses is not as wide as the preferences identified in the 2015 StQW survey.



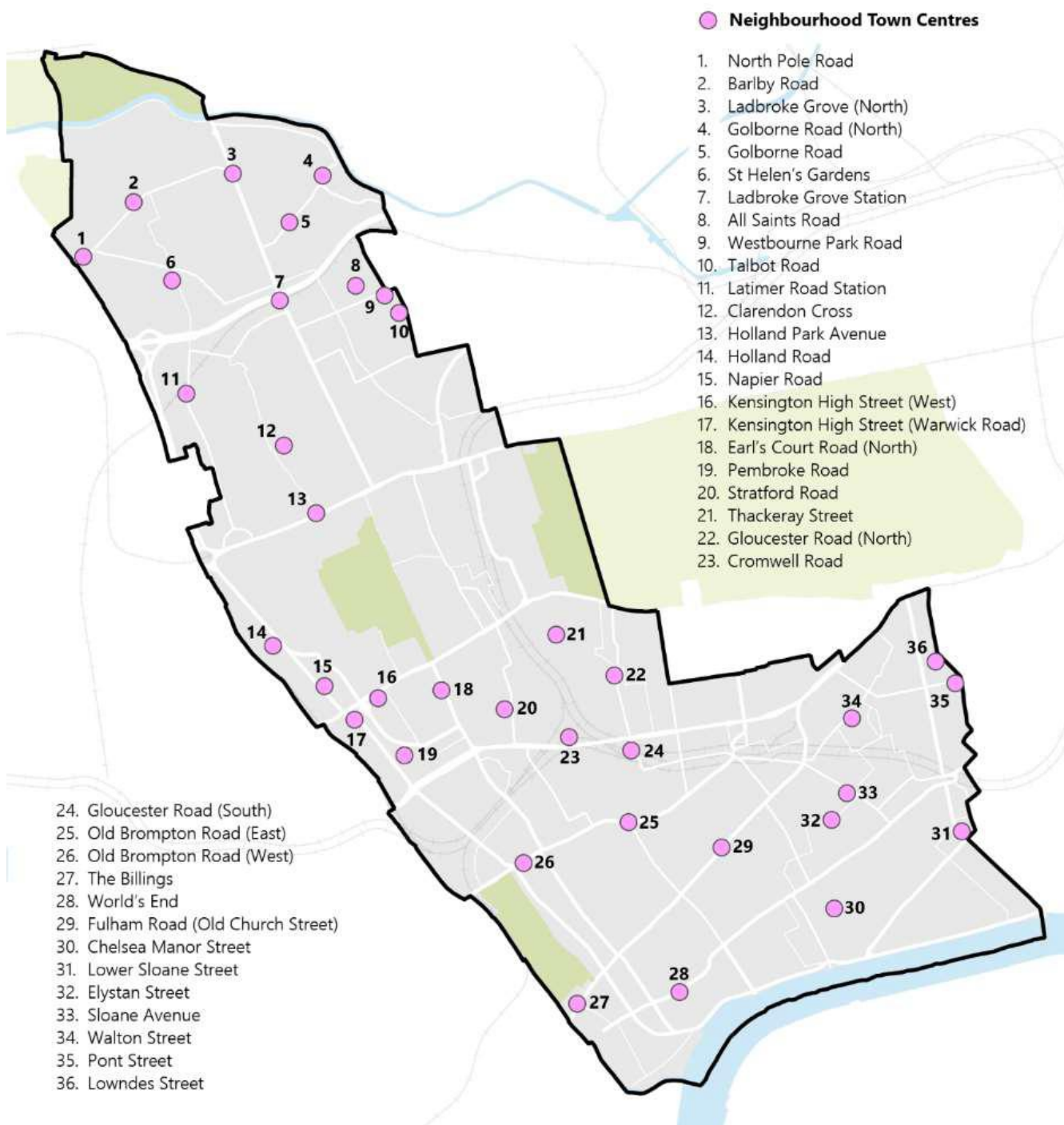
St Helens Gardens - northern section

7.4 The RBKC 2024 Local Plan defines a series of Primary and Secondary shopping centres and includes Policy TC5 titled *Local Shopping and other Facilities which support day-to-day needs*. This policy is designed to protect individual shops outside of designated town centres; resist the loss of restaurants outside of higher order town centres and resists the loss of public houses. It applies to the three shopping paraded at Barlby Road, North Pole Road and St Helens Gardens, within the St Quintin neighbourhood.

7.5 The 2018 StQW neighbourhood plan included ideas for the St Helens Gardens shopping parade involving *'occasional temporary road closures, initially in the summer months, for the area to be used as 'pedestrian piazza'*. Businesses and residents living in St Helens Gardens have been opposed such suggestions, and closures of any frequency are not proposed in this revised Draft Plan. St Helens Gardens has seen a revival of the annual Festivals held in the past, with these events organised in summer 2024 and 2025. A further event is proposed for 2026, involving a one-off closure on the day.

