

Units 1 -14 Latimer Road

Design Code SPD



THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA

Acknowledgements

The Royal Borough of Kensington and Chelsea would like to thank the members of St. Quintin and Woodlands Neighbourhood Forum, the Latimer Road Preservation Group and the unit owners (and their agents) who actively participated in a series of workshops that helped to inform the drafting of this Design Code.

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1 Introduction

1.1 Introduction to the site

1.1.1 Latimer Road is located in the north west of the borough, immediately to the east of the borough boundary with Hammersmith and Fulham. Prior to the construction of the Westway in the early 1970s, Latimer Road continued southwards to Holland Park Avenue and was a significant thoroughfare. But the street has been cut off from the Freston Road part of the Freston/Latimer Employment Zone for five decades, and the two parts are very different in character (Diagram 1.1).

1.1.2 Latimer Road is mixed in both use and character. The eastern side of the street consists mainly of 2/3 storey, brick, Victorian terraced homes. The western side of the street is predominately brick, varies in scale between 1.5 storeys in the central section and 4 storeys to the south and houses commercial and light industrial uses. Four separate sections of the street are designated as an Employment Zone in the RBKC 2019 Local Plan.

Latimer Road lies within the boundary of the St Quintin and Woodlands neighbourhood area, for which a neighbourhood plan was prepared in 2013-15. Following a local referendum and adoption by RBKC of this plan, its policies and site allocations form part of the Borough's Development Plan.

1.1.3 This Design Code relates specifically to Units 1-14 Latimer Road Industrial Estate, which are located at 343 – 453 Latimer Road, London W10, on the western side

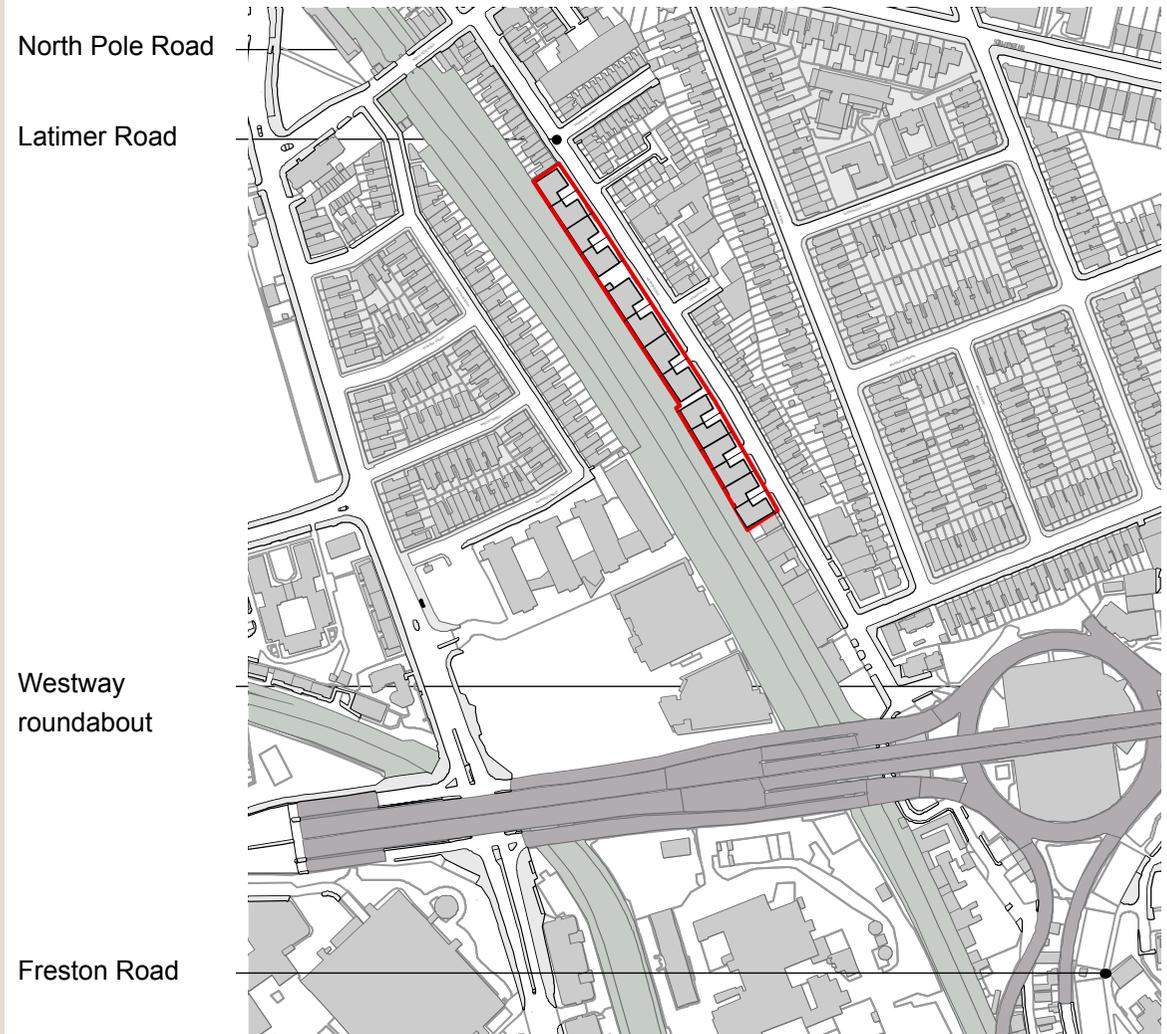


Diagram 1.1 Location Plan



of the central section of the street. The neighbourhood plan identified the potential for the refurbishment or redevelopment of these units, and allocated the sites of these units for potential mixed use development including housing (StQW Policy H2). RBKC housing trajectory reflects the content of the SQWNP (para 9.5.5) and assumes delivery (over time) of 75 new housing units at this location¹. The neighbourhood plan suggested a Design Code for the street. The Council recognise, and the St Quintin and Woodlands Neighbourhood Plan (StQWNP) (Paragraph 8.3.1) acknowledges, that there is great potential in the refurbishment or redevelopment of Units 1-14 Latimer Road Industrial Estates, and Action LRi suggests the development of a Design Code to provide a framework for the incremental redevelopment of Units 1-14. The Council has responded and worked with members of this neighbourhood forum, and the Latimer Road Preservation Group to produce this Design Code.

- 1.1.4 Redevelopment of units 1-14 Industrial Estates could make more efficient use of the site footprint. The existing units are all 1.5 storeys in height, which is very low-rise in comparison to the immediate area, borough and the neighbouring developments. These physical elements, the Latimer Road policy detailed in the StQWNP and proactive residents' groups, in this case, provide an opportunity to work together to create a Design Code which allows for an uplift in floorspace whilst ensuring exceptional design quality and the preservation of neighbouring amenity, subject to viability (see Appendix 7.1).

1 Planning and Place Monitoring Report 2018, p.122

1.2 Purpose of the Design Code

- 1.2.1 This document provides a set of design guidelines which aims to provide practical, robust and informed guidance to shape the future development of units 1-14 Latimer Road Industrial Estates. It ensures that development here is not piecemeal but is consistent and high quality, whilst allowing some flexibility in specific elements of architectural design. It allows residents, developers, business owners and the Council to understand what type and form of development is expected at these sites in the future.
- 1.2.2 In order to ensure the detail included in this Design Code is financially realistic, the Council appointed Carter Jonas to consider the commercial viability of the redevelopment of Units 1-14 Industrial Estates, providing commercial floorspace at lower levels and residential floorspace at upper levels. Their findings have fed into this document. Residential development on upper floors will be necessary to ensure redevelopment is economically viable.
- 1.2.3 The code allows for redevelopment of the units which would improve the balance and appearance of the street, preserve the living conditions at neighbouring properties whilst allowing flexibility in uses at lower floors, activating the western side of the street and allowing it to flourish.
- 1.2.4 Placemaking is a central driver to the Design code. In addition to providing practical, robust and informed guidance, ultimately, the Design Code seeks to create a place where people want to live, work and play. The aspiration is for high quality developments brought about through the guidance in this document to act as a catalyst for positive change on the street and in the wider area.

1.3 Use of the Design Code

- 1.3.1 This document should be read as providing additional guidance to the policies in the 2019 RBKC Local Plan and the 2018 StQW Neighbourhood Plan. The relative weight applied to these policies is further explained in section 1.4. This Design Code should be used in the preparation of all pre-application and planning applications relating to Units 1-14 Industrial Estates, Latimer Road.
- 1.3.2 Every planning application submitted to the Council within the red line boundary (Diagram 1.1) should include a 'Design Code Statement', which should clearly indicate how the proposed design adheres to the guidance within this document. It would be beneficial to also submit this at pre-application stage, if applicable.

- 1.3.3 The codes provide the primary design information which should be used to inform the design development for any scheme on 1-14 Latimer Road. They focus on two- and three-dimensional elements of design that build upon a vision. The Codes provide clarity on what constitutes acceptable design quality in the case of redevelopment at Units 1-14 Industrial Estates, Latimer Road.
- 1.3.4 In the eventuality that a scheme does not fully adhere to the Design Code guidance, any areas of that are in conflict with the code should be clearly justified and raised during the pre-application process, with any variations agreed with the case officer. The applicant will need to demonstrate that an alternative approach would provide an equal or improved outcome when compared to the prescribed guidance in the Design Code.

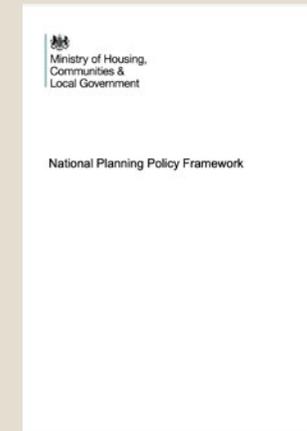


Photo 1.2: Existing view of Latimer Road looking north - June 2020

1.4 Planning Context

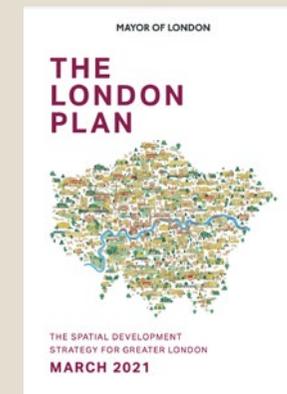
National Policy

- 1.4.1 The National Planning Policy Framework (NPPF) (Feb 2019) is clear in its emphasis on the role that the planning process has to play in the creation of high- quality buildings and places. It acknowledges that good design is a key aspect of sustainable development, and being clear about design expectations, and how these will be tested, is essential in achieving this. It also sets out how design policies should be developed with local communities, so they reflect local aspirations and are grounded in an understanding of each area's defining characteristics. Paragraph 126 of the NPPF is supportive of the use of design guides, codes and supplementary planning documents (SPDs) as they provide a framework for creating distinctive places. The Government is currently consulting on changes to the NPPF which, if adopted, will place greater emphasis on design, 'beauty', and the use of design codes. A Draft National Design Code is also being consulted on. This document provides a framework for creating a cohesive and distinctive place with high quality design. It has been developed in partnership with the St Quintin and Woodlands Neighbourhood Forum, Latimer Road residents group and local business/unit owners.



Regional Policy – London Plan

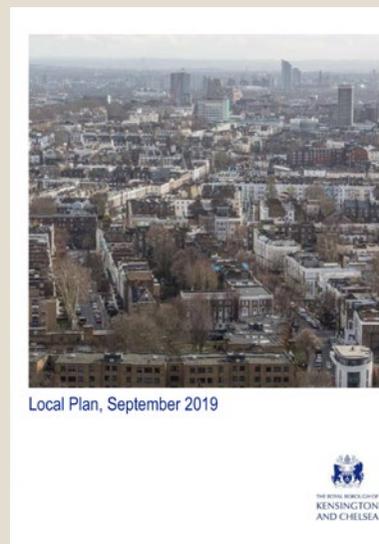
- 1.4.2 The London Plan (Publication London Plan December 2020) emphasises the importance of making the best use of land. Policy GG2 (C) states that development must proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development. Part D explains that development must apply a design-led approach to determine the optimum development capacity of sites, as this Design Code does. Policy D3 sets out how development should make the best use of land and should enhance the local context. Policy D4 (part A), Delivering good design explains that masterplans and design codes should be used to help bring forward development and ensure it delivers high quality design and place-making. In addition, Module C of the 'Good Quality Homes for All Londoners Guidance - Housing Design Quality and Standards' presents a set of housing standards for use when designing or assessing new housing, including how to apply BRE guidelines in relation to neighbouring homes, provision for accessible housing and inclusion, designing in safety/security and sustainability. All of these key topics have helped to shape the content of this Design Code.



Local Policy – RBKC Local Plan 2019

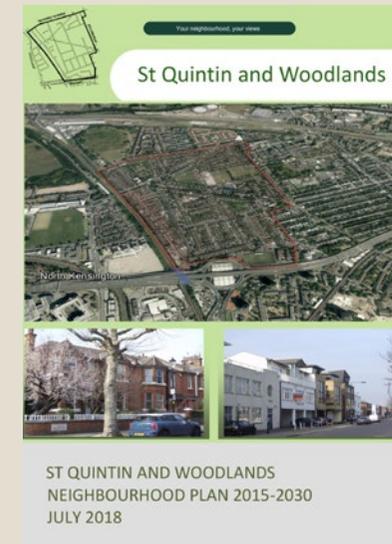
- 1.4.3 Policy CV1 sets out a vision for the borough, which includes allowing each community to fully realise its potential, stimulating improvements across the borough, ensuring development will be of a high quality design, well integrated into its context and enhancing Employment Zones with new and improved employment floorspace and some supporting residential development providing a mix of uses and thriving centres for small businesses.
- 1.4.4 Policy CL5 requires development to ensure good living conditions for occupants of new, existing and neighbouring buildings. In particular, during the preparation of this document, detailed work has been carried out in relation to sunlight and daylight and ensuring that the suggested height and massing of development would meet BRE guidelines.
- 1.4.5 Policy CH1 specifies how the Council will boost the supply of homes in the borough. The guidance in this document suggests that the development of new homes at upper levels would be appropriate here. These would contribute to the borough housing target, with RBKC's housing trajectory for Units 1 -14 being 75 units.
- 1.4.6 Policy CF5 sets out Borough-wide policy for development in Employment Zones. It does take a different approach than that within the SQWNP in that there is a greater emphasis on the retention of business uses across all our Employment Zones. In addition the Local Plan only allows new homes to be built within the Employment Zone when these are shown to, "support a significant uplift in both the quantity and quality of business uses on the site".

However, the Local Plan is explicit in recognising the relationship it has with the SQWNP noting in paragraph 19.3.55, "The St Quintin and Woodlands Neighbourhood Plan takes a different approach to the Council's Local Plan with regard to what is seen as appropriate uses within the part of the Freston/Latimer Road Employment Zone which lies north of the Westway. In this area any A1, A2, A3, A4, D1 or D2 use will be encouraged "where such uses contribute to the vitality of the street and to the wider neighbourhood area" or where "increase employee numbers on sites" (Policies LR2 and LR3 of the Neighbourhood Plan). In addition Policy LR1 allows residential uses on the upper floors in redeveloped buildings at Units 1-14 Latimer Road provided that the ground (and any mezzanines) remain a commercial use.



Neighbourhood Policy - St Quintin and Woodlands Neighbourhood Plan

- 1.4.7 The StQWNP includes a chapter on Latimer Road, with the objectives being ‘To regenerate Latimer Road as a successful mixed-use street, combining commercial and housing use, keeping buildings occupied and in active use, and restoring its original street form.’ It also encourages ‘building uses which support the creative and cultural industries’, with a view to exploring the prospect of Latimer Road as creative quarter. The policies below have helped to form the basis of this document.
- 1.4.8 The StQWNP Policy LR2 sets out that A1, A2, A3, A4, D1 or D2 and B class apart from B2 and B8 uses would be encouraged where such uses contribute to the vitality of the street and to the wider neighbourhood area, or where it increases employee numbers on sites (LR4). The majority of these uses now fall within the newly introduced (September 2020) ‘E’ Class, meaning permission is no longer required to change between the majority of uses listed above. Therefore, the opportunity for a variety of commercial uses to occupy the allocated floorspace at lower floors, and to enliven and bring vitality to the street scene, as suggested in the StQWNP would now be possible.
- 1.4.9 Neighbourhood plans were introduced by the 2011 Localism Act. Neighbourhood plans must be in general conformity with the strategic policies contained in any development plan that covers their area, but can introduce ‘non strategic’ policies. Once in force, such non strategic policies carry the same weight as Local Plan policies.
- 1.4.10 Once a neighbourhood plan has been brought into force, the policies it contains take precedence over existing non-strategic policies in a local plan covering the neighbourhood area, where they are in conflict; unless they are superseded by strategic or non-strategic policies that are adopted subsequently (NPPF paragraph 30).
- 1.4.11 As explained above, while the 2019 RBKC Local Plan was adopted subsequent to the StQW Neighbourhood Plan, the Local Plan acknowledges and does not seek to supersede StQW policies.
- 1.4.12 Policy LR5 allows increased building heights on the western side of Latimer Road in order to restore the original urban form of the street. It is subject to:



- *Consideration of heights of nearby buildings which range from four storey at the southern end to two storey at the northern end, and taking account of building heights in LBHF.*
- *Meeting RBKC and national requirements on standards of daylight, sunlight and visual privacy for occupants of new development and for occupants of existing properties affected by development.*
- *No harmful increase in the sense of enclosure to existing buildings and spaces and neighbouring gardens.*

1.4.13 Policy LR5's wording to 'restore the original urban form of the street' refers to the restoration of a street form with an active 'urban London' feel on both sides, with housing as well as other uses. It is not intended to imply an exact return to the 19th century built form in the street.

