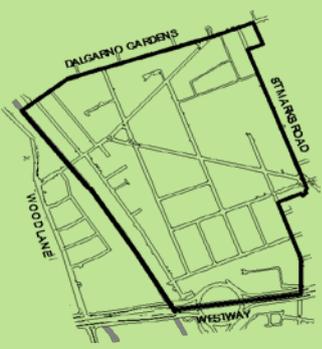


Your neighbourhood, your views

St Quintin and Woodlands



ST QUINTIN AND WOODLANDS
NEIGHBOURHOOD PLAN 2015-2030
JULY 2018

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Annexe A RBKC CONSERVATION POLICIES, ARTICLE 4 DIRECTIONS, AND THEIR
RELATIONSHIP WITH NATIONAL RULES ON PERMITTED DEVELOPMENT

Annexe B SITES DESIGNATED IN THIS PLAN AS LOCAL GREEN SPACE

SUMMARY OF POLICIES AND ACTIONS

KEEPING LIFE LOCAL

Policy

KL1) To ensure that the StQW neighbourhood remains as a strong and sustainable part of inner London, within which families and individuals can flourish and support one another within a safe and attractive physical environment and a successful local economy, with an expectation that housing needs at different stages of life will be met and with local services, shops, and other amenities available within walking distance.

Actions

KL i) As a neighbourhood forum, to play an active part within the planning system, ensuring that the policies of the local planning authority are implemented, monitored, and reviewed, and planning applications determined, with effective input from the neighbourhood level.

KL ii) The StQW Forum to participate in the RBKC Streetscape Reviews of the St Helens and Dalgarno wards, and to contribute ideas for measures to improve walkability and pedestrian safety in the neighbourhood.

CONSERVATION

Policies

C1) In respect of houses within all streets in the StQW area, whether or not subject to the current RBKC Article 4 Direction 46/62 and with the exclusion of 'cottage' properties in Oakworth Road, Pangbourne Avenue (east side), Methwold Road, Barlby Road (south side), St Marks Road (west side) and Hill Farm Road, dormer windows enabling loft extensions will be permitted on rear main roofs subject to details of dimensions, positioning in relation to the roof ridge and party wall, and use of materials. This policy will not apply to those few properties in the StQW neighbourhood with 'London/butterfly' roofs.

C2) Within those streets (and part streets) of the Oxford Gardens Conservation Area covered by Article 4 Direction 46/62:

Balliol Road Nos 1-25 odd 2-26 even inclusive

Finstock Road Nos 3-41 odd and 2-42 even inclusive

Highlever Road Nos 1-127 odd, 2-88 even inclusive

Kelfield Gardens Nos 15-21 odd, 22-33 odd, 2-46 even inclusive

Kingsbridge Road 1-23 odd inclusive

Oxford Gardens Nos 135-185 odd, 122-174 even inclusive

St Helens Gardens 21-51 odd inclusive

St Quintin Avenue Nos 1-31 odd inclusive

Wallingford Avenue Nos 1-69 odd, 2-74 even inclusive

to allow minor adjustments to roof ridge heights for insulation improvements, where this does not materially affect the appearance of the roof or create an uneven roofline in a terrace, and to require main chimney stacks to be retained.

C3) To resist the introduction of non-permeable surfaces to front garden areas (above size limits within Permitted Development rights) other than for the replacement of existing main paths.

- C4) For ground floor rear/side extensions within the StQW area, where the original external side passage is incorporated into the body of the house, to make no requirement for 'subordination' within the rear façade (via a small setback).*
- C4) For ground floor rear/side extensions within the StQW area, where the original external side passage is incorporated into the body of the house, to make no requirement for 'subordination' within the rear façade (via a small setback).*
- C5) For ground floor rear/side extensions within the StQW area, where the original external side passage is incorporated into the body of the house, to resist proposals which exceed 3m in height at the party wall, and/or with a roof slope greater than 45 degrees, and/or which infringe on Rights of Light of neighbouring properties.*
- C6) To limit rear garden outbuildings in the StQW neighbourhood to a maximum coverage of 12 sq m, with structures to remain within heights of 2.5m at the eaves and 3m at the ridge of any pitched roof.*
- C7) Where planning permission is needed, to require minor alterations to house fronts including the siting of bike or bin stores, and the addition of external security bars or shutters, satellite dishes, flues, visible gas meter boxes on front facades, to be visually discreet.*

Actions

- Ci) to ask RBKC to progress alongside the adoption of this neighbourhood plan the adoption of a composite and updated Article 4 Direction to cover specified streets (and part streets) in the StQW area. Such a Direction to remove permitted development rights for the following:*

(continuation of elements covered by existing Direction 46/62)

- alterations to roofs and facades facing the highway (as currently removed by the present Direction 46/62)*
- alterations to elevations facing the highway (as currently removed by the present Direction 46/62, with clarification as to whether the Direction applies to front boundary walls)*
- provision or extension of a hard surface (as currently removed by the present Direction No.69) for those addresses defined in that Direction)*

Such a Direction to be extended to cover the following additional and new elements:

- the painting of original brickwork on elevations facing the highway (in those streets covered by Direction 46/62 only)*
- outbuildings and structures in rear gardens that exceed 12 sq m in coverage of ground area (in all streets within the Conservation Area)*

Such a Direction to be extended to the following streets in relation to front roof alterations only

- Pangbourne Avenue*
- Bracewell Gardens (east side)*

- Cii) To notify RBKC of any infringement of Permitted Development rights in respect of front boundary walls.*

ENVIRONMENT

- E1) Where development has adverse impacts on the appearance and built form of the StQW part of the Oxford Gardens Conservation area, to require that proposals reflect and respond to the distinctive character of the St Quintin Estate in terms of the ratio of existing building heights to street and pavement widths.*
- E2) Where development has adverse impacts on views and vistas within and from the StQW neighbourhood, to resist proposals which cause harm to, or fail to preserve or enhance, the character of the StQW part of the Oxford Gardens Conservation area.*
- E3) To ensure that proposals for outdoor advertising (including associated structures) within or in the immediate surroundings of the StQW neighbourhood, do not cause harm to, or fail to preserve or enhance the character of the StQW part of the Oxford Gardens Conservation Area.*
- E4) To require that new development creates no harmful increase to the sense of enclosure of rear gardens of houses within the StQW part of the Oxford Gardens conservation area.*

Actions

- Ei) To participate in the RBKC North Kensington Streetscape Advisory Group and to encourage a high quality public realm for the neighbourhood, in terms of surface treatments (paving), street lighting, and street furniture.*
- Eii) To continue to lobby the Westway Trust to reduce its reliance on income from the leasing of outdoor advertising sites, and not to renew existing leases when these expire.*
- Eiii) To monitor damage to street trees and ensure swift replacement of any that do not flourish.*
- Eiv) To liaise with RBKC and telecoms companies, where consultation opportunities allow, on the location of any telecoms equipment not requiring planning permission, so as to mitigate the impact on the conservation area.*
- Eiv) To maintain contact with Thames Water on its programme of flood prevention for the Counters Creek catchment area.*

OPEN SPACE

Policies

- OS 1) Reflecting their origins as communal sports and recreation areas, to protect from development the remaining 'backland' private open spaces in the neighbourhood, by designating as Local Green Space (under paragraph 77 of the National Planning Policy Framework) the following sites as shown on Map 3:*
- 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)*
- OS 2) 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.*

Action

OSi) To support the Council's policies on maintaining amenity and biodiversity by protecting mature trees on larger open spaces within the StQW neighbourhood, through Tree Preservation Orders and / or planning conditions on development.

TRANSPORT AND TRAFFIC

Policies

- T1) To allocate the site at 301 Latimer Road for future transport infrastructure conditional on a) the Westway section of the east/west Cycle Superhighway proceeding as well as b) a ticket office and entrance to Overground platforms at an additional station on the West London Line at 'Westway Circus' if required.***
- T2) Where significant development is proposed within the StQW neighbourhood, to require that it be demonstrated that this will not result in increases in traffic congestion or on-street parking pressure, to an extent that would fail to preserve or enhance the character of the Oxford Gardens Conservation Area.***

Actions

- Ti) To continue to promote the case for a new Overground station on the West London Line (additional to that proposed for Hythe Road) located at 'Westway Circus' beneath the Westway elevated roundabout and combined with the pedestrian/cycle underpass between 301 Latimer Road and Wood Lane (Imperial West).*
- Tii) To request that TfL undertakes regular monitoring of traffic delays at the junction of North Pole Road and the A219 Scrubs Lane/Wood Lane and pursues any mitigation measures to reduce current delays*
- Tiii) To support the proposals for a pedestrian/cycle underpass between Latimer Road and Imperial West, subject to details of the design and 24/7 monitoring of CCTV cameras.*
- Tiv) To support any further proposals to vary north/south bus routes, to provide a direct bus connection between St Marks Road/Barlby Road/North Pole Road and Kensington High Street.*
- Tv) In the context of responses to planning applications to seek to maintain the tranquillity of streets in the StQW Neighbourhood Area and to resist any changes to the street network which will result in vehicular through traffic compromising amenity in the StQW part of the Oxford Gardens Conservation area.*

SAFETY AND TRANQUILLITY

Actions

- STi) To work with the RBKC Community Safety Partnership/Safer Neighbourhoods Board in maintaining the current low levels of crime and disorder in the neighbourhood.*
- STii) To support the Safer Neighbourhood Policing Teams working in the St Helens and Dalgarno wards*

STiii) To comment on planning applications where it is considered improvements can be made in terms of 'Safer by Design'.

STiv) To lobby RBKC to add additional CCTV cameras to the current North Kensington network, in North Pole Road and at the southern end of Latimer Road.

STv) To support residents of Blake Close in achieving adequate access control for vehicles, improved lighting, management and maintenance so as to prevent fly-tipping and discourage anti-social behaviour on the private access road and parking areas within this housing development.

SHOPPING

Policies

S1) Within the StQW area's three neighbourhood shopping parades of St Helens Gardens, North Pole Road, and Barlby Road, to allow permanent change of use between;

- A1/A2/A3 – shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices (but not sorting offices), pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes, financial services such as banks and building societies, professional services (other than health and medical services) including estate and employment agencies and betting offices), restaurants and cafes**
 - B1 - offices and light industry appropriate in residential areas**
 - D1- non-residential institutions - clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court**
 - D2 - Cinemas, music and concert halls, bingo and dance halls (but not night clubs), swimming baths, skating rinks, gymnasiums or area for indoor or outdoor sports and recreations (except for motor sports, or where firearms are used) use classes**
- subject to amenity considerations.**

S2) Through increased flexibility on permitted use classes, to reduce the number of vacant shop units within the three neighbourhood shopping parades (North Pole Road, St Helens Gardens and Barlby Road) thereby creating new employment opportunities.

ACTIONS

Si) To request RBKC to review the balance of residents and P&D (pay and display) parking bays in the immediate vicinity of North Pole Road and St Helens Gardens, with a view to creating more short-term parking for shoppers and users of local services.

Sii) As part of the North Kensington Streetscape Review, to work with the RBKC Transport and Market Management Departments to provide for temporary road closures in the northern section of the St Helens Gardens shopping parade, to create a pedestrian area suitable for permitted market trading and outdoor consumption of food and drink.

Siii) Through participation of the StQW Forum in the North Kensington Streetscape Advisory Group, to follow up on other potential improvements to the shopping parades in the neighbourhood, as indentified via the StQW Survey and retail questionnaire/interviews.

Siv) To continue to contact owners and managing agents of vacant shop units to encourage refurbishment and re-letting, alert them to flexibilities on change of use, and identify potential matches with resident aspirations for new uses.

LATIMER ROAD

Policies

LR1) To allow residential use of upper floors in redeveloped B class buildings at Units 1-14 Latimer Road, provided that the ground (and any mezzanine floor) remains in commercial use.

LR2) To allow A1/A2/A3, A4, D1 and D2 class uses, along with any B class use other than B2 and B8 (over 500 sq.m) within Latimer Road, where such uses contribute to the vitality of the street and to the wider neighbourhood area.

LR3) To encourage building uses which support the creative and cultural industries, and which contribute to the Royal Borough's policies on Cultural Placemaking and RBKC Core Strategy Policy CR6.

LR4) In the context of mixed use policies for Latimer Road, to encourage uses which will increase employee numbers on site (as opposed to warehousing and storage) within the full range of A, B and D class uses.

LR5) In order to restore the original urban form of the street, to allow increased building heights on the western side of Latimer Road subject to:

- i) 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*
- ii) 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*
- iii) No harmful increase in the sense of enclosure to existing buildings and spaces and neighbouring gardens*

Actions

LRi) To develop a set of Design Guidelines or a Design Code, in conjunction with RBKC, to provide a framework for the incremental redevelopment of Units 1-14 and other commercial premises on the western side of Latimer Road, so as to ensure a consistent approach to building lines, building heights, massing, fenestration, use of materials, delivery and parking arrangements, with the aim of restoring a coherent streetscape of human scale, with active frontages and a positive relationship between buildings and the street.

LRii) In the event of the Government withdrawing RBKC's current 'whole borough exemption' on permitted development for change of use from office to residential, to ask the Council introduce an Article 4 Direction removing such permitted development rights in relation to ground floor B1 floorspace within the 4 sections of Latimer Road currently designated as part of the Freston Road/Latimer Road Employment Zone

HOUSING

Policies

H 1) To allocate for housing use the land at 142A Highlever Road

H2) To allocate the sites occupied by Units 1-14 Latimer Road for mixed use development, allowing housing use (C3) subject to ground and mezzanine floors remaining in commercial use (B1, B8, A or D class).

HEALTH AND EDUCATION

Action

HEi) To advocate that in the event of any redevelopment of the site the St Quintin Health Centre, the developer be required to include sufficient good quality floorspace at ground floor level to provide replacement accommodation for health services at this location.

ST QUINTIN AND WOODLANDS NEIGHBOURHOOD PLAN 2015-2030

Context

0.0.1 The St Quintin and Woodlands (StQW) Neighbourhood Plan was prepared by members of the StQW Neighbourhood Forum. The Forum is a 'qualifying body' designated by RB Kensington & Chelsea (RBKC) in July 2013 for the purpose of preparing a neighbourhood plan. The Forum was established by (and shares its membership with) the St Helens Residents' Association.

0.0.2 As set out in CLG Planning Practice Guidance paragraph 006 '*A neighbourhood plan attains the same legal status as the Local Plan once it has been agreed at a referendum and is made (brought into legal force) by the local planning authority. At this point it becomes part of the statutory development plan. Applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise (see section 38(6) of the Planning and Compulsory Purchase Act 2004).*

Background

0.1.1 Kensington & Chelsea is well known as a part of London with the highest residential values in the UK. It is a cosmopolitan and diverse part of a global city, with characteristics that make it a special place to live – appreciated by longstanding residents and sought after by those wishing to move into the area.

0.1.3 The attractiveness of the Royal Borough creates its own challenges for a neighbourhood plan. RBKC is one of the most densely populated areas in Europe, with a high population turnover of over 20% per year. Property prices and private sector rents are the highest in the country and beyond the reach of most people. The phenomenon of 'Buy to Leave' is leading to expensive residential areas becoming 'hollowed out', with shrinking number of residents unable to support local shops and facilities. While the northern part of Kensington has not so far been seriously affected by this unwelcome aspect of the capital's housing market, there has been concern within the StQW neighbourhood that this is only a matter of time.

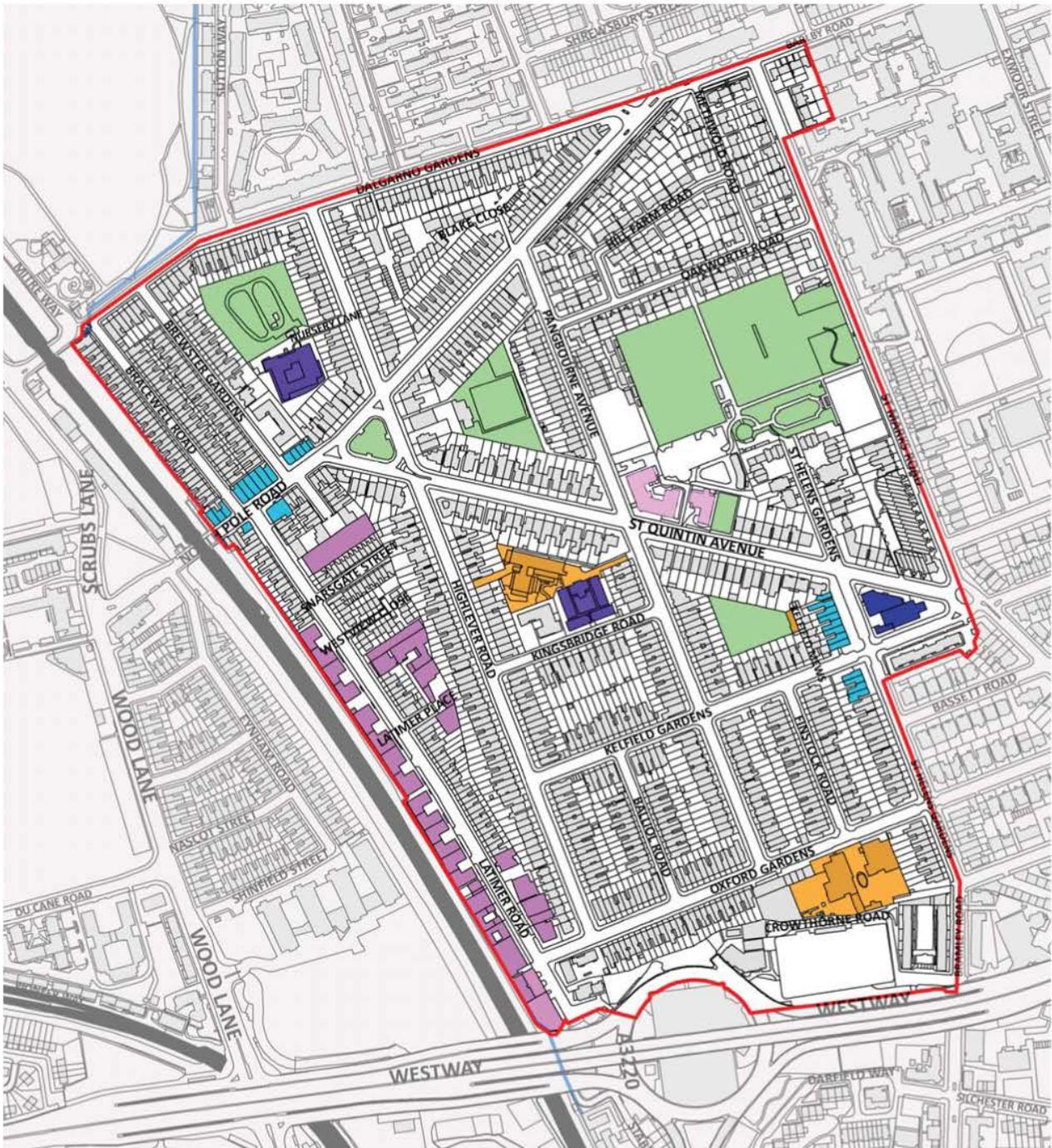
0.1.4 Hence one of the main themes of this Plan is ensure the continuation of the StQW area as a genuine 'neighbourhood' in which

- the ties of a local community remain strong
- shops, offices and other buildings remain occupied and well used
- there are housing opportunities for younger people and older 'downsizers'
- friendliness and good neighbourliness remain an everyday part of the quality of life

0.1.4 The policies proposed in this Draft Plan relate to the neighbourhood area designated within RBKC, as shown by the red boundary line in Map 1 overleaf

0.1.5 The StQW neighbourhood area covers 42 hectares and includes some 1,700 households, three shopping parades, St Helens Church, and a street (Latimer Road) sections of which are currently designated as an Employment Zone. The neighbourhood area covers parts of the Dalgarno and St Helens wards, and lies within the larger Oxford Gardens Conservation Area.

MAP 1: The St Quintin and Woodlands Neighbourhood Area



Key:

- Boundary of Designated Neighbourhood
- Existing Green Space / Recreational Facilities
- Health (GP and Nursing Home)
- Employment Zone
- Church
- Schools and Nurseries
- Sheltered Housing
- Shopping Parades

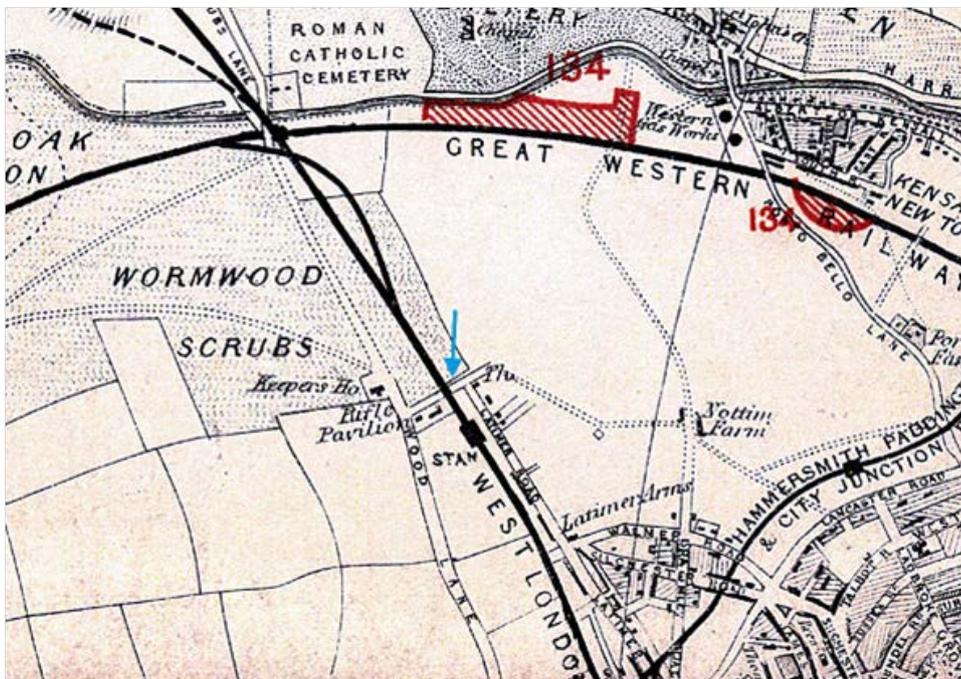
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A brief history of development in the neighbourhood

0.1.6 The building of the streets and houses in the neighbourhood followed swiftly from the construction of the Hammersmith and City railway across North Kensington (the line opened in 1864). This opened up a previously rural area to landowners and builders eager to invest in London's westward expansion. Land west of Ladbroke Grove was laid out and developed from 1870-90 by architects and builders engaged by the St Quintin family.

0.1.7 Latimer Road, lying alongside what is now the West London Line, was from the late 1880s onwards an important north/south route running down to Holland Park Avenue. The severance of this route by the construction of the Westway in the late 1960s has had a lasting impact on Latimer Road and on movement and connectivity generally within this part of North Kensington.

0.1.8 A further phase of development to the estate took place between 1891 and 1905 and was undertaken by builders working for W H St Quintin. This involved the building of several hundred red brick family houses in a series of wide terraced streets (with some larger end of terrace houses).



The area in the 1870s, including railway transport links. The original station in Latimer Road was moved northwards in 1893 to the site shown by the blue arrow, at North Pole Road, and then closed after bomb damage in 1940.

0.1.9 After the 1914-18 war other parts of the St Quintin neighbourhood were developed mainly for workers housing by the Kensington Borough Council and by various charitable trusts. In 1919 the Council bought nine acres in the vicinity of Methwold and Oakworth Roads, and by 1926 had built 202 cottages or cottage flats, to designs by the architect A. S. Soutar. These streets were added to the Oxford Gardens/St Quintin Conservation Area in 2002.

0.1.10 The streets to the north of North Pole Road (Bracewell Road, Brewster Gardens, Dalgarno Gardens south side) are made up of Victorian two storey housing. Formerly part of the London Borough of Hammersmith & Fulham, these streets became part of Kensington & Chelsea in 1996. These streets were also added later to the Oxford Gardens Conservation Area.

0.1.11 The nearby areas of Notting Barns and 'the Potteries' were notorious in the 19th century as one of London's worst slums with very high rates of infant mortality and disease. The former Princess Louise Hospital in Pangbourne Avenue, funded through private subscription, was opened in 1928 to provide medical care to

the poor. The Kensington Memorial Park, which remains the main public open space within the neighbourhood area, was opened in 1926.

0.1.12 Much of the housing stock built in the area in the late 19th and early 20th centuries was in poor condition by the 1970s, with many houses multi-occupied. The St Lawrence General Improvement Area was declared by RB Kensington & Chelsea in 1984.

0.1.13 The threat of the London Motorway Box in the 1960s (of which only the short section of the West Cross Route was ever built and the remainder of the project abandoned) brought local residents together during that decade. The impact of rail servicing arrangements for the Channel Tunnel was also a threat to the area, now long past.

0.1.14 Hence the neighbourhood has a history of facing challenges resulting from London-wide and national infrastructure projects. Local residents find themselves in this position once again with the proposals for very major commercial and residential development around the planned HS2/Crossrail hub, within the area to be planned and managed by the new Old Oak and Park Royal Development Corporation.