7.6 Following the works undertaken in 2023 as the St Helens Gardens 'streetscape improvements' the new zebra crossing in St Quintin Avenue has been welcomed and the areas planted as 'rain gardens' have survived better than many people expected at the time. The 'iron bells' installed to prevent vehicles cutting corners at the St Helens Gardens/Kelfield crossing continue to lead to frequent damage to vehicles when drivers fail to spot their presence. Alternative solutions have been sought by the Forum, but RBKC remain satisfied that the street furniture functions as planned.

7.7. The layout of the parade, with its wide pavements (made up of private forecourts as well as the public footway) makes it an attractive part of the St Quintin neighbourhood. The parade includes what is now a well established café, and a bakery with outside seating.



### North Pole Road

7.8 North Pole Road is a less attractive environment than St Helens Gardens. The pavements are narrower and there are regular traffic queues, not helped by cars and vans routinely ignoring parking restrictions. As in many local shopping streets, levels of shoplifting have increased requiring shops to introduce extra security measures. The street is now well covered by three CCTV cameras, linked to the RBKC/LBHF control room.



*St Helens Gardens – southern end  
(updated photo needed)*



*North Pole Road shopping parade*

7.9 For the shops and services in the street, availability of nearby parking is important. Shelley's Pharmacy in North Pole Road is a much valued local facility which provides a repeat prescription collection and delivery service to elderly housebound patients and also delivers urgent medicines.

7.10 In the decade since the original version of this neighbourhood plan office counter at Lees newsagents has relocated to North Pole Food and Wine

***As a result of the 2020 national reforms on use classes, and the introduction of the E1 use class, the former policies S1 and S2 in the StQW Neighbourhood Plan are no longer required and have been deleted from this draft 2026-40 version. The Forum is open to suggestions for any 'actions' relevant to the three shopping parades which would be valuable to include in this revised draft NP.***



8.6 These two parts of a single Employment Zone have not been physically linked since the construction of the Westway and have exhibited very different characteristics in their office market for well over a decade. This revised Draft NP does not rehearse all the evidence included in the 2018 version (and in the accompanying 2015 Basic Conditions Statement) for a rethink of planning policies for the street,

8.7 In summary, the Draft Neighbourhood Plan in 2015 argued that:

- Office floorspace was experiencing high levels of vacancies and commercial rents were proving insufficient to allow for investment in refurbishment leading to a downward spiral of this part of the Employment Zone as compared with Freston Road.
- The street was not offering what either office employees or local residents want within their immediate surroundings (and which the neighbourhood area lacked). Residents hoped for a mixed use street with places to eat out at lunchtime or in the evening, meet for a drink or cup of coffee, and find the kind of independent shops, galleries, or venues that enrich many of other small neighbourhoods in the borough.

8.8. In the consultations that led up to the drafting of the original neighbourhood plan, local people also saw Latimer Road as a suitable location for some additional housing in the neighbourhood. It was recognised that this could be achieved by making use of upper floors in existing office buildings along with the airspace above the row of 14 light industrial premises which had been built in the 1980s as part of the former Wood Lane industrial estate in Hammersmith.

### **Change over the decade 2016-2026**

8.9 A direction of travel towards mixed use redevelopment was set by the 2018 neighbourhood plan. But this has proved slow to come about. The history of Latimer Road over the past decade has been:

- As part of an Employment Zone, there continues to be a level of vacant office space although not as high as at some periods of economic recession.
- Rent levels remain lower than in other EZs and commercial streets in the Borough as a result of relatively poor public transport connectivity and few amenities in the street for employees.
- Mid 2026 rent levels sought for refurbished and new E1 space range from £23-29 per square foot.
- Unit 1 has been redeveloped with ground floor E1 use and 8 residential units on upper floors, in a four storey building following planning consent in 2019. This redevelopment is seen locally as a good example to be followed, in terms design and building height.
- Of the buildings at the southern end of the street a planning application is pending for the redevelopment of Ivebury Court (a 1980s office building) for mixed use.
- An appeal against non-determination is in progress on redevelopment proposals for a 5 storey mixed use building at Unit 9, Latimer Road.
- Unit 8 obtained consent for change of use in 2015 and has since operated as the Playground Theatre (a valued cultural asset for the area but one for which commercial viability remains marginal).
- Consent was granted in June 2023 for use of Park House, 206-208 Latimer Road as an upper school (part of the Lloyd Williamson Foundation).
- Consent was granted in May 2024 to mixed use redevelopment of Unit 10 Latimer Road. This consent has not been implemented and the existing industrial unit is back on the market (as of mid 2026) at an indicative price well below that of 12 months ago.
- An appeal was dismissed on a proposed redevelopment of a four-storey building with a set back 5th floor at Unit 11 Latimer Road in December 2021.

8.10 This history shows some modest progress towards the stated objectives of this neighbourhood plan. But this has proved to be more limited than hoped for in 2015. In 2026 market conditions in London are such that the financial viability of almost any form of reinvestment in or redevelopment of premises is marginal at best.

