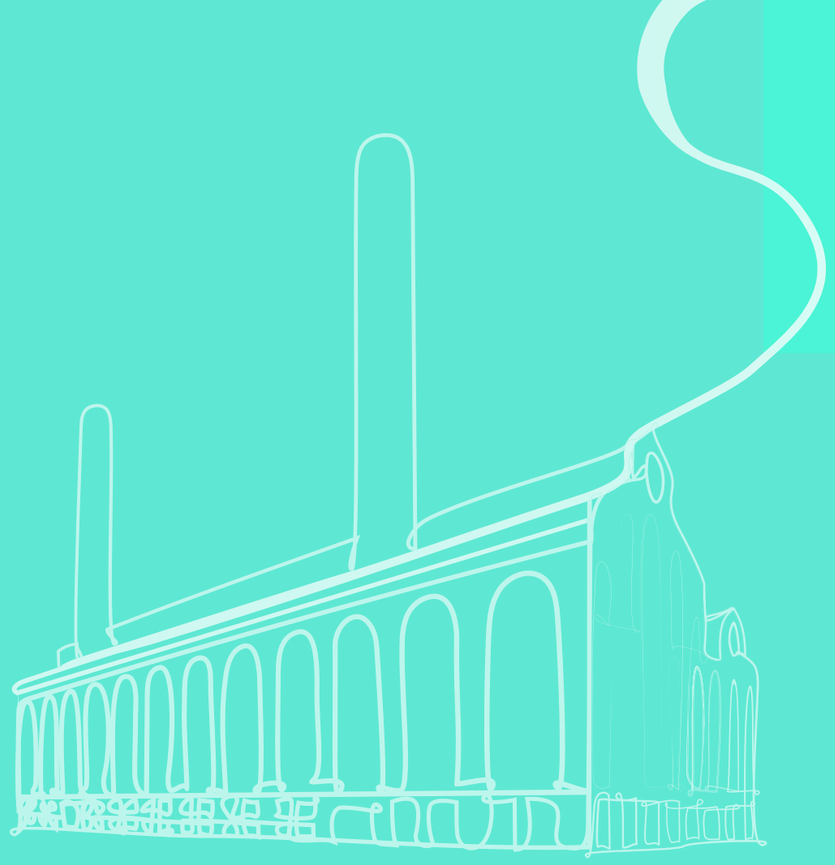
MOUNTANVIL

PRP

LLOTS ROAD



Design & Access Statement

July 2025

LT11

prp-co.uk

Architecture
Urban Design
Masterplanning
Landscape
Development Consultancy
Planning
Interiors
Research

PRP Job Reference / Document Number
BA10610 / LR11 Design and Access Statement

Issuing Date / Office
18 July 2025 / London

Revision Number / Date Checked
Rev 1 / 18 July 2025

Project Lead
Maria Heredero del Campo

Original File Location
BA10610 Lots Road South\PRP Live Data\
Presentation\Indesign\00_DAS

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Lighting
Light Follows Behaviour

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This report needs to be read in conjunction with the following documents: LR01 Application Forms and Certificates, LR02 Application Fee, LR03 CIL Forms, LR04 Application Covering Letter, LR05 Site Plan, LR06 Block Plan, LR07 Existing Floor, Elevations and Roof Plans, LR08 Proposed Floor, Elevations, Roof Plans and Sections, LR09 Existing Landscape Plans, LR10 Proposed Landscape Plans, LR11 Design and Access Statement, LR12 Landscape Statement, LR13 Planning Statement, LR14 Affordable Housing Statement, LR15 Commercial Report, LR16 EIA Screening, LR17 Energy Strategy, LR18 Sustainability Statement, LR19 Circular Economy Statement, LR20 Whole Life Carbon Assessment, LR21 Overheating Assessment, LR22 Air Quality Assessment, LR23 Noise and Vibration Impact Assessment, LR24 Commercial Property Ventilation and Extraction Details, LR25 Wind and Microclimate Assessment, LR26 Transport Assessment, LR27 Outline Travel Plan, LR28 Outline Delivery and Servicing Strategy, LR29 Waste Management Statement, LR30 Demolition and Construction Management and Logistics Plan, LR31 Flood Risk Assessment and SuDS, LR32 Lighting Strategy, LR33 Baseline River Condition Assessment, LR34 Water Supply Capacity and Water Utility Assessment, LR35 Ground Contamination Report, LR36 Basement Impact Assessment, LR37 Internal Daylight Assessment, LR38 External Daylight and Sunlight Assessment, LR39 Financial Viability Assessment, LR40 Fire Statement, LR41 Heritage, Townscape and Visual Impact Assessment, LR42 Archaeological Desk-Based Assessment, LR43 Tree Survey and Arboricultural Impact Assessment, LR44 BREEAM Pre-Assessment, LR45 Biodiversity Survey and Report, LR46 Biodiversity Net Gain Assessment, LR47 Statement of Community Involvement, and LR48 Health Impact Assessment.