What the neighbourhood plans aims to do

0.1.15 The extent to which neighbourhood plans can influence major infrastructure change is limited. Such change in this part of London is being determined largely by higher level plans (the London Plan, the Old Oak and Park Royal Development Corporation Draft Local Plan, and the Local Plans of RB Kensington & Chelsea and of LB Hammersmith & Fulham).

0.1.16 Within these constraints, a neighbourhood plan can still have significant influence on what happens within a small area. The StQW Neighbourhood Plan:

- introduces policies on employment and housing which will contribute to sustainable development of the neighbourhood and its long-term success, .
- provides for residents a clear and understandable set of conservation policies, reflecting the character of the neighbourhood and its building types.
- asks RBKC to update the existing Article 4 Directions¹ which already apply to specified streets and part streets within the StQW neighbourhood, and to add two new elements (on overpainting of original brickwork and on garden outbuildings) in order to better protect the heritage of the area (see Section 2 on Conservation).
- proposes policies for the regeneration of Latimer Road, including further residential development, as a part of the neighbourhood which has not fulfilled its potential since the construction of the Westway in the late 1960s.
- contributes to the Borough's targets for new housing, allocating specific sites for housing use.
- proposes designation as Local Green Space of three of the original 'backlands' in the Oxford Gardens/St Quintin Conservation Area.
- addresses issues on transport and traffic, with an eye to the greatly increased demands being placed on the local road network as a result of development in the surrounding area.

0.1.17 The scope of a neighbourhood plan is defined in law in what is now Section 38A(2) of the Planning and Compulsory Purchase Act 2004. This establishes that *'a neighbourhood development plan is a plan which sets out policies (however expressed) in relation to the development and use of land in the whole or any part of a particular neighbourhood area specified in the plan'*.

¹ Article 4 Directions are the statutory means whereby local authorities may remove Permitted Development rights, thus requiring planning permission for specified forms of development such as roof or facade alterations. See under Section 2 of this Plan and Annexe B for more information.

0.1.18 This Draft Plan uses the term 'Actions' to distinguish from 'Policies' proposals that are not directly related to development or land use. **It is the Policies alone which will form the statutory part of this Plan, and which will be applied by RBKC when deciding planning applications.**

0.1.19 In all sections of the Plan

- proposed policies are shown in ***bold italic red type***
- the 'reasoned justification' for each policy is shown in ***bold blue italic type***
- 'Actions' are shown in ***bold green type***.

Duration of the StQW Neighbourhood Plan

0.1.20 This Neighbourhood Plan covers a maximum 15 year time period, from 2015 to 2030 . It is likely to require earlier review in the light of the major developments that will be taking place in the surrounding Opportunity Areas, or when RB Kensington & Chelsea updates its 2015 Consolidated Local Plan.

Evidence base for the Plan

0.1.21 Details of the documents, survey returns, and other information used in the preparation of this Plan are provided as an annexe to the 'Basic Conditions Statement' submitted to RBKC in May 2015.

0.1.22 Demographic and socio-economic data in this Plan relies largely on the ward profiles published by RBKC. Averaging figures across these two wards gives only a rough approximation for data for the StQW neighbourhood area, as this includes the more affluent parts of the Dalgarno and St Helens wards and this skews average figures.

THE WIDER PLANNING CONTEXT – DEVELOPMENT PRESSURES AND DRIVERS OF CHANGE

0.2.1 The StQW neighbourhood lies within an area of inner west London for which there are a series of major infrastructure and development plans spanning the next 30 years.

0.2.2 Three of London's thirty eight Opportunity Areas surround the neighbourhood. These are Old Oak/Park Royal (now the OPDC area), White City and Kensal Canalside. Opportunity Areas are designated by the Mayor of London and London Boroughs and are defined in the London Plan as '*London's major source of brownfield land with significant capacity for new housing, commercial and other development linked to existing or potential improvements to public transport accessibility*'. Hence these areas are treated in planning terms as being suitable for 'intensive' development, with implications for the surrounding areas.

0.2.3 The **Old Oak and Park Royal Development Corporation (OPDC) has since April 1st 2015 been the local planning authority for the area shown below, stretching** across the three boroughs of Hammersmith & Fulham, Brent, and Ealing. The Development Corporation is preparing a Local Plan for this area, expected to be adopted in 2017.

0.2.4 A 'Planning Framework' for the Old Oak and Park Royal Area was adopted by the Mayor of London in November 2015 as a Supplementary Planning Document to the London Plan.

0.2.5 RB Kensington & Chelsea's plans for the Kensal Canalside Opportunity Area remain at an early stage. Several major landowners are involved, and negotiations between them are complex. The Council is also continuing to lobby the Government for a Crossrail station at this location. RBKC published an initial consultation paper for the Kensal Gasworks Strategic Site in mid 2012, but no firm plans have subsequently emerged.

Implications for the StQW Neighbourhood

0.2.6 The scale of development proposed for these Opportunity Areas is massive, by London and even global standards. While it will be 30 years before the full impact on the StQW neighbourhood is seen, the changes will be profound. Three main concerns have emerged in consultation and discussions:

- none of the proposals for individual sites, nor the various planning frameworks and 'illustrative masterplans' for the wider area as published to date, explain adequately how the demands on the local road network will be met - particularly the A219 Scrubs Lane/Wood Lane as the main north/south route through the area. This is a major concern for local people, covered in Section 5 of this Draft Plan.
- The western skyline of this part of London currently remains relatively open and unobstructed by tall buildings. This is already changing as a result of development in Hammersmith & Fulham and will change further with the development of Old Oak. There is little that a neighbourhood plan can do to lessen the impact of such developments outside the boundary of the designated neighbourhood.
- the daily experience of residents within the StQW neighbourhood, of being at the edge of inner London, in an enclave originally designed to be more 'suburban' than 'urban' and with open green spaces and wide and peaceful streets, is at risk of continued erosion. Pressures for housing and commercial development, with resultant increased traffic, will continue. This Neighbourhood Plan ensures that such development, where within the neighbourhood area, is directed to the most suitable locations.

0.3 VISION AND OBJECTIVES OF THE StQW NEIGHBOURHOOD PLAN

0.3.1 The over-arching vision for the Plan is:

To secure the future of a neighbourhood that offers the best features of life in central London, for this and future generations

0.3.2 From this vision, a set of 11 key objectives was developed for the plan. These are as follows:

1. **Keep the area as an attractive place to live and work, for families and individuals from current and future generations (This reflects the Keeping Life Local theme of the RBKC Core Strategy).**
2. **Provide locally specific conservation policies to be applied within the neighbourhood, to protect heritage while reflecting contemporary lifestyles and making fully effective use of existing housing stock.**
3. **Protect environmental quality and the neighbourhood's wide streets and public realm including views within and from the conservation area.**
4. **Protect and enhance our open spaces, gardens and trees, both private and public, bringing backland green areas into community use where ownership permits.**
5. **Reduce traffic queues, noise and disturbance within the neighbourhood and improve pedestrian/cycle connectivity to the south and west.**
6. **Maintain safety, security and tranquillity in the area, contributing to a continued low level of burglary and street crime.**
7. **Safeguard the commercial viability of our shopping parades as sources of local convenience shops and services that residents need.**
8. **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.**
9. **Maintain and where possible increase employment opportunities in the area.**
10. **Contribute to the Borough's housing targets and seek out opportunities for building housing affordable to younger generations.**
11. **Protect local education, health and community facilities from commercial development pressures.**

0.3.3 Some of these objectives lend themselves more readily than others to being shaped via land use and development planning policies. Those relating to issues such as transport and traffic require greater involvement from both Borough Councils (RBKC and LBHF) and from the GLA and from Transport for London (TfL). A number of proposed 'Actions' in the StQW plan are directed towards such involvement.

Keeping life local

Objective 1 ***Keep the area as an attractive place to live and work, for families and individuals from current and future generations.***

1.0.1 In preparing this plan, the StQW Forum has gathered together information about what people like about the neighbourhood, what they like less, what they want to maintain and what they want to change.

1.0.2 The qualities and characteristics which people say they like about the area, its 'friendliness' and 'neighbourliness' will not always be directly amenable to planning policies. But indirectly they may be. For example, when responding to a survey question on 'What are the main reasons that you would use shops in the local area?' many residents cited 'convenience'. But many also went on to say that supporting smaller independent local businesses was important to them because regular visits to their favourite shops, cafes, or hairdresser are also part of their social interactions and a way of keeping up with neighbours.

1.0.3 These 'village' qualities are apparent in many parts of London, and are widely seen as something under threat – from faster population turnover, car-based and internet shopping, rapidly changing demographics, and the takeover of independent shops and pubs by national chains. Helping to maintain the viability of local shopping parades is thus a social, economic **and** a planning issue.

1.0.4 The 'walkability' of the neighbourhood, with access to chemist, post office, and convenience shops are key attributes which local residents value highly. RBKC planning policies acknowledge that within high density London, perceptions of 'walkability' are more in the 300-500m range than the 500m figure often used for planning purposes.

1.0.5 Hence the first policy of this neighbourhood plan is a broad one, and consistent with the RBKC Core Strategy objective C01 on 'Keeping Life Local'. The STQW Forum aims to help to achieve this borough-wide objective, and to support the effective operation of the planning system in the Royal Borough, through active participation in the continuing Partial Review of the 2015 Consolidated Local Plan, the preparation of Supplementary Planning Documents, and by providing local knowledge and input in responses to individual planning applications and appeals.

1.0.6 The policies in this Plan seek to retain those features and characteristics of the area which are most appreciated by local residents, while resisting some trends that are unwelcome. This is not an unthinking objection to all forms of new 'development'. The Draft Plan identifies significant opportunities for housing development in particular. But the Forum also recognises that the qualities of a successful major city, and of sustainable neighbourhoods within such a city, are fragile and can easily be lost through inappropriate development.

POLICY

KL1) To ensure that the StQW neighbourhood remains as a strong and sustainable part of inner London, within which families and individuals can flourish and support one another within a safe and attractive physical environment and a successful local economy, with an expectation that housing needs at different stages of life will be met and with local services, shops, and other amenities available within walking distance.

Reasoned justification: responses to the StQW Residents Survey show the extent to which people value what they like about the StQW neighbourhood area, and also the fears and concerns they have for the future. The above policy is consistent with the over-arching strategic objective CO1 of the RBKC Core Strategy. It is about ensuring that the neighbourhood remains a sustainable residential area for all generations, with shops and

facilities within walkable reach and with sufficient local employment opportunities to maintain a vibrant local economy

ACTIONS

KLi) As a neighbourhood forum, to play an active part within the planning system, ensuring that the policies of the local planning authority are implemented, monitored, and reviewed, and planning applications determined, with effective input from the neighbourhood level.

KL ii) The StQW Forum to participate in the RBKC Streetscape Reviews of the St Helens and Dalgarno wards, and to contribute ideas for measures to improve walkability and pedestrian safety in the neighbourhood.

Conservation

Objective 2 ***Provide locally specific conservation policies for the neighbourhood, to protect heritage while reflecting contemporary lifestyles and making best use of existing housing stock.***

2.0.1 RB Kensington & Chelsea has a set of policies on conservation and design which are designed to preserve and enhance the Borough's heritage. The quality of the buildings, public spaces, and garden squares in the Royal Borough is very high, and the Council works hard to keep it so.

2.0.2 The Council's conservation policies were reviewed in 2014, consolidating previous policies from the previous Unitary Development Plan with those from the 2010 Core Strategy. These revised policies form part of the 2015 Consolidated Local Plan for the Borough.

2.0.3 A set of RBKC Conservation Area Proposal Statements (CAPS) has been prepared and adopted over the years, for each Conservation Area. That for the Oxford Gardens CA (which covers nearly all the streets in the StQW neighbourhood) was drawn up in 1975 and revised and re-adopted by the Council in 1990. This document continues to be used and referred to by the Council as 'policy guidance' in making decisions on planning applications. As a result of changes in the national planning system since 1990, the stated 'policies' in these CAPS documents now carry very limited material weight.

2.0.4 In 2014 the Council embarked on a programme of Conservation Area Appraisals, to replace the original CAPS documents. A Conservation Area Appraisal for the Oxford Gardens area will be consulted on in 2016. The new Conservation Area Appraisals do not set 'policy', but will provide evidence as to those features which are considered to contribute towards the character or appearance of the Conservation Area, and which are likely to be a material consideration in decisions on planning applications and in interpreting Borough-wide policies within each Conservation Area.

2.0.5 The proposed policies and actions on conservation and design in the StQW Neighbourhood Plan have two purposes

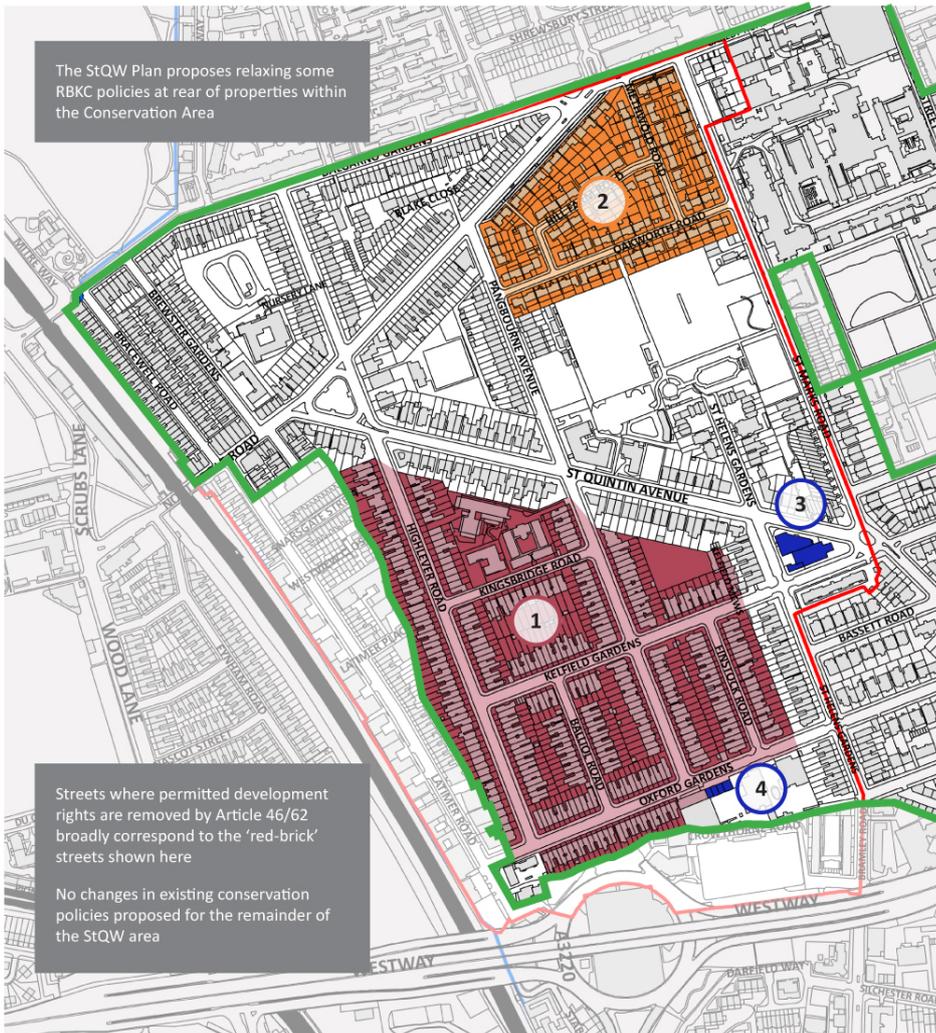
- to provide policies appropriate for the house types in the StQW neighbourhood.
- to establish neighbourhood level ground rules on some issues which are not specifically covered by current RBKC policies.

2.0.6 Unlike advisory or guidance material in a Conservation Area Assessment, identifying what changes may cause harm or benefit to the area, the StQW conservation policies will have the force of policy in terms of the material weight which they carry.

2.0.7 The Oxford Gardens CA is a large conservation area by RBKC standards, and the StQW neighbourhood forms only one part of it (broadly corresponding to what is defined as 'District C' in the original 1979/1990 CAPS document). Following the addition to the CA in 2002 of further streets, the boundaries of the conservation area now include Bracewell Road, Brewster Gardens, Dalgarno Gardens, Barlby Road, and Oakworth, Hill Farm and Methwold Roads. Hence almost all the streets in the StQW neighbourhood fall within the conservation area (Latimer Road and the streets off it being the exception). Map 2 overleaf shows the boundary of the Conservation Area superimposed on that of the StQW Neighbourhood.

2.0.8 The conservation policies proposed within the StQW Draft Plan have been drawn up through consultation and discussion amongst local residents, at open meetings of the Forum. Each has been the

MAP 2: Conservation and Heritage



Key:

- Boundary of Oxford Gardens Conservation Area
- 1 The Edwardian 'red-brick' streets of the St Quintin Estate (built 1905-10)
- 2 The 'railway cottage' estate (built 1919-26)
- 3 Heritage value building: St Helens Church
- 4 Heritage value building: Lichfield Studios

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subject of one or more votes at these meetings. Only those which have commanded clear majority support at these public meetings have been included in this Submission Version of the Draft Plan.

2.0.9 The Council has a general duty under the 1990 Planning (Listed Buildings and Conservation) Act to '*preserve and enhance the character*' of conservation areas which it designates. This same duty applies to the making of a neighbourhood plan. The Council is satisfied that this duty will continue to be fulfilled by the policies set out in this neighbourhood plan.

Conservation policies applying to individual houses.

2.2.1 Conservation area status is correlated with house values and it is in the collective interest of all homeowners to ensure that conservation policies are upheld and enforcement action taken on any breaches.

2.2.2 The outward appearance of the Edwardian and Victorian houses in the StQW area, as seen from the street, is the key feature of this part of the Oxford Gardens Conservation Area. The StQW neighbourhood was granted conservation area status because it is a good example of modest yet attractive and homogeneous domestic architecture of its time, and not because the area includes many Listed Buildings or those of special historical interest.

2.2.3 The streets of our neighbourhood are different from many parts of Kensington & Chelsea. We do not have the grander five storey stucco houses characteristic of other parts of the borough. Nor do we have the narrow streets, the mews, and the packed smaller houses of areas such as Hillgate Village. We do not have the shared garden squares that make the rear aspect of houses almost as important, in conservation terms, as their front facades. These distinctive characteristics of the neighbourhood are reflected in the proposed StQW policies below.

2.2.4 As a general theme, the StQW proposals involve continued protection of the appearance of the front of houses, while allowing some more freedom at the back.

2.2.5 For many properties in the neighbourhood, the 'rules' that apply to different types of building alteration depend on a complex inter-relationship between nationally applied rights for 'permitted development', Article 4 Directions which remove those rights in specified streets, and RBKC planning policies. This relationship can appear complicated, not least because a building owner is required to refer to several different sets of Council and national government documents or web pages. One of the aims of the StQW Plan is to provide residents with a single document that explains all in one place.

2.2.6 Annexe B to this Plan explains the current position on RBKC planning policies and Article 4 Directions, and the inter-action of these with national Permitted Development rules, for the StQW part of the Oxford Gardens Conservation Area.

2.2.7 The remainder of this section of the StQW Plan sets out each of the proposed policies on conservation, with a 'reasoned justification' for each.

POLICIES

C1)) In respect of houses within all streets in the StQW area, whether or not subject to the current RBKC Article 4 Direction 46/62 and with the exclusion of 'cottage' properties in Oakworth Road, Pangbourne Avenue (east side), Methwold Road, Barlby Road (south side), St Marks Road (west side) and Hill Farm Road, dormer windows enabling loft extensions will be permitted on rear main roofs subject to details of dimensions, positioning in relation to the roof ridge and party wall, and use of materials. This policy will not apply to those few properties in the StQW neighbourhood with 'London/butterfly' roofs.

Reasoned justification: there are no remaining streets in the neighbourhood which have rooflines without one or more rear dormers, and which are wholly 'unimpaired'. There are few viewpoints from which the rear of properties can be seen from the street or public areas. There remain a small number of groups of terraced properties where revised RBKC policy CL8(b)(i) is currently deployed to resist rear dormers. Such application of current RBKC policies is seen by the majority of local residents as restricting the scope of house-owners to make use of attic space, while doing very little to 'preserve or enhance' the character of the StQW part of the Oxford Gardens Conservation Area, where the rear of properties has limited historical or architectural merit. Varying this RBKC policy in respect of the StQW part of the Oxford Gardens CA is seen by the StQW Forum as having no material impact on the character of the conservation area, given the number and extent of rear dormers already in place. The roofscape analysis included in the Basic Conditions Statement at page 15 is the primary evidence base for this view.



Rear dormers as part of loft rooms. The one in the centre conforms with current RBKC guideline. Annexe B to this Plan gives details on these guidelines.

2.2.8 There have been a few occasions when house-owners have wished to make small alterations to the height of the roof ridge, in order to install insulation and improve energy efficiency. Where this outcome can be achieved without compromising a level roofline in a terrace, or making an appreciable change to the appearance and relationship of the property to its neighbours, Policy C2) below allows for this.

C2) Within those streets (and part streets) of the Oxford Gardens Conservation Area covered by Article 4 Direction 46/62

- Balliol Road Nos 1-25 odd 2-26 even inclusive***
- Finstock Road Nos 3-41 odd and 2-42 even inclusive***
- Highlever Road Nos 1-127 odd, 2-88 even inclusive***
- Kelfield Gardens Nos 15-21 odd, 22-33 odd, 2-46 even inclusive***
- Kingsbridge Road 1-23 odd inclusive***
- Oxford Gardens Nos 135-185 odd, 122-174 even inclusive***
- St Helens Gardens 21-51 odd inclusive***
- St Quintin Avenue Nos 1-31 odd inclusive***
- Wallingford Avenue Nos 1-69 odd, 2-74 even inclusive***

to allow minor adjustments to roof ridge heights for insulation improvements, where this does not materially affect the appearance of the roof or create an uneven roofline in a terrace, and to require main chimney stacks to be retained.

Reasoned justification: to allow house-owners to improve the energy efficiency of their homes, provided that this does not materially affect the character of the conservation area.

Rooflights

2.2.9 RBKC Article 4 Direction 46/62 removes permitted development rights for front rooflights within those streets and part streets in the StQW part of the Oxford Gardens Conservation Area as listed below. The Council will continue to resist applications to install front rooflights in these streets and hence no additional StQW policy is required to maintain this position.

A proliferation of rooflights in front roofs is acknowledged as a characteristic of conservation areas ‘at risk’ through insufficiently robust policies and/or lack of enforcement. A proposed ‘Action’ in this plan would extend the current Article 4 Direction to Pangbourne Avenue and the eastern side of Brewster Gardens, subject to the Council introducing an amended Direction.



Front rooflights damage the view of roofscapes (image not from within the Conservation Area)

Painting of brickwork on front facades

2.3.1 Overpainting of original brickwork on front facades is strongly discouraged by the 1975/1990 Oxford Gardens Conservation Area Policy Statement. But it remains permitted development, and for the StQW neighbourhood this right has **not** been removed by a RBKC Article 4 Direction (as it has in other parts of the Borough)

2.3.2 Open meetings of the StQW Forum expressed a clear majority view that the character of this part of the Conservation Area would be severely damaged were there to be rash of painting of the attractive original Edwardian brickwork facades in the 'red brick streets'.

2.3.3 Hence Action C(i) below asks the Council to introduce an Article 4 Direction applying to the same streets and addresses as currently covered by Article 46/62 on roof and front alterations. This would remove permitted development rights on painting '*elevations facing the highway*'. This would leave householders in Bracewell Road, Brewster Gardens and other unaffected streets, where many houses are already painted, free from any additional restrictions.



Adverse impact of painting of front facades in the 'red brick' streets in the Oxford Gardens Conservation Area

Front boundary walls and fences, bin and bike sheds.

2.4.1 Alterations to front boundary walls are a form of Permitted Development. This means that no planning permission is required, provided that the works remain within the nationally applied limits (these are a height limit of 1m where next to a highway/pavement or 2m elsewhere).



Front boundary walls. The StQW Forum views this as a good example how original walls and paths can be sympathetically restored. Many others front walls/railings are over the 1m height allowed under Permitted Development and it is doubtful whether planning permission has been obtained in all cases.

Permeable surfaces in front garden areas

2.5.1 The Council already has a borough-wide policy CE2(f) of 'resisting impermeable surfaces in front gardens'. Given this context, Draft StQW Policy C3 specifies more clearly an approach to hard surfacing in front gardens, geared to building types in the StQW area and ensuring that the attractive tiles and mosaic paths in the area are preserved. This would apply only where works to a front garden exceed permitted development rights, and would be compatible with RBKC policy CE2(f).

C3) To resist the introduction of non-permeable surfaces to front garden areas (above size limits within Permitted Development rights) other than for the replacement of existing main paths

Reasoned justification: while this proposal largely duplicates RBKC Policy CE2(f) there is little evidence that residents are aware of the latter policy, or that has been sufficiently enforced. StQW Policy C3) above is therefore proposed in order to provide greater clarity of wording and to increase levels of awareness of the detriment created by unrestricted hard surfacing of former front gardens, these being a very common feature of the StQW neighbourhood as compared with other parts of the Borough. Section 3 of this Plan gives more detail of flood risk in the area.