8.11 On the planning front, RBKC in 2022 initiated the preparations of a Design Code for Units 1-14 Latimer Road. There were meetings of a project group including StQW committee members, business owners and residents in the street. The resultant [document](#) (which was not fully agreed with all parties involved) was adopted by the Council as a Supplementary Planning Document in October 2021.

8.12 As a result of resident views expressed during the consultation in this SPD, those sections of the street made up of Victorian housing were added into the boundary of the Oxford Gardens Conservation Area in 2021 (see map in in Chapter 2).



*Latimer Road in the early 1900s, a busy thoroughfare between North Pole Road and Holland Park Avenue, with a mix of housing, joinery businesses, several laundry firms, pubs and footfall on the street.*

### **The 2024 Local Plan and Site Allocation SA9**

8.13 Since the adoption of the original StQW Neighbourhood Plan by RBKC in 2018, subsequent Local Plans have supported the policies that the Forum introduced for Latimer Road. The 2024 Local Plan introduced a specific Site Allocation for the street (see Chapter 9 on Housing).

8.14 The history of applications for redevelopments of Units 1-14 has proved to be fraught. Local residents have long objected very strongly to increased building heights on the western side of the street. RBKC policies designed to protect level of employment floorspace in the Boroughs' three Employment Zones led to mixed use designs in which the level of commercial floorspace required in any redevelopment was pushing up building heights while also creating office space for which market demand was limited and at rental levels making viability very marginal.

8.15 Revisions of the wording of the neighbourhood plan policies for the street offer a potential way forward. In particular, the wording of StQW Policy LR5, on building heights, was varied between the December 2014 pre-submission consultation version and the 2015 Draft Plan as submitted. On advice from planning officers, a specific height limit of 14m for the western side of the street was replaced by a form of words that has since been interpreted in decisions by RBKC (and by Planning Inspectors) in ways that do not reflect the original intentions of the Forum.

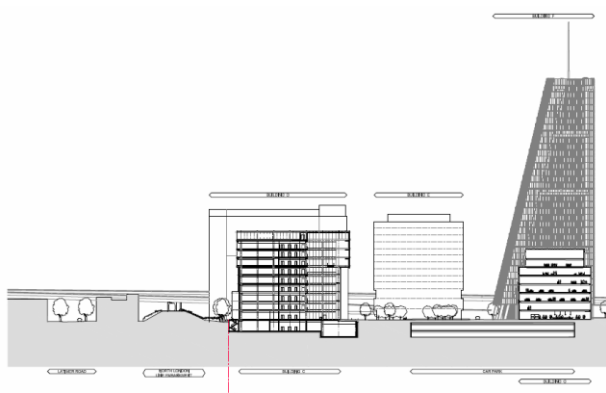
8.16 The wording of the stated Objective 8 of this NP is not proposed to be changed in this revised version. This includes the phrase ***and restoring a street form with buildings of similar height on its western and***

**eastern sides.** As shown in the early 1900's image above, heights of the original buildings varied to an extent with the light industrial units replacing a terrace of two storey housing (with raised ground floors). Some houses on the eastern side, including the pub at 274 Latimer Road, were three storey with a pediment on the front façade.

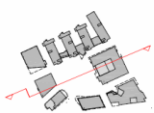
8.17 At the time of preparation of the original neighbourhood plan the tallest building in the street was the 'Morelli building' for which a recording studio has been consented as a conversion of the top floor. This height of 14m was considered by the Forum to be an appropriate height limit for redevelopments on the western side of the street. The proposals for Unit 1 (343 Latimer Road) came close to this height figure at 14.3m



8.18 It was recognised that building height was becoming a less sensitive issue for the southern section of Latimer road as a result of the Imperial College development across the railway embankment in Hammersmith and Fulham. As each of these buildings were constructed, including a 35 storey tower (the first of anything like this height in this part of London) the open skyline to the west was eliminated. Hence the wording of the 2018 StQW Policy LR5, as accepted at Examination in 2015, which sought to achieve a policy that allowed for building heights of any redeveloped buildings on the western side of the street to taper downwards towards the two storey cottages at the northern end of the street.



Section through Latimer Road and the Imperial White City campus, showing the differential in building heights on the eastern and western sides of the West London Line (now Mildmay Line).



IMPERIAL WEST

ILLUSTRATIVE MASTERPLAN

8.19 The RBKC project group discussions on the SPD Design Guide for Latimer Road started on the basis that building heights at redevelopments of Units 1-14 should be *Three storeys with a set back fourth storey\** (*four storeys in total (this is preferred)*) as referred to at 3.2 of the document. However an option was introduced by RBKC planning officers of *Four storeys with a set back fifth storey (five storeys in total)*, *provided that applications are supplemented with a detailed sunlight/daylight study, evidencing there would be no adverse impact on neighbouring properties. Applicants should also evidence how adverse impacts to the sunlight and daylight of neighbouring residential properties have been mitigated.* This has led to subsequent arguments over whether the content of the Design Code SPD or the neighbourhood plan should prevail, in the determination of individual applications for redeveloped buildings at Units 1-14.