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Section 1. The Development Team and Project Brief

1.1 Introduction

This Design & Access Statement has been prepared to support the planning application for the Lots Road project. It should be read alongside the full set of submission documents that together form the planning application.

“

The proposal seeks detailed planning permission for the demolition of the existing buildings on site and the comprehensive redevelopment of the area to deliver a vibrant, mixed-use scheme. The new development will provide three buildings, arranged as five blocks, with heights ranging from five to thirteen storeys.

The scheme will deliver a total of 274 new homes, which will include 65 affordable extra care homes, 53 affordable general needs homes, and 156 market homes. Alongside the residential provision, the development will offer circa 2,000 square metres of flexible commercial and community spaces, providing opportunities for a variety of local services and amenities. The proposals also include a basement level to accommodate plant and cycle storage.

The development will be car-free, with the exception of six accessible parking spaces for disabled users, plus long-stay and short-stay cycle parking spaces to encourage sustainable travel. The scheme will deliver improved pedestrian and cycle movement on site and will create new landscaped public spaces, play areas, and communal open spaces for residents and visitors to enjoy.

The proposals also include significant enhancements to the creek wall, incorporating new retaining structures, intertidal landscaping, and measures to improve biodiversity along the waterfront.

”

The Design & Access Statement explains the principles and concepts underpinning the masterplan design, based on a detailed understanding of the site and surrounding context. The document details the design process, highlighting how community and stakeholder engagement has shaped the proposals and demonstrates how the development aligns with local authority aspirations and targets, and addresses the contemporary needs of the community.

This DAS satisfies the legal requirements in The Town and Country Planning (Development Management Procedure) Order 2015.

Executive Summary

The site sits on the boundary between Royal Borough of Kensington and Chelsea (RBKC) and London Borough of Hammersmith and Fulham (LBHF), with the authority boundary splitting the site on the north-west to south-east axis, with approximately 2/3 of the eastern part of the site in RBKC and 1/3 of the western part of the site in LBHF. The site is owned by RBKC, whose ownership extends beyond the borough boundary into LBHF.

The site sits in the south-west corner of RBKC, on the south-western side of Lots Road between Chelsea Harbour and the King's Road. It is located within Lots Road Employment Zone and is immediately adjacent to the Lots Village Conservation Area.

The site currently houses local show rooms, Access Self Store and Fairbank Studios. Lots Road Auctions was previously located on site, however it moved in March 2024 to the Iconic Piper Building in Fulham. In addition, the site currently accommodates a Council Car Pound facility, a salt store, street sweeping storage facilities, and parts of a wider highway depot. The Council is in the process of relocating these operations elsewhere to maintain service provisions.

This relocation creates an opportunity to deliver modern commercial space within the Employment Zone and to introduce residential uses, optimising the site with a vibrant and complementary mix of activities

Lots Road is characterised by creative and artistic businesses. The area to the east is mostly comprised of Victorian terraced housing, whilst the immediate areas to the west and south are characterised by new residential redevelopment.

The Lots Road site offers a unique, transformative opportunity to create meaningful and lasting improvements—not only to the physical environment but also to the lives of those living in and around the regeneration area. The proposed development will be employment-led and will deliver a high-quality, mixed-use scheme that supports both economic growth and community wellbeing.

The design team has kept the following aspirations at the heart of the design process:

- Diverse Housing Options: Providing a broad range of housing to meet varying needs.
- Enhanced Public Realm: Creating and facilitating high-quality, inviting public spaces for everyone to enjoy.
- Dynamic Employment Uses: Introducing a wider mix of uses to activate frontages, attract greater footfall, and enrich the local experience.
- A Safer, More Engaging Environment: Encouraging residents to reconnect with their town centre by fostering a safe, vibrant atmosphere.
- Strengthened Identity and Viability: Reinforcing the unique character of the area while ensuring its long-term economic and social sustainability.