Ground floor rear/'side closet' extensions

2.6.1 This form of extension, in which the original rear side outdoor passage of a terraced house with a back room is incorporated into the body of the ground floor, with a glazed roof to the party wall, has long been a popular form of alteration to properties in this neighbourhood. Many such extensions are approved by the Council under permitted development rules and a Certificate of Lawful Development is issued. In other cases full planning permission is sought

C4) For ground floor rear/side extensions within the StQW area, where the original external side passage is incorporated into the body of the house, to make no requirement for 'subordination' within the rear façade (via a small setback).

Reasoned justification: there is a requirement in the RBKC Policy CL9 for rear extensions and modifications to existing buildings to be 'subordinate to the original building to allow the form of the original building to be clearly understood, and to reinforce the character and integrity of the original building, or group of buildings'. The UDP version of a similar policy has until recently been applied to planning applications for rear extensions in the Oxford Gardens CA, with case officers requiring a small (100mm) setback in the rear facade at the line of the original side passage to the house. The practical consequence is to prevent the use of full width sliding doors. The former RBKC policy was seen by local residents as an unnecessary and inappropriate restriction in a neighbourhood where the rear ground floor facades of dwellings are not visible

from public viewpoints, nor from shared garden squares, and are in any event of modest historical and architectural merit.

C5) For ground floor rear/side extensions within the StQW area, where the original external side passage is incorporated into the body of the house, to resist proposals which exceed 3m in height at the party wall, and/or with a roof slope greater than 45 degrees, and/or which infringe on Rights of Light of neighbouring properties.

Reasoned justification: to provide a set of parameters on a type of house extension widely undertaken within the StQW neighbourhood, without encroaching on Permitted Development rights.



A 'full width' side/rear 'closet wing' extension in Highlever Road.

'Garden studios and workrooms'

2.7.1 Under current 2015 Permitted Development Rights, outbuildings, sheds and garages do not need planning permission, within certain parameters. The most important are:

- outbuildings and garages to be single storey with a maximum eaves height of 2.5m and a maximum overall height of 4m with a dual pitched roof or 3m for any other roof.
- if the outbuilding is within 2m of the property boundary, the whole building should not exceed 2.5m in height.
- on designated land (including Conservation Areas) outbuildings to the side of the house are not permitted development.
- outbuildings forward of the principal elevation of the house are not permitted development.
- verandas, balconies or raised platforms are not permitted development.
- no more than half the area of land around the 'original' house to be covered by additions or other buildings.
- to be permitted development, and new building must not itself be separate, self-contained living accommodation.

Permitted development rights are subject change and property owners should check the currently applying rights on the Government's planning portal at www.planningportal.gov.uk.

2.7.2 Current RBKC policies on such outbuildings are aimed more at conventional 'conservatories' rather than the type of structures now appearing in rear gardens in the StQW neighbourhood. StQW Draft Policy 2g introduces some workable and realistic controls on this type of development, while allowing for house-owners to make use of their garden space.

C6 To limit rear garden outbuildings in the StQW neighbourhood to a maximum coverage of 12 sq m, with structures to remain within heights of 2.5m at the eaves and 3m at the ridge of any pitched roof.

Reasoned justification: residential property values in RBKC are such that domestic floorspace is at a premium. The trend towards building outbuildings in rear gardens (variously described as ‘studios’ or ‘workrooms’) has moved well beyond traditional conservatories or sheds for garden furniture and equipment. While such outbuildings are granted planning permission on condition that they are ‘ancillary to the main dwelling’, this is difficult to enforce and the scope for sub-letting offers temptations. For immediate neighbours, such structures can have a significant detrimental impact on views, aspects and privacy.

2.8.1 Introduction of this policy on outbuildings will require an addition to RBKC Article 4 Directions applying to the StQW neighbourhood, as proposed in Action C ii below.



Example of a 'garden studio' built within the StQW neighbourhood, which gained retrospective planning permission from RBKC.

Basements

2.9.1 These have become one of the most contentious features of the refurbishment of houses in this neighbourhood, as elsewhere across the Royal Borough. As at 2015, there are 50 examples, of properties in the ‘red brick’ streets of the St Quintin Estate where basements have either been built or granted planning approval.

2.9.2 RBKC revised and strengthened its policy towards basements in January 2015. The Council will adopt a new Supplementary Planning Document setting out further detailed requirements for basement applications, including additional construction transport management requirements. The Council’s Basement Policy CL7 requires that basements should:

- not exceed more than one storey
- not exceed a maximum of 50% of each garden or open part of the site (85% previously)
- have a good quality construction management plan and traffic management plan
- plus some other conditions

2.9.3 Given this strengthening of RBKC policies, the StQW Plan does not propose further changes. The Council already operates a policy for the Oxford Gardens/St Quintin CA which does not allow the installation of railings of balustrades around front light wells (except where a semi-basement was an original feature of the house). The Forum considers that this policy should continue to be enforced. Glass bricks or flat conservation-style metal grilles provide an alternative solution

Front windows and minor alterations to the front of houses

2.10.1 Existing RBKC conservation policies do not permit replacement which makes a material difference to appearance (including plastic or PVC window frames) and requires sash windows to be in wood. External security bars or grilles are similarly not allowed without specific planning permission. Double or triple glazing

can be achieved in such replacement frames, and does not require planning permission except in a Listed Building. The Forum supports the continuation of these policies, and hence no change is proposed in this Plan.

2.10.2 RBKC Policy CL8 requires that alterations to the front of houses *do not harm the existing character and appearance of the conservation area*, and requires telecommunication equipment to be 'sited discreetly'. Policy C7 sets out in more detail what types of visual clutter is required to be 'located discreetly', where planning permission is required.

C7) Where planning permission is needed, to require minor alterations to house fronts including the siting of bike or bin stores, and the addition of external security bars or shutters, satellite dishes, flues, visible gas meter boxes on front facades, to be visually discreet.

Reasoned justification: to maintain the appearance of house fronts as an important characteristic of the conservation area.

ACTIONS

Ci) To ask RBKC to progress alongside the adoption of this neighbourhood plan the adoption of a composite and updated Article 4 Direction to cover specified streets (and part streets) in the StQW area. Such a Direction to remove permitted development rights for the following:

(continuation of elements covered by existing Direction 46/62)

- alterations to roofs and facades facing the highway (as currently removed by the present Direction 46/62)
- alterations to elevations facing the highway (as currently removed by the present Direction 46/62, with clarification as to whether the Direction applies to front boundary walls)
- provision or extension of a hard surface (as currently removed by the present Direction No.69) for those addresses defined in that Direction)

Such a Direction to be extended to cover the following additional and new elements:

- the painting of original brickwork on elevations facing the highway (in those streets covered by Direction 46/62 only)
- outbuildings and structures in rear gardens that exceed 12 sq m in coverage of ground area (in all streets within the Conservation Area)

Such a Direction to be extended to the following streets in relation to front roof alterations only

- Pangbourne Avenue
- Bracewell Gardens (east side)

Cii) To notify RBKC of any infringement of Permitted Development rights in respect of front boundary walls.

Environment

Objective 3 *Protect the environmental quality of the neighbourhood's wide streets and public realm including views within and from the conservation area*

3.1.1 The distinctive spatial quality of the St Quintin Estate, with its wide tree-lined streets and pavements, is a feature much appreciated by local residents. The area differs significantly from many other residential areas the borough (such as Hillgate Village and much of Chelsea) which were built at an earlier time and where streets and pavements are narrower and views and aspects more confined.

3.1.2 This section of the St Quintin Estate was built to an overall planned layout and with a limited menu of house types. The 'railway cottages' in the Oakworth Road area also share a common architectural design. This enhances the homogenous quality of the neighbourhood, and forms the main justification for its status as a conservation area.

3.1.3 The scale of the housing (generally two storey) coupled with the generous width streets and pavements (particularly in the 'red-brick streets') allows for long vistas and open skies, again relatively unusual so close to the centre of London. The area still feels close to the outer edge of London, reflecting the fact that it was open fields until the start of the 20th century, with the large green space of Wormwood Scrubs and the playing fields of Latymer School to its west. The St Quintin Estate is described in the Oxford Gardens CAPS as having a 'suburban' feel, although it is close to the heart of London

3.1.4 Policy CL1 in the RBKC Core Strategy already requires *all development to respect the existing context, character, and appearance, taking opportunities available to improve the quality and character of buildings and the area and the way it functions, including being inclusive for all*. Policy CL1(e) *resists development which interrupts, disrupts or detracts from strategic and local vistas, views and gaps*. RBKC policy CR1 requires *a well connected, inclusive and legible network of streets to be maintained and enhanced*.

3.1.5 The StQW Plan cannot directly impact on planning matters beyond the designated neighbourhood area. Future major developments which will impact on the local open space at Wormwood Scrubs will be the subject of decision-making by the Old Oak and Park Royal Development Corporation. The Forum will be continuing to work with the cross-borough Grand Union Alliance, a network of local community groups and residents bodies working across Brent, Ealing, and Hammersmith & Fulham (LBHF).

3.1.6 Policy E1, as set out below, is intended to support the policies and principles in the RBKC Local Plan and the Council's Supplementary Planning Document on Tall Buildings. The draft policy mirrors at neighbourhood level RBKC Core Strategy policies CO5, CR1, CL1, and CL2. It also reflects Policies 7.4, 7.6 and 7.7 of the 2011 London Plan, on tall buildings.

Outdoor advertising

3.2.1 The StQW neighbourhood is vulnerable to continued efforts by major outdoor advertising companies to increase the number, height and size of outdoor advertising structures along the A40(M) Westway. Policy 3b is designed to ensure that outdoor advertising impacting on views within and from the conservation area, and creating associated light pollution, is adequately controlled.



Image of approved Imperial West development, on completion, with StQW neighbourhood shown in left /centre of the image.

Sense of enclosure

3.3.1 The RBKC Core Strategy includes a policy CL5(c) on *sense of enclosure*. This is a relatively unusual policy for a local planning authority, and was introduced to reflect the fact that the Borough is very densely built, with residential land values that encourage property owners to expand buildings in terms of height and/or into every possible part of a site or landholding. This can cause serious harm to the amenity of neighbours, even if required standards of daylight/sunlight and privacy are met by the proposal.

3.3.2 Within the neighbourhood, it is particularly rear gardens that can be at threat of a significantly increased 'sense of enclosure', many such gardens being small. Hence Policy E4 refers specifically to impact on rear gardens.

Street Trees

3.4.1 The street trees within the StQW area were cited by many respondents to the StQW Survey as an important and valued featured of the neighbourhood. Hence Action Eiii below, in this Draft Plan.

Risk of flooding

3.5.1 Counters Creek runs directly beneath the StQW area and is one of the 'lost rivers' of London. This former river and its large catchment in north west London form part of Thames Water's sewage network, draining all surface water from buildings and roads, as well as draining waste water from properties.

3.5.2 Heavy rainfall in July 2007 caused widespread sewer flooding in parts of RBKC (the Holland Park area) and RBKC homes were also flooded during storms in 2004, 2005 and as a result of other events. Thames Water has found that a loss of green space, together with a high density of basements close to the sewer line, means that certain properties in the Borough are at a particularly high risk of flooding.

3.5.3 In addition to installing anti-flood devices (known as 'FLIPs') at properties at the highest risk of flooding, Thames Water has now agreed with OFWAT an investment programme of a further £26m over 2014/2016. The longer term plan is for a new storm relief sewer for the catchment, to be delivered between 2015 and 2020.

3.5.4 London has a combined sewerage system which means that rainwater run-off from streets and buildings goes into the same sewers as foul flows from sinks and toilets. As more and more areas of the capital are paved over, rainwater that used to soak away into the ground now flows straight into the sewerage network. This means that when it rains heavily, the sewerage network quickly fills and can become overwhelmed by the

combination of sewage and rainwater. An analysis of aerial photography over the last 40 years suggests that around 17% of green space has been lost in the Counters Creek catchment.

3.5.5 This is the background to Policy C3 on resisting non-permeable surfaces in front gardens (see under Section 2 on Conservation).

3.5.6 In commenting on the Consultation Version of the StQW Draft Plan, Thames Water Authority has drawn attention to water supply and wastewater infrastructure. The Authority asked that the following text be added to the Plan: *“Developers will be expected to demonstrate that there is adequate water and wastewater infrastructure capacity both on and off the site to serve the development and that it would not lead to adverse amenity impacts for existing or future users. In some circumstances this may make it necessary for developers to carry out appropriate appraisals and reports to ascertain whether the proposed development will lead to overloading of existing water and wastewater infrastructure. Where there is a capacity constraint and no improvements are programmed by Thames Water, developers will be required to demonstrate how any necessary upgrades will be delivered in advance of occupation to ensure compliance with Policies C1 and CE2 of the RBKC Core Strategy.”*

3.5.7 The StQW Forum supports the above view and the requirements it places on developers. Given that existing RBKC policies cover these issues, no additional StQW Policy is required.

POLICIES

E1) Where development has adverse impacts on the appearance and built form of the StQW part of the Oxford Gardens Conservation area, to require that proposals reflect and respond to the distinctive character of the St Quintin Estate in terms of the ratio of existing building heights to street and pavement widths.

Reasoned justification: to preserve or enhance the characteristics and features of the StQW part of the Oxford Gardens Conservation Area. The 1990 RBKC CAPS document states in relation to 'District C' 'Buildings are farther apart than elsewhere in the Conservation Area. There generally more than 22 metres between building lines and this, together with the limited height of the houses, results in streets of surprisingly generous proportions. Space behind and at the corner of terraces is also generous, and the consequent suburban openness is very important to the character and appearance of the area'.

E2) Where development has adverse impacts on views and vistas within and from the StQW neighbourhood, to resist proposals which cause harm to, or fail to preserve or enhance, the character of the StQW part of the Oxford Gardens Conservation area.

Reasoned justification: to preserve or enhance the particular characteristics of the StQW part of the Oxford Gardens Conservation Area and in particular the relatively open skylines and vistas of the St Quintin Estate.

E3) To ensure that proposals for outdoor advertising (including associated structures) within or in the immediate surroundings of the StQW neighbourhood, do not cause harm to, or fail to preserve or enhance the character of the StQW part of the Oxford Gardens Conservation Area.

Reasoned justification: to respond to a threat specific to the neighbourhood, given its proximity to one of the major routes into London and the fact that this route (Westway) is elevated, resulting in pressures for advertising structures of 30m or more in height. To preserve or enhance the particular characteristics of the StQW part of the Oxford Gardens Conservation Area and in particular the relatively open skylines and vistas of the St Quintin Estate.

E4) To require that new development creates no harmful increase to the sense of enclosure of rear gardens of houses within the StQW part of the Oxford Gardens conservation area.

Reasoned justification: to protect and enhance a particular feature of the character of the StQW part of the Oxford Gardens Conservation area, and one providing significant amenity value to its residents.

ACTIONS

- Ei) To participate in the RBKC North Kensington Streetscape Advisory Group and to encourage a high quality public realm for the neighbourhood, in terms of surface treatments (paving), street lighting, and street furniture.***
- Eii) To continue to lobby the Westway Trust to reduce its reliance on income from the leasing of outdoor advertising sites, and not to renew existing leases when these expire.***
- Eiii) To monitor damage to street trees and ensure swift replacement of any that do not flourish.***
- Eiv) To liaise with RBKC and telecoms companies, where consultation opportunities allow, on the location of any telecoms equipment not requiring planning permission, so as to mitigate the impact on the conservation area.***
- Eiv) To maintain contact with Thames Water on its programme of flood prevention for the Counters Creek catchment area.***

Open spaces

Objective 4 ***Protect and enhance our open spaces, gardens and trees, both private and public, bringing 'backland' green areas into community use where ownership permits***

4.1.1 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 children's playground and some informal sports pitches. The very large area of Wormwood Scrubs lies immediately to the north-west of the neighbourhood boundary, and the smaller Little Wormwood Scrubs to the north. These amenities are important to residents in the area and are extensively used for dog-walking, and for formal and informal sports and recreation.

The St Quintin 'backland sites'

4.1.2 The neighbourhood also includes a number of private open spaces of significant size. These are a particular feature of the layout of the St Quintin Estate. At the time the estate was built (1880-1910) these open spaces were designed as an integral part of what was then a new community. Before the creation of municipal government bodies with responsibilities for leisure and recreation, these pieces of 'backland' behind each terraces street were used for differing types of sporting or recreational use, administered by clubs and societies of different forms.

4.1.3 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 number of these backland sites have been lost to new development. The current position on each site is set out later in this section.

4.1.4 The 1975 and 1990 RBKC Oxford Gardens Conservation Area Proposals Statement noted the important part played by these pieces of land .

4.1.5 At borough level, RBKC Local Plan Policy CR5(a)iii states that the Council will *resist loss of private communal open space and private open space where the space give visual amenity to the public.*

4.1.6 Given this history and planning context, this neighbourhood plan proposes that the three surviving backland sites on the St Quintin Estate should be designated as Local Green Space. The national designation was introduced in the 2012 National Planning Policy Framework (NPPF). The three criteria that designation requires are set out at Paragraph 77 of that document and in Annexe B to this Draft Plan.

4.1.7 These sites are unusual in the borough in that they are private land originally intended for shared community use. While not of identical status (in planning or legal terms) they can be broadly compared with the 100 and more garden squares which are a key feature of the heritage of Kensington & Chelsea. Regrettably the status of the backland sites on the St Quintin Estate has not been protected in the same way as the Borough's other garden squares, by either the Town Gardens Protection Act 1863 or by the Kensington Improvement Act 1851.

4.1.8 The aim of Policy O2 is to ensure that any development of previously undeveloped land within the conservation area part of the StQW neighbourhood takes place only where significant public benefit is achieved as result. The application of this policy will therefore apply only to sites that are undeveloped, and fall within the boundary of the Oxford Gardens CA.

4.1.9 In the context of the StQW Draft Plan as a whole, the Forum considers that Policies O1 and O2 have regard to the National Planning Policy Framework in three respects:

- NPPF paragraph 17 (*Allocations of land for development should prefer land of lesser environmental value, and encourage the effective use of land by reusing land that has been previously developed (brownfield land)*)
- NPPF paragraph 74 on existing open space,
- NPPF paragraph 123 (*local and neighbourhood plans should identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason*).

4.1.10 Pieces of land so close to central London which have never been developed are now a scarce resource and highly valued by local people. In this case, all three sites are in private rather than public hands.

West London Bowling Club

4.2.1 This site remains the closest to the original vision of the St Quintin Estate. The land is in the ownership of the West London Bowling Club (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.

4.2.2 The directors of WLBC Ltd have supported the proposed designation as Local Green Space. The StQW Forum has worked successfully with the club to relaunch its activities and to increase its membership, following a period of closure in the winter of 2013/14. The Club now has a new management committee, a membership well over 100 and organises a wide range of bowling and social events.

Nursery Lane site

4.3.1 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. There have been two planning appeals on the land, arising from proposed housing developments, decided in 1972 and 1982. As a result of the first, a sheltered housing development was built by RBKC on the southern part of the original backland. At the 1982 planning inquiry, the planning inspector refused an application for 23 houses, submitted by the Legard family. In April 2014 the site was marketed by agents acting for the Legards as being potentially suitable for private residential development. A proposed development of 21 houses was exhibited to local residents in December 2014. A planning application for a development of 20 such houses was submitted to RBKC in May 2015 and was subsequently withdrawn.

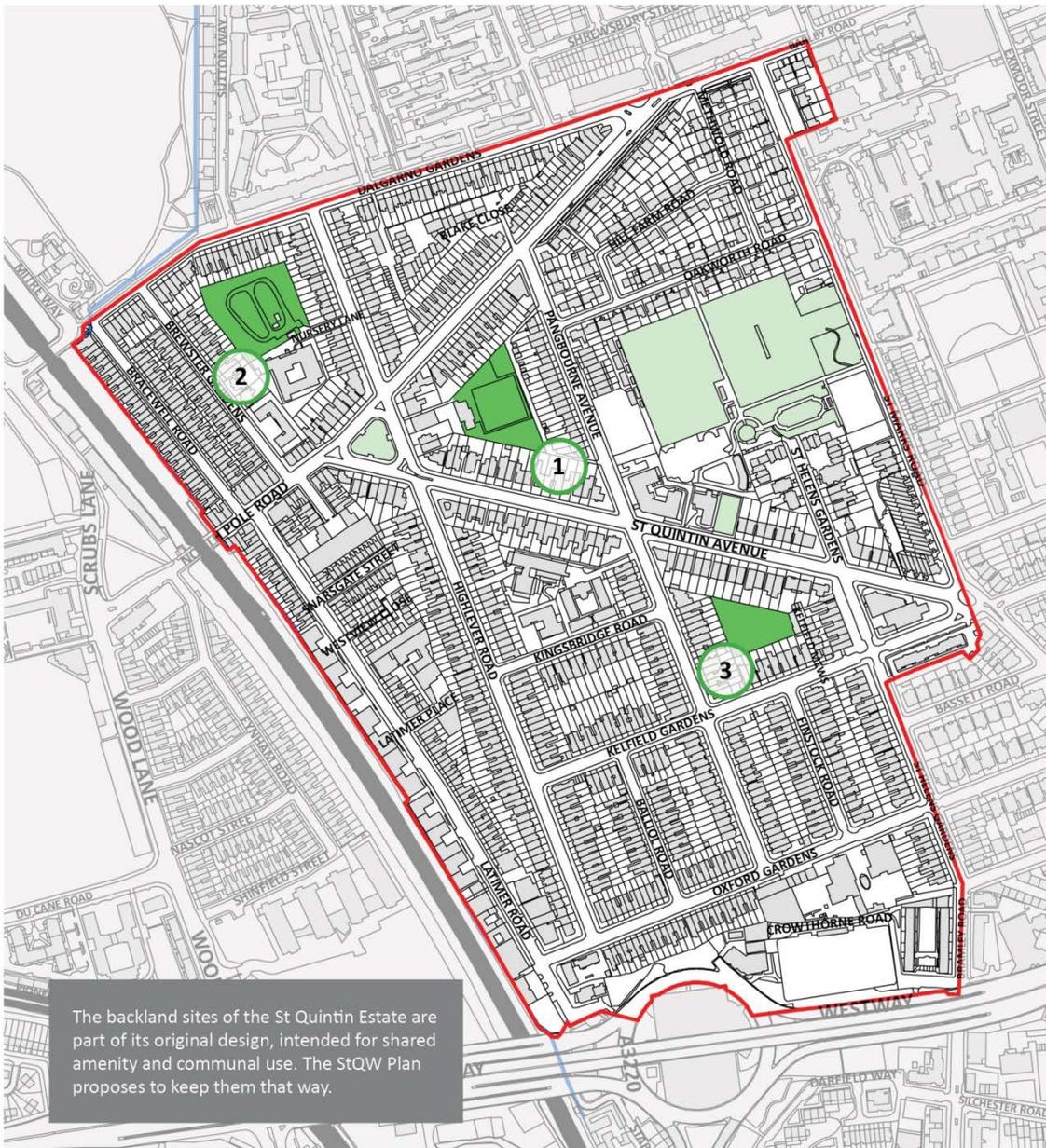
4.3.2 The housing sites options appraisal in Section 10 of this Draft Plan sets out why other brownfield sites in the StQW area are seen as more suitable for housing. Annexe B to this Plan provides the detailed case for designation of this site as Local Green Space.

Land behind Kelfield Gardens

4.4.1 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'

4.4.2 The land remains largely as open space, with a small building accessed via Kelfield Mews and housing the New Studio Pre-school. A 1979 planning application by the Methodist Church to build 29 sheltered housing was refused on the grounds of being a significant departure from the Initial London Development Plan (in which the site was designated as private open space) and as being contrary to the Council's emerging District Plan.

MAP 3: Green Space



Land proposed in this Plan for designation as Local Green Space

- 1 West London Bowling Club registered as a Community Asset
- 2 Land at Nursery Lane
- 3 Methodist Church site and New Studio Pre-School

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4.4.3 The Kelfield site has very limited development potential, given its size and constrained access. It is protected as a social and community use under RBKC Policy CK1, and it is proposed that this site should be third within the StQW neighbourhood to be designated as Local Green Space via this neighbourhood plan.

Annexe C to this Plan provides a detailed justification for Local Green Space designation. The Trustees for the Methodist Church have raised no objections to such designation.

St Quintin Children's Centre

4.5.1 This backland site (behind Highlever Road/Kingsbridge/Wallingford and St Quintin Avenue) has been developed as a children's centre by RBKC. This low rise development is a valued educational facility in the local and wider area, and is protected by RBKC Policy CK1 on social and community uses. The loss to development of this original backland space has added to the need to protect the few remaining such sites

Blake Close

4.6.1 The backland site behind Barlby Road was used as allotments during the 2nd World War and subsequently zoned as 'private open space' by the London County Council in the London development plans of the 1950s. A development of 4 squash courts was built in the 1970s. The Blake Close housing scheme of 23 dwellings was subsequently approved and built on the site by Notting Housing Trust in the early 1990s, with the larger family homes targeted towards the statutory homeless. Hence there is no scope for this site to return to its earlier use as green space for communal or sporting use. This again increases the importance of protecting other remaining backland sites.

Little Wormwood Scrubs

4.7.1 This public open space lies immediately to the north of the StQW boundary and is much used by local residents. It is a large open area consisting of amenity grassland, semi-improved neutral grassland, scrub, scattered trees and woodland. There is an adventure playground with an adjoining One o' Clock club on the west side of the park and a smaller toddlers' playground located on the east side.