Supplementary Planning Document (SPD)

1.4.14 This Design Code is an SPD. An SPD provides more detailed guidance on policies in the Local Plan and forms the framework for which any future planning application relating to the sites are determined. A SPD is a material planning consideration in the decision-making process. The SPD must be in accordance with the Local Plan and London Plan and cannot set new policy. The policies are contained within the Local Plan and the neighbourhood plan, the latter being specific to Latimer Road and also varying Borough-wide policies in certain respects as set out above.

1.5 Site history

1.5.1 Up to the end of the 19th Century, Latimer Road area was dominated by brickworks, potteries and laundries before being developed with traditional terraced housing and a network of streets around the turn of the century. The development of the Westway in the 1970s cut off the southern part of Latimer Road and the existing 14 units which provided commercial space were granted planning permission in 1979. The units replaced 50 x three storey Victorian houses and it was this reduction in residential homes that in part led to the reduction in the number of local shops. In it's more recent history, Latimer Road is know for it's creativity, being home to architect's studio's, recording studios and the Playground Theatre - a small local venue hosting drama, musical, comedy and performing arts events.

1.5.2 Three of the units have noteworthy planning history:

- Planning permission was granted subject to a Legal Agreement at Unit 1 (PP/19/00991) for "Demolition and redevelopment of property to provide a four-storey building comprising B1 office space on ground floor and 8 x residential units on upper floors".
- Planning permission was granted at Unit 12 (PP/18/02446) for "Change of use from B1 use (business) to dual use B1 and D1 (non-residential institutions)".
- Various planning permissions were granted at Unit 8 (PP/15/03130) (PP/15/04920) (PP/02497) which relate to the use of the space as a theatre.



Photo 1.3: Latimer Road looking north towards North Pole Road circa 1900
(Image source : www.northkensingtonhistories.wordpress.com)



Photo 1.4: 246 Latimer Road 1903
(Image source : www.northkensingtonhistories.wordpress.com)

2 Spatial Analysis

2.1 Land use



Key

-  Oxford Gardens Conservation Area
-  Freston / Latimer Road Employment Zone
-  Neighbourhood Centres
-  Boundary of designated neighbourhood
-  Existing green spaces

Diagram 2.1

2.2 Building heights

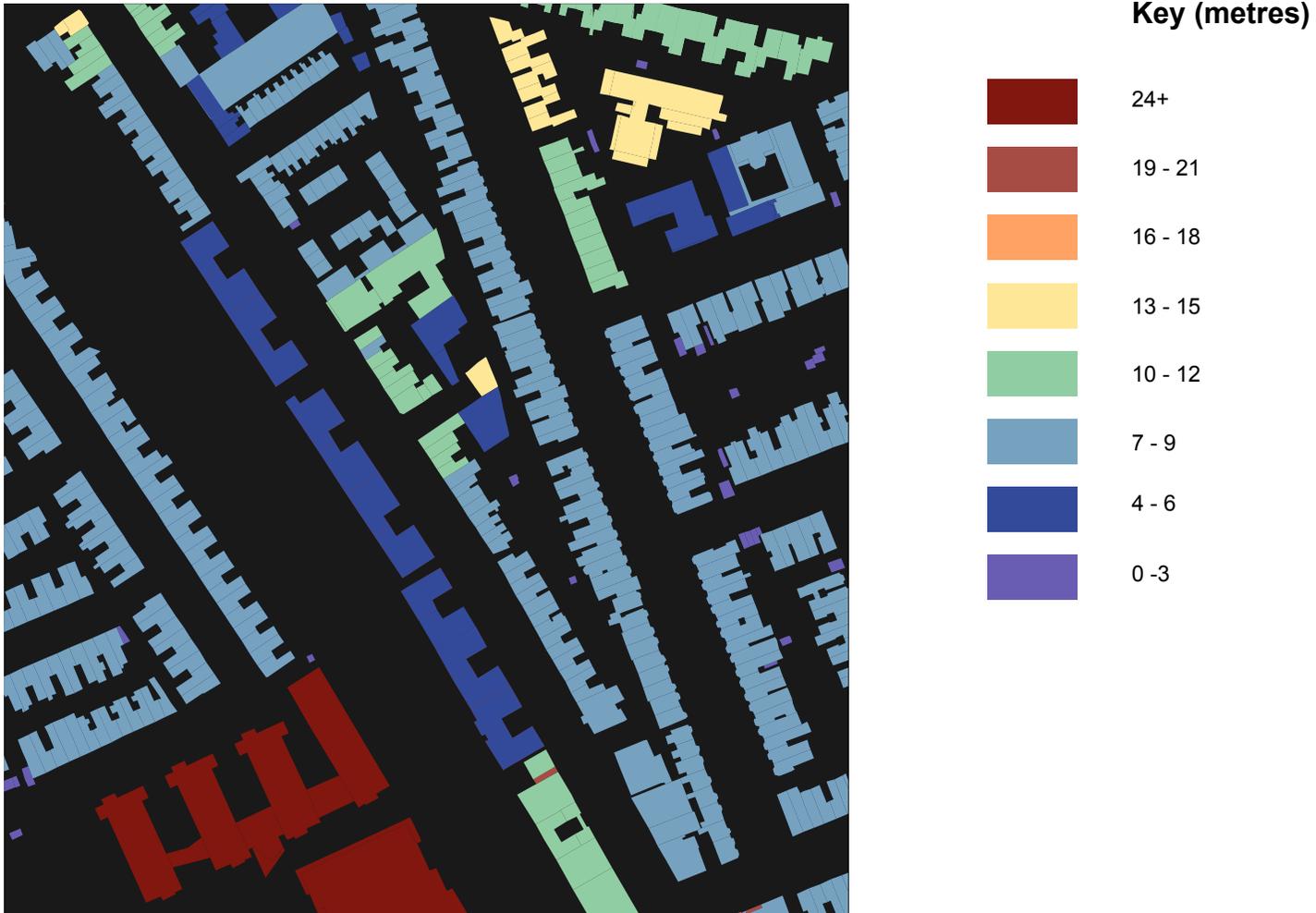
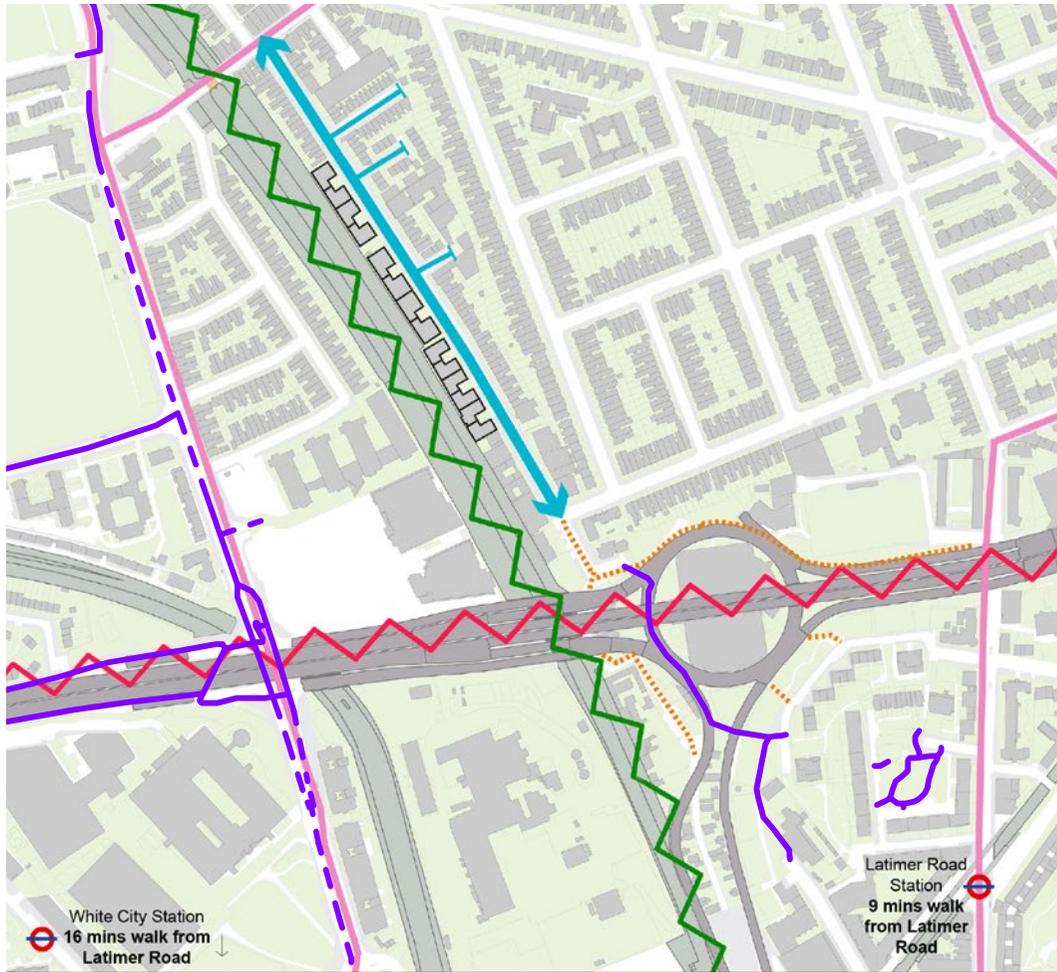


Diagram 2.2

2.3 Movement



Key

- Latimer Road carriageway is wide and straight allowing vehicles to move at speed along it. Narrowing it could give more space over to pedestrians and cyclists and slow traffic.
- Side streets do not link to Highlever Road limiting connections to the east
- Railway line - prevents movement to the west and noise and vibration may limit new development
- The westway - poor quality environment under the flyover and noise, pollution and vibration may limit development
- Poor quality pedestrian routes by the Westway
- Bus routes - Buses are a significant distance from the site
- Units 1 -14 Industrial Estates
- Dedicated bicycle lanes/trails
- Bicycle friendly roads

Diagram 2.3

2.4 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

Diagram 2.4

2.5 Materiality



Diagram 2.5: Material language of Latimer Road

2.5.1

As illustrated in Diagram 2.5, the prevailing material language of Latimer Road is Brick. Brick is most present on both the east and west sides of the street, with this being occasionally interrupted by other materials or elevational treatments such as painted render, pebble dash render or concrete. While some of these interruptions have some architectural merit as individual buildings, they have little material relationship with the material character of the street and are incongruent with the street scene. This is more obvious in the buildings that have low architectural merit.

There is an opportunity for the proposed developments to units 1 -14 to strengthen the cohesion and material language of the street as well as reinforce the material language that was historically used in the original street form and the association to the area's industrial history that this has.

Key

	Exposed Brick
	Painted Brick
	Smooth Render
	Textured Render
	Concrete

2.6 Daylight/Sunlight testing

- 2.6.1 In preparation for this Design Code, RBKC commissioned GIA to undertake an independent assessment of the potential daylight/sunlight impacts of 4 massing scenarios of units 1 – 14 (options A, B, C and D) on neighbouring properties along the east side of Latimer Road.
- 2.6.2 Option A has 3 storeys with a set back 4th storey across all 14 units. This produced an entirely BRE compliant result against both the Daylight test and the Sunlight test for all of the residential windows to properties of the east side of Latimer Road, as shown in Diagram 2.6. According to GIA, this suggests that there would be very little impact on sunlight and daylight to the neighbouring properties, if any at all.

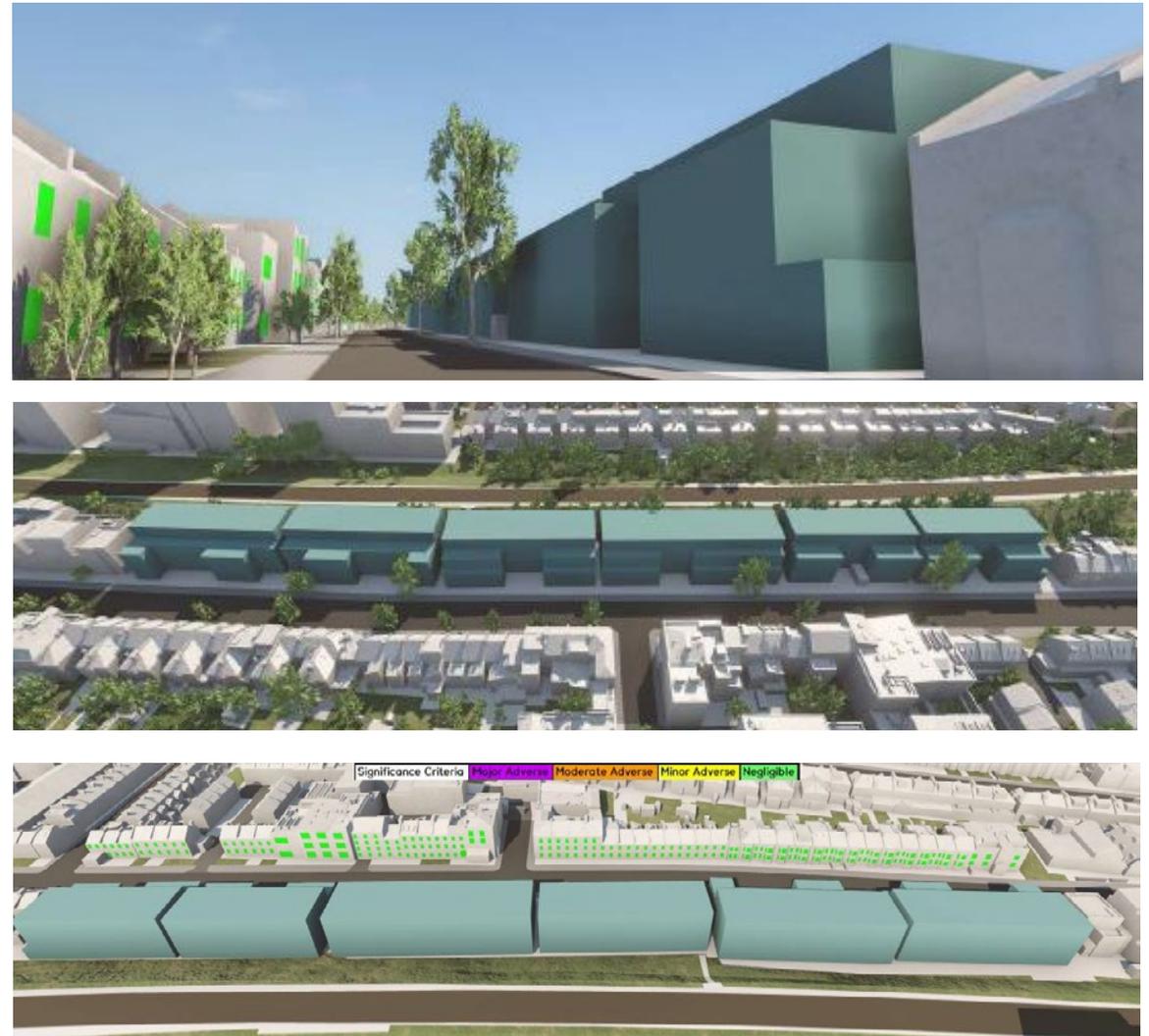


Diagram 2.6: Massing Option A

- 2.6.3 Option B adds an additional floor plate at ground floor level to units 1 -14, which pushes the massing up by approximately 3 metres. This option has 4 storeys with a set back 5th storey. This resulted in some of the windows experiencing a reduction in their VSC of approximately 20%-30% of the existing value, which according to the GIA study, is generally considered to be a minor-adverse result that would not significantly impact on daylight or sunlight.