Unit 1 Latimer Road: the sole example of a successful redevelopment of one of the light industrial units at 1-14 since the 2018 neighbourhood plan introduced policies allowing mixed use. A model to be followed in the view of the Forum, and hence the revised policies proposed in this revised draft Neighbourhood plan..

8.20 The Forum has always been clear that policies in a ‘made’ neighbourhood plan carry full development plan weight, whereas guidance or ‘principles’ in a Supplementary Planning Document do not.

### Character



#### Key

- 3 storey Victorian flats and houses - some with other uses as ground floor and some with basements.
- 1-3 storey Victorian warehouses
- 2 storey Victorian terraces
- 2 storey modern terraces
- 3 storey modern flats
- Victorian church
- 4 storey 1960s flats
- 1-2 storey modern industrial buildings
- 3-4 storey mixed character commercial

‘Character’ and building heights in Latimer Road, from the RBKC Design Code SPD.

8.21 Given continuing low demand for office or E1 floorspace in Latimer Road, the Forum has concluded that the way forward is to add further flexibility to RBKC Local Plan Policy BC1 on Business Uses. Part K of this Borough-wide policy is already bespoke to Latimer Road in practice, in that it reads ***In the Freston/Latimer Road Employment Zone north of the Westway: support the creation of residential floorspace where the existing commercial floorspace is retained or reprovided and where its quality is improved.*** Latimer Road is the only part of the EZ north of the Westway.

8.22 In revising the NP policies for Latimer Road, the Forum is placing priority over achieving the housing target in RBKC Policy and Site Allocation SA9 over full re-provision of employment floorspace in redevelopments of Units 1-14. Retention of active frontages at ground floor level remains important to increasing vitality and footfall in the street. Creating new office floors above ground floor level in redevelopments at Units 1-14 is not seen as a priority for the street, given its history of vacant office space. Allowing C3 and other uses in upper floors of the existing commercial buildings at the southern end of the street, without a requirement to replace E1 floorspace, is also viewed a justifiable and sensible variation to Local Plan policy. The southern end of the street, where height is not an issue and when (eventually) the underpass the Latimer Road will improve public transport connectivity, will continue to give scope for taller commercial or mixed use redevelopments, with increased commercial and residential floorspace.

### **The proposed Imperial College underpass between Wood Lane and the southern end of Latimer Road**

8.23 Construction of this ped/cycle underpass was a S106 planning obligation within the S106 Agreement signed between LBHF and Imperial College in 2012, at the stage of planning consent to the College's masterplan for its White City campus. Planning applications were submitted to LBHF and RBKC in 2014 and deferred. In June 2025 both Boroughs gave full planning consent to proposals with construction due to start later that year. A revised start date of mid 2026 was then announced by Imperial.

8.24 There has been no sign of a start to the project. Imperial College states that a series of agreements with other parties still remain to be finalised, although local residents were assured some years ago that fundamental problems over an Asset Protection Agreement and responsibility for the underpass structure had been resolved. It emerged in 2026 that a variation to the S106 approved by LBHF committee in November 2018 has had the effect of re-setting the trigger clause for completion of the underpass project until such date as 'Building A' on the campus has been completed. This building has yet to gain a final planning consent let alone start construction. The StQW Forum is now pursuing an Ombudsman case for maladministration, over the Council's handling of the November 2018 Addendum report to committee, which did not explain the consequence of altering the trigger provisions in the 2012 Agreement.

8.25 This 14 year delay on this significant piece of transport infrastructure has had a major impact on the commercial viability of all businesses in Latimer Road, a street where levels of access to public transport are comparatively low for inner London (at PTAL 2/3 as shown on the map at page 29 of this Draft Plan).

8.25 The resultant revised suite of neighbourhood plan policies for Latimer Road, with their reasoned justification is set out below:

***Policy StQ LR1 To achieve viability for mixed use individual redevelopments at Units 1-14 Latimer Industrial Estate within height limits set in StQW Policy LR5 and with the aim of achieving RBKC Local Plan site allocation SA9 for new homes, to require the retention of business/commercial E1 uses at ground floor level only, allowing residential floorspace on upper floors***

***Reasoned justification: this increased flexibility on replacement of commercial floorspace as required by RBKC Local Plan Policy BC1(k) is needed to bring forward redevelopment proposals that prove financially viable for this set of 1980s light industrial/warehouse units. Redevelopment of these properties has proved to be limited over the last decade under the current combination of RBKC and StQW policies. This updated***

*neighbourhood plan places priority on meeting RBKC's site allocation of 75 new homes in the airspace above these units while maintaining activated ground floors and limiting building heights at existing heights for the western side of a street that now has conservation area status offering protection to its original urban form.*

***Policy StQ LR2 In existing commercial buildings in other parts of the four sections of the street designate as an Employment Zone to allow any C3, E1, F1 and F2 uses (residential, schools, museums, galleries, places of worship) on upper floors , where such uses contribute to the vitality of the street and to the wider neighbourhood area.***

*Reasoned justification: this policy continues and updates existing StQW Policy LR2 to reflect the 2020 changes to the Use Class Order and to allow a wide range of mixed uses in Latimer Road.*