4.7.2 The land is currently held in trust by the London Borough of Hammersmith and Fulham but is managed under a 20-year lease by the Royal Borough of Kensington and Chelsea. It is a Site of Nature Conservation Importance, and was allocated funding for improvements under the 2008 Mayor of London's Priority Park programme. As it lies just outside the boundary of the StQW neighbourhood, no policy proposals are included in this Plan.

The RBKC Tree Strategy

4.8.1 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 StQW neighbourhood). Because of risks of subsidence in the clay soil of the StQW area, the street trees are lopped and pruned on a regular cycle, to reduce the risk of falls.



The triangle of open space at St Quintin Gardens (junction of Barlby Road, North Pole Road and St Quintin Avenue). A traffic island, but one well maintained by RBKC.

4.8.2 A survey in the late 1980s showed that 72 per cent of the Borough's trees were in private ownership. As the Tree Strategy states 'These trees make a significant contribution to the visual appeal and amenities of the Royal Borough and are an important habitat for wildlife'. Those within Conservation Areas are afforded legal protection under the 1990 Town and Country Planning Act. Either permission is needed or a notification of intent must be submitted to the Council before a tree in a Conservation Area is pruned or cut down.

POLICIES

OS 1) Reflecting their origins as communal sports and recreation areas, to protect from development the remaining 'backland' private open spaces in the neighbourhood, by designating as Local Green Space (under paragraph 77 of the National Planning Policy Framework) the following sites as shown on Map 3:

- **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. RBKC planning decisions and national planning inspectors recognised this amenity value in the 1970s and 1980s. Given that a number of backland open spaces on the St Quintin Estate have been lost to development, the remainder are in increased need of protection. A more detailed reasoned justification for designation of each of the three St Quintin backlands is set out in Annexe C to this Draft Plan.

OS 2) 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 Europe. 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.

Action

OSi) To support the Council's policies on maintaining amenity and biodiversity by protecting mature trees on larger open spaces within the StQW neighbourhood, through Tree Preservation Orders and / or planning conditions on development.

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.*

5.1.1 While there are limits to the extent to which a neighbourhood plan can influence transport and traffic, responses to the StQW Survey showed that transport and traffic issues are a real concern for local residents, shops and businesses. The issues which this Plan seeks to address are as follows:

- Levels of accessibility to public transport are lower in the StQW neighbourhood than for most parts of the borough, and comparatively low for inner London
- In responses to an open question '*what are the main problems in the area for motorists?*' the impact of worsening traffic queues at the junction of North Pole Road and Wood lane were referred to in 31% of responses to the StQW survey.
- There is local concern that the cumulative impacts of proposed new developments in the White City OA, Old Oak and Park Royal Development Corporation area, and Kensal Rise OA, on traffic congestion along the A219 Woods Lane/Scrubs Lane, are not being taken into account in masterplans. Forecasts, and consultancy reports put together by developers tend to ignore cumulative impacts.
- North Kensington is unusual for an Inner London Borough in having no Underground, Overground or mainline railway station, north of Latimer Road Underground on the Hammersmith & City Line. Access to any form of rail transport is therefore comparatively poor at present. The StQW Plan seeks to address this through continued lobbying for an additional Overground station at 'Westway Circus'.

5.1.2 In terms of public transport accessibility, the north-western part of RBKC has lower PTAL levels than in the rest of the borough. RBKC Core Strategy policies require any new development generating a high number of trips to be located in areas with public transport accessibility levels of 4 or above and where there is sufficient public transport capacity.

5.1.3 The StQW area has PTAL scores of only 2 (poor) in the northern part of the neighbourhood and 3 (moderate) in the southern part, with those streets nearest to the St Marks Road/Bramley Road bus routes as well as Latimer Road Underground achieving a level of 4 (good). For Latimer Road, it is possible to enter an address at the southern part of the street onto the TfL WEBCAT system which will show as a PTAL score of 4 (good), but this is as a result of the system measuring walking distances 'as the crow flies' and ignoring the physical barrier of the railway. In reality such accessibility levels will not be achieved at the southern end of Latimer Road until the pedestrian/cycle underpass from Imperial West is opened (anticipated 2017)). The road network in the area places huge pressures on the A219 Wood Lane/Scrubs Lane as the primary north/south route. There is a severe pinchpoint at the North Pole Road/Wood Lane junction, as the only vehicle exit point to the west along a one mile length of Scrubs Lane/Wood Lane between the Harrow Road and the Holland Park roundabout.

North Pole and Wood Lane road junction

5.2.1 Long queues at this junction, causing traffic to back up (simultaneously) along Barlby Road, St Quintin Avenue, Bracewell Road, Brewster Gardens, and Latimer Road, are a regular feature of the day (mainly between 1600 and 1900 hours, and also at non-peak times). This situation has worsened significantly since the opening of the Westfield shopping centre at White City and the additional traffic that this has created along Wood Lane. The developments at Imperial West, the St James site and the Stanhope scheme at the former BBC TV Centre will add to this congestion.

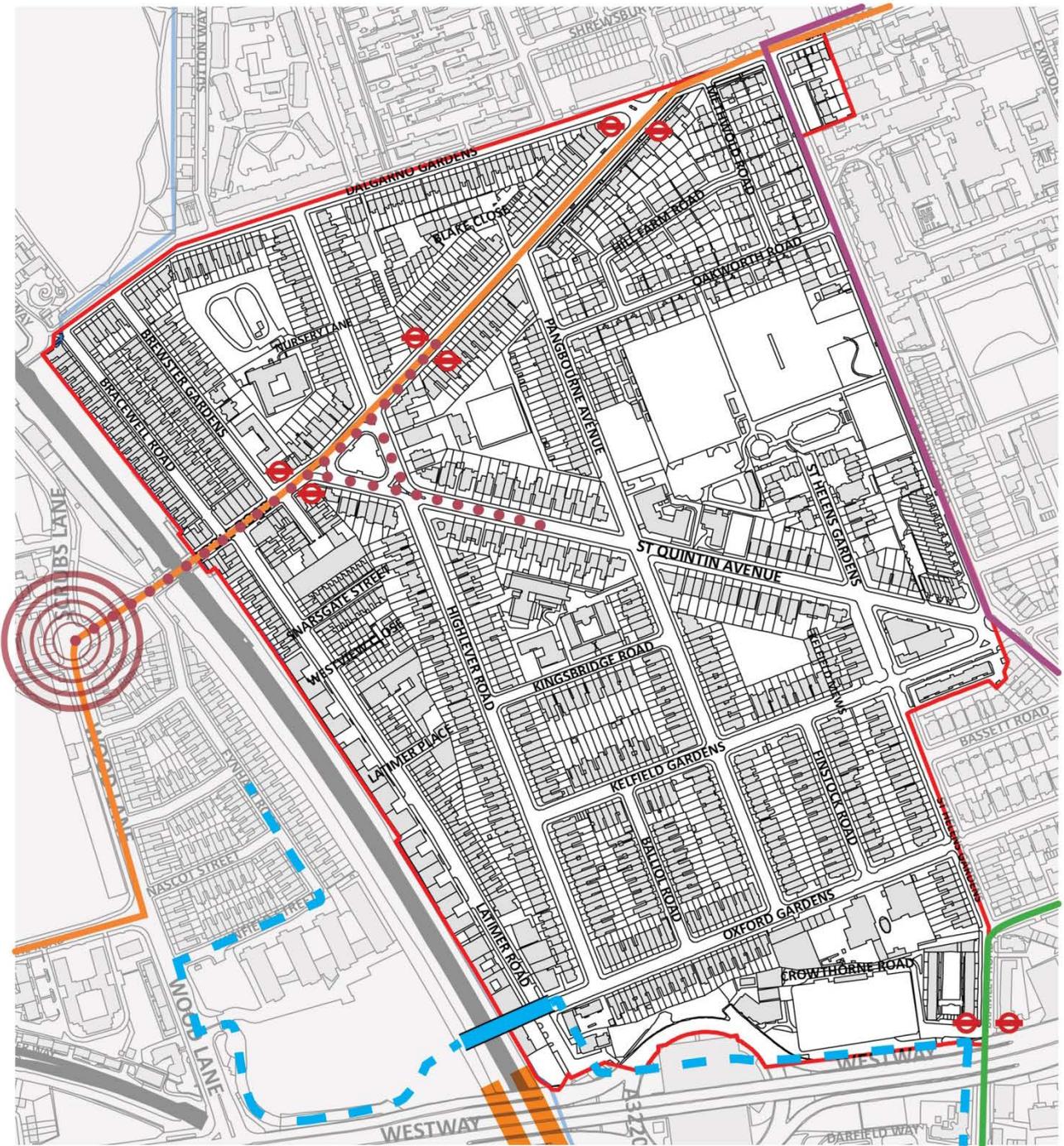


Traffic backing up in St Quintin Avenue, Highlever and Barlby Road, waiting to enter North Pole and to then exit at the junction onto Wood Lane. A regular occurrence in the Conservation Area.

5.2.2 The 2014 Draft Local Plan for LBHF identified the many traffic problems in the area but offers no radical or new solutions. The 2015 Planning Framework for the Old Oak and Park Royal Development Corporation Area includes a separate Transport Strategy which identifies a series of interventions required to achieve manageable levels of traffic congestion, should development of 55,000 jobs and 24,000 new homes proceed as planned within the OPDC area. Again, none of these are radical and OPDC staff acknowledges that the strategy identifies problems rather than solutions. The OPDC Local Plan for the whole area covered by the Development Corporation (due for adoption early 2017) will supersede the LBHF Local Plan in respect of the north of the Borough.

5.2.3 By London and national standards, the wards within which the StQW neighbourhood sits have average (but significant) levels of households with no access to a car or van (59.3% for the Dalgarno ward and 53.8% for St Helens compared with a borough average of 56%). Those residents who believe in the virtues of public transport, and who have no car as matter of choice, are frustrated to find that much of the Conservation Area is now blighted by queues of near stationary traffic at peak times.

MAP 4: Transport



Key:

- | | | |
|--|---|---|
|  Severe traffic delays |  Bus Routes: 70 and N7 |  Proposed Cycle Route |
|  Traffic backs up from North Pole Road / Wood Lane junction |  Bus Routes: 7 and 316 |  Proposed underpass to Imperial West |
|  Possible site for 'Westway Circus' Overground station |  Bus Route: 295 |  Bus Stop |

Cycling

5.3.1 Kensington & Chelsea committed in 2014 to devoting more attention to fulfilling its role in providing dedicated routes within the London Cycling Grid.

5.3.2 The Mayor of London and Transport for London has approved the construction of the Tower Hill to Paddington section of a proposed east/west segregated Cycle Super Highway. Initial plans include using the eastbound section of the elevated Westway which crosses Kensington and Chelsea. Detailed plans have not yet emerged (as at late 2015).



Visualisation of the Westway section of the proposed East West Cycle Superhighway, looking west towards the StQW area

5.3.3 TfL plans for this 'SuperHighway' show the segregated route using one line of the eastbound carriageway of the Westway, with cyclists ascending and descending via the 'On' ramp at the Westway elevated roundabout (on Wood Lane). The idea of adding heavy cycle traffic at this already congested junction has caused local concern, particularly in terms of that part of the traffic that will in future be heading northwards towards the transport interchange and new developments at Old Oak. **Hence this Plan proposes that the remaining development site at 301 Latimer Road (after construction of the planned cycle/pedestrian underpass) should be allocated within the StQW Draft Plan for transport infrastructure use, as an entry/exit point to the Westway for cycle traffic (see Policy T1 below).**

Bus routes

5.4.1 Respondents to the StQW survey generally commented positively on the frequency and reliability on bus transport, probably reflecting a London-wide view that bus services have improved across the capital over the past decade. But there remain local concerns over existing bus routes, and in particular that there is no direct bus route to and from Kensington High Street.

5.4.2 Local ward councillors lobbied Transport for London in 2014 to vary bus route 452 to provide a direct link between Dalgarno Gardens and Notting Hill/High Street Kensington. TfL rejected the case for such a change, citing insufficient demand. TfL consider that routes 7 and 70 provide sufficient links for residents in the area wishing to travel south. The position will be reviewed as developments in the Kensal Opportunity Area come on-stream, but these remain many years away.

5.4.3 Meanwhile the Labour Group on the Council has promoted plans for a tram link from Ladbroke Grove (Sainsbury site) to Old Oak. This would be an alternative to a Crossrail station at Kensal Portobello, a proposal for which RBKC continues to lobby.

5.4.4 The current bus services through the neighbourhood area are routed along Bramley Road/St Marks Road, and Barlby Road/North Pole Road. Bus stops are therefore some distance away from homes, especially for older people (including residents of Evelyn Fox sheltered housing in Kingsbridge Avenue). Bus stops are also some distance (a 6-8 minute walk) from the office buildings at the southern end of Latimer Road.

5.4.5. It is difficult to see how these deficiencies in current routes could be mitigated. Routing buses down Oxford Gardens and along Latimer Road is a possible option but one that would be highly unwelcome to Oxford Gardens residents and would cause problems with the drop off and pick up of children at Oxford Gardens Primary School.

London Underground

5.5.1 Access to the Underground network from the StQW neighbourhood is relatively poor, the nearest station being Latimer Road (confusingly, not located on Latimer Road but 500m away on Bramley Road). This station is on the Hammersmith & City Line. While frequency of trains has improved since Circle Line trains began running to Hammersmith, this station does not give direct access to the West End.

5.5.2 Transport for London bases its catchment areas for Underground stations on a 900m radius and this distance is currently exceeded for most of the StQW neighbourhood area. The nearest Central Line station to the StQW neighbourhood (at White City) looks close on a map but in reality is a 12-20 minute walk for most StQW residents, and for the businesses in Latimer Road. This results from the physical barrier created by the West London railway line. Walking times to the Central Line, from much of the StQW neighbourhood, will reduce following the construction of the planned underpass between Latimer Road and Imperial West.

London Overground and Rail

5.6.1 There is no mainline railway station within easy reach of the StQW neighbourhood area. This one of the reasons why RBKC has made a strong case for a Crossrail station at Kensal Portobello, to improve PTAL levels for the north of the borough.

5.6.2 OPDC plans for Old Oak include an additional Overground station on the West London Line at Hythe Road. While such a station would still be some 12-15 minutes' walk from the northern part of the StQW neighbourhood, it would be closer than the existing Overground stations at Willesden Junction and Shepherds Bush Green.

5.6.3 In this wider context, the StQW Forum has promoted the case for a second additional Overground station on the West London Line, to replace the original Wormwood Scrubs and St Quintin station located at Latimer Road (and subsequently North Pole Road) up until the 1940s. Lobbying for a replacement station at North Pole has been a RBKC Core Strategy/Local Plan commitment since 2011 (Policy CT2b).

5.6.4 Action Ti) proposes this additional ~~Action~~ Overground station is located a few hundred metres to the south of North Pole Road and adjacent to the planned pedestrian/cycle underpass between Imperial West and Latimer Road. This proposal is seen as a supportive modification to RBKC Policy Core Strategy Policy CT2b, and avoids the risks of resident objections (on noise grounds) to living next to station platforms, otherwise likely to come from those living in North Pole Road, Eynham Road, and Bracewell Road.



Suggested location for Westway Circus Overground station, beneath Westway elevated roundabout. The land on each side of the track is already in TfL ownership, and a new £4m underpass is due for construction to the immediate left of this image, allowing for a single ticket office. Step free access could be provided relatively cost-effectively.

Costs of Imperial Wharf station (added to the line in 2009) were £7.8m, met by LBHF, RBKC, TfL and developers.

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

5.7.1 As acknowledged in the RBKC Consolidated Local Plan, pedestrian and cycle connectivity between the StQW part of North Kensington and adjoining neighbourhoods is poor. This was not the case when the St Quintin Estate was first laid out in the 19th century, at which time Latimer Road provided a well used north-south thoroughfare from North Pole Road to Holland Park Avenue.

5.7.2 The West London Line runs along the borough boundary and has for 150 years created a major barrier to east/west movement. This will change with the construction of the new pedestrian/cycle underpass between Latimer Road and Imperial West.



Image of entrance at Latimer Road to proposed underpass to Wood Lane

5.7.3 In terms of north/south connectivity through the StQW neighbourhood, St Helens Gardens and Bramley Road provide the main (and only) pedestrian cycle route through the area. Previous significant north/south through routes such as Latimer Road routes were cut off when the original local street pattern disappeared with the construction of the Westway. This had some advantages as well as disadvantages in that the current street pattern, in that the result has been to:

- concentrate more footfall onto St Helens Gardens and help to ensure the survival of this neighbourhood shopping parade.
- leave the streets running west of St Helens Gardens (comparatively) free of cars and cycle traffic and hence more peaceful.

5.7.4 Given this context for transport and traffic issues affecting the StQW neighbourhood, the proposed policies below are aimed primarily at influencing the decisions of TfL, RBKC and LB Hammersmith & Fulham. As stated above, one development site within the neighbourhood, at 301 Latimer Road, is proposed for allocation to transport infrastructure use. This piece of land (used only as a temporary car park, since the construction of the Westway) is the site of the proposed underpass between Latimer Road and Imperial West/Wood Lane. The entrance/exit will take up a third of the site. For the remaining part there are two possible transport

infrastructure developments which could help significantly in reducing traffic congestion in this part of West London:

- 'cycle lifts' to allow cyclists to enter and exit the Westway stretch of the proposed east/west SuperHighway without having to negotiate the Wood Lane/A40 junction. Cyclists could then connect southwards to the planned cycle route through the Imperial West and St James developments to Westfield and Shepherds Bush, and northwards to Old Oak.
- a ticket office for a new Overground station at 'Western Circus'. Immediate proximity to the Latimer Road/Imperial West underpass would allow for a single ticket office serving both platforms, and obviate the need for a footbridge across the tracks.

POLICIES

T1 To allocate the site at 301 Latimer Road for future transport infrastructure conditional on a) the Westway section of the east/west Cycle Superhighway proceeding as well as b) a ticket office and entrance to Overground platforms at an additional station on the West London Line at 'Westway Circus' if required.

Reasoned justification: this site has remained undeveloped since the late 1960s and its allocation for transport use in this Plan is designed to ensure that the opportunity to facilitate the east/west Cycle SuperHighway and/or an Overground Station at 'Westway' Circus is not lost. The land is ultimately owned by Transport for London, leased to RBKC for public amenity and community uses, and sub leased from the Council to the Westway Trust. A 2006 planning approval for B1 office development on site was not pursued by Westway Trust

T2. Where significant development is proposed within the StQW neighbourhood, to require that it be demonstrated that this will not result in increases in traffic congestion or on-street parking pressure, to an extent that would fail to preserve or enhance the character of the Oxford Gardens Conservation Area.

Reasoned justification: it is acknowledged that this is a near duplication of RBKC Policy CT1 b). Its proposed inclusion in the Plan is to signal to residents and businesses in the neighbourhood area that such a policy is in place borough-wide, and will be taken into account when development proposals are considered within the StQW neighbourhood.

ACTIONS

Ti) To continue to promote the case for a new Overground station on the West London Line (additional to that proposed for Hythe Road) located at 'Westway Circus' beneath the Westway elevated roundabout and combined with the pedestrian/cycle underpass between 301 Latimer Road and Wood Lane (Imperial West).

Tii) To request that TfL undertakes regular monitoring of traffic delays at the junction of North Pole Road and the A219 Scrubs Lane/Wood Lane and pursues any mitigation measures to reduce current delays

Tiii) To support the proposals for a pedestrian/cycle underpass between Latimer Road and Imperial West, subject to details of the design and 24/7 monitoring of CCTV cameras.

Tiv) To support any further proposals to vary north/south bus routes, to provide a direct bus connection between St Marks Road/Barlby Road/North Pole Road and Kensington High Street.

Tv) In the context of responses to planning applications to seek to maintain the tranquillity of streets in the StQW Neighbourhood Area and to resist any changes to the street network which will result in vehicular through traffic compromising amenity in the StQW part of the Oxford Gardens Conservation Area.

Safety and tranquillity

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

6.1.1 Many responses to the StQW Survey demonstrated the importance that residents attach to 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 that part of Freston Road between Latimer Road Underground Station and Oxford Gardens have been identified as feeling threatening. The pedestrian/cycle route across Westway Trust land behind Oxford Gardens is also seen as a route to avoid after darkness.

6.1.2 In the Latimer Road part of the Freston Road/Latimer Road Employment Zone, regular attempts to burgle office buildings have been a longstanding problem. The 2013 Peter Brett Associates report on Enterprise in the borough, notes that *At Freston Road and Latimer Road safety was again raised as an issue, with a number of the properties being 'off the beaten track' with little activity on evenings and weekends. Businesses feel that this encourages criminal activity.* One of the reasons why this Plan proposes more mixed use development in Latimer Road, with residential above commercial, is to have more 'eyes on the street'.

6.1.3 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 are therefore low.

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

6.1.5 In terms of street crime and anti-social behaviour in the StQW neighbourhood, a more active police presence has been needed at times to address issues of youths congregating in St Helens Gardens. But such interventions seem to have worked. The shops in North Pole Road have had to take measures to address problems arising from large groups of young people dispersing at the end of the school day. North Pole Road has late night shops and takeaways, and can feel threatening in the hours of darkness. CCTV coverage in this area has been strongly recommended by a number of shopkeepers in the parade, in the StQW survey on local shopping parades.

6.1.6 The neighbourhood has seen a growing trend in recent years for house-owners to introduce new security measures at their own properties. These include security lighting in porches and front and rear gardens, and higher front garden walls. A new trend has been the introduction of high front railings or fences, with security doors or gates fitted with entry phone systems, and the letter box moved to the outside wall. These measures are designed to create a secured front area, which will often be now paved over and in some cases part filled with bin stores and/or bicycle store.

6.1.7 These changes in the way that house-owners choose to use their front garden space are having a visible impact on the appearance of the conservation area, as well as on water run-off into the sewer system. While the StQW Forum respects the reasons why house-owners wish to make such changes, there are concerns as to the extent to which this trend may become uncontrolled. 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. This Plan addresses these issues under Objective 2 on Conservation (see above).

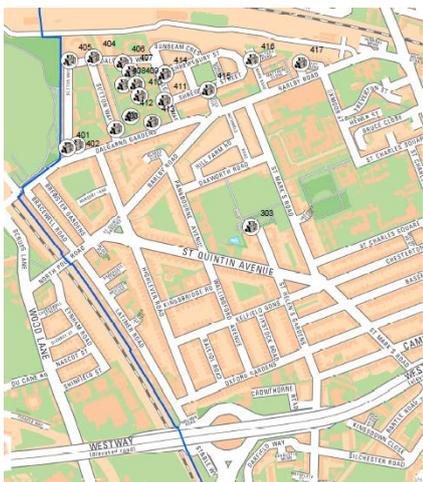
What role could CCTV play in the StQW neighbourhood?

6.2.1 RBKC Council operates a network of CCTV cameras in North Kensington, as part of its measures to prevent crime. The Council's Community Safety Team is a joint partnership with the police, over seen by the Borough's Community Safety Partnership.

6.2.2 At present, all the CCTV crime prevention cameras in North Kensington are located north of Dalgarno Gardens, i.e. just north of the StQW boundary. Responses to the StQW Survey have identified two further areas where residents, shopkeepers, and businesses consider that monitored CCTV coverage would contribute to crime prevention and a reduction in anti-social behaviour. These are:

- North Pole Road, with its cluster of late night shops and problems of supervision of school pupils at the end of the school day.
- The southern end of Latimer Road, with its history of burglaries of office buildings and the location for the eastern entrance/exit to the proposed underpass between Latimer Road and Wood Lane.

6.2.3 Within the new underpass, five CCTV cameras are proposed as part of the S106 Agreement between Imperial College and LBHF. These cameras will still leave un-monitored the critical area of the southern end of Latimer Road, leading eastwards into Oxford Gardens and northwards up Latimer Road.



Location of existing cameras within North Kensington crime prevention CCTV network

ACTIONS

STi) To work with the RBKC Community Safety Partnership/Safer Neighbourhoods Board in maintaining the current low levels of crime and disorder in the neighbourhood.

STii) To support the Safer Neighbourhood Policing Teams working in the St Helens and Dalgarno wards

STiii) To comment on planning applications where it is considered improvements can be made in terms of 'Safer by Design'.

STiv) To lobby RBKC to add additional CCTV cameras to the current North Kensington network, in North Pole Road and at the southern end of Latimer Road.

STv) To support residents of Blake Close in achieving adequate access control for vehicles, improved lighting, management and maintenance so as to prevent fly-tipping and discourage anti-social behaviour on the private access road and parking areas within this housing development.

Shopping

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

7.1.1 At the time the St Quintin Estate was laid out, the St Helens Gardens shopping parade opposite the church was designed to provide for the majority of shopping needs of local residents. As in many parts of London, the type of shop has changed over the years and has become more limited and less useful in meeting convenience shopping needs.