Key principles:

1. **65 extra care homes for social rent** for Kensington and Chelsea residents
2. A new **community space** which meets local needs and is located in the heart of the development
3. **Affordable commercial space** to support local businesses
4. Commercial space designed with long term flexibility in mind, which **complements the existing character** to keep this site a vibrant part of Lots Road
5. **Potential Space for the Lots Road Auction House** to enable them to have the opportunity to come back to a new facility on the site should they wish it
6. New homes, including **affordable social rent homes**, to meet the most critical needs
7. New connections and **public spaces** which prioritise people, not cars, and bring people back into the site after years of being 'fenced off'
8. Environmentally sustainable development through a combination of **urban greening**, **ecological enhancements**, and the provision of **energy-efficient homes**.

Scheme Benefits

“Our proposals for Lots Road South will turn an underused site into a vibrant space for residents and the local community to use and enjoy.”

Sustainability

- Biodiversity net gain of 159% in habitat units being delivered on site, plus 10% in watercourse units to be delivered off site
- c.561sqm of ecology area
- Well insulated homes with sustainable energy systems including photovoltaics and air source heat pumps.
- Sustainable urban drainage systems
- A total of 417 cycle space to support healthy, sustainable travel habits

Active Travel

The scheme is designed to encourage sustainable and healthy travel choices including public transport, walking and cycling.

- Support sustainable and healthy travel habits
- Prioritise pedestrians and cyclists
- Be car parking free, except for 6 blue badge spaces
- Reduce the number of vehicle trips on the local highway
- Reduce the time vehicles spend loading/ unloading on Lots Road

Landscaped areas and new routes

A total of 4,473sqm of new or improved landscaped areas including:

- 2,822sqm of publicly accessible open space
- 289sqm of play space
- 48 new trees
- A new green community square
- A new Creek Walll and improvements to the creek side environment
- Safeguarding of the western route as a potential green route as identified within the Lots Rd SPD

New homes

- 274 high quality homes
- 156 for sale on the open market
- 65 extra care social rent homes
- 53 other social rent homes

Overall, the proposals will now deliver:

- A mixture of 1-bed, 2-bed and family sized 3-bed homes

Vibrant destination

- Ensured a large amount of active frontages all around the site
- Designed flexible units to suit a range of occupiers. e.g. shops, cafes, showrooms, workspaces

Community and commercial space

- A total of 2,038sqm of commercial space, including:
- A new art studio/ gallery
- A new 274sqm community centre
- 972sqm of flexible commercial space for local traders and businesses
- 685 sqm of Affordable Commercial Space, which is 41% of the total E Use Class Space.

The Story So Far...

The Lots Road project is a partnership between the Royal Borough of Kensington and Chelsea (RBKC) and Mount Anvil (MA). In February 2023, Mount Anvil was selected by RBKC as its development partner following an eight-month procurement process. Proactive and meaningful community engagement has been a corner stone of the partnership, during the development of the design, and this shall continue throughout the construction phase.

Mar - Nov 2021

Mapping and design workshop

Throughout 2021 the Council held 10 workshops with local residents, community groups, businesses and ward councillors. These captured ideas for how 'Lots Road South' could be developed to best meet the needs of the local community.

July 2022

Creating a Design Brief SPD

Using this feedback, a design brief was created to provide a planning framework for what should look to be delivered as part of any future redevelopment on this site. This included, for example, extra care housing, commercial space and space for the community.

February 2023

Mount Anvil appointed as Development Partner

In late 2022, the Council set out to find the right development partner for the site, and after a rigorous tender process, which included input from local residents, Mount Anvil was selected.

May - Jun 2023

Meet Mount Anvil

Initial sessions were held with our project team on 31 May and 6 June 2023, where we introduced ourselves to the local community.

July 2023

Community design workshop

In July, we held our first workshop where we invited the local community to join us to hear more about the project and participate on specific design elements, inputting on site constraints, layout of land uses and locations for taller buildings.

October 2023

Consultation on emerging proposals

At this consultation, we presented our emerging proposals for Lots Road South. It was helpful to hear the community's thoughts on our early designs for the site and we used this to inform design development between November 2023 and July 2024.

December 2023

RBKC Development Forum 1 presentation

At this stage of consultation, community members got to ask questions of our project team and to share their feedback about how the proposed development should be improved, including views on two alternative ground floor options.