***Policy StQ LR3 To encourage building uses which support the creative and cultural industries, and which contribute to the Royal Borough's 2024 Local Plan Policy BC2 on Creative and Cultural Businesses***

*Reasoned justification: this 'encouragement' policy updates the wording of existing StQW Policy LR3 with the continued aim of encouraging potential incoming businesses to recognise that these uses are seen as contributing to the vitality of the street and the wider neighbourhood area.*

***Policy StQ LR4 In terms of architectural design, to achieve simple designs that will over time achieve a coherent and consistent streetscape with brick as the main material and to limit attempts to 'articulate' or complicate frontages as part of a street built predominantly as 19<sup>th</sup> century terraced housing. Any balconies on front facades should be small, recessed and should not encourage overlooking. Ground floor frontages are not required to differentiate between commercial and residential parts of the building.***

*Reasoned justification: The Latimer Road Design Code for Units 1-14 as adopted by RBKC in 2021 has not succeeded in bringing forward successful proposals for redevelopment. While only 'policy guidance' as Supplementary Planning Document, its extensive and detailed design principles are seen by local residents as leading to over-complex designs incongruous for the street and leading to an incoherent street vista. While the RBKC Design Code in its draft stages limited building heights to 14m, the subsequent introduction of a 'four storey and set back fifth option' has led to applications strongly opposed by local residents and viewed by the StQW Forum as being in conflict with the wording of current 2018 StQW Policy LR5 (when taking account of the proposed north/south position of the building in the street).*

***Policy StQ LR5 In order to achieve a more consistent streetscape that reflects the original urban form of the street, and to maintain a relatively open western skyline, to limit heights of any redeveloped light industrial/warehouse units to a maximum overall height of 14.3m for units 1-12 and to 10m at Units 12 and 13 adjacent to the existing two storey terraced housing.***

*Reasoned justification: a maximum height limit of 14m was included in the pre-submission 2014 Consultation Version of the StQW Neighbourhood Plan. The revised wording in the 2015 Submission Version was introduced in response to comments from RBKC, and the fact the specific height limits were a rarity in local plans and neighbourhood plans. Since the introduction of London Plan Policy D9 on Tall Buildings, height limits have become common in local plan site allocations (including those in RBKC). As stated in the justification for the current policy LR5 Policy LR5 the policy "is calibrated to protect residents on the eastern side of Latimer Road (and in Eynham Road in LBHF) from excessive increases in building heights while achieving sufficient financial viability for redevelopment of Units 1-14" The proposed adjustments to policies LR1 and LR4 are also needed to ensure this 'calibration' proves to improve what has proved to be highly marginal financial viability for redevelopment of these 14 light industrial/warehouse units.*

*The new Draft NPPF (2025) states at PM5B on Neighbourhood Plans that this layer of the planning system provides scope for 'Setting out policies which address particular local issues, these should relate to*

*sitespecific matters or, where appropriate, may cover wider issues such as the provision of infrastructure and community facilities, regeneration opportunities, design requirements (including design codes), local environmental improvements and the conservation of local heritage assets’.*

### **Actions**

***LR i) To continue to press Imperial College and LB Hammersmith and Fulham to implement the 2012 S106 planning obligation to construct a pedestrian/cycle underpass between the College’s White City campus and the southern end of Latimer Road, including safety features at the Latimer Road entrance/exit to reduce risks of misuse by unauthorised mopeds/motorbikes or unlawful e-bikes.***

***LR2 To continue to support the planning use of 274 Latimer Road solely as a pub/restaurant (The Latimer) by maintaining registration of the whole building as an Asset of Community Value (renewed for 5 years in 2025) and by participating with ward councillors in an annual review of adherence to licence conditions as provided for in RBKC’s 2024 licence conditions for the premises. The pub re-opened successfully in April 2026 following a three year closure.***



The re-opened pub at 274 Latimer Road (April 2026) following a long campaign by the Forum

## Chapter 9 Housing

**Objective 9** *Contribute to the Borough's housing targets and seek out opportunities for building housing affordable to younger generations.*

### RBKC Housing policy and targets

9.1 The 2024 RBKC Local Plan sets out the Council's policies and site allocations for housing in the Borough. Following the 2017 Grenfell tragedy, the Council prepared and adopted a Community Housing SPD in June 2020 to secure more genuinely affordable "community" homes in the borough.

9.2 Local Plan Policy HO1 on *Delivery and protection of homes* aims to meet and exceed the Borough's London Plan target, which is currently 4,480 new homes over 10 years. The policy includes delivering 1,250 homes in the first five years of the Local Plan (2024/25 to 2028/29) with an annual target of 250 homes. The RBKC housing trajectory is backloaded or 'stepped' with high numbers of new homes due to be delivered in future years in the two Opportunity Areas in the borough:

- Kensal Canalside 3,500 new homes in total in the 15 years 2024-2039
- Earls Court, with 1,050 new homes in the part of OA lying within Kensington and Chelsea.