Street Nos	53	55	57	59		61	63	65	67	69	71	73	
1920s	Chemist Finn	Fish-monger Benzie	Grocer W.J.Harris	Draper Fryrne & Harris		Baker Checkley & Waite	Grocer Brigg	Green-grocer	Butcher	Gents Outfitters & P.Office	Sweets & Stationery Evison	Dairy	Office Southcott Builders
1950	Chemist Finn	Fish-monger Benzie	Grocer W.Harris	Hair-dresser Braham Laundrette		Baker Partridge	Grocer Whitbread	Green-grocer Clyde's	Electrician Benstead then Ken England	Hosier & P.Office Carter	News-agent Ferrimore then Moulton & Clarke	United Dairy	
1970s-1990s	Chemist Hair-dresser	Butcher Lopez Deli/cafe	Off-licence Threshers	Laundrette	KELFIELD GARDENS	Baker Tomlin	Haber-dashery and wool	Mini-market	Iron-mongers Ken England then Stones	P.Office	News-agent	Dairy	Insurance brokers
2005	Hair Dresser - Tony "Hair & Tanning"	Deli/cafe Lussman	Off-licence Threshers	Flower Shop Orlando		Bakers St Helen's Bakery	Dry Cleaner	Mini-market	Work-clothes	Dry Cleaner	News-agent J&R News	Cafe Addis	Aquatics Pottery
2012	Ladies clothes (bespoke) The State of Grace	Deli/cafe St Helen's	Interior decoration Violet and George	Estate Agent		Bakers St Helen's Bakery	Dry Cleaner Sana	Mini-market Baz	Toy Shop Dot/Dot closed	Dry Cleaner	Vet	closed	Pet Care
					ST HELEN'S GARDENS								
Kelfield Court					St Helen's Church and Church Hall								

7.1.2 RBKC Core Strategy policy CK2 resists loss of A1 retail use in neighbourhood centres. This has in the past given some planning protection to the two shopping parades in St Helens Gardens and North Pole Road, and the smaller parade in Barlby Road. But given the changes in shopping habits affecting all small high streets, coupled with the 2008-12 recession, this has not stopped shops in the StQW neighbourhood from becoming financially unviable.

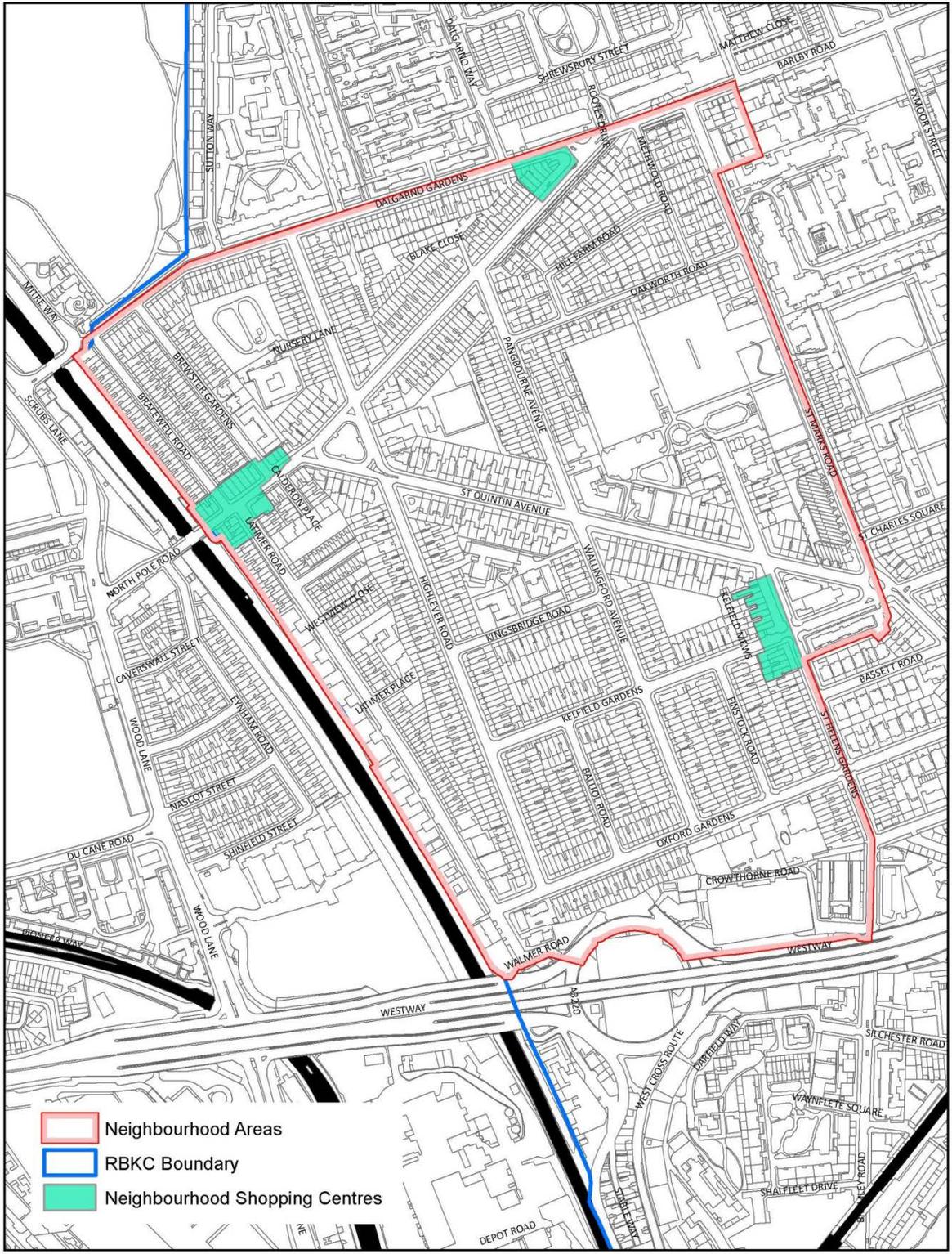
7.1.3 Hence both North Pole Road and St Helens Gardens have seen vacant shop units stand empty for months and in some cases many years. This not only reduces the local retail offer but affects the whole street by giving it an appearance of neglect and decay. The 2014 RBKC Annual Monitoring Report shows St Helens Gardens parade as having a 25% vacancy rate, and North Pole 13% (the national average).



St Helens Gardens - northern section

7.1.4 The Government has introduced fixed term measures allowing for change of use as permitted development, subject to a 'prior notification' process. Given the context of long-term vacant shops in local shopping parades, this StQW Draft Plan proposes permanent increased flexibility in allowing change of use between A1, A2, A3, B1, D1 and D2 use classes, subject to amenity considerations (e.g. noise nuisance for neighbours from plant and AC extracts).

MAP 5: Neighbourhood Shopping Areas



<p>Neighbourhood Shopping Areas</p> <p>© Crown copyright and database rights 2016 OS 100021668</p>	<p>1:5000</p>	<p>The Royal Borough of Kensington and Chelsea</p> 
<p>THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA</p>		

The three shopping parades at Barby Road, North Pole Road and St Helens Gardens, to which StQW Draft Policy 7a would apply

St Helens Gardens - ideas for the future

7.2.1 This shopping parade was originally laid out and designed to be the heart of this part of the St Quintin Estate, with its local church and shops. It retains some of the atmosphere of a 'village centre', as noted in responses to the StQW Survey.

7.2.2. The visual appearance of St Helens Gardens has been much improved as a result of refurbishment works carried out by the landlord of 3 shop units in the southern section. These improvements came at a price, in that they were progressed through a series of planning applications involving reductions in retail floorspace and residential conversions to the back part of the shop units. Hence the resultant shop areas are small and with minimal storage by the standards of most retail units.



St Helens Gardens - southern section

Shop units converted with new shopfronts (with some loss of retail space to residential)

7.2.3 As a local shopping parade, St Helens Gardens is more attractive than North Pole Road, with wide pavements and (private) forecourts in front of the shops. In recent years, several St Helens summer festivals have been organised by local councillors and the church, with a temporary road closure to allow the street area to be used as a pedestrian area.

7.2.4 An 'Action' in this neighbourhood plan proposes experimenting with occasional temporary road closures, initially in the summer months, to allow the area to be used as a local 'pedestrian piazza'.

If experiments with such use of this section of the street proved successful, the next step could be to replace the road surface with an attractive 'shared surface', revise the car parking and delivery arrangements, and install a means of road closure such as rising bollards

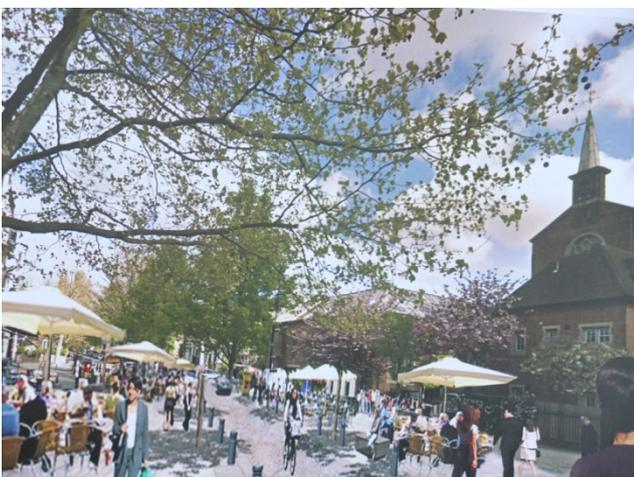


Image of a 'pedestrian piazza' in section of St Helens Gardens outside the church. Road closures in this section involve only a minor detour for traffic as the street is not a bus route.

Scope for more frequent closures and installation of shared surface will be pursued via the RBKC North Kensington Streetscape Advisory Group.

North Pole Road

7.3.1 North Pole Road is a less attractive environment as a shopping parade. The pavements are narrower and there are regular traffic queues, not helped by cars and vans routinely ignoring parking restrictions. At the end of the school day, the pavements become very crowded with school pupils using the fast food shops and convenience stores. Several shopkeepers have had to place a limit of the number of young customers in the shop. There are also problems of litter from the fast food shops, at this and other times of day.



North Pole Road shopping parade

7.3.2 For the shops and services in the street, availability of nearby parking is important if they are to survive. The chemists in North Pole Road is a much valued local facility which provides an extensive repeat collection and delivery service to elderly housebound patients and also delivers urgent medicines. Lack of '10 minute shopper parking' is an issue, given the limited number of Pay and Display spaces in the area. As a result of high levels of construction activity in the neighbourhood (basements and renovations) many of the P&D spaces are occupied all day by construction vehicles and builders vans.

7.3.3 The one longstanding pub in the area (The North Pole, on which site a pub had stood since 1839) was lost to a Tesco Metro in 2012, despite a local campaign to save it. The street already had three convenience stores and a butcher at that time, all of which have since remained trading.



A Tesco Metro has replaced the former North Pole pub

Results of the StQW Shopping Survey and Residents Survey

7.4.1 In early 2014, shopkeepers in the two main local parades were asked what they wanted to see happen as part of the StQW Neighbourhood Plan, and what type of shop they felt might survive best in each street. Residents were also asked a series of questions on local shopping, as part of the StQW Survey.

7.4.2 Taking these two sets of responses into account, the following themes emerge:

North Pole Road

- shopkeepers did not want more aggressive parking enforcement, but would welcome more spaces for short-term 'shoppers parking'. Additional Pay and Display spaces could be provided at St Quintin Gardens (north side of Barlby/St Quintin Avenue, Highlever 'triangle'). Free '10 minute parking' would be seen as good thing if this could be adequately monitored and enforced.
- CCTV would be welcome in North Pole Road, to address risks of burglary, late night crime, and litter from school pupils using the fast food shops (followed up as an 'Action' in this Plan).
- more litter bins should be provided (reports of some being removed and not replaced)
- matching resident views on '*shops we would like*' against shopkeeper views on '*what shops would survive in this parade*' the main candidates to emerge were that of an upmarket delicatessen, hardware/basic DIY goods, a good baker, and a fishmonger.
- in terms of services, a restaurant and a health/wellbeing outlet offering podiatry, chiropractor, physiotherapy were seen as both needed and viable. (The latter proposition is being progressed in relation to one of the currently vacant units).
- vacant units, with dilapidated shopfronts have a depressing effect on the parade, as does fly-posting under the railway bridge, and a fly tipping 'hotspot' (old furniture/domestic goods) at the corner of Brewster Gardens. The STQW Forum will continue to raise these issues with building owners and the Council.

St Helens Gardens

- a similar request from shopkeepers for less parking enforcement or more availability of short term shoppers parking , if the shops and cafe in the parade are to remain viable
- the importance of the 'school run' (in relation to Bassett House School and Oxford Gardens Primary) in bringing potential customers from a wider area to the street twice a day.
- reliance from shopkeepers/services on '*regular customers who know us*' as opposed to passing trade (this is matched by survey responses from residents saying they shop and use services locally because of a neighbourly village atmosphere and '*supporting local shops*', with a willingness to pay more than at nearby larger supermarkets.
- empty shops and dilapidated shop fronts have the same damaging effect as in North Pole Road
- in matching resident views with what was felt to be viable, the candidates to emerge included a brasserie/restaurant, hairdresser/beautician, butcher, and laundrette (there are two dry cleaners in the parade at present).

7.4.3 This evidence and analysis demonstrates that the local shops and services survive (some with difficulty) within a commercial eco-system that is sensitive to quite small changes. Were a school to re-locate, or parking restrictions to increase, some businesses might be forced to close. Similarly, quite small measures to improve availability of parking, improve the appearance of the parades, or introduce new elements (such as the arrival of the florists stall at St Helens Gardens) can have a significant positive effect.

POLICIES

- S1) Within the StQW area's three neighbourhood shopping parades of St Helens Gardens, North Pole Road, and Barlby Road, to allow permanent change of use between;**
- **A1/A2/A3 – shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices (but not sorting offices), pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes, financial services such as banks and building societies, professional services (other than health and medical services) including estate and employment agencies and betting offices), restaurants and cafes**
 - **B1 - offices and light industry appropriate in residential areas**
 - **D1- non-residential institutions - clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court**
 - **D2 - Cinemas, music and concert halls, bingo and dance halls (but not night clubs), swimming baths, skating rinks, gymnasiums or area for indoor or outdoor sports and recreations (except for motor sports, or where firearms are used) use classes**
- Subject to amenity considerations.**

Reasoned justification: Levels of vacant shop units in both shopping parades have demonstrated over recent years that greater flexibility on use classes is needed. Parts of the above draft policy have now been put into effect at national level, as a result of changes to the General Permitted Development Order taking effect from April 15th 2015.

- S2) Through increased flexibility on permitted use classes, to reduce the number of vacant shop units within the three neighbourhood shopping parades (North Pole Road, St Helens Gardens and Barlby Road) thereby creating new employment opportunities.**

Reasoned justification: complements Policy S1.

ACTIONS

- Si) To request RBKC to review the balance of residents and P&D (pay and display) parking bays in the immediate vicinity of North Pole Road and St Helens Gardens, with a view to creating more short-term parking for shoppers and users of local services.**
- Sii) As part of the North Kensington Streetscape Review, to work with the RBKC Transport and Market Management Departments to provide for temporary road closures in the northern section of the St Helens Gardens shopping parade, to create a pedestrian area suitable for permitted market trading and outdoor consumption of food and drink.**
- Siii) Through participation of the StQW Forum in the North Kensington Streetscape Advisory Group, to follow up on other potential improvements to the shopping parades in the neighbourhood, as identified via the StQW Survey and retail questionnaire/interviews.**
- Siv) To continue to contact owners and managing agents of vacant shop units to encourage refurbishment and re-letting, alert them to flexibilities on change of use, and identify potential matches with resident aspirations for new uses.**

Latimer Road

Objective 8 *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.*

8.1.1 As explained in the introduction to this Plan, while investment in housing refurbishment has been pouring into the StQW neighbourhood, very little investment is being made in commercial and retail property. Section 7 above looks at the two shopping parades, where shops and services are at risk of becoming unviable. This section of the StQW Plan looks at Latimer Road, a street where potential remains unfulfilled, buildings are outdated, occupied at levels beneath average capacity for office premises in the Borough and little investment is being made.

8.1.2 Change in planning policy is needed for Latimer Road. This part of the neighbourhood is not currently contributing to sustainable development. This Draft Plan identifies a way forward, based on a more tailored application of NPPF, London Plan and RBKC Core Strategy planning policies.

8.1.3 The current RBKC planning context for Latimer Road positions this street as the northern part of the combined Freston Road/Latimer Road Employment Zone. This is one of three Employment Zones in RBKC, within which restrictive planning policies apply on proposals for change of use from B1 office/light industry to any other use class, and in resisting new residential development.

8.1.4 RBKC is a Borough in which employment floorspace is 'scattered' across what are designated as several 'Town Centres' within the Local Plan, as well as many individual streets and neighbourhoods. Employment is not concentrated in a few areas. It is as partly as a result of this characteristic that RBKC has been granted 'whole borough exemption' from the Government's current flexibilities on change of use between office and residential. This exemption is due to apply until April 2019, at which point it will be withdrawn.

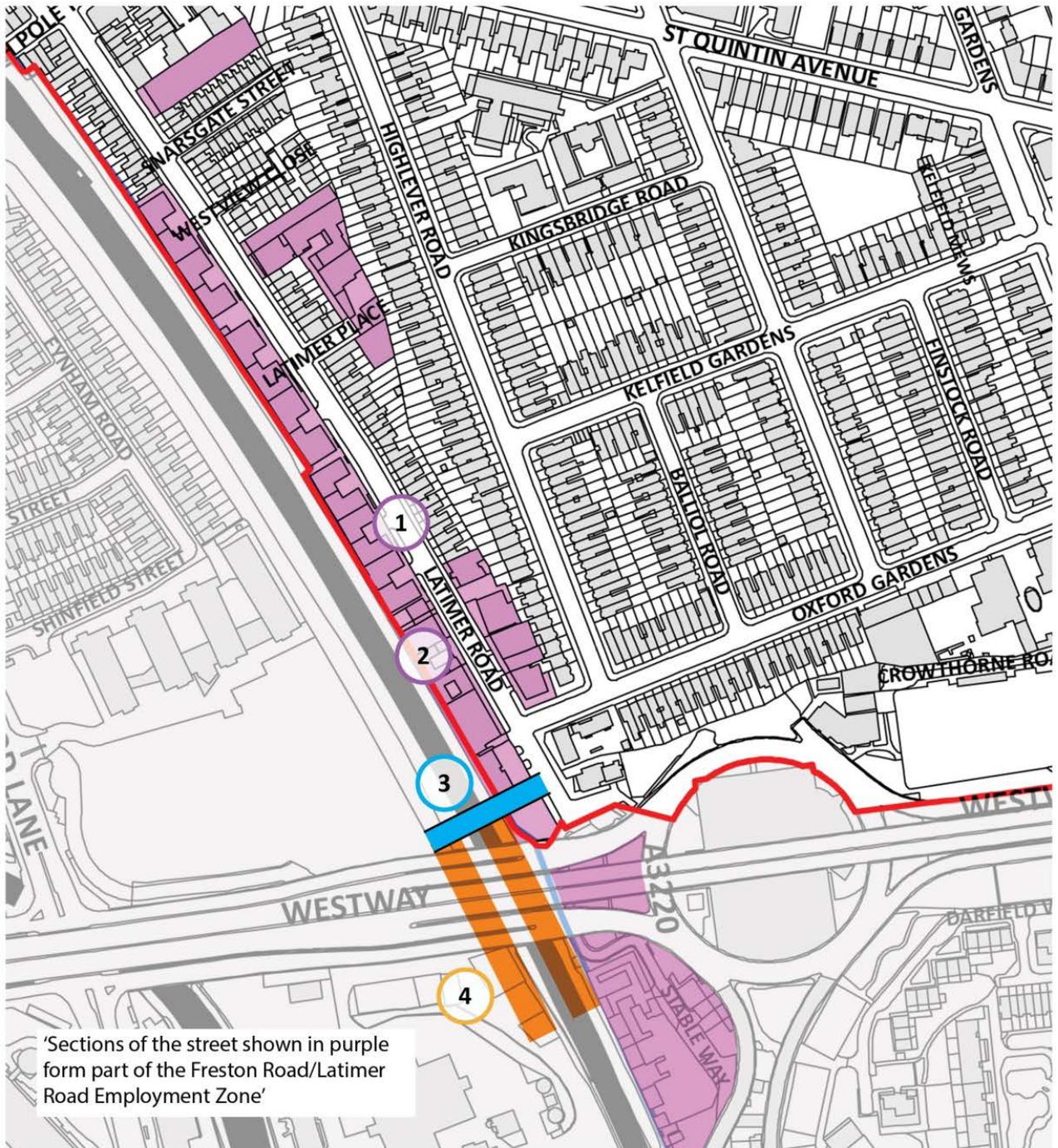
8.1.5 The logic of Latimer Road being part of a joint Employment Zone with the Freston Road area has always been questionable. The two areas are not physically linked, and now exhibit very different characteristics in their office market.

Latimer Road – a street which has not flourished as part of an Employment Zone

8.1.6 There are two strands to the StQW Forum's case for a rethink on planning policies for Latimer Road:

- Current RBKC policies are not proving successful in their own terms - in retaining only B1 office use within an Employment Zone. The cluster of office buildings at the southern end of the street have experienced periods of part vacancy, lasting several years, in the past decade. Lettings are at rent levels which have been deemed by independent consultants as unviable, or barely viable, for future investment.
- Equally importantly, the street is not offering what either office employees or local residents want within their immediate surroundings (and which the StQW area currently largely lacks). These are places to eat out at lunchtime or in the evening, meet for a drink or cup of coffee, buy fresh produce and bread, find interesting shops, galleries, or entertainment, and generally socialise.

MAP 6: Latimer Road



Key:

- 1 Light industrial/warehouse premises on western side of Latimer Road
- 2 Purpose-built offices at southern end of Latimer Road
- 3 Proposed underpass to Imperial West
- 4 Possible site for 'Westway Circus' Overground station

8.1.7 Local people also see Latimer Road as a suitable location for additional housing in the neighbourhood. It is an 'upcoming' part of the W10 residential market where existing housing property is more affordable than in other parts of North Kensington (given that it is a street with commercial uses, adjoining a railway line). New housing would be in a price range closer to what most of the existing community could afford, when considering 'downsizing' or looking for accommodation for a younger generation who wish to stay in the neighbourhood.

8.1.8 Summarised briefly, the rationale for StQW proposed policies for Latimer Road is as follows:

- Latimer Road, as a result of its location and characteristics (poor access to public transport, isolated as a commercial area) has never flourished as an Employment Zone.
- the EZ designation of 4 separate sections of the street has contributed to the loss of activities which were there previously, with retail and service activities leaving the street and resultant reduced footfall and self-reinforcing decline since the 1990s.
- the southern part of the street is made up of a cluster of 1980s office buildings and business suites of a type now experiencing low demand, compared with competing premises in LBHF and at Kensal and Freston Road.
- this southern part of the street, overshadowed by the Westway and with no road link to Freston Road is a '*potentially intimidating environment*' (Peter Brett Associates 2013) with acknowledged problems for the security of offices.
- rent levels for B1 floorspace in the street are insufficient to encourage the majority of building owners to refurbish and modernise this office space.
- the future regeneration potential of the street lies primarily in the light industrial/warehouse Units 1-14, on brownfield sites on the western side of the street, where additional housing development can be encouraged through a shift in planning policy (as set out at 8.6 below and in Section 10 of this Draft Plan).
- mixed use redevelopment of the Units 1-14 on the western side of the street can be achieved without loss of employment space
- Building owners and local residents would benefit, and RBKC strategic policy aims would be achieved.

The office buildings at the southern end of Latimer Road

8.2.1 Five sets of purpose built offices, containing business suites or sub-divided offices, were developed at the southern end of Latimer Road in the 1980s (Olympic House, Ivebury Court, Latimer Quartile, 204 Latimer Road and Park House). These are where the major problems of under-used and vacant office space have arisen. Soane House, which was also developed as a multi-let building at around the same time, has been in owner-occupation since the 1990s.

8.2.2 Details of uses, occupancy levels, and current rents achieved in these buildings are set out in the StQW Basic Conditions Statement submitted to RBKC in May 2015.



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.



Latimer Road today, with some remaining useful local facilities but with small office units lying vacant at its southern end despite an improvement in take-up post 2012.

Units 1-14 Latimer Road

8.3.1 As compared with the office buildings at the southern end of Latimer Road, the row of 14 low rise light industrial and warehouse units on the western side of Latimer Road offer greater potential for refurbishment and redevelopment. Current uses of these light industrial units are set out in the table in the StQW Basic Conditions Statement.

8.3.2 As noted in the 2013 Peter Brett Associates study, much of what is classed as 'light industrial ' or warehousing in North Kensington now offers the potential of relatively open plan studio and workshop/office space, in demand from creative industries. Such space is scarce in RBKC. Freston Road and Latimer Road, when combined, make up 20% of the Borough total.

8.3.3 This Draft Plan proposes no diminution of this type of floorspace in Units 1-14 Latimer Road. It encourages the transfer of remaining warehouse/storage space at Units 1-14 to office/studio use at ground floor/mezzanine level, with the potential of redevelopment with housing use above.



One of the 14 warehouse/light industrial units on the west side of Latimer Road. While some provide local services and/or have been converted for office use, others used for storage currently contribute very little to footfall, vitality, or the environment of the street.

Government changes on permitted development from April 15 2015 allow for change of use of such premises to residential, with certain qualifications.