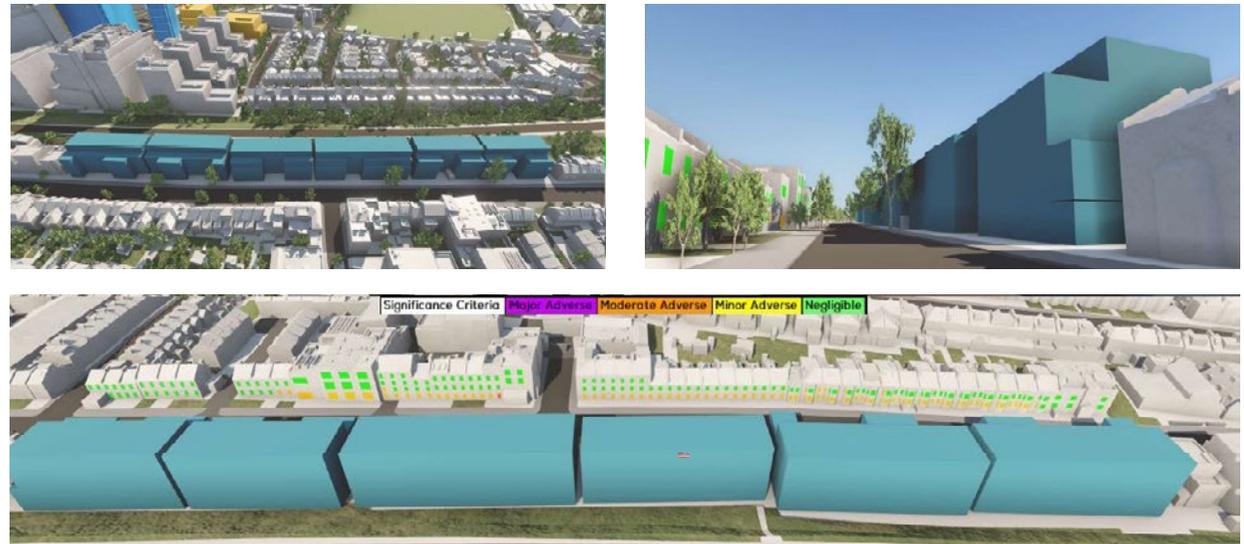


Diagram 2.7: Massing Option B

- 2.6.4 Option C adds a full additional floor plate at the top level of units 1 -14, which benefits from a setback. This produced a very similar result to Option B with a number of windows to the residential properties, experience a reduction in their VSC of approximately 20%-30% of the existing value. According to the GIA study, this is generally considered to be of minor significance.

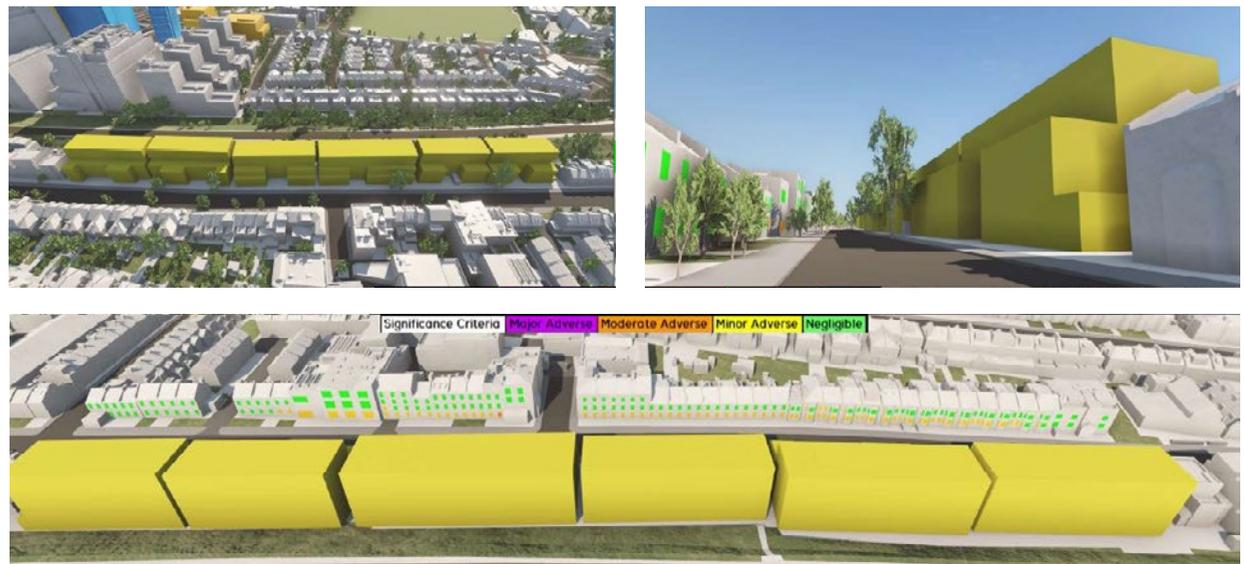


Diagram 2.8: Massing Option C

2.6.5 Option D takes the BRE compliant Option A and adds massing in a way which would be least impactful to neighbouring daylight and sunlight levels. This Option resulted in a small number of VSC transgressions, which are marginally beyond the BRE guidance. However, in design terms, this option does not work well in terms of bringing cohesion across the all 14 units.



2.6.6 GIA were also asked to look at what the impact the overshadowing impact would be on the residential rear gardens adjacent to unit 14. The results show that there may be some additional shadowing in the morning to early afternoon at the rear of those properties, although the additional shadow would be very brief and the shadowing effects on the whole would be negligible in all 4 modelled scenarios. The BRE requirement for 2+ hours of direct sunlight to at least 50% of the garden area is comfortably met in all 4 modelled scenarios. This is largely to do with the south west orientation of the gardens, which means the access to sunlight in the late afternoon to evening would be largely unimpeded. The only challenging area is the area nestled in at the foot of the residential properties, although this would be the case even in the existing scenario.



Diagram 2.9: Massing Option D

2.6.7 The full GIA report on sunlight, daylight and overshadowing accompanies this Design Code as a separate document.

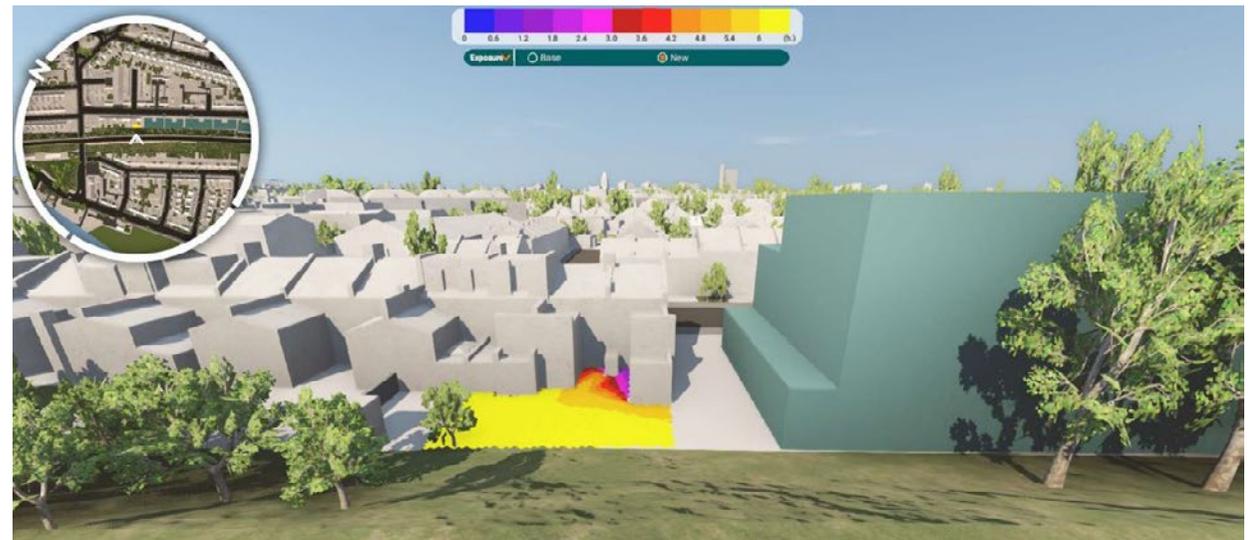
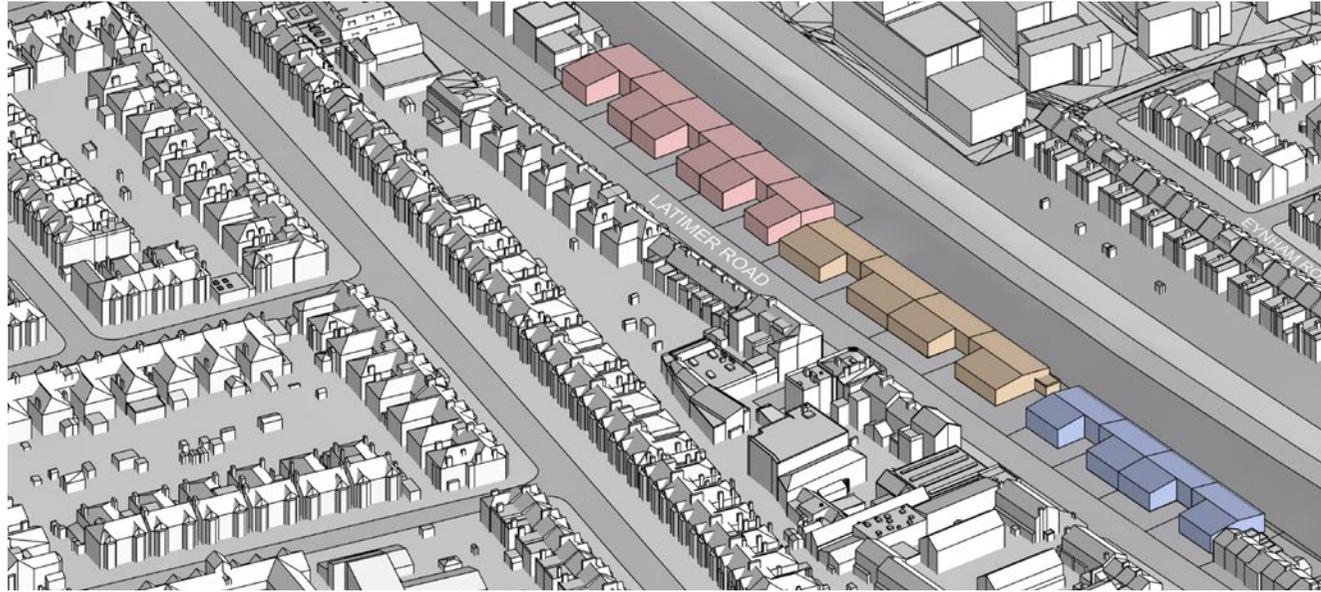


Diagram 2.10: Overshadowing impact to rear gardens of number 455 + 457 Latimer Road

2.7 Unit Types



2.7.1 Units 1 to 14 can be categorised into 3 distinct types based on the existing plot widths; Type 1 which typically has 15 metre plot widths, Type 2 which typically has 26 metre plot widths and Type 3 which typically has 18 metre plot widths. The plot widths will have an affect on the internal layouts and whether two sperate service cores can be accommodated and also whether an external service bay can be accommodated. See section 6 for further guidance.

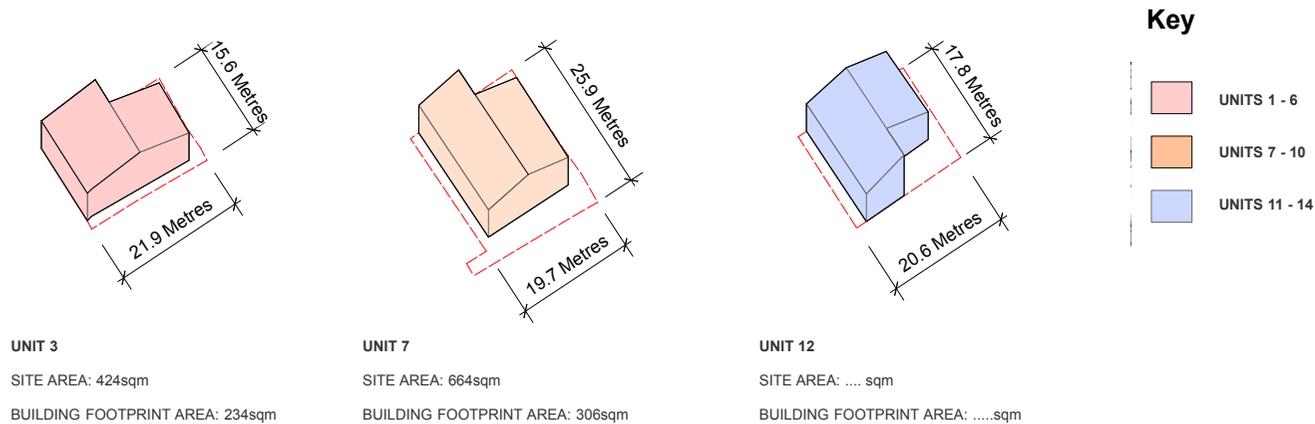


Diagram 2.11: Unit types

3 Street Wide Design Principles

3.1 Inclusive design, access and movement

- 3.1.1 All entrances should have step free access.
- 3.1.2 All buildings should have level landings into entrances (1:60 or less steep).
- 3.1.3 The principal entrances of buildings should be step-free.
- 3.1.4 Entrances should support natural surveillance and wayfinding.
- 3.1.5 Principal entrances should have suitable overhead and side covering to protect users from elements such as wind, rain and glare from the sun. These should be designed as an integral part of the building design rather than appearing to have been 'bolted on'.
- 3.1.6 Long stay cycle parking should be provided within each development plot, with separate provision for both commercial and residential accommodation. The cycle parking should be secure and only accessible to residents and users of commercial accommodation. In addition, long stay cycle parking should ideally have direct access to the street to promote cycling.
- 3.1.7 Where possible, short stay cycle parking should be provided for building visitors and should be incorporated in the service bay fronting the street.
- 3.1.8 The quantum of cycle parking required should comply with the standards in the London Plan 2021.
- 3.1.9 In accordance with RBKC Policy CT1, development should demonstrate proposals will not result in any material increase in traffic congestion or on-street parking pressure. As stated in the London Plan policy T6 part 10.6.2 all developments should start as car-free
- 3.1.10 In accordance with RBKC Policy CE1, development should meet local noise and vibration standards. Any proposed plant should not have an unacceptable noise and vibration impact on surrounding amenity. Proposals should also consider mitigation measures for noise reverberation from the railway line.
- 3.1.11 Applicants should consider the impact of their proposals on the street scene and refer to TfL's 'Healthy Streets for London' document for further guidance.

3.2 Building heights

3.2.1 All units should be no taller than one of the following total number of storeys:

a) Three storeys with a set back fourth storey* (four storeys in total (this is preferred).

OR

b) 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.

Refer to section 4.1 for further detailed guidance on building heights and floor to ceiling heights.

*Note that 3rd floor set backs may be required to some units to respond appropriately to context. Refer to Section 6 for more detailed guidance.

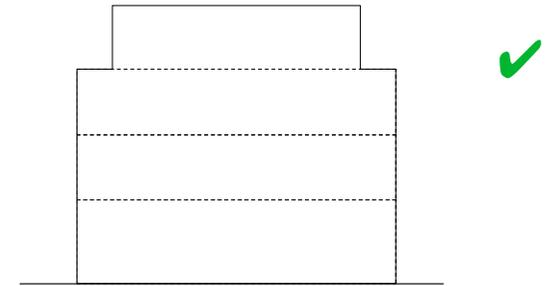


Diagram 3.1: Building height option a)

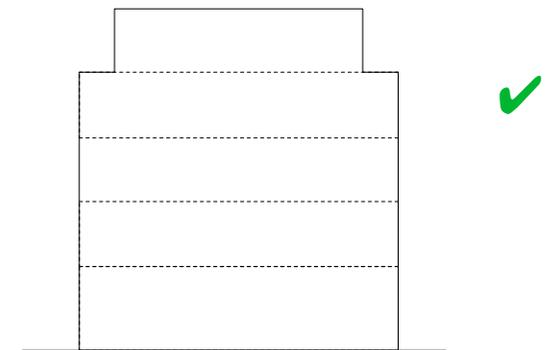


Diagram 3.2: Building height option b)

3.3 Frontage

Generally

- 3.3.1 Buildings should adhere to a hierarchy of frontages throughout the development as shown in Diagram 3.3.
- 3.3.2 The design of the frontage should reflect the different commercial and residential uses within each building to support the hierarchy principles shown in Diagram 3.3.
- 3.3.3 Entrances, and active frontages and uses should be provided on elevations onto Latimer Road. Any ground floor commercial uses should be visible from the street to encourage activity and contribute to the public realm.
- 3.3.4 Any refuse located on the primary or secondary elevation should be concealed and secure with an architecture that is complementary to the primary and secondary elevations.
- 3.3.5 Opportunities should be sought to allow retail and cafe uses to spill onto the public realm without impeding pedestrian routes in order to activate public spaces and to encourage flexibility of commercial use.
- 3.3.6 The frontages and roof line of all 14 units should cohesive in scale and proportion to ensure a strong rhythmic street composition to provide a positive pedestrian experience. The roof line must have visual breaks between units to avoid a monolithic street scene. See Images 3.4, 3.5 and 3.6 for contextual examples of buildings with cohesive frontages and roof lines.

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.