Jul - Sep 2024

Consultation on developing proposals

We presented a substantially amended scheme, which introduced a new community square and new routes through the site, reflecting your feedback from 2023. We also consulted on two alternative approaches to height and massing.

Spring 2025

Consultation on updated design

At this stage, we presented our updated designs and asking for feedback from the local community ahead of submitting a planning application in the summer.

RBKC Development Forum 2 presentation

The Council hosted a second Development Forum to share the updated proposals with the community, which allowed residents to see how earlier feedback had been incorporated into the revised design and provided a further opportunity to ask questions and share comments ahead of the planning application submission.

Summer 2025

Planning application submission

Spring 2026

Start on site

1.2 The Developer - Mount Anvil

THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA

The Applicant Team

Borough of Kensington and Chelsea and Mount Anvil entered into a Development Agreement to work collaboratively to bring forward the Lots Road South site. Mount Anvil was appointed following a competitive tender process based upon specified requirements and criteria including input from local community. Mount Anvil is a design-led developer with a track record and reputation of delivering beautiful design, high quality homes and outstanding places.

Mount Anvil

Mount Anvil is a Central London based developer and in its 31 years has delivered thousands of homes for Londoners through repeat partnerships. Mount Anvil is design-led with a reputation for delivering exceptional homes and places that stand the test of time for its residents.

We collaborate with residents and communities to ensure we're building an outstanding place that residents are proud to call home. We respond to feedback in an open and honest way, and build relationships that last well beyond construction and opening. We care deeply about the legacy we leave in London – we're in it for the long term.

Mount Anvil is incredibly proud to have been entrusted with this development by Kensington and Chelsea Council. We want to take this opportunity to deliver a transformative scheme at Lots Road South that provides benefits to the whole community.


Queens Cross


The Ellipse


The Silk District


Keybridge

1.3 The Architect - PRP

PRP

PRP is a long-established architectural firm with over 100 awards to its name, including Housing Design Awards, Inside Housing Awards, National Housing Awards and two Building Magazine Architectural Practice of the Year Awards.

With over 60 years' experience to draw on, we have established an exemplary track record in the design and delivery of homes and places of varying scale, complexity and diversity. We deliver intelligent, responsive and enduring design solutions through a collaborative and knowledge based approach. With our extensive team of architects and professional services we create places of distinction and purpose.

Our approach focuses on communication and understanding. With thought, experience and innovation, PRP aims to meet the needs of the client and wider community. Through internal review and commercial awareness, our integrated specialist teams are able to fully understand the brief and guide its development and direction.

We have a diverse and award-winning portfolio that demonstrates our ability within the various housing sectors. We believe that all housing should be efficient, affordable and capable of creating lasting communities.


Kenavon Drive


Quadra


Clapham Park


Higgs Yard


Axion House


Portobello Square


Acklam Road

1.4 The Design Team

Planning

Rolfe Judd Planning is a leading, London based independent planning consultancy, providing an informed and effective service to designers, landowners and developers. We work proactively and have a reputation for clear persuasive advice. We achieve results for our clients.

Our passion is helping to create and deliver successful places and buildings. Our track record demonstrates a commitment to professionalism, commercial focus and success at steering development projects, irrespective of their scale, through an increasingly complex planning process.

We work closely with all those involved in the planning and development process and as our portfolio illustrates, we have a depth of experience on a diverse range of development projects across London and the UK.

Landscape

We create spaces that are inspiring, healthy, welcoming and inclusive for all harmonising the needs of people with those of the environment.

Whether urban or rural, the external environment helps to shape and define the places we live, work and spend our time in. Our landscape architects work across the UK and internationally to improve the everyday lives of people whilst protecting and enhancing the natural world around us.

Our work covers everything from city or district strategies through to the design of streets, spaces, parks, waterways and the setting to individual buildings. No matter the scale, we create spaces that are inspiring, healthy, welcoming and inclusive for all.

Townscape & Heritage

Our Historic Environment and Townscape (HEaT) team has unmatched experience and expertise in advising on various developments within the built environment.

Asset type: Our work encompasses all forms of sensitive land: World Heritage Sites, Scheduled Monuments, Registered Parks and Gardens, Conservation Areas, and Areas of Outstanding Natural Beauty in addition to Green Belt and Metropolitan Open Land.

Locations: We have a large portfolio of work in Greater London and other UK cities, as well as in rural districts, where we advise on country house and landscape projects.