9.3 The Ballymore/Sainsbury's major scheme at Kensal Canalside (2,519 housing units) was granted consent by RBKC in November 2025 but awaits Stage 2 referral to the Mayor of London. The same situation applies to the Earls Court Development Company proposals.

9.4 The Council failed the Housing Delivery Test 2021 with only 43 per cent homes delivered against the three years' targets prior to 2024 local plan adoption. The 2018 StQW Plan referred to the Council's description of demand for homes in the Borough as 'insatiable'. The 2024 Local Plan uses the term 'overwhelming'. The median house price in the borough is 36 times the median income.

### Housing sites identified in the 2018 StQW Neighbourhood Plan

9.5 The current neighbourhood plan identifies 3 potential sites for housing development within the StQW boundary:

- On upper floors of existing commercial buildings in Latimer Road and in the airspace above the existing light industrial units on the western side of Latimer Road (as set out in Chapter 8).
- 3-5 Crowthorne Road
- 142a Highlever Road

9.6 The Housing Sites Options Appraisal included in the 2018 neighbourhood plan has been updated overleaf to reflect changes in circumstances on these sites, along with the specific Site Allocation SA9 in the 2024 Local Plan.

9.7 The land at Nursery Lane is not included in this revised Plan as a possible future housing site. The outcome of the 2016 independent examination of the current neighbourhood plan was the designation of this site as Local Green Space. As noted in Chapter 4, Local Plan Policy GB15 resists loss of open space and part 6 refers specifically to *Local Green Spaces where these are designated in a neighbourhood plan or other development plan document*.

### Meeting the Housing Requirement Test

9.8 The current StQW NP was drafted before the National Planning Practice Guidance from 2015 onwards stated that local planning authorities should provide **housing requirement figures** to neighbourhood forums.

Paragraph 65 of the revised 2018 NPPF required LPAs to provide a **specific housing requirement figure** for each neighbourhood area, but this change was subsequent to finalisation of the StQW Neighbourhood Plan.

9.9. Subsequently the 2023 Levelling-up and Regeneration Act (LURA) created a new statutory Basic Condition for neighbourhood plans, via Sections 98 and 99. **This requires that a neighbourhood plan must not reduce the amount of housing that would otherwise be delivered under the development plan.**

9.10 Annex A to this draft revised neighbourhood plan sets out why the StQW Forum considers that its policies and proposals meet the new Basic Conditions which came into force on March 25<sup>th</sup> 2026. At the stage of this Pre-Submission Draft Neighbourhood Plan, RBKC has not formally set an Indicative Housing Requirement figure, but will be doing so shortly. The policies and site allocations set out in the Housing Options Appraisal overleaf reflect those built onto the 2024 Local Plan. Inclusion of the site at 3-5 Crowthorne Road leads to a total figure slight in excess of what the development plan provides for. On this basis, the Forum considers that a Housing Requirement Figure will be met, as a Basic Condition.

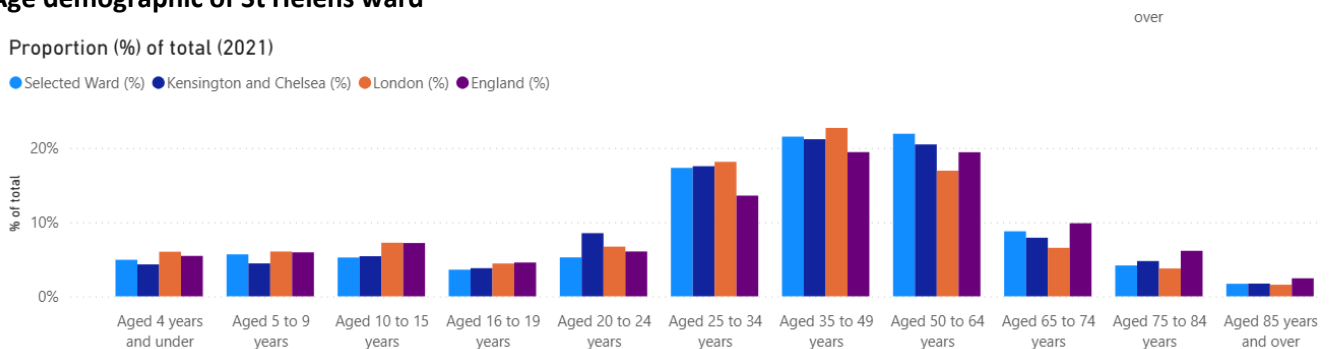
**The nature of housing in the StQW area**

9.11 The StQW neighbourhood area remains one in which there is strong demand for family homes, given the nature of the housing stock and its proximity to parts of ‘prime Kensington’. Overall across the W10 area there has been a **post-2016 plateau** in house values after 20 years of strong growth. The decade has seen some sharp spikes and falls (such as during the ‘chase for space’ during the pandemic). A 2022 peak in prices has been followed in 2025–26 by a post-correction stabilisation phase. As has been the case in many parts of London, terraced houses have held their value better than flats.