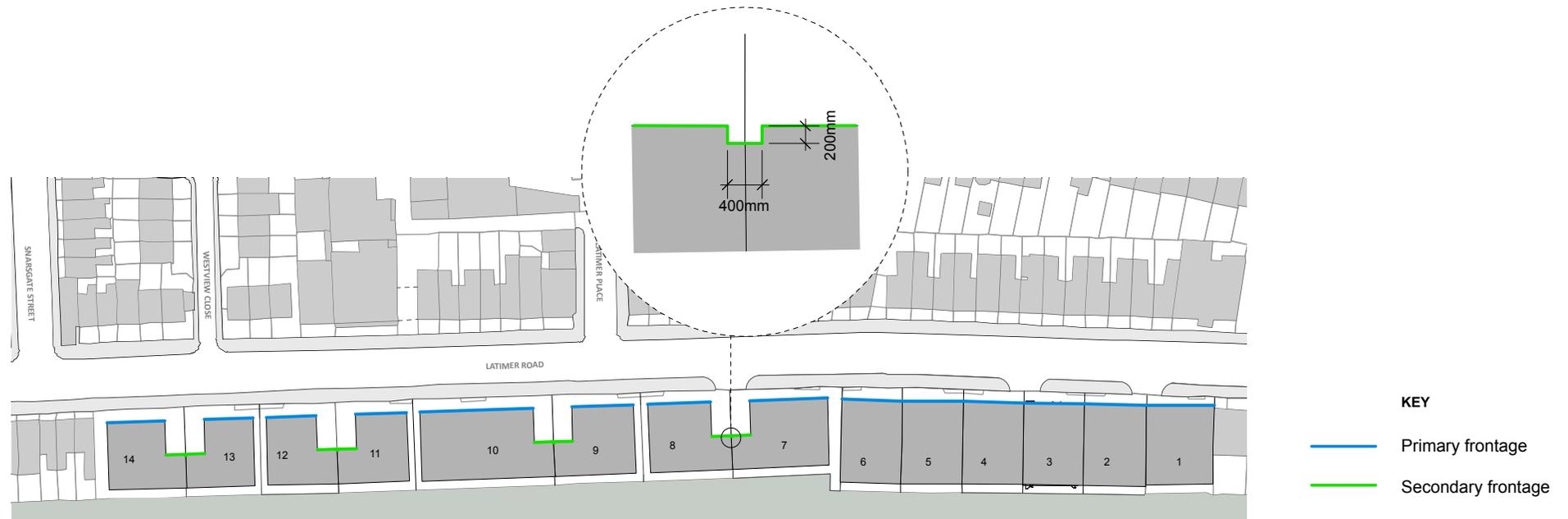


Diagram 3.3: Frontages

Secondary frontage

- 3.3.12 The secondary frontages should be in accordance with Diagram 3.3.
- 3.3.13 Inactive frontage should be minimised to create safe environments with natural surveillance.
- 3.3.14 Service entrances should only be provided on secondary frontages at ground floor level.
- 3.3.15 Balconies will be acceptable on the secondary elevations fronting Latimer Road, where the distance between the buildings on the opposite side of the street is increase. However, balconies here should not project beyond the building line to avoid cluttering the elevations.
- 3.3.16 Adjoining units on the secondary frontage should have a shadow gap to visually break down the massing, as indicated in diagram 3.3.



Diagram 3.4: Oxford Gardens roof line



Diagram 3.5: Highlever Road roof line



Diagram 3.6: No. 4 - 32 Pangbourne Avenue roof line

3.4 Servicing

- 3.4.1 Location of servicing should not impact on neighbouring properties or the highway.
- 3.4.2 Servicing should be designed so as to be well related to the adjacent area, and not prejudice or preclude active frontages and be visually attractive.
- 3.4.3 Entrances and active frontages and uses should be provided on elevations onto Latimer Road. Any ground floor commercial uses should be visible from the street to encourage activity and contribute to the public realm.
- 3.4.4 With the exception of Units 1-6, where the plot widths inhibit the incorporation of a recessed service space to the front elevation, servicing space should be in accordance with Diagram 3.4 as a **minimum**. The set back service yards have a practical servicing function as well as a townscape function of reducing the continuous mass fronting the street.
- 3.4.5 Service bays should encourage and accommodate the use of cycle freight and other sustainable methods of delivery.

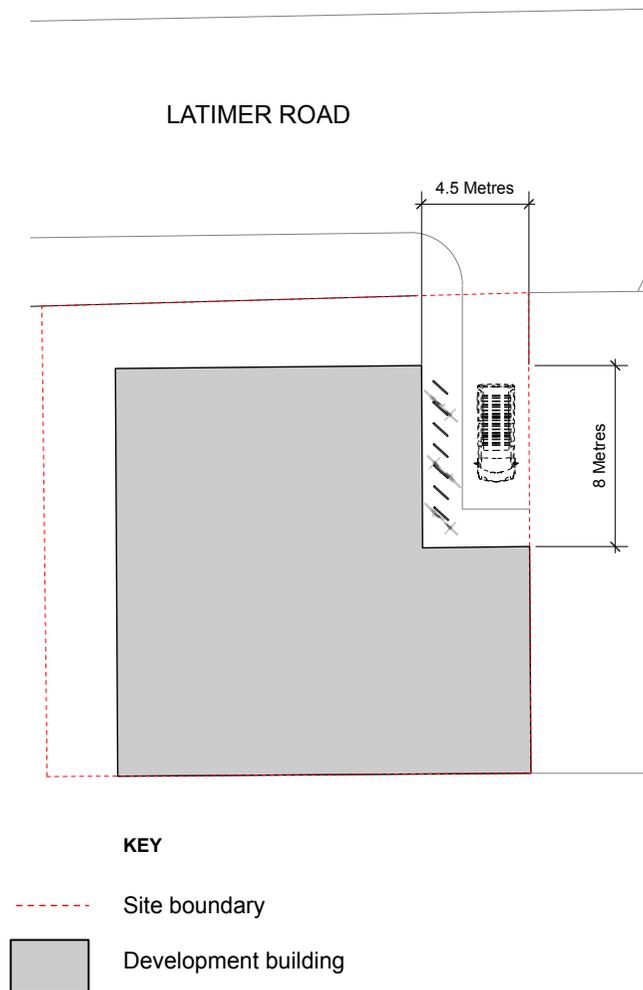


Diagram 3.7: Typical service bay

3.5 Amenity

3.5.1 Proposed development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.

3.5.2 Private residential amenity should be provided for each residential unit and should ideally face the rear (west facing) elevation as indicated in Diagrams 3.8. This should take the form of recessed balconies or winter gardens to mitigate potential issues with noise reverberation from the adjacent railway line and to sensitively consider the outlook of neighbouring properties on Eynham Road.

External amenity should not be positioned on the Latimer Road facade as illustrated in diagram 3.9. Where it is not possible to accommodate external amenity space for units facing Latimer Road, balconies will be acceptable on the secondary elevations fronting Latimer Road where the distance between the buildings on the opposite side of the street is increase. However, balconies here should not project beyond the building line to avoid cluttering the elevations.

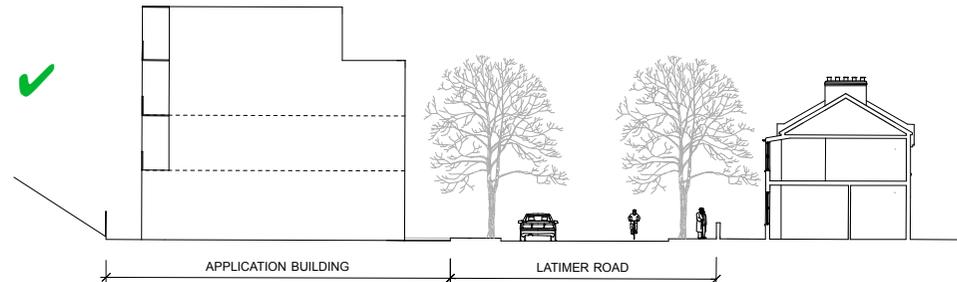


Diagram 3.8: Residential integrated balcony amenity to west elevation

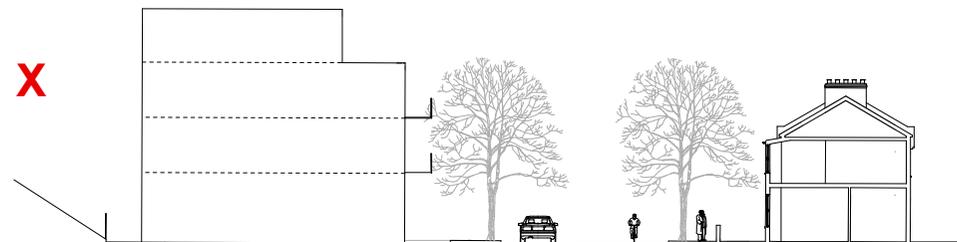


Diagram 3.9: Residential external balcony amenity to Latimer Road elevation

3.6 Built Form

3.6.1 The level of articulation and architectural detail to building form and facades should read from long, medium and short distances.

3.6.2 Buildings should have uncluttered roof profiles with all mechanical and electrical plant enclosures either

a) integral to the main building form

OR

b) set back sufficiently from the parapet to not be visible from street level on long, medium and short views.

3.6.3 Roof level setbacks are generally required to the top storey of all units. Further lower storey setbacks may be required to units that are located opposite existing residential properties that are 7.7 metres tall (or less).

3.6.4 All roof storeys should be set back from the immediate lower storey parapet of the application buildings north and south sides by a minimum of 2 metres. The west elevation facing the railway may be positioned in line with the rear building line. Set backs are also required to the west elevations fronting Latimer Road. Refer to the plot by plot code in section 6 for further guidance.

3.6.5 Refer to section 4.0 for further detailed guidance on massing, scale and height.

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 to avoid a continuous wall of development and to provide visual connections from the street looking westwards. Where gaps are located between units, the gap should be divided equally on either side of the boundary line. the gaps may be used at an external secondary means of escape for the units.

3.6.8 A increased gap of 4 metres between roof level units should be incorporated.

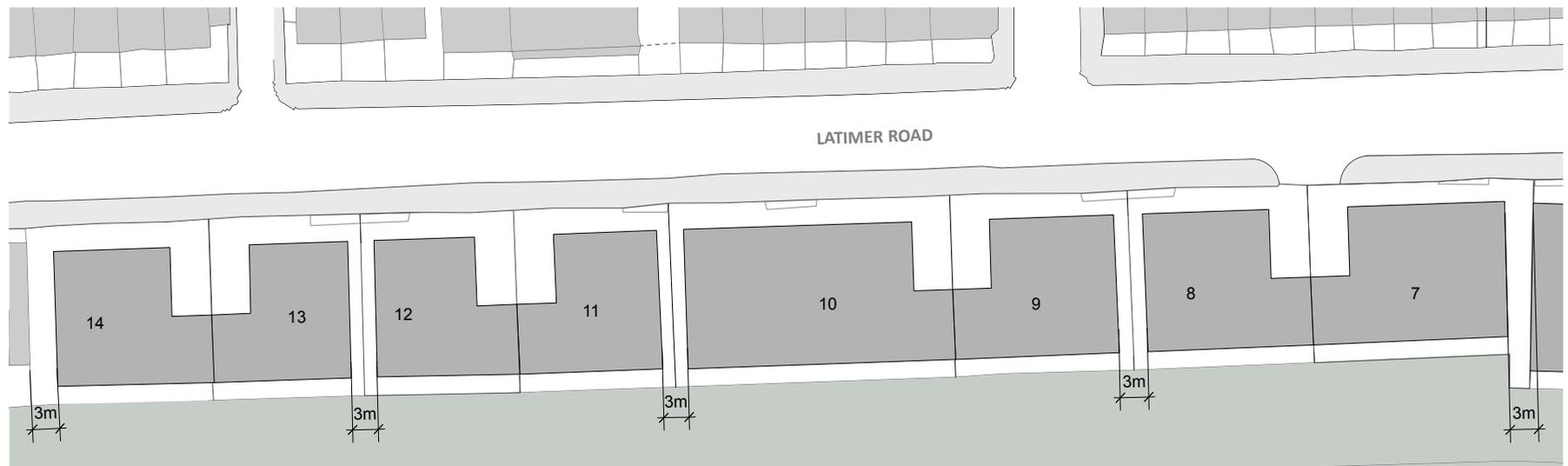


Diagram 3.11: Gaps between units

3.7 Townscape Views

3.7.1 The following townscape views should be considered in the approach to all development proposals, as illustrated in diagram, 3.12:

- A. Junction of Snarsgate Street with Latimer Road looking south.
- B. South side of Latimer Road looking north.
- C. East side of Caverswall Street looking east.
- D. East side of Glenroy Street looking east.
- E. East side of Nascot Street looking east.
- F. East side of Shinfield Street looking east.
- G Junction of North Pole Road with Eynham Road looking south-east.

3.7.2 Given the substantial interface distances between units 1-14 and east elevations of the properties on Eynham Road (approximately 55 metres), coupled with the intervening railway line and steeply banked land form, the extent of impact upon these existing residential properties will be limited. However, all proposals should consider the outlook from these adjacent properties. As such, the top zone of all proposals (which are likely to be visible in long views) should read recessively either by way of material language or by setting back this element from all edges of the middle zone.



Diagram 3.12: Townscape views

4 Building Design Codes

4.1 Massing, scale and height

The massing and scale sections of this design code have been drafted with the intention of creating building massing and proportions that both respond to existing context and optimise the potential of the plots to units 1-14.

- 4.1.1 The massing, scale and height of proposals should positively contribute to the surrounding area. As outlined in section 3.2, all proposals should be no taller than either 4 or 5 storeys. 5 storey proposals will need to provide a detailed sunlight/daylight study, evidencing that adverse impacts to sunlight and daylight of neighbouring properties have been mitigated.
- 4.1.2 To reduce sense of enclosure and allow visual breaks between the units, all roof storeys should be set back from the immediate lower storey parapet of the application buildings east (Latimer Road), north and south sides by a minimum of 2 metres. The west

KEY



Slab and services zone.
Dimension to discretion of applicant. See point 4.1.4

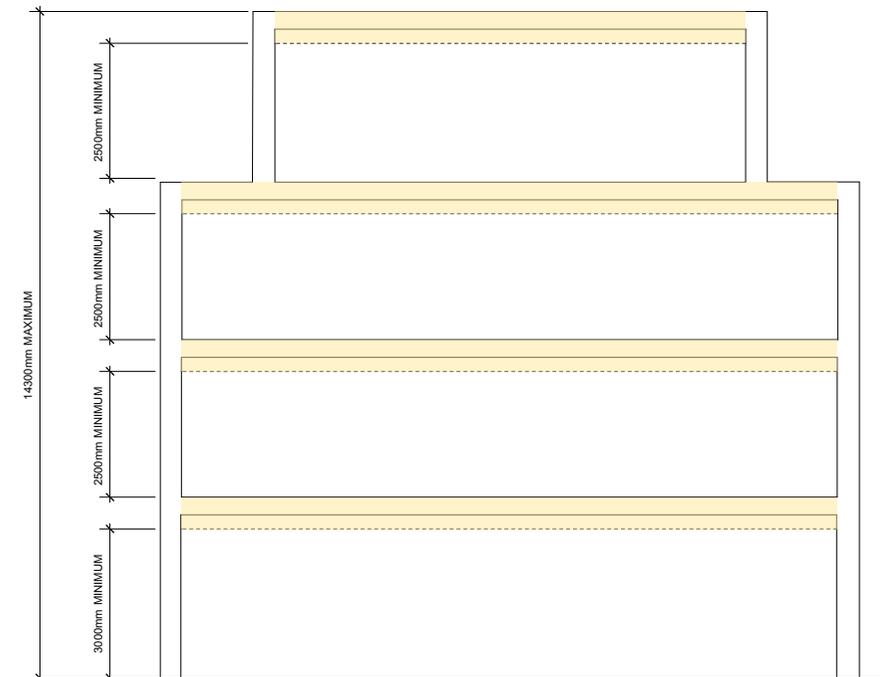


Diagram 4.1: Floor to ceiling heights

elevation facing the railway may be positioned in line with the rear building line, but should not protrude beyond the building line to avoid top heavy massing.

The set backs should not be accessible by building users, but should be accessible for maintenance purposes only.

- 4.1.3 Floor to ceiling heights for residential units should be a minimum of 2.5 metres high. Floor to ceiling heights for commercial units should be a minimum of 3 metres high. This minimum dimensions are illustrated in diagram 4.1.
- 4.1.4 The total building height for a four storey proposal should not exceed 14.3 metres from ground to roof level. This maximum dimensions are illustrated in diagram 4.1.
- 4.1.5 Floor slab and servicing zone depths are at the discretion of the applicant, provided that points 4.1.3 and 4.1.4 are adhered to.
- 4.1.6 With the exception of units 1 - 6, every second unit from unit 7 to unit 14 should accommodate a side passage which is a minimum of 3 metres wide to allow visual breaks with the street scene. This will also allow a secondary means of escape from proposed buildings as well as a separate access route to bicycle and refuse and plant storage if this is located to the rear of the plan. The width of individual side passages may decrease if a boundary line runs equally between two units. Refer to Plot by Plot code for specific guidance.
- 4.1.7 All units should not build within two metres of the Network Rail land (or easements) running north/south behind units 1 - 14. All applicants should refer to the Network Rail Asset Protection standards for further guidance. Refer to the diagrams in the Plot by Plot Code in section 6.0.