The prospects for Latimer Road as a vibrant mixed use creative quarter

8.4.1 Local residents and businesses have for some years been asking themselves why the type of transformation that has taken place in many 'mixed use' streets in other parts of London has not happened on Latimer Road. While residents of the street appreciate its comparative quiet, and are not looking for a full

'Hoxton effect', a greater level of footfall and vitality, and some places to eat, drink, shop and socialise would be welcomed by business tenants, street residents, and the wider local community.

8.4.2 The StQW Survey asked a number of questions about what was seen as lacking in the neighbourhood area. 105 people responded:

- In reply to "which parts of the area would benefit from regeneration?" 47% of respondents suggested Latimer Road.
- in reply to "where are there opportunities to support a wider range of employment in the area?" 28% people said Latimer Road.
- in reply to "Where are there opportunities to create more places to eat or drink in the area?" Latimer Road was nominated by 38% of respondents.
- in reply to "Where are there opportunities to provide more homes in the area?" Latimer Road was nominated by 23% of respondents.

In all four cases, Latimer Road was nominated more frequently than any other street in the area.



The Ariadne Nektar bar/pub (now no longer keeping regular opening hours). Original buildings on the eastern side of Latimer Road are higher than the original houses on the western side.

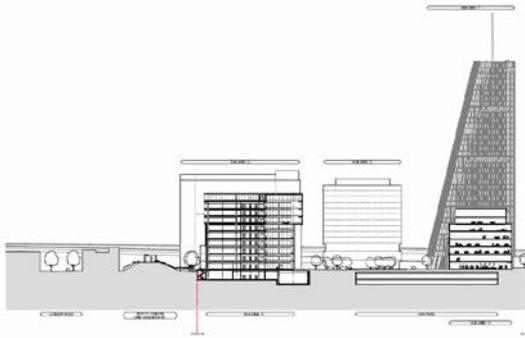
Additional housing in Latimer Road

8.5.1 The early history of Latimer Road was one of mixed use, with housing alongside (or above) commercial space. For redevelopment of the existing Units 1-14 in Latimer Road (as well as the office buildings at the southern end of the street) to become economically viable for building owners, a sufficient input of residential floorspace will be needed.

8.5.2 Policies to encourage redevelopment of Units 1-14 in Latimer Road require consideration of building heights - always a sensitive issue. The StQW Forum is opposed to increases to 'tall buildings' and especially to their impact on the Oxford Gardens Conservation Area. But it has to be recognised that the existing office buildings, and a number of the light industrial units on the west side of Latimer Road, will be backing onto Imperial West buildings of 12-16 storeys under construction in LBHF, immediately across the railway line.

8.5.3 StQW Policy LR5 sets parameters for building heights on the western side of Latimer Road. This policy would apply to proposals to redevelop Units 1-14, as well as other sections of the west side of the street.

8.5.4 The Imperial West Translation Hub, on which construction work is well underway in 2015, will be 12 storeys and 60m high, just across the railway line on the eastern boundary of the site. The proposed 35 storey tower at Imperial West will be 112m high. The impact for Latimer Road residents of allowing increased building heights needs to be seen in this context.



Comparison of building heights between Latimer Road (left of image) and the Imperial West development



IMPERIAL WEST

ILLUSTRATIVE MASTERPLAN

Potential for redevelopment of Units 1-14 in Latimer Road

8.6.1 Development sites for housing are few and far between in RBKC Section 10 of this Draft Plan appraises the potential for housing development on 4 sites in the StQW Neighbourhood (including the land at Nursery Lane, which this Plan concludes is inappropriate for housing use and should be designated as Local Green Space).

8.6.2 Discussion with building owners in Latimer Road, and with local residential estate agents, confirm that Latimer Road is both 'developable' and 'deliverable' as a location for additional housing in North Kensington. The street can make a significant contribution to the need for additional housing in the Borough



Illustration of redevelopment potential of a typical light industrial/warehouse unit on western side of Latimer Road

8.6.3 Section 10 of this Plan sets out the detailed context on the case for more housing in Latimer Road. Policy L5 below provides one of the necessary enabling mechanisms.

POLICIES

LR1 To allow residential use of upper floors in redeveloped B class buildings at Units 1-14 Latimer Road, provided that the ground (and any mezzanine floor) remains in commercial use.

Reasoned justification: the current planning policies applied by RBKC for these units resist any form of housing development. This is restricting the scope for viable reinvestment and redevelopment, and for the delivery of much needed additional housing units, on brownfield land. Responses to the StQW residents' survey demonstrated local support for additional housing at this location. Policy LR 1 is in line with NPPF objectives of achieving sustainable development and making use of brownfield sites.

LR2 To allow A1/A2/A3, A4, D1 and D2 class uses, along with any B class use other than B2 and B8 (over 500 sq.m) within Latimer Road, where such uses contribute to the vitality of the street and to the wider neighbourhood area.

Reasoned justification: one of the reasons why Latimer Road fails to attract office tenants is the absence of other activities, facilities and amenities in the street. Current RBKC Policy CF5(j) goes some way towards the above proposed policy but is dependent on RBKC taking a broad view on what uses are deemed to 'directly support the function and character of the zone'. This lack of clarity is a deterrent to alternative uses coming forward. StQW Draft Policy 8c would provide such clarity, as well as widening the scope of the current CF5(j) policy to take account of the contribution Latimer Road can make to the neighbourhood as a whole.

LR3) To encourage building uses which support the creative and cultural industries, and which contribute to the Royal Borough's policies on Cultural Placemaking and RBKC Core Strategy Policy CR6.

Reasoned justification: this policy could be argued to be a 'duplicatory' to RBKC Policy CR6 but its inclusion in the StQW Plan is intended to send a signal to existing and potential incoming businesses/residents that this is the kind of neighbourhood which the StQW Forum is seeking to create.

LR4) In the context of mixed use policies for Latimer Road, to encourage uses which will increase employee numbers on site (as opposed to warehousing and storage) within the full range of A, B and D class uses.

Reasoned justification: while there are limits to the extent to which any part of a development plan can influence the number of employees working within an area, this policy is designed to steer development control decisions towards building uses which increase actual jobs on site, thereby bringing greater vitality to the area.

LR5) In order to restore the original urban form of the street, to allow increased building heights on the western side of Latimer Road subject to:

- iv) 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**
- v) 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**
- vi) No harmful increase in the sense of enclosure to existing buildings and spaces and neighbouring gardens**

Reasoned justification: the current urban form of the street is incoherent and unsatisfactory, with Victorian housing on the east site higher than light industrial/warehouse units on the west. For sections of Latimer Road, development across the borough boundary in LBHF is eliminating the previous open skylines to the

west. A limited increase in building heights on the western side is needed to incentivise redevelopment of existing buildings and to encourage additional housing into the street. Policy L5is 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.

ACTIONS

- LRi) To develop a set of Design Guidelines or a Design Code, in conjunction with RBKC, to provide a framework for the incremental redevelopment of Units 1-14 and other commercial premises on the western side of Latimer Road, so as to ensure a consistent approach to building lines, building heights, massing, fenestration, use of materials, delivery and parking arrangements, with the aim of restoring a coherent streetscape of human scale, with active frontages and a positive relationship between buildings and the street.*

- Lii) In the event of the Government withdrawing RBKC's current 'whole borough exemption' on permitted development for change of use from office to residential, to ask the Council introduce an Article 4 Direction removing such permitted development rights in relation to ground floor B1 floorspace within the 4 sections of Latimer Road currently designated as part of the Freston Road/Latimer Road Employment Zone*

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

9.1.1 Current RBKC policies on Housing are set out in the Chapter 35 of the 2015 Consolidated Local Plan. In its 2013 Housing Policy Review the Council noted that *'Since the adoption of the Core Strategy in December 2010 house prices have continued to rise to an average of over a million pounds (£1,094,203). This is nearly double the average house price in 2005 and the highest average in England'*.

9.1.2 Demand for housing in the Borough is 'insatiable' (The Council's own term). RBKC's stated strategic focus is therefore on *'achieving a diversity of housing in mixed communities, to reduce the potential of further polarisation between, in broad spatial terms, the north and south of the Borough'*.

9.1.3 The tenure profile in the Borough based on the 2011 Census is: 36 % owner occupation, 24% social rented housing, 37% private rented housing and 3% other. The private rented sector has the highest turnover of households compared to the other tenures, with 20% of the population estimated to change each year. Comparable figures for Inner London as a whole are around 40% of homes as owner occupied, 40% as social rented housing and 20% in the private rented sector.

9.1.4 The 2010 Local Plan set housing targets of a minimum of 3,500 homes to be provided between 2007/8 and 2016/7 (i.e. a rate of 350 units per year). The London Plan was amended and adopted in July 2011 and the RBKC target was increased. The 2014 Further Alterations to the London Plan have further increased the RBKC annual target to 733 housing units per year.

9.1.5 The agreed RBKC target for affordable housing in the adopted London Plan (July 2011) is 200 units per year, to be provided over a 10 year period.

9.1.6 In reality, numbers of houses built in the Borough have not got close to these targets in recent years. The workings of the development market are such that actual completions of new housing units also fall well below the level of permissions granted. Figures for actual completions in 2009/10 and 2010/11 were 324 and 175. The 2013 RBKC Monitoring Report notes a further reduction in the 2011/12, with 244 units approved and only 65 units completed.

9.1.7 Three of the housing challenges facing the Borough were identified in its 2012 Issues and Options paper:

- Affordability of housing remains a key issue in the Borough, with rising house prices.
- Following the Government's introduction of Affordable Rent Tenure, very few households on the Register can afford Affordable Rent at 80% of the median market rent.
- Many of the market housing units that are delivered in the Borough do not address the range of identified local housing need *'but do meet an international need for those able to afford the very high residential prices within Kensington and Chelsea and contribute to London's role as a Global City'*.

9.1.8 At the top end of the income spectrum, the 'Buy to Leave' phenomenon in parts of Kensington & Chelsea and in other Inner London boroughs has become a feature of the central London housing market.

How much new housing should the StQW area provide?

9.2.1 The Council does not currently disaggregate its borough-wide targets down to individual wards or to smaller areas within its boundary. Nor does RBKC (as yet) publish detailed figures for a Five Year Housing Supply, on a site by site basis and including smaller sites of 10 or some homes. Hence there is no notional

target figure for housing starts that the StQW Plan will be expected to deliver. Most of the new housing in the Borough is expected to result from development of the Kensal Rise Opportunity Area, still several years away from coming on stream.

The nature of housing in the StQW area

9.2.3 There is a perception of the StQW neighbourhood (promoted by local estate agents) as an area on the edge of fashionable Notting Hill and one which is swiftly becoming a high-income residential enclave. The reality is more complex. It is true that house prices in W10 have risen sharply in recent years (and particularly sharply in 2013/2014) as a result of the 'ripple effect' of Prime London. As for the rest of the Borough, prices are now levelling off or falling, as from November 2014.

9.2.4 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 64.9% of housing properties are socially rented (mainly north of Dalgarno Gardens and outside the StQW area). In St Helens ward, 43.5% of housing property is socially rented.

9.2.5 An analysis of 'fair rents' rents pre-dating the abandonment of rent control in January 1989 reveals a total of 246 rents registered with the Valuation Office, within the StQW neighbourhood. These are in Kelfield Gardens (8), Brewster Gardens (8) and Coronation Court (10), Bracewell Road (10), Highlever Road (23), St Quintin Avenue (28) and Cowper Terrace (9), Latimer Road (21), St Helen's Gardens (22), Wallingford Avenue (10), Oxford Gardens (8), Kingsbridge Road (1) and Evelyn Fox Court (27), Finstock Road (9), Balliol Road (7), North Pole Road (4), St Quintin Gardens (8), Blakes Close (12), St Marks Road (20), Bramley Road – Robinson House (19).

9.2.6 Given that these numbers are part of the estimated 100,000 registered rents remaining from 1989 legislation (and steadily shrinking as tenants die or relocate) this is a significant number for such a small area.

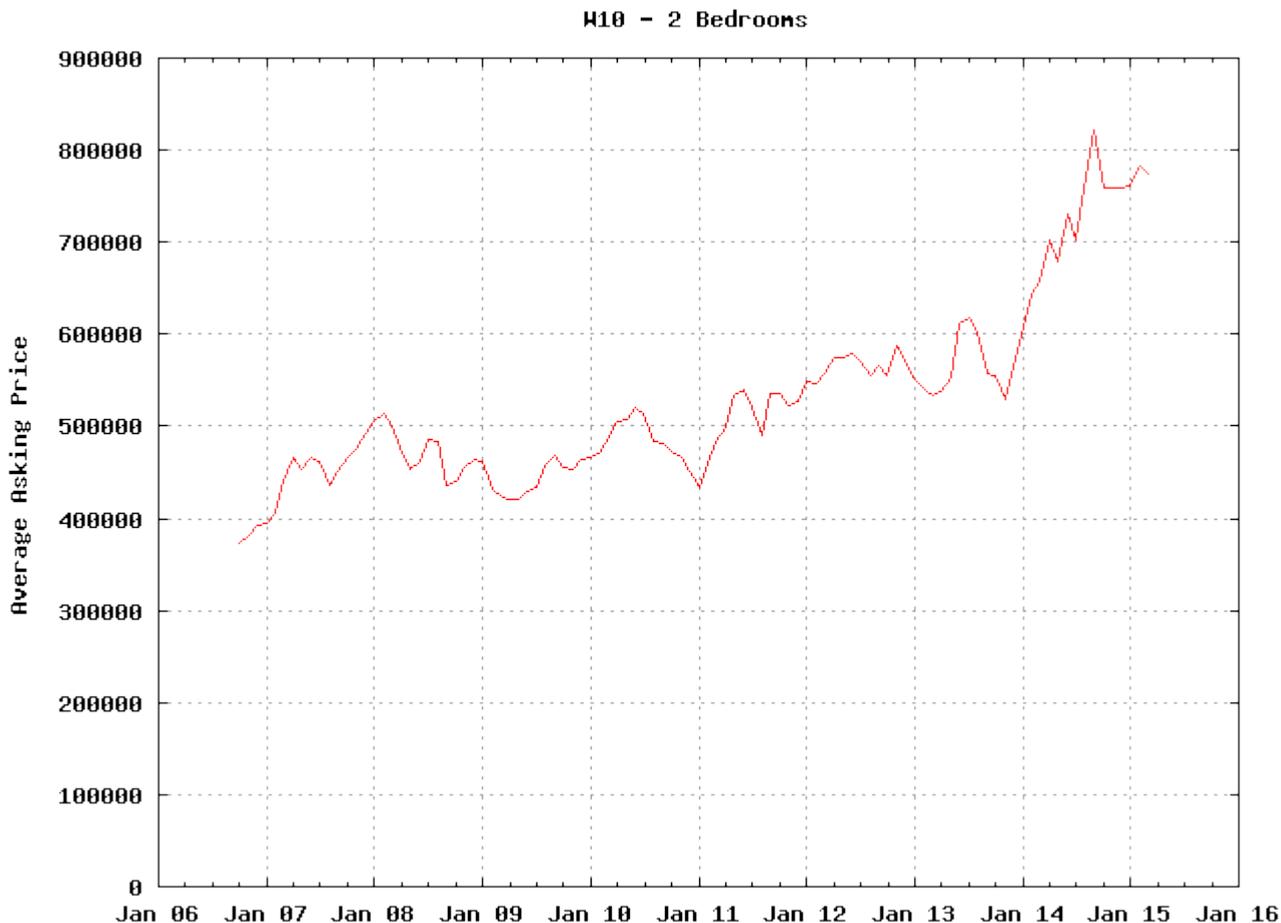


The new Argyll Place development in Pangbourne Avenue, on the site of the former Princess Louise Hospital. While the smaller units at the rear of the development have sold, the larger 'townhouses' shown here have been marketed unsuccessfully for over a year. Prices have been reduced from £4m to £2.95m

9.2.7 While the average gross annual pay of RBKC residents in 2012 was the highest amongst all London boroughs at £36,000, income levels vary significantly within the Borough when looked at spatially. Many residents in the north of the Borough have incomes below £20,000 per annum, along with high levels of benefit claims.

9.2.8 Significant investment is being made in existing houses in the neighbourhood, particularly in the properties in the 'red-brick' Edwardian streets of the St Quintin Estate. Over 50 basement projects have been

granted permission in these streets since 2002, with an acceleration of activity in the 2012-2014. Total refurbishment of properties, undertaken by developers for resale, has become more common. Such houses sell for well over £2m once refurbished and with a basement added.



Asking prices for 2 bed accommodation in W10 Jan 2015 Source: London Property Watch

9.2.9 Responses to the StQW survey show some nervousness over these market trends. While recognising the rights of homeowners to invest in their properties, there are those who are concerned that the area is changing too fast, raising the bar as to who can afford to live in it. There are anxieties over a perceived loss of ‘neighbourliness’ and over the exodus of younger people, within what has hitherto been a multi-generational and mixed community.

9.2.10 The StQW neighbourhood has long attracted families with young children. The attractions are the house-type (not too many stairs, easy adaptability, room for a buggy or pram, some garden space) and the local environment (wide and safe streets and pavements, easy residents parking). There are good schools in the neighbourhood at primary level (Oxford Gardens as a state school, Bassett House as private) as well as several nursery schools.

9.2.11 These are all features of the area much valued by local residents, new and existing. The area's popularity amongst those with significant capital funds (but unable to afford ‘Prime London’) is evident from the regular flow of estate agent flyers, seeking new properties to put on their books. For older families established in the area for decades (some for several generations) there is concern that their own offspring now lack any realistic chance of affording to remain in the area.

9.2.12 The availability of lower cost property in the streets north of North Pole Road, and in the Oakworth Road/Methwold Road area, has helped to mitigate this trend. But even in these streets, young professionals

and public sector employees are being forced to look elsewhere, further north or west. There are also comparatively few smaller flats suitable for older couples looking to downsize.

Affordable housing

9.3.1 RBKC 2010 Core Strategy policies require new developments to provide affordable housing at 50% of floor area, on residential floorspace within developments in excess of 800 sq.m gross external area. They also require provision to be in the form of a commuted sum in lieu of the equivalent amount of affordable housing floorspace where in excess of 800 sq.m but less than 1,200 sq.m of gross external residential floorspace.

9.3.2 In practice these 'thresholds' have no real impact. The Council accepts that *'In practice it has been found that the existing 50% floorspace target has never been close to being achieved as it is subject to a financial viability assessment'*.

9.3.3 The implications of Affordable Rent tenure introduced by the Government have also limited access to social housing. Very few households on the Register can afford Affordable Rent at 80% of the median market rent (the Government's figure) with the most practical level for Affordable Rent being 45%.

9.3.4 Eligibility for social housing involves a number of criteria, including cases where the council has a duty to re-house those living in temporary accommodation or on priority health grounds. The income ceiling is set at a gross household income of up to £66,000 per annum when applying to rent or buy a one or two bedroom property or up to £80,000 when applying to buy a family sized property (three bedrooms or more). Hence for many, including key public sector workers, 'affordable' housing in the Borough remains out of reach even if the household were to meet the eligibility criteria.

9.3.5 As in the rest of the Borough, land and sites for new housing is very scarce within the StQW neighbourhood. Little new housing has been built in recent years, apart from the one scheme of market housing in Pangbourne Avenue (Argyll Place). One or two infill developments have taken place on small sites.

9.3.6 The main increase in housing floorspace in the neighbourhood will have come from loft extensions and basements in owner-occupied properties rather than from wholly new homes. Unlike the streets with larger houses in the eastern part of the Oxford Gardens CA, loss of housing units through de-conversions of flats has not been a significant issue in the StQW neighbourhood.

Potential sites for housing development

9.4.1 Overleaf, an options appraisal of potential development sites in the StQW neighbourhood looks at four on which housing has been considered. .

Scope for Housing in Latimer Road

9.5.1 In the view of the StQW Forum, the western side of Latimer Road (brownfield land and currently developed at low intensity) makes for a suitable location for new housing in the StQW neighbourhood.

9.5.2 Detailed feasibility work on the scope for redevelopment of a typical unit amongst the light industrial/warehouse Units 1-14 has shown that

- up to 10 studio or one/two bed flats can be provided on the approx 400 sq m footprint of a single unit, within height levels seen as acceptable following two sets of discussions at open meetings of the StQW Forum
- conversion of the ground and mezzanine floors of these units can provide good quality office space of the type in demand from small businesses and creative industries in North Kensington.

9.5.3 Such redevelopment would restore the street to a closer approximation of its 19th century urban form, raise levels of footfall, and increase the viability of service and retail activity thereby contributing to the wider StQW neighbourhood and the local economy.



Section through Latimer Road, railway line (Borough boundary) and Eynham Road showing height levels assuming redevelopment of Units 1-14 under StQW Draft Policies. Building shown on the eastern side of Latimer Road (to left of image) is the existing mixed use development at Nos 290-294.

9.5.4 Redevelopment of each of Units 1-14 is highly unlikely to take place simultaneously, given the separate ownerships of these premises. Building owners may take their view that their existing uses and tenancies are providing an adequate financial return, or meet their individual needs. The proposed StQW policies are calibrated (in terms of acceptable building heights) with the intention of providing a sufficient return on investment to encourage redevelopment, while not leading to excessive change in hope values for these properties.

9.5.5 Within the 5 year period that the NPPF defines as meeting the criteria for 'deliverability' of housing sites, 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.

	StQW HOUSING SITES OPTIONS APPRAISAL	CROWTHORNE ROAD	LATIMER ROAD UNITS 1-14 ABOVE GROUND FLOOR	NURSERY LANE	142A HIGHLEVER ROAD
1	Is the site of sufficient size for a viable housing development?	0.115 hectare irregular shaped plot. Mixed use scheme including 20 flats refused in 2013.	Units 1-14 cover 0.56 hectares in total. Units vary in size and have an average footprint of approx 400 sq m. Redevelopment of a single unit, within StQW height policies, would allow for 10 flats at London Plan space standards.	0.48 hectare roughly square site. Scheme for 23 houses refused 1982. Scheme for 21 houses exhibited Dec 2014	1,200 sq m including two access ways (privately owned and part of the site)
2	Is the site Previously Developed Land (i.e. greenfield or brownfield?)	Yes, formerly a garage/workshop	Yes, industrial and warehouse use	StQW Forum sees no evidence of development that falls within PDL definition in NPPF. Only wooden buildings for agricultural/horticultural use, redundant glass houses and previous sports pavilion/changing room.	Yes, as a vehicle workshop and petrol station
3	What is the established lawful use?	B2 originally. B1 use granted in 2001 but never implemented.	B1 and B8	RBKC say 'sui generis'. StQW Forum say agricultural/horticultural continuous use by same tenant since 1960s	Established use since 1918. Permissions granted for petrol storage tanks, subject to conditions requiring no signage as a petrol station.
4	Is housing use compatible with RBKC policies?	Yes as mixed use provided no loss of employment floorspace. Application for 20 flats refused in 2013, partly on grounds of loss of employment floorspace.	No, as premises lie within Latimer Road sections of EZ and Policy CF5 applies (although mixed use with 12 flats granted in 2010 at No.290-294 on eastern side of street, also within EZ).	Policy CR5 resists loss of private open space. Policy CL3 also applies. Oxford Gardens CAPS includes policy not allowing housing development on St Quintin backland sites. RBKC Planning Dept considers site as a potential housing site.	Not on paper, in that RBKC Policy CK1 protects petrol stations as a social and community use. In practice petrol purchases at this garage are minimal and RBKC recognise this is a 'highly unusual garage'.
5	Is housing use compatible with StQW Plan policies	Yes, with more flexibility on amount of B1 use to be retained	Yes, provided ground and any mezzanine floors remain in employment use.	No. StQW Plan designates as Local Green Space. StQW Draft Policy 4b repeats RBKC CAPS policy not allowing housing development.	Yes, subject to a housing scheme being low rise and not creating an unacceptable 'sense of enclosure' for immediate neighbours.
6	Is housing development likely to trigger a requirement for affordable housing?	Yes. No affordable units were offered in 2013 proposal, which was one of the grounds for refusal	Not unless more than one unit was developed simultaneously, given the limits on footprint of each site and StQW policy on building heights in Latimer Road	Yes, but no affordable offered in 2014 proposals. Commuted sum proposed.	Would depend on level of housing floorspace proposed, but the site is unlikely to accommodate more than 10 units.
7	Will the local traffic impact be acceptable?	Yes, in that traffic would use Bramley Road with a choice of exit routes westward	Yes, in that traffic has choice of exits westward, via North Pole Road or Oxford Gardens/St Anne's Road	Traffic will be on north side of St Quintin Gardens. adding to congestion at Barlby/St Quintin/Highlever triangle	Development would reduce on-site parking from the current 22 lock-up garages. Net effect on local traffic might well be negative.
8	Does the site have adequate access?	Yes, both parts of site can be accessed from Crowthorne Road	Yes, all development would front directly onto Latimer Road.	Vehicular access is via Nursery Lane and comparatively narrow (5.8m with). Shared with access to sheltered housing, from where wheelchair users have to use the roadway..	Site has two vehicular entrances, from Highlever Rd and Dalgarno Road. The latter is wide enough for a petrol tanker.
9	What are the implications	Housing development would be	Housing development would be	Housing development would be	Housing development would be

	for resident parking permits?	required to be permit free. Underground parking proposed in 2013 application.	required to be permit free. Redevelopment of Units 1-14 likely to include basement parking.	required to be permit free. Underground parking proposed in 2014 proposals from a developer	required to be permit free. Site currently includes 22 lockup garages.
10	Would building heights and 'sense of enclosure' be an issue?	Grounds for refusal of 2013 scheme included ' <i>unacceptable overlooking</i> ' and loss of amenity for neighbouring properties.	StQW Policy 8e on building heights would limit impact on properties on eastern side of road. Units 1-14 back onto a railway line. Street is outside the Oxford Gardens CA	RBKC Policy CL1(g) on Backland sites requires that ' <i>scale and massing respect the hierarchy of the existing urban block</i> '. Site is inside the Oxford Gardens CA and RBKC Policies CL1 and CL11(c) would apply.	Site is inside the Oxford Gardens CA and directly overlooked by neighbouring houses in Highlever Road (two storey). RBKC Policies CL1 and CL5d on 'sense of enclosure' would apply.
11	Is the site highly sensitive environmentally or ecologically?	No	No	Not 'highly' sensitive but site has ecological and bio-diversity value. The Counters Creek enclosed main sewer runs along the site boundary. Local knowledge suggests regular water logging of the site from groundwater, hence the line of willow trees..	No
12	Are there Tree Preservation Orders?	No	No	Yes	No
13	Is the site near to shops and healthcare facilities	Yes for shops and pharmacy in Bramley Road. St Quintin Health Centre and St Charles Minor Injuries Unit in walking distance	Yes for shops and pharmacy in North Pole Road St Quintin Health Centre and St Charles Minor Injuries Unit in walking distance	Yes for shops and pharmacy in North Pole Road St Quintin Health Centre and St Charles Minor Injuries Unit in walking distance	Yes for shops and pharmacy in North Pole Road St Quintin Health Centre and St Charles Minor Injuries Unit in walking distance
14	Does the site contain/adjoin any heritage assets?	While not listed, the adjoining Lichfield Studios is recognised as one of the attractive buildings in the neighbourhood.	No. Southern part of Latimer Road has been deemed by RBKC to ' <i>lack any clear architectural identity or consistent architectural form</i> '. Units 1-14 are light industrial/ warehouse buildings typical of 1980s.	1990 Oxford Gardens CAPS states ' <i>Road widths, gaps, return frontages, backlands and gardens combine to create a distinctive open character for the area</i> '.	No. The neighbouring backland site was developed for housing in the 1990s (Blake Close).
15	Is housing 'deliverable' on the site (i.e. a realistic prospect that housing will be delivered on the site within five years as per the NPPF definition of 'deliverability')	Yes. The site is not in current use. While the 2013 application was refused by RBKC, a scheme which takes more account of RBKC policies (and new StQW policies) is very realistic within the next 5 years.	Yes. Units 1-14 are in individual ownership. StQW Draft Policies are structured (in terms of allowing housing above commercial while maintaining constraints on building height) ' <i>to provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable</i> (NPPF 173)	Yes, but only if major planning obstacles (in terms of conflicts with NPPF policy on greenfield land and proposed StQW policies on Open Space) were to be overcome	Yes, the present owner of the sites would consider closing the garage workshop and petrol pumps, having inherited the family business (which dates from 1918). The site would now be considered unsuitable for a newly proposed petrol station, being in a wholly residential location.
16	How many housing units would the site deliver?	15-20	50-75	21 in Dec 2014 proposals from a developer	6-10



Image of typical Unit 1-14 redeveloped for mixed use in Latimer Road, with housing above commercial space.