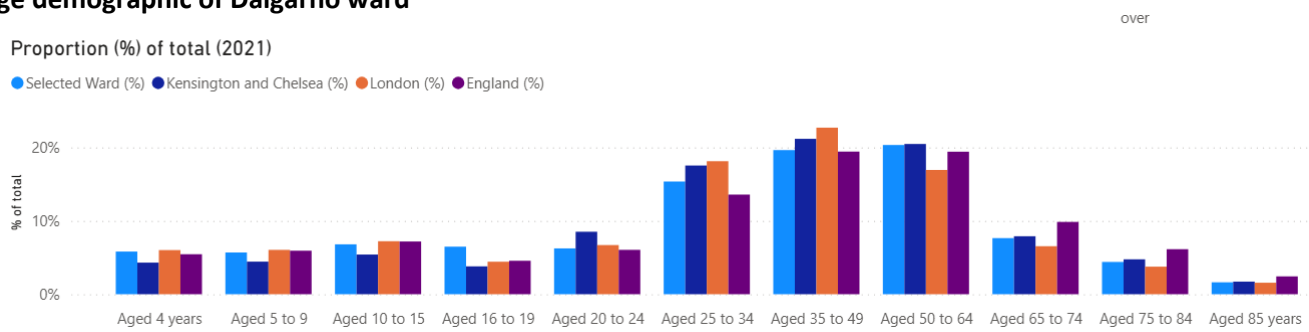
9.12 Within the streets of the StQW area there remain a significant number of less affluent households, including families which have lived in the neighbourhood for generations. In Dalgarno ward as a whole, 65% of housing properties are socially rented (mainly north of Dalgarno Gardens and outside the StQW area). In St Helens ward, 44% of housing property is socially rented with lower levels in the western section of the ward. These figures (from the [RBKC ward profile dashboard](#) and Office of National Statistics) have barely changed in the past decade).

9.13 As noted in the 2018 StQW Plan significant investment continues to be made in refurbishing existing houses in the neighbourhood, particularly in the properties in the 'red-brick' Edwardian streets of the St Quintin Estate. Basements, loft rooms, and ground floor rear extensions, often taking the side return into the body of house, remain popular ways of increasing floorspace in family homes. The bespoke StQW conservation policies, coupled with permitted development rights, have helped many homeowners make these sorts of changes.

**Age demographic of St Helens ward**



## Age demographic of Dalgarno ward



9.14 2021 census data for St Helens and Dalgarno wards show a distinctly lower proportion of the population in the 20-24 year age range than for the Borough as a whole (although not of line with London as a whole). This may well reflect the difficulties that this age group have in finding affordable accommodation, coupled with a generation which has gravitated by choice to east and south London. The Forum's housing objective of **seeking out opportunities for building housing affordable to younger generations** is proving hard to achieve but we continue to think it important to try to enable younger people to settle in North Kensington.

9.15 There was a time (late 1970s) when RBKC positively encouraged small-scale co-ownership housing associations in an effort to retain this age range in the Borough. Council funds were used to offer 100% mortgages to groups willing to take on projects to refurbish council properties in disrepair. We think the Council could usefully look again at the scope for such policies.

9.16 The past decade has seen property investment interest in 'co-living' schemes for young professionals. Along with Purpose Built Student Housing (PBSA) and Build-to-Rent residential towers, such developments are seen by the market as offering a better investment returns to pension funds and investors.

9.17 The Council's Local Plan has specific policies HO6 A, B and C which define criteria under which these newer housing products are deemed acceptable, including an element of affordable accommodation. Nearby Scrubs Lane has seen applications for major schemes in all three categories, with the Old Oak and Park Royal Development Corporation granting planning permissions in most cases. A development of 209 co-living units in a 16 storey tower, consented by LBHF, is under construction in Wood Lane. An application for 418 units of co-living accommodation at 2 Scrubs Lane was recently refused by OPDC on the basis that this location, away from a town centre, was unsuitable for this form of housing.

9.18 As part of the pre-submission consultation on this revised Draft NP, the Forum is open to suggestions on whether a neighbourhood-level policy specific to co-living accommodation, aimed at younger, older or multi-generational occupants, should be added to this Draft Plan.

### Affordable housing

9.19 The Council's 2024 Local Plan uses the term 'community housing' for what it describes as genuinely affordable housing in the borough. This essentially comprises social rent and London Living Rents at the lowest ward level which is currently Notting Dale ward. The London Plan uses a wider definition of affordable housing which includes forms of shared ownership and discounted market rent. Since September 2019, RBKC has also operated a threshold of applying community housing requirements to residential developments of 650 sq m or more. This is a low threshold (it was previously 800 sq m) and is used by the Council because small infill developments are relied on to help meet London Plan housing targets.

9.20 Nationally, affordable housing requirements generally take effect on development for 10 units or more. As explained in Chapter 8 on Latimer Road, proposals from developers for mixed use residential and commercial floorspace seek to avoid triggering the affordable housing threshold. It is very difficult to find a

Registered Social Landlord interested in taking on management of a single affordable unit (in the current market it is difficult to find RSLs willing to take on significantly larger numbers of such units).