4.2 Frontage and elevation principles

This section of the design code sets out the elevational principles and hierarchy for the front facade of units 1 to 14 facing Latimer Road. The principles are based on a 4 storey proposal. As noted in Section 3.2.1 applicants proposing 5 storeys will need to supplement their applications with a detailed sunlight/daylight study evidencing that there would be no adverse impact on neighbouring properties in addition to evidencing how adverse impacts on sunlight and daylight have been mitigated. It should be noted that the principles in this section should be applied to any 5 storey proposal with the only difference being that the Middle Zone will include an additional storey.

- 4.2.1 The design of all elevations across the 14 units should correspond to a unifying principle which is a tripartite division: Base, Middle and Top, as illustrated in Diagram 4.1.
- 4.2.2 The differentiation between these 3 zones is explained in detail in section 4.3.
- 4.2.3 The Base Zone should have the potential for a variety of internal spaces and be able to accommodate outward facing activities. The majority of the Fluid Zone should be publicly accessible (physically or visually) during the operational hours of the commercial use. Where proposals have two storeys of commercial use, the ground floor storey should prioritize outward facing commercial activity to promote activation of the street. Creative commercial uses are encouraged, in line with the St. Quintin's and Woodlands Neighbourhood Plan Policy LR3.
- 4.2.4 The Base Zone height should be between 3.5 and 4.3 metres.
- 4.2.5 The Middle Zone is between the Base Zone and the Top Zone. The Middle Zone height should be between 10.3 and 11 metres.
- 4.2.6 The Top Zone sits above the Middle Zone. The Top Zone height should not exceed 14.3 metres.
- 4.2.7 Proposed elevations to Latimer Road should acknowledge and respond to the grain of existing residential properties on the east side of the street, where each property is typically 4 to 5 metres wide. This should be achieved through breaking down the proposed elevation into vertical sections of a similar width.

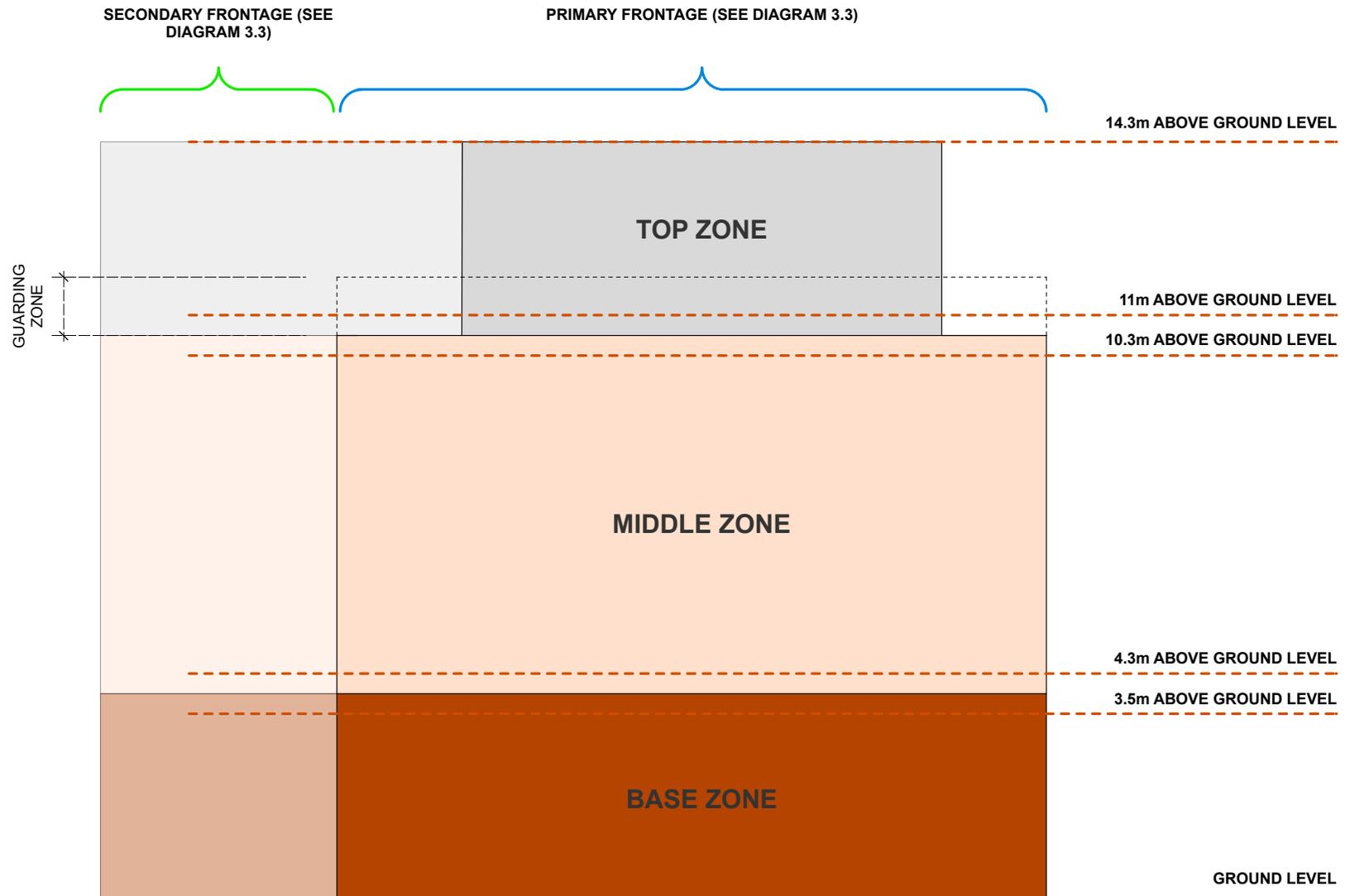


Diagram 4.2: Tripartite design viewed from Latimer Road elevation

4.3 Buildings

ACCESS

- 4.3.1 All entrances should be clearly identifiable and have a logical relationship within the routes that serve them.
- 4.3.2 The design of all entrances to publicly accessible areas should be visually transparent reflecting the main principle of the Base Zone.
- 4.3.3 The Base Zone has two predominant uses that define the type of entrances. These are:
- Commercial use (creative, retail or office) entrances
 - Residential accommodation entrances
- The design of the entrances should reflect the uses to which they lead. These entrances should not be combined.
- 4.3.4 Principal entrances should have suitable overhead and side covering to protect users from the elements. See 3.1.5.
- 4.3.5 Main entrances to commercial accommodation should be accessed directly from the primary frontage. See Diagram 3.3.
- 4.3.6 Main entrances to residential accommodation should be accessed directly from the secondary frontage. See Diagram 3.3.

FACADE DESIGN

- 4.3.7 The elevation design is structured by the primary elements (Base Zone, Middle Zone and Top Zone) which **must** be defined as contrasting horizontal components.

- 4.3.8 Elevations should be composed by differentiating between these elements to ensure that units 1 to 14 have shared primary characteristics.
- 4.3.9 The level of articulation and architectural detail to building form and facades should read from long, medium and short distances.
- 4.3.10 Buildings proposals for units 1 to 14 should share the primary characteristics of tripartite division of the elevations. Elevational treatment within each zone should be uncluttered and subservient to these primary elements. Refer to Figure 4.2.
- 4.3.11 The Base Zone should be characterised as visually transparent. The Middle Zone should be characterised in contrast to the Base Zone. The Top Zone should contrast to the Middle Zone beneath. The Base Zone and Middle Zone may share characteristics.
- 4.3.12 Applicants should create variety and emphasis within the overall composition and building mass by employing different opening proportions, materials and details.
- 4.3.13 The facade treatment should respond to orientation and surroundings.
- 4.3.14 Rainwater pipes, balconies, balcony drainage and sanitary waste pipes should not be visible on primary or secondary elevations fronting Latimer Road. Refer to Diagram 4.3. Where pipes may be located on the rear west elevation, consideration should be given to the overall elevational design to ensure they do not visually detract from this facade.
- 4.3.15 The horizontal articulation between the tripartite zones should be clearly distinguished and be the ordering principle of the design on the Latimer Road elevation.
- 4.3.16 Secondary articulation of facades within each zone should be expressed through architectural detailing that emphasises the ordering principle of the elevations, see paragraph 4.2.3.
- 4.3.17 Horizontal articulation within the Base Zone should be understated.

- 4.3.18 All facades should be layered and composed of parts to reduce bulk and to avoid monolithic reading buildings.
- 4.3.19 Applicants should use façade depth to articulate the composition whether a glazed /panelled wall or recessed openings within a surface. Uniformly flat and unarticulated façade design should be avoided.

LAYOUT + FUNCTIONALITY

- 4.3.20 Residential units should have adequately-sized rooms and convenient and efficient room layouts which are functional, fit for purpose and take into account the diverse needs of its potential users.
- 4.3.21 Residential units should meet the minimum space standard set out in the New London Plan.
- 4.3.22 All residential units should provide amenity space noting the location requirement for balconies set out in paragraph 3.5.3 and Diagram 3.5.

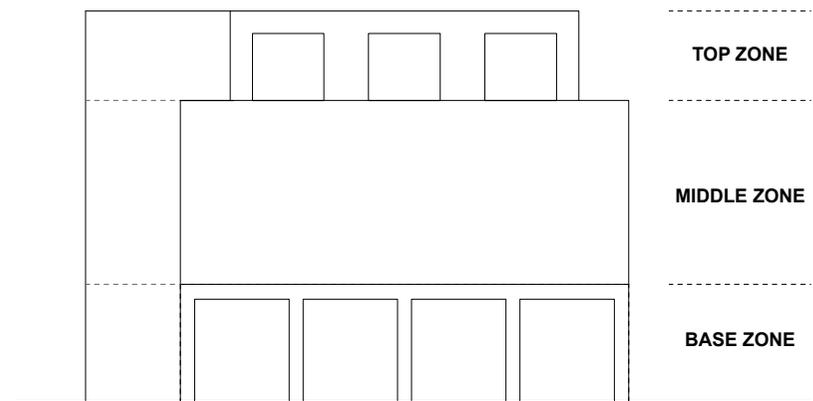


Diagram 4.3: Differentiating the tripartite design

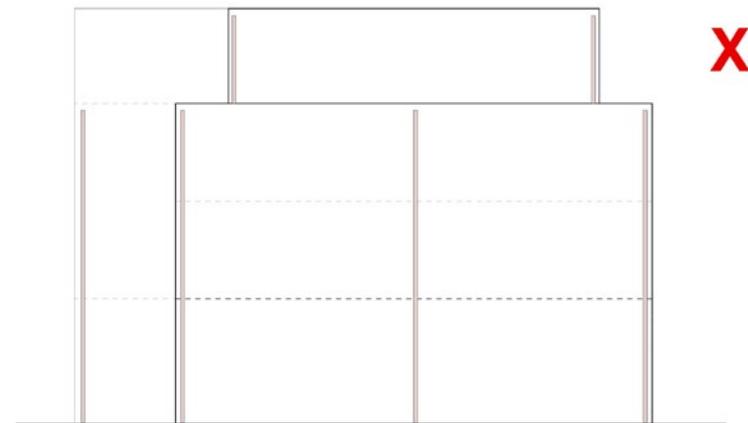


Diagram 4.4: Drainage elements must not be visible on the elevation fronting Latimer Road

- 4.3.23 Commercial units should be located on the ground floor (and first floor if required), with outward facing commercial uses located at ground floor facing Latimer Road.
- 4.3.24 Commercial floor plans should allow a degree of flexibility to attract a range of uses including creative and retail uses. The flexibility of floor plans should also take into account possible future requirements for adaptability.
- 4.3.25 Commercial and residential accommodation should have separate entrances and servicing cores.

4.5 Materials

- 4.5.1 The selection of materials should take into account the design of other neighbouring units to create a harmonious streetscape and avoid aggressive differentiation between buildings.
- 4.5.2 As illustrated in Diagram 2.5, the prevailing material language of Latimer Road is brick. Brick should be used as the primary material in the Middle Zone of proposals. Any designs which propose the use of alternative materials in the Middle Zone should demonstrate that the proposed material is equally contextually appropriate or would achieve a better contextual response to brick.
- 4.5.3 Material specification should establish a consistent level of material quality and detail throughout each unit.
- 4.5.4 Material specification should provide a quality and durability appropriate to the use and long term value of the development that are capable of weathering well over the lifetime of the building and minimising maintenance.
- 4.5.5 Material specification should retain their appearance and finish over the life time of the building.
- 4.5.6 Material specification should encourage the construction of resource efficient buildings that utilise, where appropriate, recycled, renewable, prefabrication, pre-assembly, and/or reused construction materials.
- 4.5.7 Material specification should assist in differentiating building mass, particularly to distinguish between the Base, Middle, and Top Zones. See Diagram 4.1.

4.6 Roofscape

ROOF TOP PLANT

- 4.6.1 Buildings should have uncluttered roof profiles with all plant equipment enclosures integral to the main building form. Refer to Diagram 4.4.
- 4.6.2 Plant enclosures should be integral to the Top Zone or set back significantly, away from the parapet to avoid visibility in long views.
- 4.6.3 Roof top plant equipment should be concealed and housed within solid or perforated roof enclosures to ensure that the equipment is not visible from the street or neighbouring buildings. The exception is equipment such as communications devices which for technical reasons cannot be housed within an enclosure.

FLUES

- 4.6.4 Flues should be located on the tallest part of the building and not on any elevations.
- 4.6.5 Flues **should** be located as far as possible from all facades so that they are not directly visible from street level.
- 4.6.6 Flues should be designed as an integral part of the architecture of the building or as an expressed feature of the building, if visibility from street level is unavoidable.

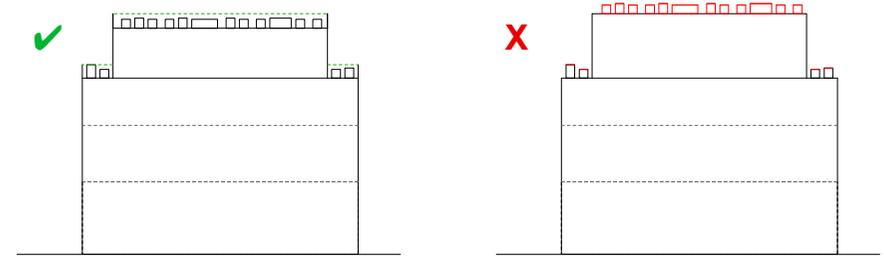


Diagram 4.5 Roof profiles

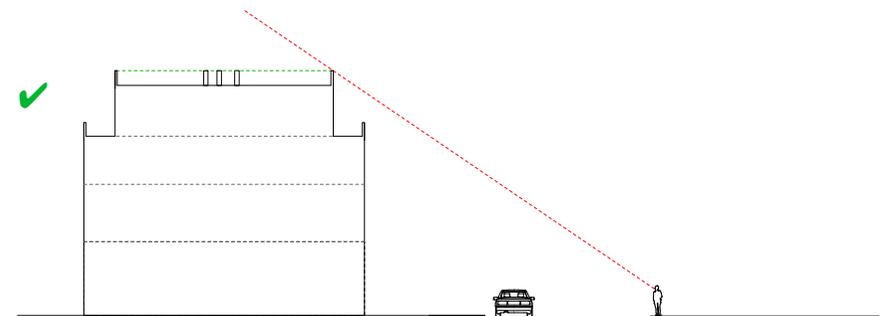


Diagram 4.6: Positioning of flues

4.7 Sustainability

This section of the Design Codes sets out how the sustainability aspirations in line with RBKC Policy CE1 on Climate Change should be addressed by the applicant. These include site-wide sustainability principles, renewable energy, materials, daylight/sunlight and ecology. This is not a comprehensive list of all the sustainability matters that need to be addressed, but items that the Design Code will seek to influence. Applicants are encouraged to go beyond the sustainability guidance set out in this Design Code. Applicants are also expected to follow the guidance within the Council's emerging Greening SPD. We expect this to be adopted later in the Spring of 2021. Whilst this builds upon the aspirations of CE1, it goes further, providing useful guidance on the emerging New London Plan policies and how developments such as this can contribute to reducing carbon emissions and promoting a healthier borough. It includes guidance on our energy policies, guidance on the reduction of toxic emissions and controlling air pollution, urban greening, flooding and biodiversity.

- 4.7.1 At the earliest opportunity in the design process, applicants should consider reducing energy demands, reducing the risk of overheating and creating a healthy and comfortable environment as primary and integral considerations. Designs should address the projected changes to London's climate including significantly warmer drier summers and wetter windier winters.
- 4.7.2 Design proposals should avoid excessive externally glazed areas that could increase overheating risk, cooling demands in summer or heat loss in winter.
- 4.7.3 Applicants should consider natural ventilation and use of thermal mass and night cooling.
- 4.7.4 Design proposals should be designed to ensure efficient secondary heat network distribution and to avoid the build up of heat in corridors, with the aim of reducing risk of overheating or unnecessary costs for consumers. This should be done through specifying high levels of insulation on distribution pipes, designing effective ventilation arrangements for corridors and risers containing heat network pipes and by minimising secondary network distribution lengths through consideration of the relationship between risers and lateral distribution within buildings.