Approach: We work closely with clients and their design teams to shape their development, whether that involves a single-listed building or large-scale masterplans and urban extensions in rural settings. This breadth of experience is brought together to ensure careful evidence gathering about assets and their settings, analysis of planning policy and contribution to the planning strategy, collaborative working, authoritative advice and robust assessment.

Our townscape and visual impact service supports clients and their consultant teams in evolving and refining designs, whether for a tall building or an infill development in a historic market town.

Energy & Sustainability M&E

Established in 2002, IN2 is a leading design engineering consultancy committed to delivering innovative and sustainable building engineering solutions. With a proven track record spanning over two decades, They have successfully supported the delivery of thousands of projects through their expertise in low-energy design and engineering excellence.

Their team of highly skilled engineers are continuously engaged in research and development, ensuring that their bespoke solutions are both future-focused and performance-driven. They provide comprehensive support throughout the project lifecycle, from initial concept through to building handover and post-occupancy.

With multidisciplinary MEP teams located in London, Dublin, Belfast, Athlone, Berlin, and Madrid we operate across a broad spectrum of sectors, including residential, commercial, hospitality, healthcare, pharmaceutical, life sciences, and civic/cultural developments. In each, they uphold the highest standards of technical delivery and client service. IN2 offers the highest standard of specialist services.

Civil, Structures, Contamination, Drainage & Flood, Transport & Waste, Acoustics

We work alongside public and private sector clients to develop practical solutions which improve resilience to flood risk from all sources. We develop innovative, sustainable designs adopting the principles of integrated and natural flood management, and SuDS, to contribute to the creation of improved environmental outcomes alongside our Client's overall business objectives.

We resolve urban drainage flooding and pollution through the creativity and invention of our people and technology. We carry out integrated system modelling of the urban area and rural catchments to understand the root causes of problems and define current and future risks. Using analytics, visualisation and automated design we create solutions that optimise existing networks, embrace operational changes and drive sustainable solutions that benefit communities and the environment.

At every step, our structural design work is focused on commercial, operational, and environmental goals, as well as realising the aesthetic vision for a building so it's at one with its immediate community.

At all stages of a project, we focus on creating places for people to thrive, and spaces to relax, while mitigating the impact of noise from ongoing construction as each phase of a development emerges.

Fire

We embed fire safety engineering into the heart of design, construction and ongoing use – delivering bespoke fire engineering solutions for each project. Every building is looked at holistically by our fire engineering consultants to ensure safety and compliance without compromising architectural integrity and functionality.

Our fire engineering consultants partner with stakeholders along the entire construction chain – investors, designers, developers, end users – applying our knowledge in fire science, engineering, and risk management to provide alternative solutions.

We provide:

- creative fire safety engineering solutions overcoming budgetary and legislative challenges
- fire safety support throughout the construction process and beyond
- pre and post occupation fire risk assessments
- raining to ensure operational management and efficiency
- strategic risk management for multi-site portfolios

We are the guardians of fire safety for a project, ensuring traceability of decision making and a golden thread of information, all the way from concept, through design, construction and handover, to occupation.

1.4 The Design Team

Daylight/Sunlight/ROL

The Chancery Group (TCG) is an independent surveying practice with specialist expertise in daylight, sunlight and rights of light. Acting as strategic advisors on all surveying, design and valuation matters relating to light, we work closely with our clients to guide and advise on how development sites can maximise massing potential whilst significantly reducing any residual impact on neighbours.

Our team of professional, experienced daylight, sunlight and rights of light consultants have a wealth of experience in delivering professional advice and reports for architects, planners, investors, owners and owner-occupiers, landlords, and developers in assessing their development schemes. We draw on that experience to provide innovative bespoke strategies to help maximise the potential of development sites, whilst providing clear and detailed strategic advice on potential issues, helping to abate any disputes and ensure good relationships are maintained.

Ecology & Bio-diversity

Our ecology experts understand how to protect the natural environment and will work with you to explore ecological constraints and opportunities.

Our biodiversity experts understand how to protect the natural environment, create new green infrastructure (GI) and help you achieve your biodiversity net gain (BNG) target.

Arboriculture

Sharon Hosegood Associates is an innovative arboricultural consultancy providing advice on managing trees on development sites, in the wider landscape and within the community. We have particular expertise in trees and the planning process, and deliver community engagement projects. We provide bespoke, yet pragmatic arboricultural solutions to the construction industry, local authorities and landowners.