9.21 This revised neighbourhood plan therefore proposes an increased floorspace threshold, specific to Units 1-14 Latimer Road, to help achieve financial viability for redevelopments that will create 8-10 flats on upper floors. When coupled with revised StQ Draft Policies LR1 this should allow for viable schemes to come forward within the height limitation of 14.3m proposed in StQ Policy LR5.

### The Council's New Homes Programme

9.22 Following the Grenfell tragedy, RBKC dropped most of its estate renewal projects and launched a New Homes Programme to deliver 600 new homes including a minimum of 300 social rent homes, alongside key worker, open market homes to rent and other community and employment facilities. This programme has seen projects completed close to the neighbourhood boundary in Hewer Street, Barlby Road and Silchester Arches.

9.23 A further development was planned for the site at 54 St Helens Gardens, within the neighbourhood boundary. Plans were drawn up and consulted on for a development within Phase 1 of the New Homes Programme, for 8 new homes, 2 social rent, 2 intermediate rent and 4 market rent. Planning consent was granted in November 2020. The Council awarded a construction contract in June 2021. Investigative works revealed the need for significant improvements to the boundary walls, and further work was also carried out to find solutions for the ground contamination and a protected tree's roots. The subsequent delays to the project, coupled with consultancy fees and site preparation costs up to December 2022, were assessed as making the development unviable and the works were then paused. The project no longer features in the New Homes Programme.

9.24 This sequence of events seems a wasted opportunity to build 8 homes in the neighbourhood. The site remains allocated for housing in *Appendix 1: Sites within the Housing Trajectory in the 2024 Local Plan*. This revised Draft NP therefore confirms this site allocation in the Housing Site Assessment table overleaf.

### Site Allocation SA9: Units 1-14 Latimer Road



9.25 This site allocation is one of 16 set out in detail in the 2024 RBKC Local Plan. The 2018 StQW Neighbourhood Plan introduced a policy, accepted at independent examination, of encouraging

redevelopment of the 14 light industrial units on the western side of Latimer Road. Chapter 8 of this revised plan gives details of the history of this part of the street

9.26 In the 2018 NP, we commented that *the Forum considers it realistic to assume that 50-75% of building owners of the 14 units might choose to redevelop. This would create 50 to 75 housing units (up to 2 bedroom). While this size profile of does not correspond to the RBKC current preferred size mix, in policy terms, it is felt that Latimer Road (west side) is best suited to smaller units, targeted to young couples and older downsizers, than for family homes. The neighbourhood is already well provided with 3 and 4 bed family homes.*

This is in the origin of the 75 unit figure in RBKC Local Plan Site Allocation SA9. As explained in Chapter 8, only one redevelopment scheme (at Unit 1) has been successfully implemented to date. The units are in separate ownerships (other than Units 13 and 14). This site allocation SA9 is supported and reconfirmed as a policy in this draft revised plan.

### **Short-term letting on AirBnB and similar platforms**

9.27 The neighbourhood area as experienced fewer problems from short-term lets than in those parts of the Borough where serious harm to residents in mansion blocks arises from persistent short-term letting. In the past the Forum has pursued enforcement action on a few cases where short-term lets breaching the London '90 day rule' impact adversely on neighbours, and will continue to do so. We await the introduction of London-wide registration arrangements.

9.28 Draft policies and site allocations in this revised neighbourhood plan are as follows:

**Policy StQ H1 To allocate the sites occupied by Units 1-14 Latimer Road for mixed use redevelopment, allowing housing use (C3) above ground floor commercial and business uses within the full range of E class use.**

*Reasoned justification: the principle of introducing mixed use within the Employment Zone sections of Latimer Road was established via the 2018 StQW NP and is now included in the 2024 RBKC Local Plan as site allocation SA9. See the draft revised policy LR1 for a proposed change on requirements for the retention of employment floorspace.*

**Policy StQ H2 To continue to allocate for housing use the land at 142A Highlever Road (St Quintin Garage) for 6-8 low-rise mews-style C3 housing units**

*Reasoned justification: the site is suitable for a modest scheme of infill housing and is allocated as such in the 2024 RBKC Local Plan Housing Trajectory as SA 14.*

**Policy StQ H3 To continue to allocate the site at 3-5 Crowthorne Road for mixed use development including 15 C3 housing units.**

*Reasoned justification: the site remains suitable for mixed use redevelopment with an element of E1 office or workshop space.*

**Policy StQ H4 To allocate the site at 54 St Helens Gardens for C3 housing use**

*Reasoned justification. This site had planning consent PP/20/00943 and was part of the RBKC New Homes Delivery Programme until costings of a new build scheme proved unviable.*

**Policy StQ H5 To vary RBKC Local Plan Policy HO3 A on Community Housing in respect of the threshold for creating new residential floorspace, from 650 sq m gross residential floorspace (GIA) to 800 sq m, in respect of a community housing contribution.**

*Reasoned justification: experience of planning applications coming forward in Latimer Road over the past decade has been that development proposals are of marginal viability. The one successfully implemented scheme at Unit 1 was consented when the 850 sq m rather than the 650 sq m threshold was being applied under the previous RBKC Local Plan.*