ENERGY + CARBON

- 4.7.5 The design should maximise efficiency, use low carbon and renewable energy and contribute to carbon offsets if needed.
- 4.7.6 Where required, photovoltaic panels **should** be installed on roof spaces, except on green roofs. Photovoltaic panels **should** be treated as roof top plant and should be screened in accordance with Diagram 4.4.

MATERIALS

- 4.7.7 Designers should specify materials with lower environmental impacts and high reused or recycled content.
- 4.7.8 If timber is specified, it should be responsibly and sustainably sourced.

DAYLIGHT + SUNLIGHT

- 4.7.9 The massing of proposed buildings should be set back from Latimer Road in accordance with Diagram 3.1 or 3.2 to maintain acceptable levels of daylight to the spaces of the lower storeys of neighbouring buildings.
- 4.7.10 Material reflectivity should be considered to enhance daylight within buildings at lower levels, but should not adversely affect glare to users/inhabitants of neighbouring properties.
- 4.7.11 Designs should incorporate appropriate facade design and internal layout to enhance internal daylight within buildings.

ECOLOGY

- 4.7.12 The proposed design should not negatively impact on existing biodiversity and the existing network of green space shown in Diagram 2.1. Any proposals should encourage and support new biodiversity.
- 4.7.13 The proposed design should minimise light pollution to avoid negative impacts on sensitive habitats.
- 4.7.14 The proposed design should consider roof spaces for biodiversity provision, either green roofs and / or brown roofs. Green roofs should be designed to be visually appealing through the year.

5 Model Plots

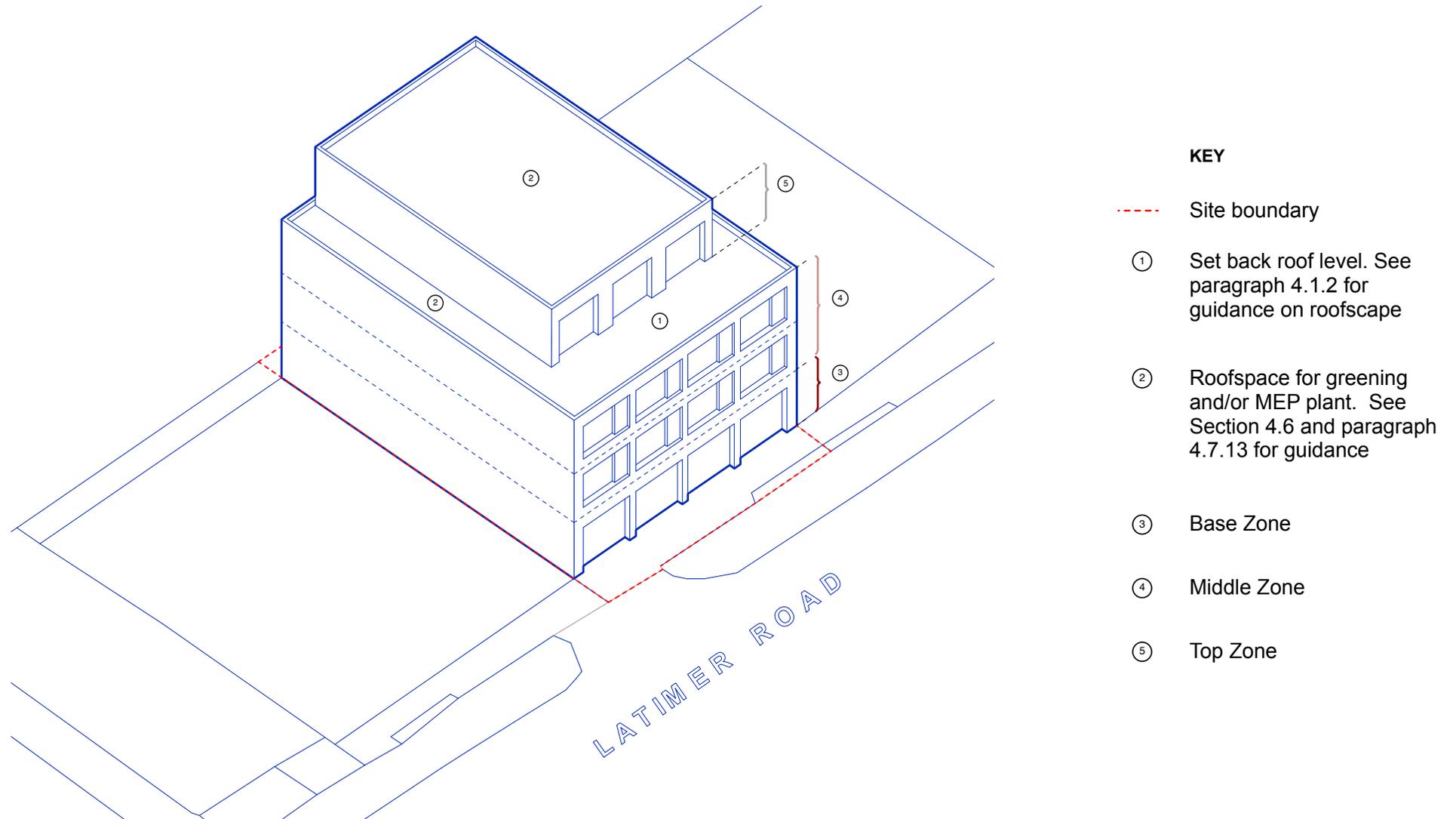
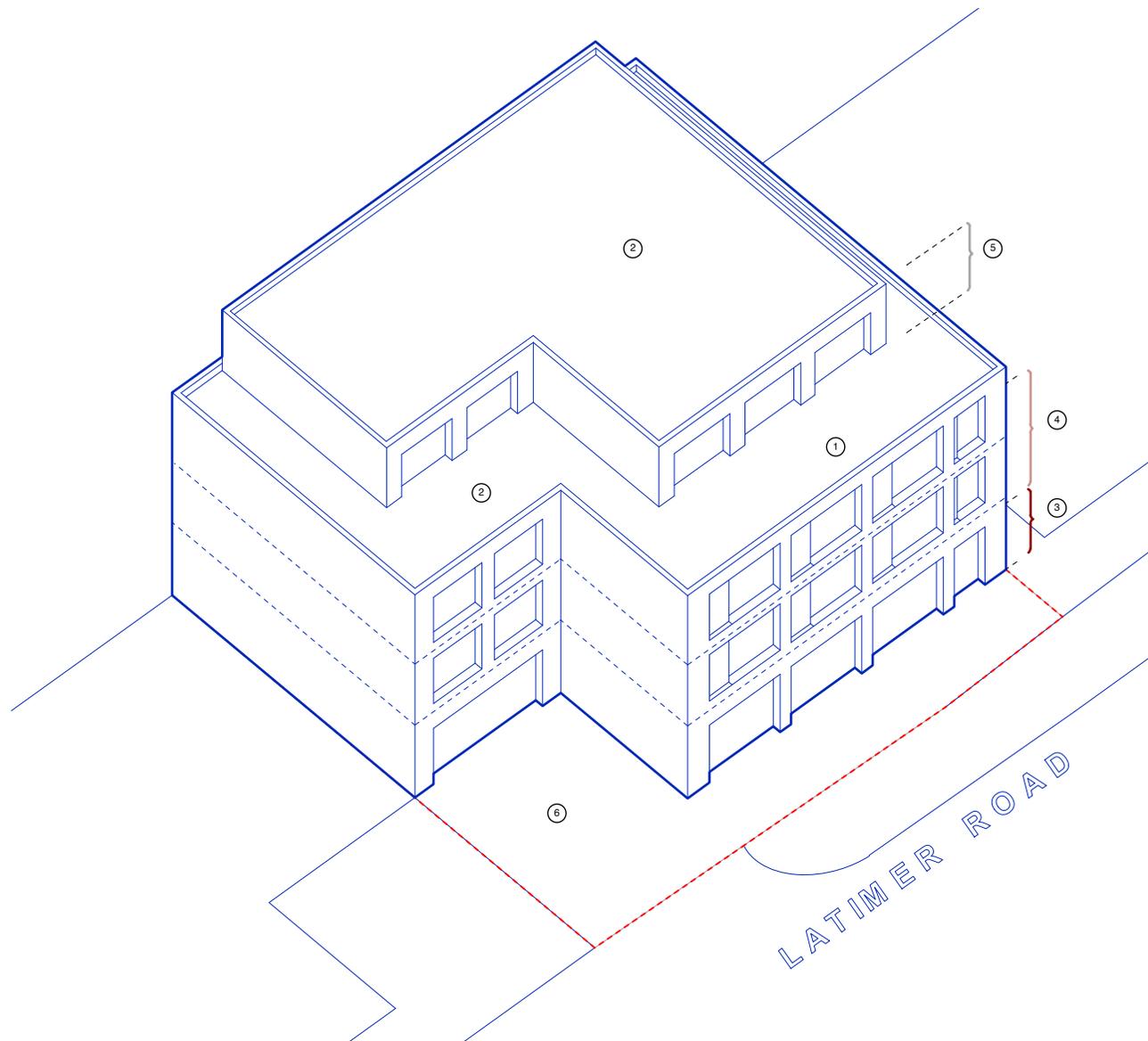


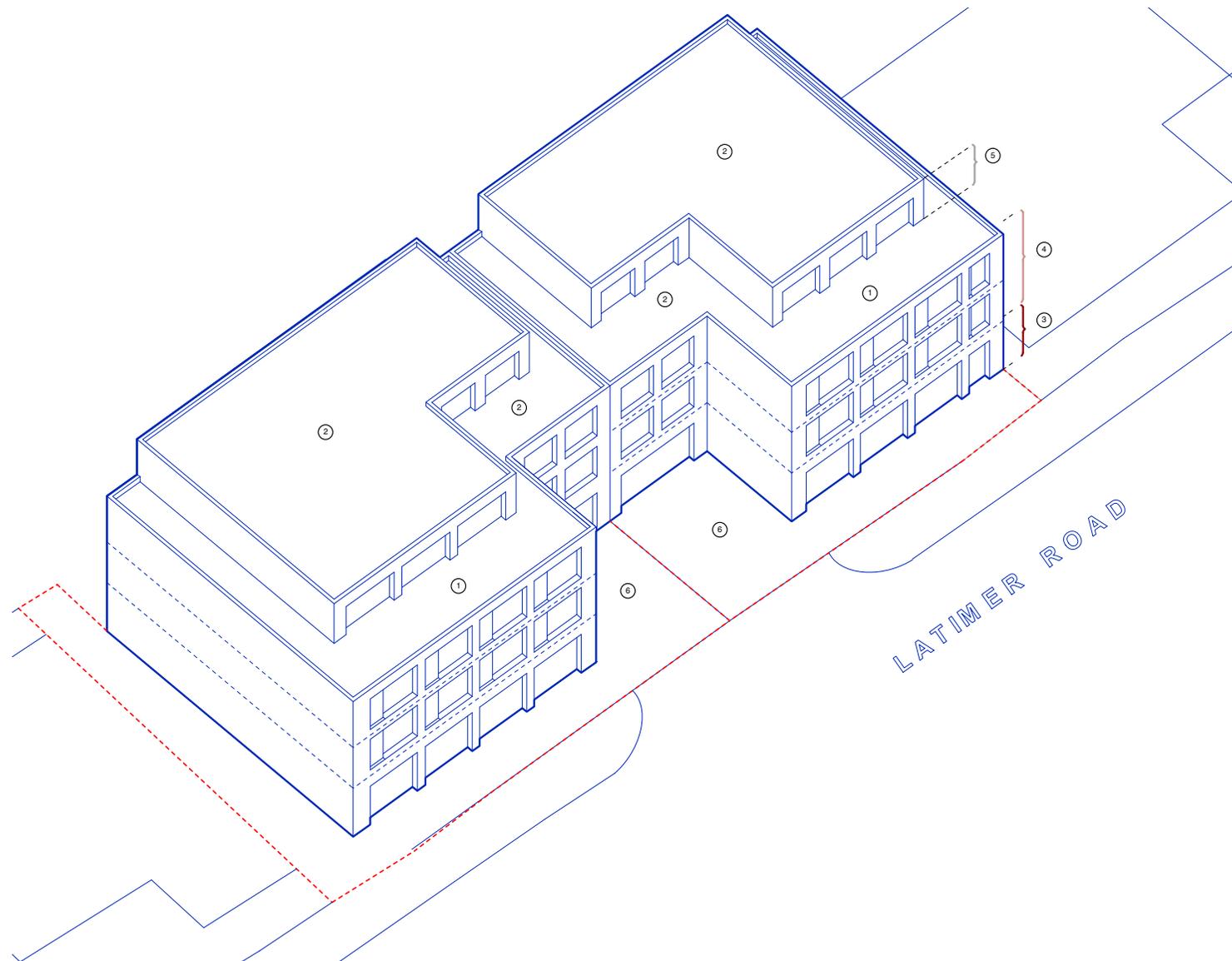
Diagram 5.1: Example of plot without service bay



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
- ⑥ Service bay

Diagram 5.2: Example of plot with service bay



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
- ⑥ Service bay

Diagram 5.3: Example of two plots developed together

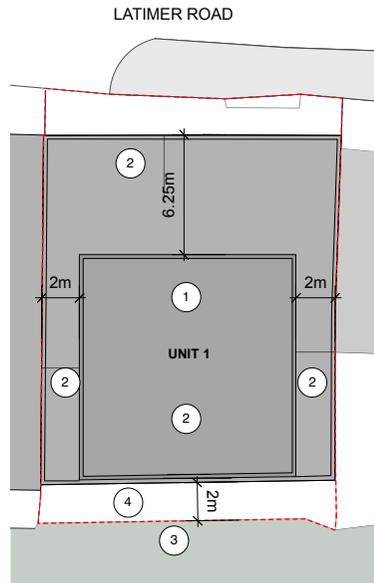
6 Plot By Plot Code

This section of the Design Code provides specific guidance for each unit on the requirement and dimension of side passages, vertical set backs, service bay set backs and the number of service cores. The vertical and rooftop setbacks are illustrated in diagrammatic roof plans and sections, which are annotated and dimensioned.

Given that Latimer Road is relatively low-rise and suburban in character, the 25 degree rule from the BRE guidelines has been taken as a starting point to assess what level of height would provide an appropriate response to existing context. Based on the Sunlight and Daylight study undertaken by GIA, 4 storey proposals with high level set backs below the 25 degree line appear to indicate that there would be little to no impact on daylight/sunlight from proposals to neighbouring properties on the east side of Latimer Road, while 5 storey proposals with high level set backs may result in 'minor adverse' transgressions of the BRE guidance. However, it is acknowledged that the 25 degree rule is one of a number of tools within the BRE guidance used to assess daylight/sunlight and provides an indicative guide as to whether a proposal would have a substantial effect on the level of daylight/sunlight to an existing property.

As such, the 25 degree lines shown in this section of the design code are a guide to what proposed building heights would be acceptable. As noted in paragraph 3.2.1, applicants may propose buildings which are four storeys with a set back fifth storey, provided that their applications are supplemented with a detailed sunlight/daylight study, evidencing there would be no adverse impact on neighbouring properties, as well as evidencing how any adverse impacts have been mitigated.

6.1 Unit 1



KEY

- - - Site boundary
- ① Set back roof level. See paragraph 4.1.2 for guidance on roofscape
- ② Roospace for greening and/or MEP plant. See Section 4.6 and paragraph 4.7.13 for guidance
- ③ Banked Network Rail land
- ④ Network Rail 2 metre 'no build zone'

Diagram 6.1: Roof Plan

UNIT No.	1
PLOT WIDTH	Approx 15m
PLOT DEPTH	Approx 22m
SITE AREA	343sq m
MAX STOREYS	4*
SIDE PASSAGE REQUIRED	No
VERTICAL SET BACK REQUIRED	Yes. At 4th storey roof level
SET BACK SERVICE BAY REQUIRED	No
No. OF SERVICE CORES REQUIRED	1

*See paragraph 3.2.1 for further guidance on heights.