LIghting

Light Follows Behaviour is a female-led, forward-thinking lighting design studio founded in 2012.

We specialise in public realm and after-dark placemaking. Our inclusive, collaborative studio integrates social research and community engagement into innovative lighting design. We deliver technical solutions that celebrate local character and create safer, more inclusive public spaces at night.

Air Quality

Established in 1993, Air Quality Consultants has a strong and proven track record in providing independent air quality services to private and public sector clients, both within the UK and internationally.

Air quality, odour and dust assessments are completed for several hundred projects each year. They cover a wide range of developments, from small residential schemes in Air Quality Management Areas, to major mixed-use schemes, as well as schemes for new roads, industrial installations and airports. BREEAM assessments are being provided for new developments.

Wind

Our Wind Microclimate assessments provide a quick and cost-effective way to identify wind flows with the use of Computational Fluid Dynamics (CFD) analysis, and physical wind tunnel testing.

Our specialist advice draws on our wider business, encouraging open review of the best approach. Our assessments help identify pedestrian comfort and safety near the base of a development, even on buildings as low as 15m tall.

With increasing urban density and taller buildings, Wind Microclimate assessments have become an essential part of the planning process. Our aim is to help you create more comfortable urban environments for all.

1.5 Brief

The development brief for the Lots Road site has been guided by the requirements of the Social Investment and Adult Social Care teams of the Royal Borough of Kensington and Chelsea (RBKC), the local planning policies of the Mayor of London, RBKC and the London Borough of Hammersmith and Fulham, and Mount Anvil's aspiration to create an outstanding new place.

The 'Lots Road Design Guide', informed by the public consultations and workshops held with community and arranged by RBKC planning team, has been a key tool to help shape the brief.

The site is a key opportunity to deliver much-needed housing, commercial spaces, and community facilities and a welcoming green new environment.

Key requirements of the brief are:

- Provide 65 extra care social rent homes
- Provide a mix of other homes, that will be attractive to new residents, including additional social rent affordable homes
- Provide a new Community facility, to be located in a prominent position within the site
- Optimise the provision of high quality and flexible commercial space including an element of affordable commercial floorspace to support local businesses
- Create a welcoming and green environment, for residents and visitors to enjoy, which will also help the commercial occupiers to thrive.
- Maintain and enhance the character of Lots Road

Extra Care Homes

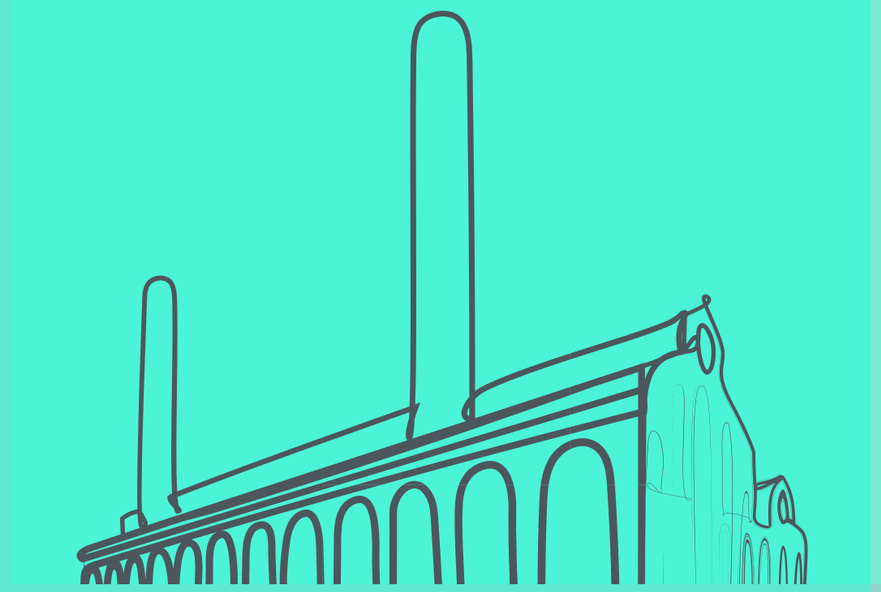
Affordable Housing

Employment Space

Vibrant Green Landscape

High Quality Homes

Community Centre



Section 2. The Existing Site & its Context

2.1 Wider Context
2.1.1 Site Location

The site is situated on Lots Road, specifically at the boundary of the southwestern edge of the Royal Borough of Kensington and Chelsea (RBKC) and the southeastern edge London Borough of Hammersmith and Fulham (LBHF). This unique positioning offers the opportunity to create a development that bridges the character of both areas, serving as a connecting point between these two vibrant boroughs.