Basement parking is assumed, given that the housing would be 'permit-free' under RBKC policies.

Other potential housing sites

9.6.1 The other two potential development sites for housing within the StQW Neighbourhood are at 3-5 Crowthorne Road, and at 142A Highlever Road. The former is disused B2 industrial site, for which a mixed use proposal was refused by RBKC in 2013 as detailed in the table above. This site is not allocated in this Plan. The latter is occupied by a garage workshop and petrol station, run by the same family since 1918 and for which change of use is a realistic prospect.

9.6.2 The Crowthorne Road site could deliver 15-20 housing units, while the St Quintin Garage site would allow for some 6-10 low rise or mews houses.

POLICIES

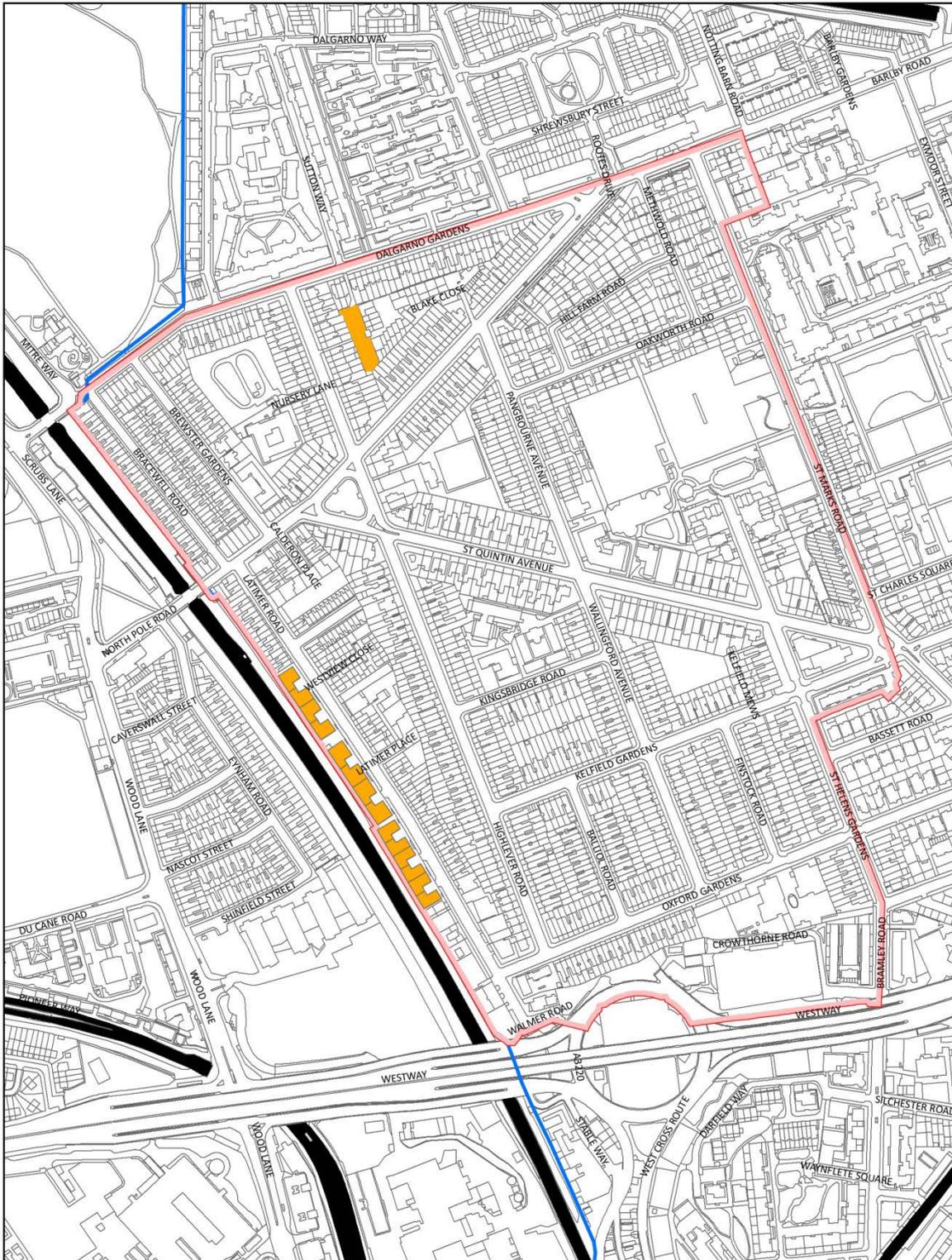
H 1) To allocate for housing use the land at 142A Highlever Road

Reasoned justification. This irregular shaped backland site lies within a wholly residential area and its use since the 1918 as a garage workshop and filling station is neither a suitable use for the location nor one likely to continue after the retirement of the present owner. Planning conditions do not allow any signage for the filling station, and use of the site as such is limited to a small and shrinking clientele.

H2) To allocate the sites occupied by Units 1-14 Latimer Road for mixed use development, allowing housing use (C3) subject to ground and mezzanine floors remaining in commercial use (B1, B8, A or D class).

Additional housing units in Latimer Road were approved by RBKC in 1992 (Westview Close) and in 2010 (290-294 Latimer Road). Further housing on the western side of the street would contribute to RBKC housing targets and add activity and vitality to the street, increase footfall and viability for A and D class uses, and improve its safety and security. The urban form and building heights in the street would also revert to a form closer to their 19th century origins.

MAP 7: Housing



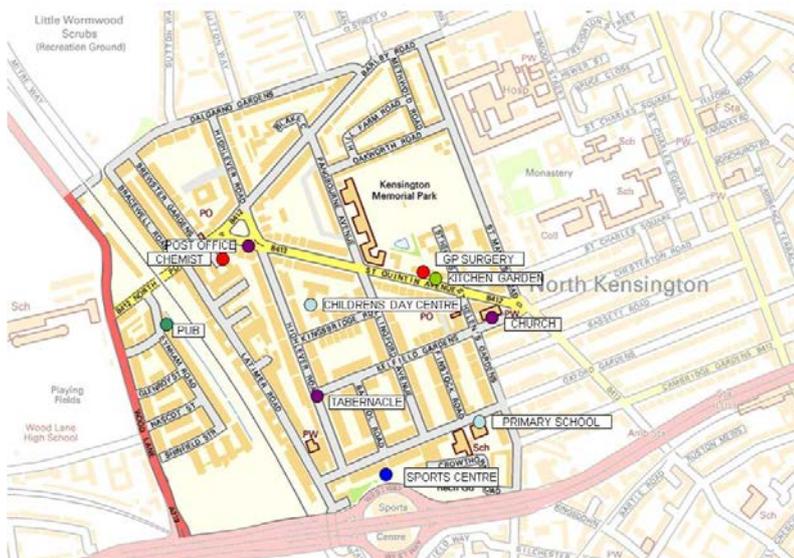
<p>Allocated Housing Sites</p> <p>© Crown copyright and database rights 2016 OS 100021688</p>	<p>1:5000</p>	<p>The Royal Borough of Kensington and Chelsea</p> 
<p>THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA</p>		

Map showing allocated housing sites at 142a Highlever Road (top) Latimer Road (above commercial)

Health and Education

Objective 10 *Protect local education, health and community facilities from commercial development pressures*

10.1.1 The StQW neighbourhood is not particularly well endowed with local facilities. Some have been lost in recent years and others remain under threat. The map below shows the main facilities in the area on which residents rely. The importance of these services remaining within walking distance, in a part of London with relatively low car-ownership levels, has been emphasised in responses to the StQW consultation survey.



Local facilities in the StQW neighbourhood (including the originally proposed part in LBHF not subsequently designated)

Insofar as policies in a neighbourhood plan can influence the availability of these facilities, there are limitations on what can be achieved through planning policies.

10.1.2 The two GP surgeries in St Quintin Avenue have been under threat of closure, with the site sold for residential development. Latest information is that this threat is not live at the moment, although there remains local concern as to what will be the eventual outcome of a current 'review of the primary care estate' being undertaken by the NHS West London Clinical Commissioning Group.

10.1.3 The St Charles Hospital lies just outside the boundary of the neighbourhood area. Services on this site have been reconfigured as the St Charles Centre for Health and Wellbeing. This provides a range of primary care services including a 66 bed renal unit, diagnostics including X-rays, ultrasound, echocardiography, and phlebotomy. A range of Community clinics are also available, and the walk-in Urgent Care facility is one highly valued by local people.

10.1.4 This hospital has not delivered Accident and Emergency services in recent years, and Hammersmith Hospital in DuCane Road has hitherto provided the nearest A&E. This service closed in mid 2014 as a result of the NHS reconfiguration in North West London. This leaves St Mary's in Paddington as the nearest A&E service for North Kensington, a source of concern to many residents.

10.1.5 In terms of education provision, the neighbourhood is well served at primary and pre-prep level, with Oxford Gardens Primary and Bassett House School. At secondary level, the new Kensington Academy and Leisure Centre has now opened in Lancaster Road, some half mile from the StQW neighbourhood.

10.1.6 Adult education facilities at Wornington Green (to the east of the neighbourhood) have been reduced as a result of redevelopment. The same applies to the Isaac Newton Centre of Ladbroke Grove, which has been leased by RBKC to the Alpha Plus Group for use as a preparatory school.

10.1.7 Westway Sports Centre, just to the south of the StQW area, provides a wide range of sports facilities. The STQW Forum has been seeking to build an improved relationship with the Westway Trust following a major review of the Trust's governance and objectives, and has been liaising on the future of the Trust's site at 301 Latimer Road (see under Section 12 below).

Social and community facilities

10.2.1 The neighbourhood has long lacked any form of community building or meeting space, other than the local church hall. This hall is itself in regular use by Bassett House School and hence has limited availability for public meetings and other community events.

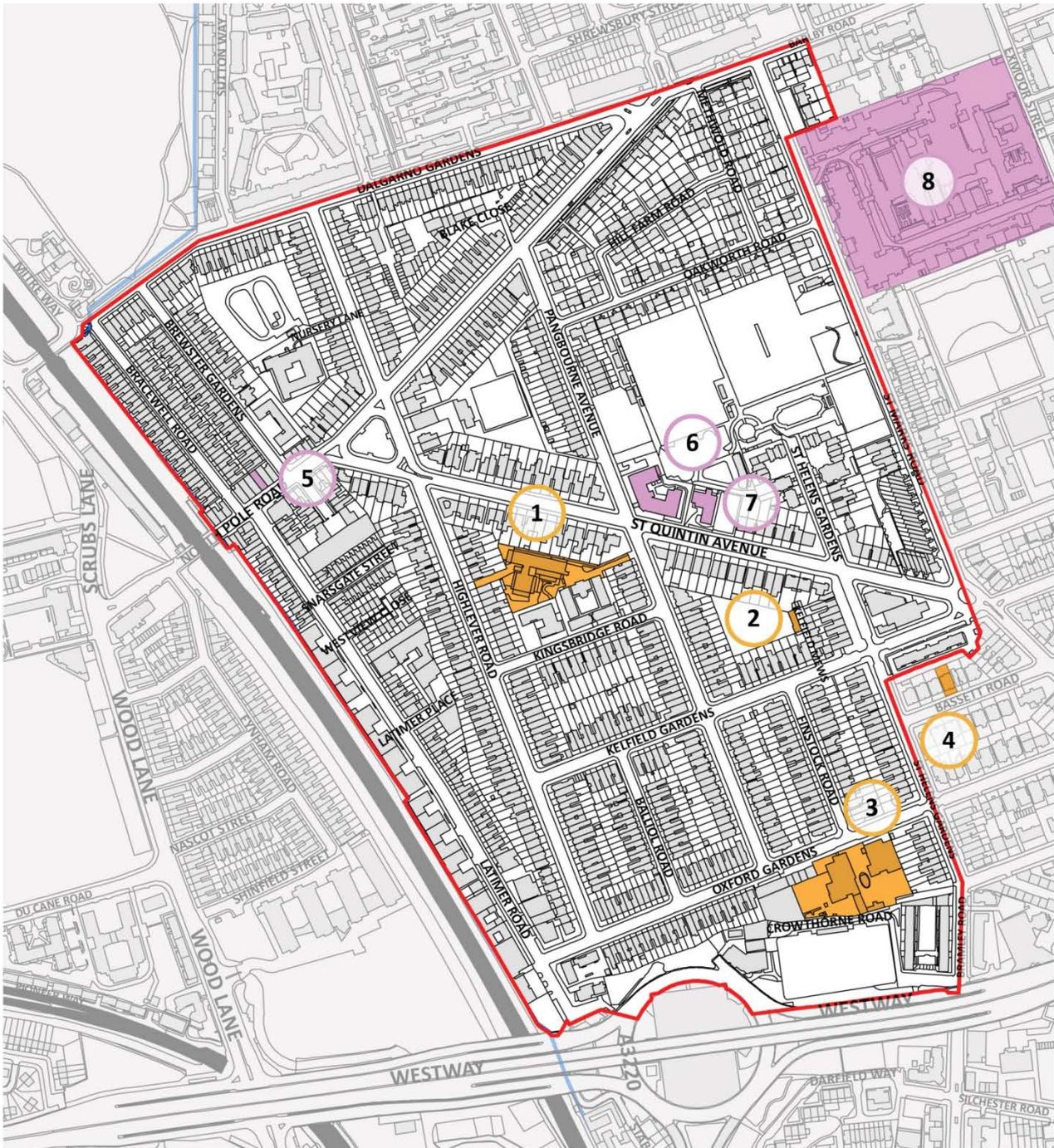
10.2.2 As explained in Section 4 of the Draft Plan, the West London Bowling Club is based on one of the original 'backland' sites incorporated in the original layout of the St Quintin Estate. The StQW Forum has worked with the club to increase its membership and widen its range of activities. Wider use of the clubhouse building has now added the stock of available community buildings, for meetings, lectures and other events. The building, the bowling green and its immediate surroundings has swiftly become a valued part of neighbourhood life, and is now is now a registered Community Asset.

10.2.3 The new development in Argyll Place (Pangbourne Avenue) includes provision of 440sq.m of 'community space'. It was on this basis that the development was deemed to meet the requirements of RBKC Core Strategy Policy CK1 in respect of loss of former hospital floorspace. This space (recently completed) is in use by a Montessori nursery school, and for a clubroom for a local youth football team.

ACTIONS

HEi) To advocate that in the event of any redevelopment of the site the St Quintin Health Centre, the developer be required to include sufficient good quality floorspace at ground floor level to provide replacement accommodation for health services at this location.

MAP 8: Health and Education



Key:

- | | |
|---------------------------------|--------------------------------|
| 1 St Quintin Children's Centre | 5 Chemist |
| 2 New Studio Pre-School | 6 Princess Louise Nursing Home |
| 3 Oxford Gardens Primary School | 7 GP Surgeries |
| 4 Bassett House School | 8 St Charles Hospital |

COMMUNITY INFRASTRUCTURE LEVY

D.1.1 The Community Infrastructure Levy (CIL) is a planning charge, introduced by the Planning Act 2008 as a tool for local authorities in England and Wales to help deliver infrastructure to support the development of their area. It came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010.

D.1.2 Currently Mayoral CIL is charged in London. Kensington and Chelsea Council's Borough level scheme for CIL came into effect in April 2015.

D.1.3 The Borough's proposed Community Infrastructure Levy is payable on net additional floorspace for residential development, hotels, student accommodation and extra care housing.

D.1.4 The StQW neighbourhood is in Zone F of the Council's Charging Schedule. Levels of CIL charges for this Zone are £110 for residential and £20 for extra care housing (i.e. at the lower end of those charged elsewhere in the borough, reflecting lower land values).

D.1.5 As set out in CLG Planning Practice Guidance (Para 072) *In England, communities that draw up a neighbourhood plan or neighbourhood development order (including a community right to build order), and secure the consent of local people in a referendum, will benefit from 25 per cent of the levy revenues arising from the development that takes place in their area. This amount will not be subject to an annual limit.* For areas without a neighbourhood plan, the neighbourhood proportion of CIL is a lower figure of 15%.

D.1.6 In parished areas, these revenues go direct to the Parish Council. Where there is a neighbourhood forum rather than a parish council, the local authority is required to consult with the forum on the priorities to which CIL revenues should be allocated.

D.1.7 The Council has confirmed that the StQW neighbourhood would not be restricted by the RBKC's CIL 123 list, which sets the borough-wide funding priorities and can choose its own priorities for use of the 25% neighbourhood element.

Initial proposals for CIL expenditure within the StQW Neighbourhood are:

- **streetscape improvements and other measures to improve the environment of Latimer Road**
- **CCTV in North Pole Road**
- **subject to successful temporary road closures in St Helens Gardens (section outside the church) installation of a shared surface on the roadway to allow for this short section of the street to become a car-free area on Saturdays.**

St Quintin and Woodlands Forum Management Committee

15 May 2015

ANNEXE A

RBKC CONSERVATION POLICIES, ARTICLE 4 DIRECTIONS, AND THEIR RELATIONSHIP WITH NATIONAL RULES ON PERMITTED DEVELOPMENT

What is permitted development?

B.1.1 Building owners can make certain minor changes to their property under 'Permitted Development Rights'. These are national planning rights, granted by Parliament and overriding what individual local authorities allow. These rights do not apply to flats or maisonettes. An explanation of these rights can be found at www.planningportal.gov.uk.

B.1.2 Where changes or alterations fall within Planning Development Rights, planning permission is not required (although approval under Building Regulations may be). Building owners may wish to apply to the local planning authority (i.e. RBKC) for a Certificate of Permitted Development. This provides assurance to a subsequent purchaser that the works undertaken do not contravene planning legislation.

B.1.3 Local Planning Authorities can remove specific Permitted Development Rights through the use of Article 4 Directions. Planning permission is then required. This common in relation to Conservation Areas, but Article 4 Directions can also be used elsewhere (such as removing the permitted development right for change of use from a pub).

B.1.4 RBKC has introduced many separate Article 4 Directions over the years. Those relevant within the StQW neighbourhood have been in place since the 1980s and are Directions numbered 46/62 (dating from 1977 and removing rights to alter roofs and front facades) and No.69 (dating from 1997 and removing rights to install hard surfaces in front gardens). These Directions apply only to specified streets, or parts of streets, and not across the whole of the Oxford Gardens Conservation Area.

B.1.5 Hence it is not straightforward to establish what sorts of alterations require planning permission, and what do not. The Government's Planning Portal at <http://www.planningportal.gov.uk/> is the most authoritative source of information, and the RBKC website provides a street by street list of which Article 4 Directions apply.

B.1.6 The Article 4 Directions in force in the Oxford Gardens CA cover the following works or alterations:

Direction 46/62 removes Permitted Development Rights on

- *'alterations, improvements and extension to any part of those elevations of a dwelling house which front onto a highway, being development comprised within Class I(i).'*
- *'alterations, improvements and extensions to any part of the roof of the original dwelling house', being development comprised within Class I(i).'*

The specific streets and part streets covered by this Direction are as follows:

Balliol Road Nos 1-25 odd 2-26 even inclusive
Finstock Road Nos 3-41 odd and 2-42 even inclusive
Highlever Road Nos 1-127 odd, 2-88 even inclusive
Kelfield Gardens Nos 15-21 odd, 22-33 odd, 2-46 even inclusive
Kingsbridge Road 1-23 odd inclusive
Oxford Gardens Nos 135-185 odd, 122-174 even inclusive
St Helens Gardens 21-51 odd inclusive
St Quintin Avenue Nos 1-31 odd inclusive
Wallingford Avenue Nos 1-69 odd, 2-74 even inclusive

Direction 69 removes Permitted Development Rights on *'any provision of or extension to a hard surface for any purpose, which fronts a highway of any property in wholly residential use which is, or may become a dwelling house being comprised within Class F(i)*

This Direction covers properties at the following addresses:

Barlby Road	1-65 odd, 2-34 even
Bassett Road	1-63 odd, 2-66 even
Cambridge Gardens	31-41 odd, 61-107 odd, 111-121 odd, 6-54 even, 60-112 even
Dalgarno Gardens	58-116 even
Highlever Road	1-127 odd, 131-143 odd, 147-173 odd, 2-104 even, 108-160 even
Oxford Gardens	5-109 odd, 38-46 even, 50-112 even
St Charles Square	43-69 odd, 2-38 even
St Helens Gardens	21-59 odd, 54-62 even
St Lawrence Terrace	1-25 odd, 2-24 even
St Marks Road	77-101 odd, 2-24 even
St Quintin Avenue	1-33 odd, 37-67 odd, 71-83 odd, 2-14 even, 46-80 even
St Quintin Gardens	2-8 consec.

RBKC Conservation and Design Policies

B.2.1 Chapter 34 of the Council's 2010 Core Strategy/Local Plan is called 'Renewing the Legacy' and sets out conservation and design policies.

B.2.2 The Council has completed an exercise of consolidating former 'saved' UDP policies and the 2010 Core Strategy policies in a 'Partial Review' of the Core Strategy. The new policies were adopted in December 2014 and can be found under Conservation and Design on the RBKC website.

The Oxford Gardens Conservation Area Policy Statement (CAPS)

B.3.1 This document was first published in 1977 and updated in 1990. It can be found on the RBKC website alongside similar documents for other Conservation Areas.

B.3.2 The document sets out the history of the Conservation Area, with a commentary on aspects that need to be 'preserved or enhanced' to protect its 'character'. These are the terms used in the Planning (Listed Buildings and Conservation Areas) Act 1990, which sets the framework for conservation legislation.

B.3.3 The Oxford Gardens CAPS document continues to be referred to in planning officer reports recommending approval or refusal to alterations to properties within the Conservation Area.

Conservation Area Appraisals (CAA)

B.4.1 The Council has been aware that many of its CAPS documents have become outdated and is undertaking a programme of preparing new style documents, called Conservation Area Appraisals.

B.4.2 These new Conservation Area Appraisals will not set or change RBKC policy. Policy on conservation and design is set by the RBKC Local Plan. The CAAs will form an evidence base setting out what contributes to the character or appearance of the conservation area.