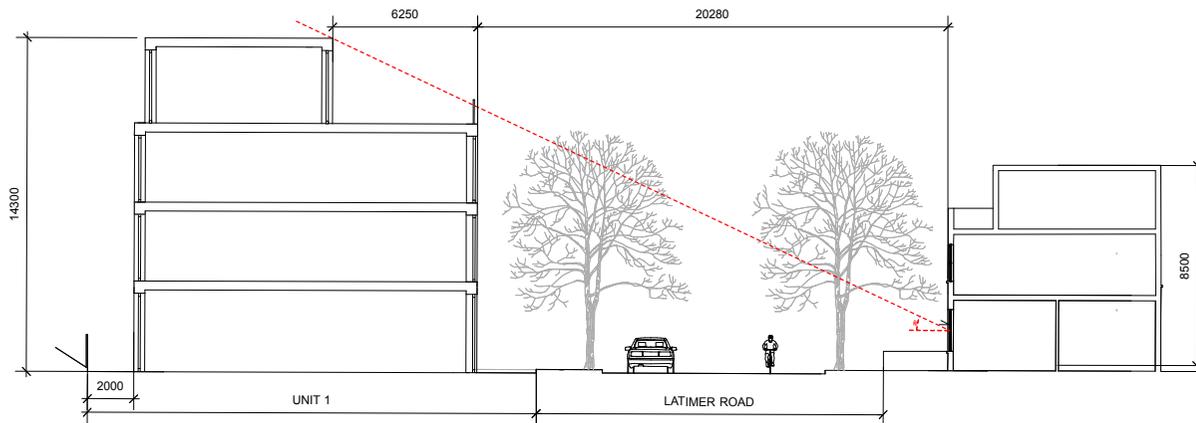
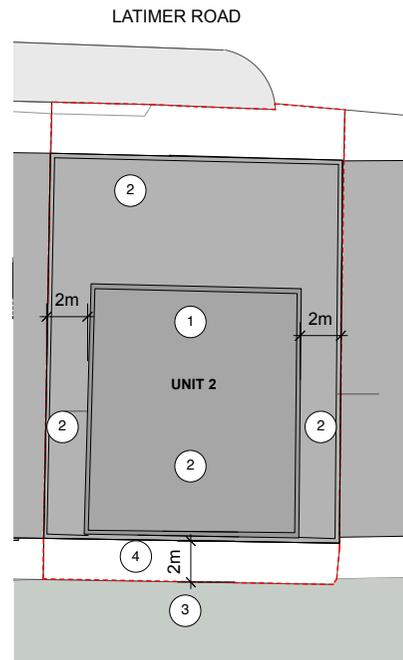


Diagram 6.2: Section

6.2 Unit 2



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 Banked Network Rail land
- ④ Network Rail 2 metre 'no build zone'

Diagram 6.3: Roof Plan

UNIT No.	2
PLOT WIDTH	Approx 14.3m
PLOT DEPTH	Approx 22.5m
SITE AREA	329sq m
MAX STOREYS	4*
SIDE PASSAGE REQUIRED	No
VERTICAL SET BACK REQUIRED	Yes. At 4th storey roof level
SET BACK SERVICE BAY REQUIRED	No
No. OF SERVICE CORES REQUIRED	1

*See paragraph 3.2.1 for further guidance on heights.

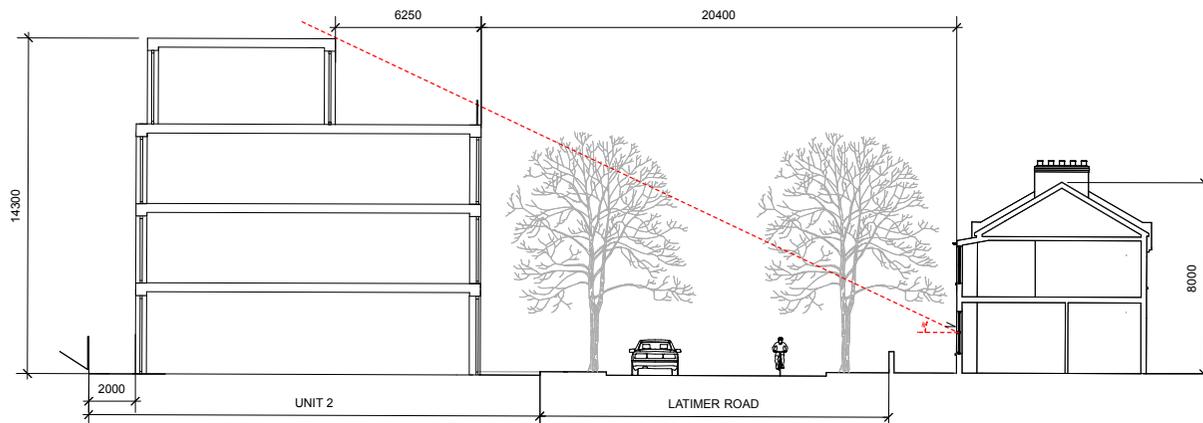


Diagram 6.4: Section

6.3 Unit 3

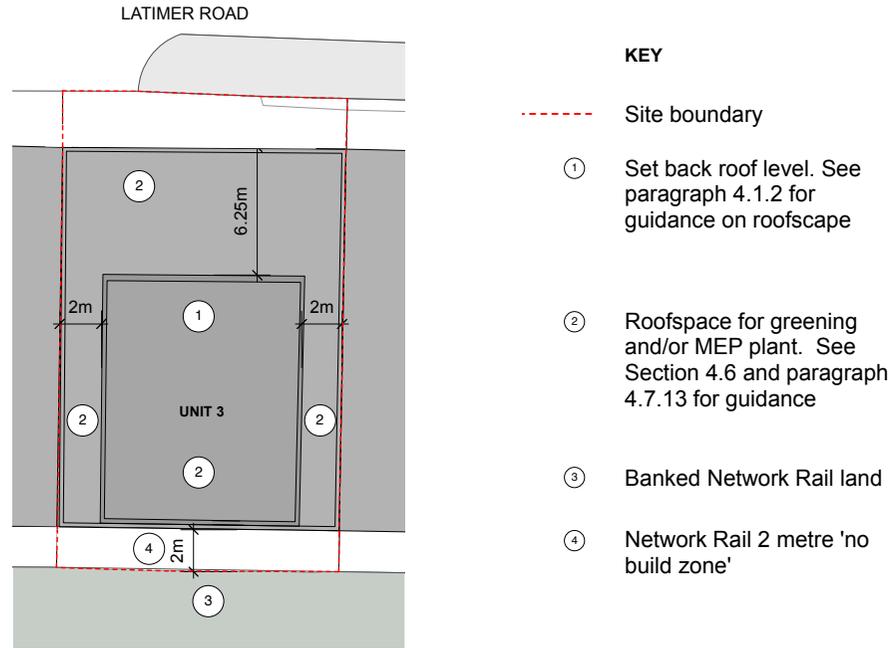


Diagram 6.5: Roof Plan

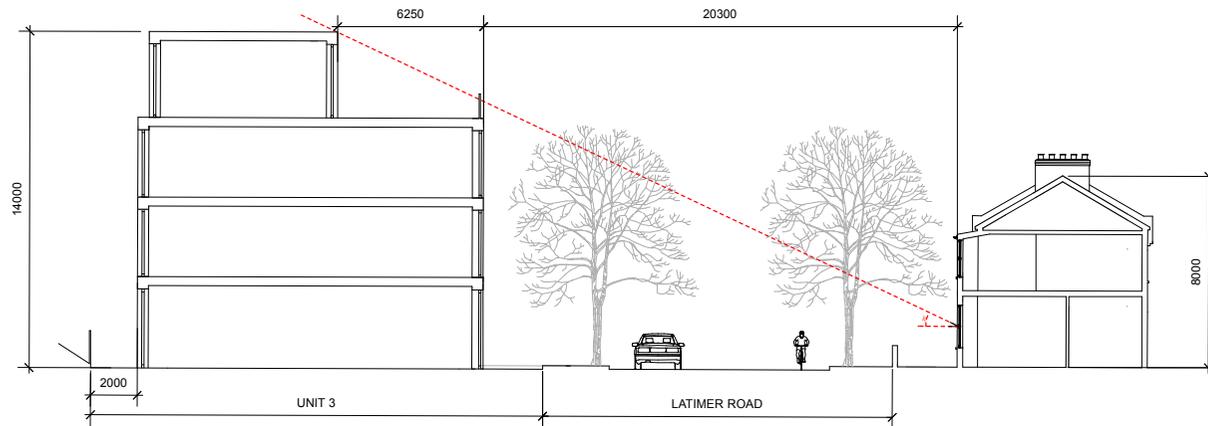
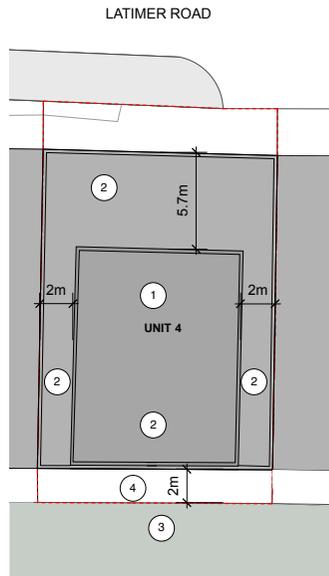


Diagram 6.6: Section

UNIT No.	3
PLOT WIDTH	Approx 14m
PLOT DEPTH	Approx 23m
SITE AREA	297sq m c
MAX STOREYS	4*
SIDE PASSAGE REQUIRED	No
VERTICAL SET BACK REQUIRED	Yes. At 4th storey roof level
SET BACK SERVICE BAY REQUIRED	No
No. OF SERVICE CORES REQUIRED	1

*See paragraph 3.2.1 for further guidance on heights.

6.4 Unit 4



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 Banked Network Rail land
- ④ Network Rail 2 metre 'no build zone'

Diagram 6.7: Roof Plan

UNIT No.	4
PLOT WIDTH	Approx 13.9m
PLOT DEPTH	Approx 23.2m
SITE AREA	299sq m
MAX STOREYS	4*
SIDE PASSAGE REQUIRED	No
VERTICAL SET BACK REQUIRED	Yes. At 4th storey roof level
SET BACK SERVICE BAY REQUIRED	No
No. OF SERVICE CORES REQUIRED	1

*See paragraph 3.2.1 for further guidance on heights.

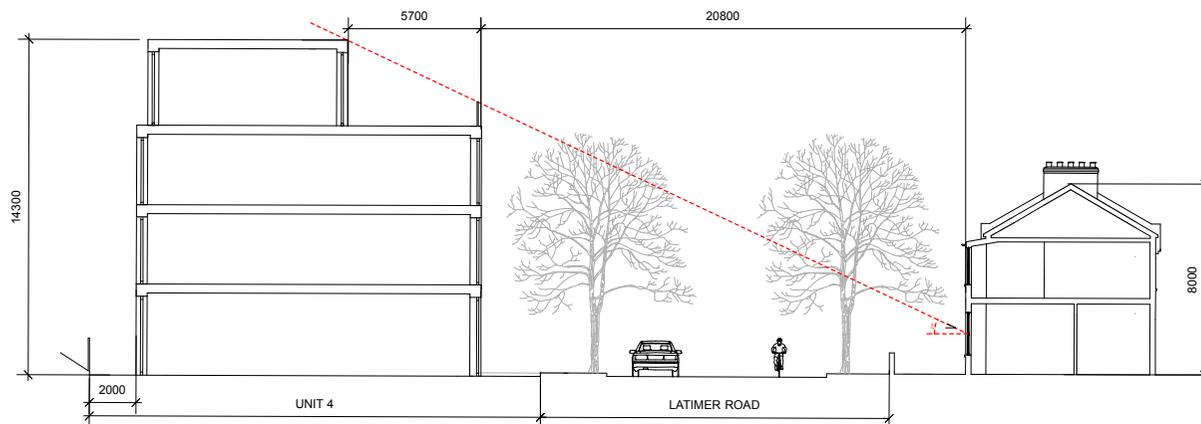


Diagram 6.8: Section

6.5 Unit 5

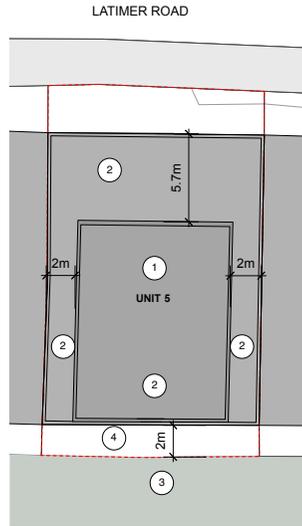


Diagram 6.9: Roof Plan

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 Banked Network Rail land
- ④ Network Rail 2 metre 'no build zone'

UNIT No.	5
PLOT WIDTH	Approx 14.1m
PLOT DEPTH	Approx 22.8m
SITE AREA	304sq m
MAX STOREYS	4*
SIDE PASSAGE REQUIRED	No
VERTICAL SET BACK REQUIRED	Yes. At 4th storey roof level
SET BACK SERVICE BAY REQUIRED	No
No. OF SERVICE CORES REQUIRED	1

*See paragraph 3.2.1 for further guidance on heights.

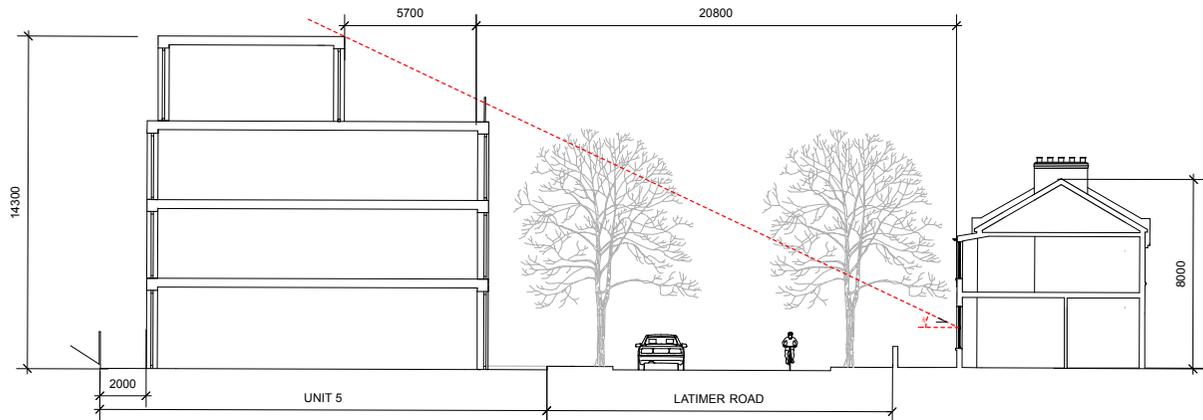


Diagram 6.10: Section

6.6 Unit 6

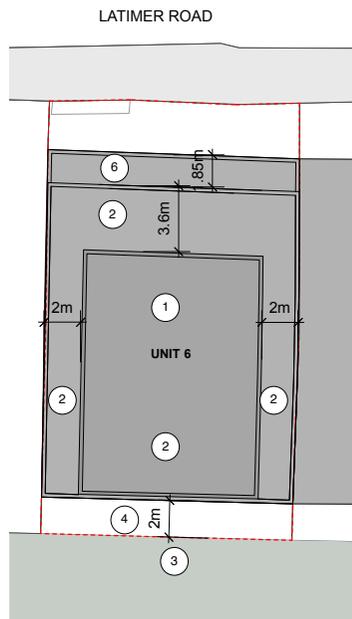


Diagram 6.11: Roof Plan

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 Banked Network Rail land
- ④ Network Rail 2 metre 'no build zone'
- ⑤ East facing set back between first and second floor level

UNIT No.	6
PLOT WIDTH	Approx 13.8m
PLOT DEPTH	Approx 22.9m
SITE AREA	331sq m
MAX STOREYS	4*
SIDE PASSAGE REQUIRED	No
VERTICAL SET BACK REQUIRED	Yes. At 3rd and 4th storey
SET BACK SERVICE BAY REQUIRED	No
No. OF SERVICE CORES REQUIRED	1

*See paragraph 3.2.1 for further guidance on heights.