The Royal Borough of Kensington and Chelsea and the London Borough of Hammersmith and Fulham each play a crucial role in defining the character of West London. RBKC is renowned for its affluence, cultural landmarks, and prestigious residential neighbourhoods. In contrast, LBHF is known for its vibrant and diverse urban environment, with a rich array of cultural and recreational amenities. Together, these boroughs contribute to the dynamic and multifaceted nature of London, each offering distinct advantages and attractions.

Location within Greater London

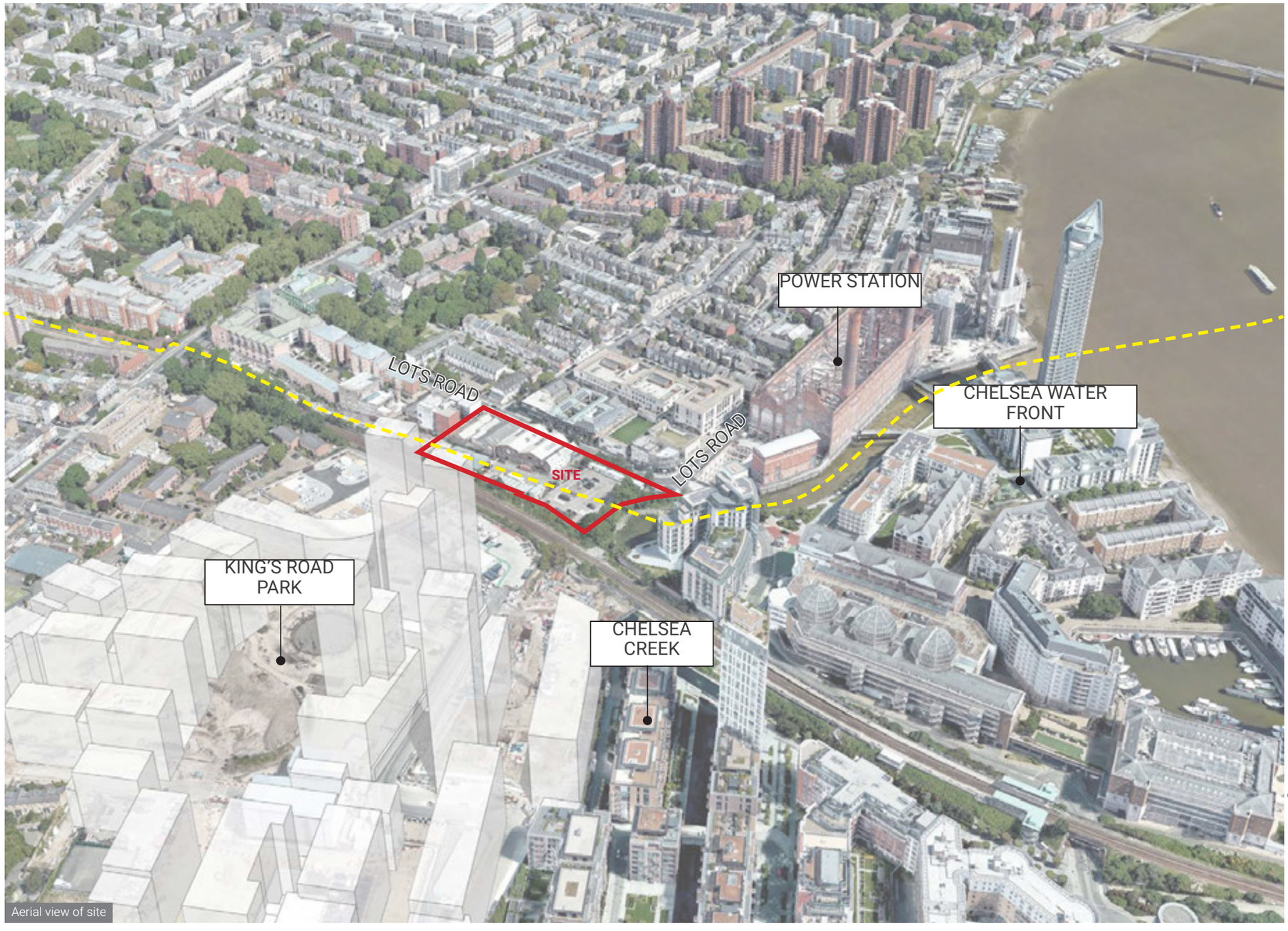
Site location within Boroughs

2.1 Wider Context
2.1.2 Aerial View

The site is located on Chelsea creek, on the south west end of Lots road. The site is split by the boundary between the two boroughs, meaning that both sets of borough planning policies must be considered for the development.