B.4.3 The stated aims of the new-style Conservation Area Appraisals are to:

- define the historic and architectural character and appearance of the area

- identify what is worthy of conservation
- raise public interest and awareness of the objectives of the conservation area designation
- encourage public involvement in the protection of the area

How will the new CAA for Oxford Gardens relate to the StQW Neighbourhood Plan?

B.5.1 The Oxford Gardens Conservation Area covers a wider area than the StQW neighbourhood (extending east to Ladbroke Grove) so the conservation policies in the StQW Plan will apply to only part of the CA.

B.5.2 Subject to support in a referendum, the conservation proposals in the StQW Neighbourhood Plan will be 'policy' rather than 'policy guidance'. This is because neighbourhood plans (once adopted by the Council) form a statutory part of the Local Development Plan. So the StQW policies will be a material consideration in deciding planning applications. This is why it is important that the proposals in the StQW Plan are widely understood within the neighbourhood, and are supported by a majority at the referendum stage.

Enforcement of conservation policies

B.6.1 Partly because of the complexities of the planning system, and partly because property owners may make assumptions on what works can be undertaken without planning permission, it is common for local planning authorities to take enforcement action on unpermitted alterations or conversion works.

B.6.2 RBKC regularly pursues enforcement issues in conservation areas, and has a larger and more effective team than in most London Boroughs. More details are available under 'enforcement' on the RBKC website. Ignoring planning requirements or Article 4 Directions can prove an expensive business, if e.g. roof alterations are required to be removed or parts of the original property reinstated.

B.6.3 The St Helens Residents Association has since 2008 routinely monitored the weekly list of planning applications in the StQW neighbourhood, and will submit comments to the Council where the Association feels that proposals contravene conservation area policies. The same approach will be followed as and when the StQW Neighbourhood Plan is adopted. It is in the collective interests of everyone in the area to ensure that the heritage value (and related property value) of houses and buildings in the area is maintained.

B.6.4 In certain limited respects, and particularly in relation to the rear of houses, the proposed StQW conservation policies involve some relaxation of current RBKC borough-wide policies. It is hoped that this will reduce the number of occasions when house-owners feel aggrieved, or treated unfairly, as a result of refusal of an application which appears similar to one approved in the same or a neighbouring street.

B.6.5 It is hoped also to reduce the number of appeals to the Planning Inspectorate, from house-owners in the neighbourhood. Out of 26 planning appeals on houses in the StQW area, 10 have been allowed by Planning Inspectors since 2003. This suggests that certain RBKC policies are considered by the Planning Inspectorate to be over-restrictive in relation to the types of house in this neighbourhood.

Applying for planning permission

B.7.1 As this Annexe has sought to explain, it is not a simple matter for property owners in the StQW neighbourhood to know whether or not a planning application is required for what might seem to be a minor alteration. Nor can owners always foresee whether approval from the Council will be forthcoming.

B.7.2 The policies proposed in this Draft Plan seek to fine tune some RBKC policies, to ensure that their application in the StQW neighbourhood becomes more consistent.

B.7.3 The StQW Forum will be monitoring closely how the Council determine planning applications once the StQW Plan is in place. In the meantime, the Council has suggested a series of points of which applicants for planning permission should be aware, in making applications in respect of roof alterations in particular:

- Rooflights should be avoided on roof slopes facing the street (as per StQW proposed Policy 2c)
- Side roof slopes should not be extended. In particular ends of terrace are unlikely to have an appropriate style of roof on which to add an extension
- Development close to the edges of the roof should be avoided (i.e. keep rear dormers away from the ridge, eaves and party walls)
- Extensions on the roof of the 'outrigger'/original rear addition will be resisted
- Roof extensions should not cut into or cause the 'outrigger' to be altered externally
- Care should be taken not to use roof vents that are visible on the roof slope.

B.7.4 In relation to other alterations, the Council is likely to be supportive of applications

- which use traditional materials in keeping with the character of the conservation area, particularly on any part of the house visible from the street (e.g. painted timber, lead, slate/tile, etc)
- where windows facing the street are in keeping with the original windows of the host house in terms of materials, finish and details
- which reinstate original detailing, such as chimney pots and filials (ornamentation) on roofs

B.7.5 For the Council, the overriding objective is for houses in a terrace to have a uniform design that complements that specific terrace. The StQW Forum supports this principle, provided that home-owners are able to make reasonable alterations to their properties to reflect contemporary lifestyles.

Design Guidance

B.8.1 The previous CAPS documents (now being replaced) included design guidance on rear dormers and front boundary walls. These guidelines gave examples of what was likely to be acceptable to the Council, in instances where planning permission for alterations is required. The new CAA documents will not include this form of advice.

B.8.2 This annexe to the StQW Draft Plan attempts to provide similar guidance in the pointers in paragraphs B.7.3 and B.7.4 and in the photographs included in Section 2 of the plan on Conservation. This advice should not be assumed as definitive, as it will be RBKC planning officers and not the StQW Forum, which will be making recommendations and decisions on planning applications. House-owners should approach the Council's Planning Department for guidance in instances where the permissibility of alterations to properties is uncertain.

ANNEXE B

SITES DESIGNATED IN THIS PLAN AS LOCAL GREEN SPACE

C.1.1 The designation of pieces of land as Local Green Space is a relatively new feature of the English planning system. Paragraph 76 of the 2012 National Planning Policy Framework states:

'Local communities through local and neighbourhood plans should be able to identify for special protection green areas of particular importance to them. By designating land as Local Green Space local communities will be able to rule out new development other than in very special circumstances. Identifying land as Local Green Space should therefore be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services. Local Green Spaces should only be designated when a plan is prepared or reviewed, and be capable of enduring beyond the end of the plan period'.

C.1.2 Paragraph 77 sets out the criteria for designation of Local Green Space, as follows:

The Local Green Space designation will not be appropriate for most green areas or open space. The designation should only be used:

- *where the green space is in reasonably close proximity to the community it serves;*
- *where the green area is 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), tranquility or richness of its wildlife; and*
- *where the green area concerned is local in character and is not an extensive tract of land.*

C.1.3 In this Draft Plan, the three surviving 'backlands' in the St Quintin Estate are designated as (StQW Draft Policy OS1 in Section 4 above). These pieces of land share a number of common characteristics.

- all three date from the original layout of the St Quintin Estate, when planned by the St Quintin family in the late 19th century, and were intended for communal sporting and recreational use.
- all three have been used for varying lengths of time for this original intended purpose.
- all three are privately owned land. None has ever had general public access.
- their current amenity value, in planning terms, relates mainly to the views and sense of tranquillity that they provide to the surrounding terraced housing. Views of these pieces of land from public places are limited.
- as green spaces, and 'green lungs' they are also important to the bio-diversity of the Borough, RBKC being one of the most densely developed areas in Europe and one with high levels of air pollution.
- all three (in the view of the StQW Forum) remain as land which has not been 'previously developed'. They are therefore defined as 'greenfield' rather than 'brownfield' sites in terms of policies within the National Planning Policy Framework. This is a feature unusual for private land so close to central London.

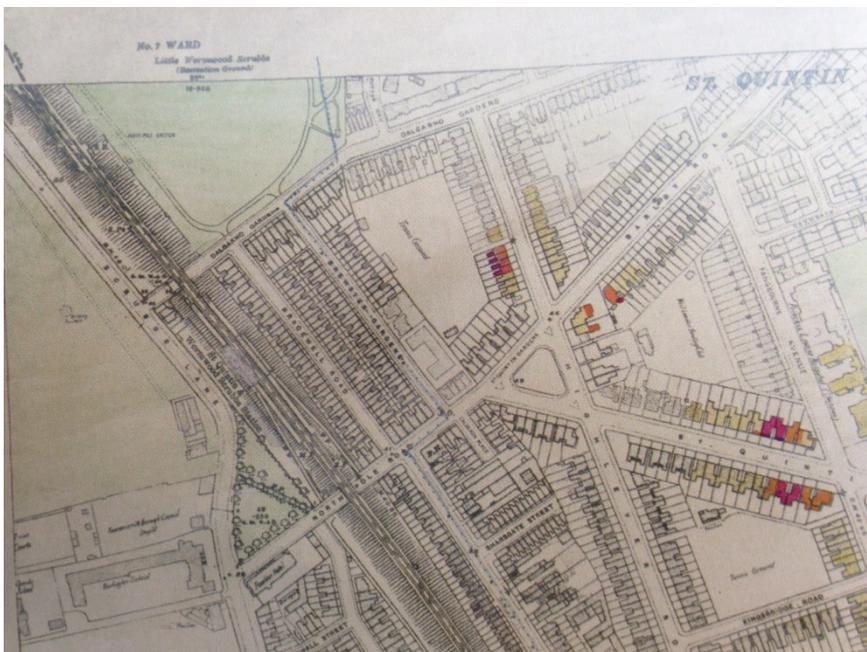
C.1.4 The shared history of these backlands stems from the origins of the StQW part of the St Quintin Estate. What had started as a speculative business partnership between Charles Henry Blake and Colonel Matthew Chitty Downs St Quintin turned into the development of a part of London by a ground landlord who was socially and environmentally aware. While Blake was a notorious Victorian property speculator, exploiting the new railway access to North Kensington and building housing of poor quality, Colonel St Quintin and W H St Quintin exercised close control over the design and building of the St Quintin Estate.

C.1.5 William Herbert St Quintin had a long career in local politics, being a JP from 1875 through to his death and an alderman from the time of the formation of the Council in 1889. He was High Sheriff of Yorkshire in 1899 and Deputy Lieutenant of the East Riding. He was a naturalist interested in hunting, fishing, falconry,

ornithology and entomology, and travelled in Europe as a young man. Unlike Blake, he was not solely concerned with speculative development that brought quick profits.

C.1.6 As noted in the 1990 RBKC Oxford Gardens CAPS document, the buildings in 'District C' of the Conservation Area are *'fine examples of early twentieth century terraces'*. *'Buildings are farther apart than elsewhere in the Conservation Area. There generally more than 22 metres between building lines and this, together with the limited height of the houses, results in streets of surprisingly generous proportions. Space behind and at the corner of terraces is also generous, and the consequent suburban openness is very important to the character and appearance of the area'*.

C.1.7 The backlands of the St Quintin Estate are not accidents or leftover spaces from speculative building, they are a planned part of the amenity and openness of the area which a Victorian ground landlord recognised as being important to the quality of life of its residents. They are part of the heritage of the neighbourhood.



The St Quintin backlands as originally laid out.

West London Bowling Club

C.2.1 This 0.46 hectare piece of land has been in continuous use as a sporting club since the estate was first developed from farmland by the St Quintin family. Occupied by a bowling green and club house, the freehold of the land was sold in 1930 by W H St Quintin (near the end of his life) to the West London Bowling Club Ltd, a private limited company with share capital. A covenant restricts use to *'a Bowling Ground or Recreation Ground, to be used in such a manner not to cause any nuisance or annoyance to the householders abutting the said piece of land'*. The same covenant restricts buildings on the land to a pavilion for a club or recreation ground.

C.2.2 The site is not open to the general public other than by invitation of Club members. The Club now has a membership of over 100 local residents, having widened its range of activities under the direction of a new management committee. The bowling green, and adjoining planted areas, is overlooked by 65 houses in the terraces of Barlby Road, Highlever Road, and St Quintin Avenue

C.2.3 The StQW Forum considers that this piece of land meets the criteria for Local Green Space on the following grounds

- it lies within the community it serves;
- it is local in character and not an extensive tract of land
- it forms part of the historic plan form and setting of the St Quintin Estate (see 2.1.6 to 2.1.9 above)
- the space makes an important contribution to the character, townscape, and setting of the surrounding terraces
- it has recreational value, as a bowling club with a long history
- it provides visual amenity and tranquillity to the households which overlook it (there have been some issues in the past of noise nuisance to neighbours, but new management of the bowling club has resolved these).
- the bowling green and surrounding gardens are attractive, and make an important contribution to the character, townscape, and setting of the surrounding terraces.

C.2.4. As mentioned in Section 4 of this Plan, the land and present pavilion building are a registered Community Asset. Looking to the long-term future of the land, the Directors of WLBC Ltd supported the application for Community Asset registration, and also support the proposed designation of the site as Local Green Space. There is good reason to suppose that, with this designation, the land will remain in communal recreational use.

Land behind Kelfield Gardens (former Kelfield Sports Club)

C.3.1 The freehold of this second piece of backland (0.21 hectares) is owned by the Trustees for Methodist Church Purposes, i.e. the Methodist Church. Disposition is subject to Charity Commission requirements. This ownership dates from 1923. A 1979 statement from the Methodist Church says that the land was 'acquired from' the St Quintin family. Other correspondence from local residents suggests that the land was gifted to the church.

C.3.2 As with the Bowling Club land, use of the site is covered by a covenant. In this case use is restricted to *'an ornamental garden or as a lawn tennis or croquet ground or bowling green for the use enjoyment and recreation of the members and friends of the Lancaster Road, Wesleyan Church War Memorial Athletic Club or other Athletic Club'*.

C.3.3 The land was known for several decades as the Kelfield Sports Ground and between the wars was used for tennis and bowls. During the 1970s a playgroup began operating from a small building off Kelfield Gardens on the eastern side of the site.

C.3.4 In January 1979, the Methodist Church sought planning permission for a scheme for 27 sheltered flats and a warden's flat. Following public meetings convened by the RBKC, and a local campaign, this application was refused. Grounds for refusal were contravention of policies in the Leisure and Recreation chapter of the Draft District Plan, detriment to the Conservation Area, and inadequate vehicular access to the site. The RBKC committee report described the site as *'one of the open areas which lies at the rear of houses of the St Quintin Estate and is a feature which contributes greatly to the character of the Conservation Area'*.

C.3.5 Shortly after this decision (15 February 1979) the Council adopted the Oxford Gardens CAPS. Public opposition to building on the Kelfield sports ground no doubt contributed to the policy statement in this document that proposals to develop the St Quintin backland sites for housing *'will not be permitted'*.

C.3.6 The RBKC refusal to the sheltered housing scheme was appealed by the landowners, and the appeal dismissed in July 1980.



Backland site owned by the Methodist Church, behind Kelfield Gardens, St Quintin Avenue, and Wallingford Avenue.

C.3.7 Since then the land has remained as an area of green space, with mature trees. The New Studio Pre-School occupies a small building (converted from the former sports pavilion) off Kelfield Mews. Part of the backland is used by this playgroup, and has outdoor play equipment. The remainder of the site is fenced off as informal green space. No further planning applications have been submitted in relation to the site.

C.3.8 The StQW Forum considers that this piece of land meets the criteria for Local Green Space on the following grounds

- it lies within the community it serves;
- it is local in character and not an extensive tract of land
- it forms part of the historic plan form and setting of the St Quintin Estate (see 2.1.6 to 2.1.9 above)
- it has recreational value for young children attending the New Studio Pre-School
- it provides visual amenity and tranquillity to the 40 households which overlook it
- it forms part of the historic plan form and setting of the St Quintin Estate (see 2.1.6 to 2.1.9 above)
- the space makes an important contribution to the character, townscape, and setting of the surrounding terraces.
- the land has never been developed and a previous planning application for development has been rejected at appeal.

Land at Nursery Lane

C.4.1 Paragraph 4.3 of this Plan summarises the planning history of the Nursery Lane site. Along with other backlands planned as an integral part of the St Quintin Estate, this site was also originally used for sporting and recreational purposes. The Ashfield Tennis Club operated with hard courts on the southern part of the site, and grass courts on the northern part, up until the 1940s.

C.4.2 The land has remained in the continuous ownership of the St Quintin family and the Legard family (who inherited the assets of the St Quintin family in the 1950s).

C.4.3 A 1931 aerial photograph shows two buildings on the site. Local residents who have lived in the StQW neighbourhood all their lives advise that both were wooden structures. The southern building was used as a clubhouse (a fairly primitive one by all accounts, with no flushing toilet). The northern building was used to house mowers and equipment to maintain the tennis courts.

C.4.4. The tennis club lost members following the outbreak of the 1940-45 war and the tennis courts suffered bomb damage. The whole of the northern part of the site was then used as allotments during and after the war. In 1952 the land was offered to the Council by the owners as a public park, but the offer was declined on grounds of resultant maintenance costs falling on the local authority. Permission was granted to a Mr Green by the London County Council for use of part of the site for '*storage of plant and materials in connection with a garden contractors business*', with advice that this was an agricultural use not requiring planning permission. The northern part of the site was used by Latymer School as playing fields during the 1950s and early 1960s.

C.4.5 In 1959 planning permission was granted the erection of a '*sectional timber hut*' on the playing field, for use as an equipment store and changing room, as part of use by Latymer School as playing fields. The Borough notified Mr Green that his temporary permission had expired and a re-application for similar use was approved as permitted development (agricultural use). Highgate Nurseries (with the same address as Clifton Nurseries) took on the garden nursery business.



Aerial view of the backland in 1931, showing the Ashfield Tennis Club (from the Britain from the Air series'

C.4.6 In 1970 the Council submitted its own application for 40 warden controlled flats, plus additional family housing at total density of approx 136p.p.a. This proposal was in support of 'the Council's slum clearance programme in North Kensington'. Highgate Nurseries objected and the subsequent planning appeal ruled against the Council's proposed housing development. The Inspector concluded that old people's flats could be built on a 3/4 acre southern part of the site, with the garden nursery remaining in place on the northern acre and a half. The present Nursery Lane Sheltered Housing development was granted planning approval in 1977.



The land at Nursery Lane in the late 1970s, when the sheltered housing was being built on the southern part of the original site. The tall fence posts remain from the period when the northern part was used by Latymer School as playing fields.

C.4.7 In 1981, the Legard family submitted a planning application for 23 houses (4 and 5 person). This was refused by RBKC on grounds of resisting loss of open space, public and private, and detriment to the Conservation Area. This refusal was appealed and a further planning inquiry held in 1982. The Planning Inspector dismissed the appeal.

C.4.8 The arguments put forward by the Council at the 1982 hearing are relevant today, in that the Oxford Gardens Conservation Policy Statement had been adopted 3 years previously, and has remained in place and in use as policy guidance in planning decisions until today. Very little has changed in relation to the Nursery Lane land and its surroundings, in the intervening period.

C.4.9 The Borough Planning Officer explained in a written statement to the 1982 inquiry *'the Conservation Area Policy Statement identifies the site as one of three similar back-land area of open space within the St Quintin Estate, and as one particularly vulnerable to pressures for development. Such spaces contribute to the small-scale atmosphere of the area by separating the main housing terraces, and their permanent development "precludes their ever being used for recreation or leisure.. this land should preferably be retained in open space use"*.

C.4.10 His statement concludes: *it is considered that the proposed development results in an unacceptable loss of outlook and open space, amenity and it is detrimental to the traditional character of the area. The proposal makes no contribution to the preservation and enhancement of the Conservation Area, and is strongly opposed by the local community'*.

C.4.11 This recognition of the similarity between the three St Quintin backland sites, and their contribution to the area, is recognised in the Oxford Gardens CAPS 1 (see C.1.7) and in the 1990 CAPS 'policy statement' that housing development on these pieces of land would not be allowed.

C.4.12 The Planning Inspector at the 1982 inquiry, in dismissing the appeal on the proposed housing development, commented *'I found the backland open spaces a feature of this part of the St Quintin/Oxford Gardens Conservation Area'*.

C.4.13 Since the 1982 planning inquiry, no further planning applications were put forward for the Nursery Lane site until May 2015. This piece of land is shown alongside the other two surviving St Quintin backlands as a *'Garden Square and other Green Space'* on the Bio-diversity map at page 441 of the 2010 Core Strategy/Local Plan. The three pieces of land are shown in the same way on the map on page 54 of the RBKC Core Strategy Partial Review Miscellaneous Matters publication, adopted by the Council in December 2014. This suggests that the Council's view of the land as green open space has not changed, and that its environmental and bio-diversity value continues to be recognised.

C.4.14 The StQW Forum wrote in December 2013 to the Legard family, asking their intentions for the land. No response was received. The site was marketed by Knight Frank as a 'residential development opportunity' in April 2014. Proposals for a development of 21 four bedroomed houses were exhibited to local residents in December 2014. A planning application for a development of 20 such houses was submitted in May 2015.

Is the site Previously Developed Land?

C.4.16 The Forum contends that the site is **not** PDL and is therefore greenfield rather than brownfield land for the following reasons:

- a) planning permissions granted in relation to the site have been for horticultural or agricultural uses, and for no other uses.
- b) any buildings or structures on the site, at any time, have been limited to those relating to use as a sports ground (timber buildings for Ashfeld Tennis Club, sectional wooden hut as changing rooms for Latymer School) or for agricultural/horticultural use (wooden mess room, glasshouses, and steel containers granted permission to be 'placed on the land', for Clifton Nurseries). These types of use and of building are specifically referred to in the NPPF definition of Previously Developed Land as not constituting 'development'.
- c) the fact that there is some hard surfacing and an access track within the site does not mean that the site falls within the NPPF definition of PDL.

C.4.17 'Previously Developed Land' is defined in the National Planning Policy Framework as follows: *'Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.'*

The conservation and heritage value of the site

C.4.18 The Oxford Gardens Conservation Area Proposals Statement (CAPS) comments on the importance of the 'suburban openness' of 'District C' within the Oxford Gardens CA, as laid out by W H St Quintin (see paragraph 2.1.6. above). The CAPS concludes that the Conservation Area is *'an extremely pleasant part of North Kensington'*. It is clear from these statements and from the Council's evidence to the 1982 planning inquiry that RBKC has over a long period considered the Nursery Lane land to have significant conservation value. The 1990 CAPS document includes specific policy guidance that the three surviving backland sites should not be developed for housing.

C.4.19 Negative views of the conservation value of the land have been expressed by two sets of planning consultants acting for the owners and potential developer of the land at Nursery Lane, in representations on the Consultation Version of the StQW Plan. These include the claim from Rolfe Judd Planning that the site *'detracts from the area's intrinsic qualities'*.

C.4.20 The Council has a statutory duty under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have regard to preserving or enhancing conservation areas. 1990 was the year in which the Council revised and re-adopted the Oxford Gardens CAPS document. The legislative context for what constitutes positive or negative conservation assets has not changed materially since. There have been no significant physical changes to the layout and aspect of the southern part of the Nursery Lane site since RBKC gave evidence at the 1982 appeal hearing. The appearance and amenity value of the Nursery Lane site in terms of its setting within the neighbouring terraces, and the outlook that it offers to surrounding buildings, remains the same today as it was then.

C.4.21 The StQW Forum considers all three backlands to make an important positive contribution to the conservation area, and that their long-term protection from development should be considered in this context. Apart from the amenity value these pieces of land give to their immediate neighbours, their importance in conservation terms relates to *'the still-visible effects/impact of the area's historic development on its plan form, character and architectural style and social/historic associations'* (English Heritage Understanding Place: Conservation Area Designation, Appraisal and Management, Revision Note June 2012).

Bio-diversity and Wildlife

C.4.22 One of the special qualities of the land at Nursery Lane is the contribution made by its trees and its wildlife. The key arboricultural features of the site are the two rows of trees within the centre (a row of Leyland cypress running east-west and a row of 10 mature weeping willows running north-south) along with a further group of three willows adjacent to the eastern boundary.

C.4.23 A row of mature weeping willows is a rare feature in Central London. These trees were planted by Clifton Nurseries in the late 1970s, it is thought as part of efforts to drain the often waterlogged site which lies above the line of Counters Creek - one of London's 'lost' underground rivers.

C.4.24 RBKC Core Strategy Policy CR6 on Trees and Landscape requires the protection of existing trees, and CR6(b) resists development which results in the damage or loss of trees of townscape or amenity value. The Council's Tree Strategy makes clear the importance to the Borough of mature trees in public parks, garden squares, and private open spaces.

C.4.25 The Nursery Lane site is a few hundred yards from the Wormwood Scrubs Nature Reserve (a Reserve across the borough boundary in LBHF, designated in 2002). Nursery Lane shares several of the rare bird populations, bats, butterflies, and mammals of this Sanctuary (where over 100 species of birds have been spotted). Wildlife and birds seen on the Nursery Lane site include Pipperelle bats, Stag Beetles, Death Head Moth, Giant Hawks Moth, Red Underwing, Green Woodpecker, Greater Spotted Woodpecker, Gold Crests, Coal Tits, Long Tail Tits, Greenfinches, Spotted Fly Catchers, Whitethroats, Wrens.

C.4.26 *'Tranquillity or richness of wildlife'* form part of the criteria for designation of Local Green Space, as defined in the National Planning Policy Framework.

Conclusion

C.4.27 The StQW Forum considers that land at Nursery Lane meets the criteria for Local Green Space on the following grounds:

- it lies within the community it serves.
- it is local in character and not an extensive tract of land.
- it forms part of the historic plan form and setting of the St Quintin Estate (see 2.1.6 to 2.1.9 above).
- it provides visual amenity and tranquillity to the 42 houses and 35 sheltered flats which back onto the site.
- the space makes an important contribution to the character, townscape, and setting of the surrounding terraces.
- the mature weeping willows on the site, when in leaf, are of great beauty.
- the above are reasons why the major part of the original backland has never been developed and two previous planning applications for development of this part of the site have been refused at appeal.



The Nursery Lane backland, April 2015