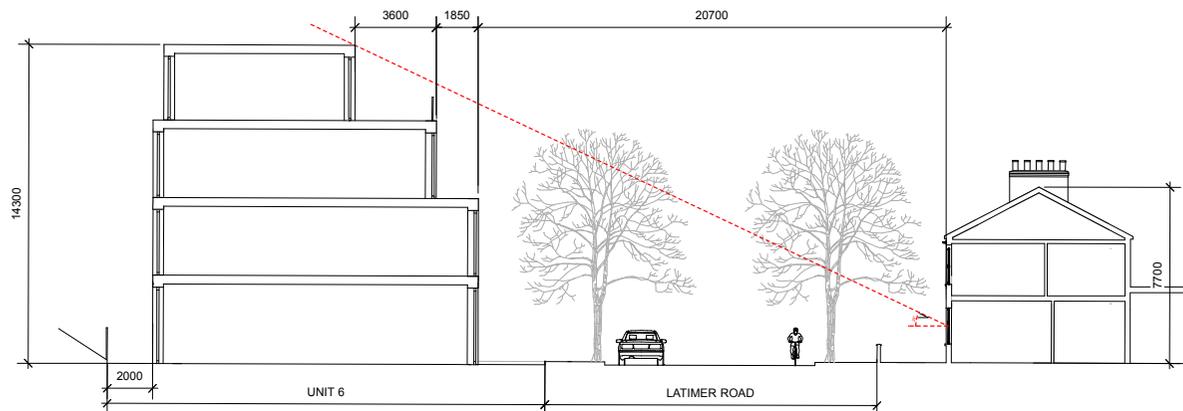


Diagram 6.12: Section

6.7 Unit 7

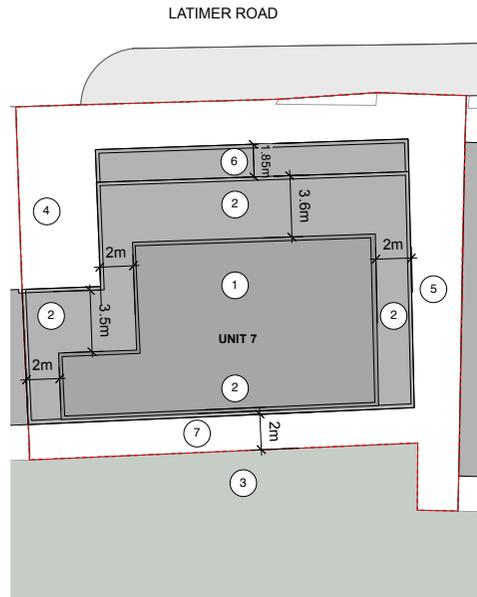


Diagram 6.13: Roof Plan

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 Banked Network Rail land
- ④ Servicing bay. See section 3.4 for guidance on servicing
- ⑤ Separating side passage secured (minimum 3m wide at the south-east corner fronting Latimer Road)
- ⑥ East facing set back between first and second floor level
- ⑦ Network Rail 2 metre 'no build zone'

UNIT No.	7
PLOT WIDTH	Approx 25.9m
PLOT DEPTH	Approx 20.1m
SITE AREA	511sq m
MAX STOREYS	4*
SIDE PASSAGE REQUIRED	Yes
VERTICAL SET BACK REQUIRED	Yes. At 3rd and 4th storey
SET BACK SERVICE BAY REQUIRED	Yes
No. OF SERVICE CORES REQUIRED	2

*See paragraph 3.2.1 for further guidance on heights.

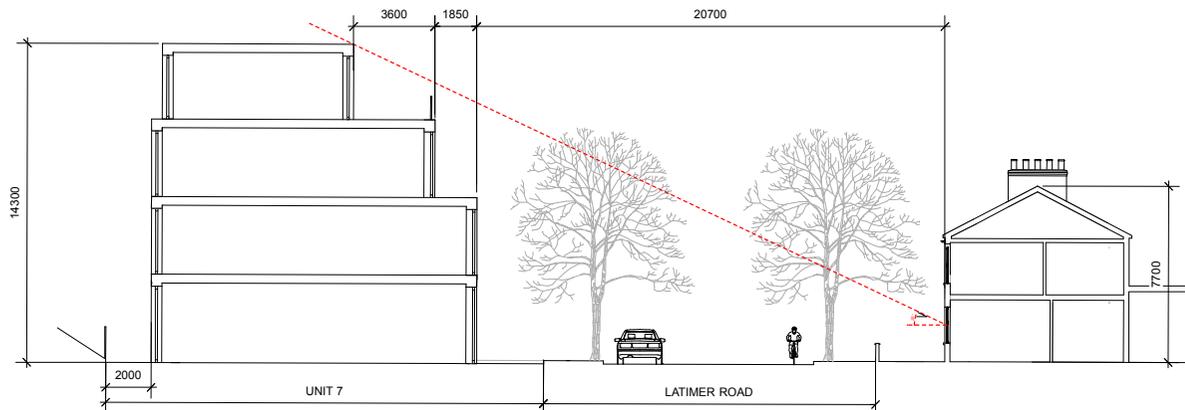


Diagram 6.14: Section

6.8 Unit 8

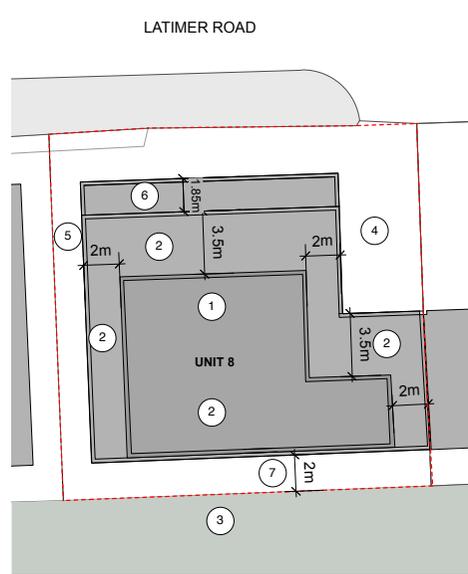


Diagram 6.15: Roof Plan

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 Banked Network Rail land
- ④ Servicing bay. See section 3.4 for guidance on servicing
- ⑤ Separating side passage secured (minimum 1.8m wide)
- ⑥ East facing set back between first and second floor level
- ⑦ Network Rail 2 metre 'no build zone'

UNIT No.	8
PLOT WIDTH	Approx 20.5m
PLOT DEPTH	Approx 20.1m
SITE AREA	417sq m
MAX STOREYS	4*
SIDE PASSAGE REQUIRED	Yes
VERTICAL SET BACK REQUIRED	Yes. At 4th storey roof level
SET BACK SERVICE BAY REQUIRED	Yes. At 3rd and 4th storey
No. OF SERVICE CORES REQUIRED	1

*See paragraph 3.2.1 for further guidance on heights.

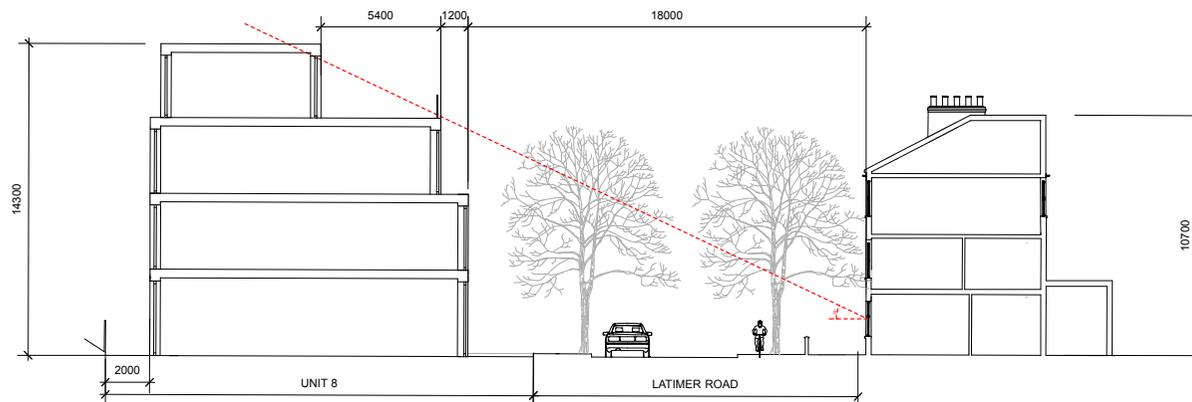


Diagram 6.16: Section

6.9 Unit 9

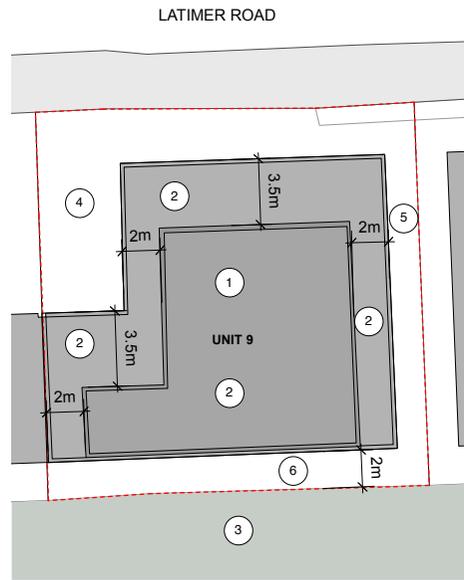


Diagram 6.17: Roof Plan

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 Banked Network Rail land
- ④ Servicing bay. See section 3.4 for guidance on servicing
- ⑤ Separating side passage secured (minimum 1.8m wide)
- ⑥ Network Rail 2 metre 'no build zone'

UNIT No.	9
PLOT WIDTH	Approx 20.2m
PLOT DEPTH	Approx 19.9m
SITE AREA	418sq m
MAX STOREYS	4*
SIDE PASSAGE REQUIRED	Yes
VERTICAL SET BACK REQUIRED	Yes. At 4th storey roof level
SET BACK SERVICE BAY REQUIRED	Yes
No. OF SERVICE CORES REQUIRED	1

*See paragraph 3.2.1 for further guidance on heights.

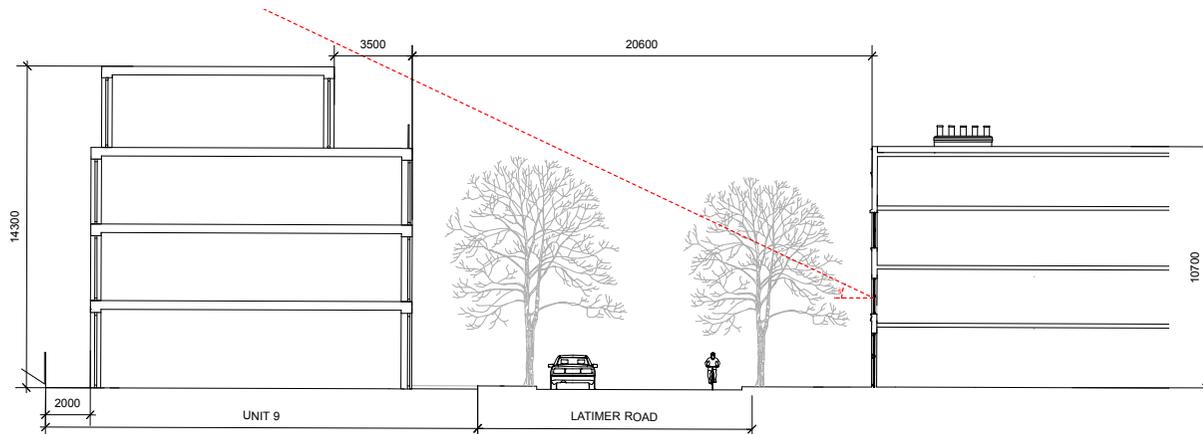


Diagram 6.18: Section

6.11 Unit 11

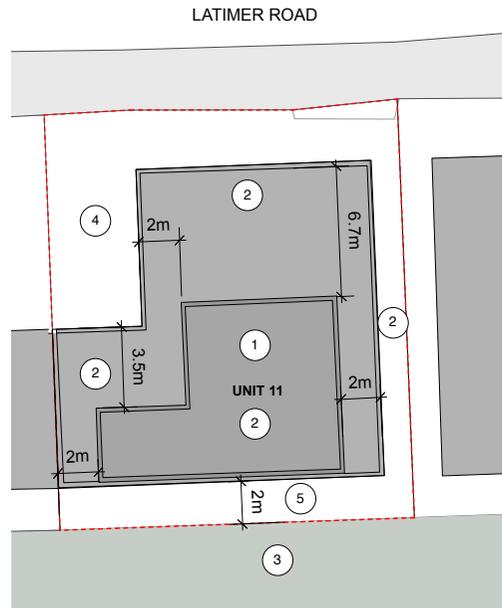


Diagram 6.21: Roof Plan

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 Banked Network Rail land
- ④ Servicing bay. See section 3.4 for guidance on servicing
- ⑤ Network Rail 2 metre no build zone

UNIT No.	11
PLOT WIDTH	Approx 17.8m
PLOT DEPTH	Approx 20.1m
SITE AREA	370sq m
MAX STOREYS	4*
SIDE PASSAGE REQUIRED	Yes
VERTICAL SET BACK REQUIRED	Yes. At 4th storey roof level
SET BACK SERVICE BAY REQUIRED	Yes
No. OF SERVICE CORES REQUIRED	1

*See paragraph 3.2.1 for further guidance on heights.

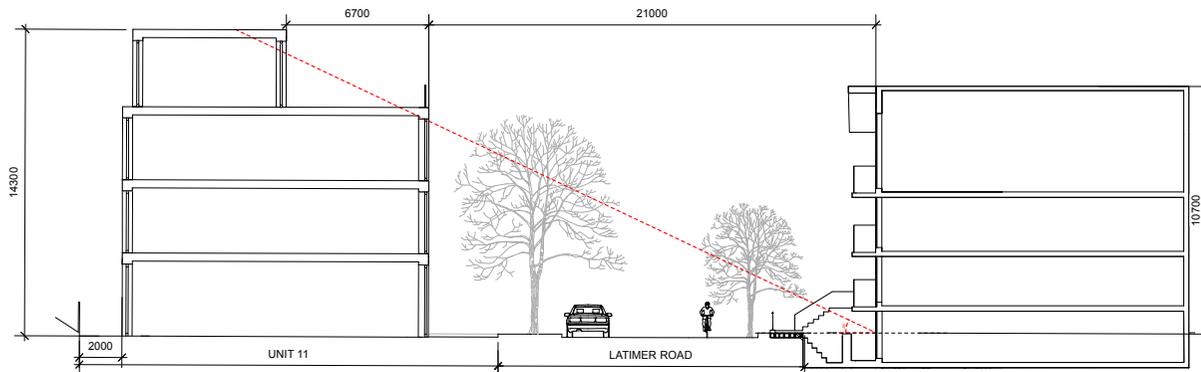


Diagram 6.22: Section

6.13 Unit 13

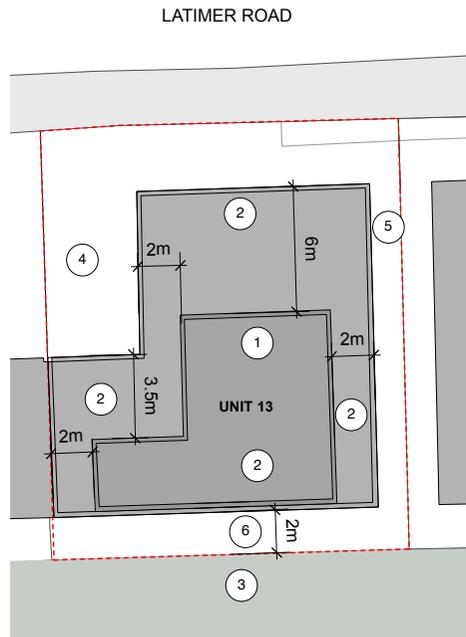


Diagram 6.25: Roof Plan

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 Banked Network Rail land
- ④ Servicing bay. See section 3.4 for guidance on servicing
- ⑤ Separating side passage secured (minimum 3m wide)
- ⑥ Network Rail 2 metre 'no build zone'

UNIT No.	13
PLOT WIDTH	Approx 17.2m
PLOT DEPTH	Approx 20.1m
SITE AREA	356sq m
MAX STOREYS	4*
SIDE PASSAGE REQUIRED	Yes
VERTICAL SET BACK REQUIRED	Yes. At 4th storey roof level
SET BACK SERVICE BAY REQUIRED	Yes
No. OF SERVICE CORES REQUIRED	1

*See paragraph 3.2.1 for further guidance on heights.

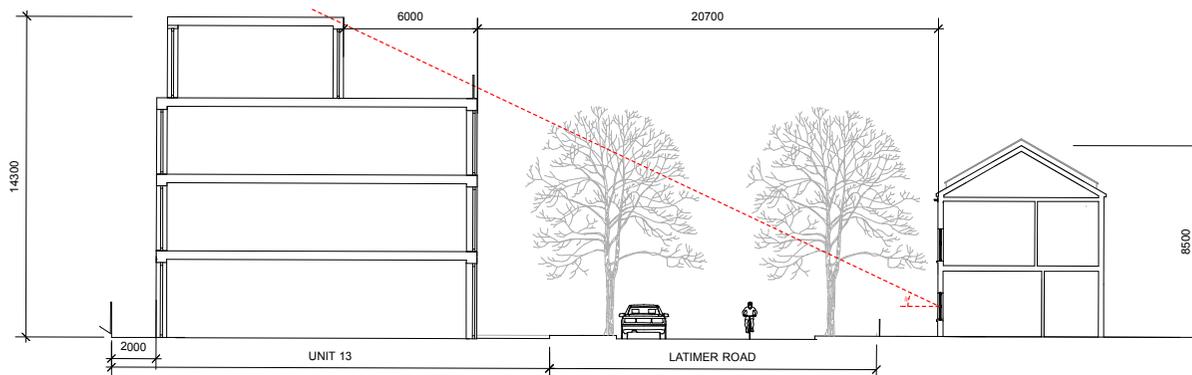


Diagram 6.26: Section

7 Evidence Base

7.1 Viability Report

In preparation for this Design Code, RBKC commissioned Carter Jonas to undertake an independent viability assessment of a sample unit to ensure that the design guidance given in the document would result in a viable proposal. The full viability assessment accompanies this Design Code as a separate document.

7.2 Sunlight/daylight study

In preparation for this Design Code, RBKC commissioned GIA to undertake an independent assessment of the potential daylight/sunlight impacts of 4 massing scenarios of units 1 – 14 (options A, B, C and D) on neighbouring properties along the east side of Latimer Road. The full GIA report on sunlight, daylight and overshadowing accompanies this Design Code as a separate document.