The site is located within an area of transition, positioned between the southern and south-western arc of existing and emerging tall, high-density developments, and the north-eastern areas characterised by lower-density housing.

The wider area is currently undergoing significant regeneration, with the surrounding context evolving in terms of land uses, housing tenures, building densities, and overall scale.



Aerial view of site

Borough boundary

2.1 Wider Context
2.1.3 History

Lots Road, located in the Chelsea district of London, has a rich history primarily defined by its industrial heritage and the Lots Road Power Station.

The name “Lots Road” likely originates from the Old English word “hlot,” referring to a portion of land allocated by lot. Initially, the area was predominantly rural, characterized by farmland and open spaces. The transformation began in the 19th century, coinciding with London’s expansion. The construction of the Chelsea Embankment and nearby bridges improved access to the area, catalysing its urban development.

A pivotal development in Lots Road’s history was the construction of the Lots Road Power Station between 1902 and 1905. Commissioned by the Metropolitan Railway, the power station was built to provide electricity for the expanding electric railway network, which later became part of the London Underground. The power station operated for nearly a century, undergoing several upgrades and adaptations to meet the growing demands of the city.

During the Blitz (September 1940 to May 1941), the area experienced significant damage from German bombing raids. Although specific details on individual bombings are less documented, the area suffered destruction of residential and commercial properties, as well as infrastructure damage. The nearby Lots Road Power Station may have been a target due to its importance. Post-war, the area was extensively rebuilt as part of London’s reconstruction efforts.

By the 1990s, advances in power generation technology led to the gradual decline of the power station’s role, and it was finally decommissioned in 2002. This marked the end of an era and the beginning of a new chapter for Lots Road.

In the 21st century, the site of the former power station became the focus of redevelopment plans. The area has seen significant transformation, with the construction of luxury apartments and commercial spaces as part of the Chelsea Waterfront development. This redevelopment reflects the broader trend of urban regeneration in London, transforming former industrial sites into vibrant residential and commercial hubs.

Throughout its history, Lots Road has maintained cultural significance, featuring in various works that highlight its industrial past. The evolution of Lots Road from a rural area to an industrial powerhouse and finally to a modern urban space exemplifies the dynamic changes in London’s landscape over the past century.

C. 1746

C. 1798-1809

C. 1856

Site Location

Between 1824 and 1828, the lower section of the creek was transformed into the Kensington Canal. In the 1830s, the Bristol Birmingham & Thames Junction Railway acquired the canal. Much of it was culverted in 1859–63 to accommodate the West London Line. The remaining lower stretch continued to be used, providing coal to the Sands End gas works and later to the Lots Road Power Station.

Kensington Canal by William Cowen

2.1 Wider Context

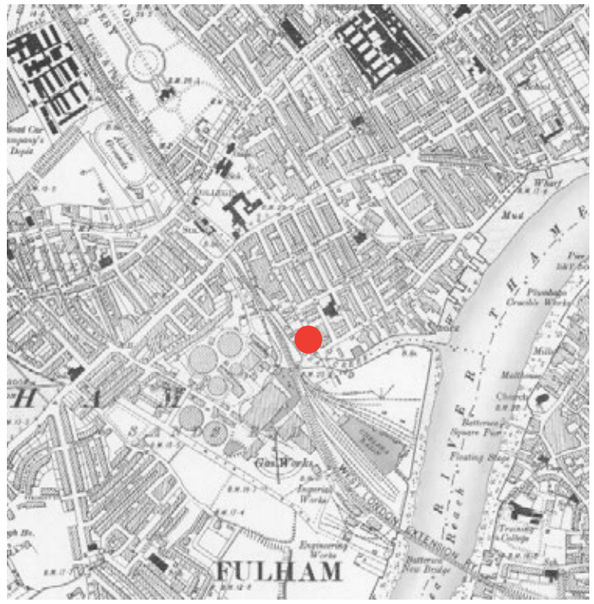
2.1.3 History

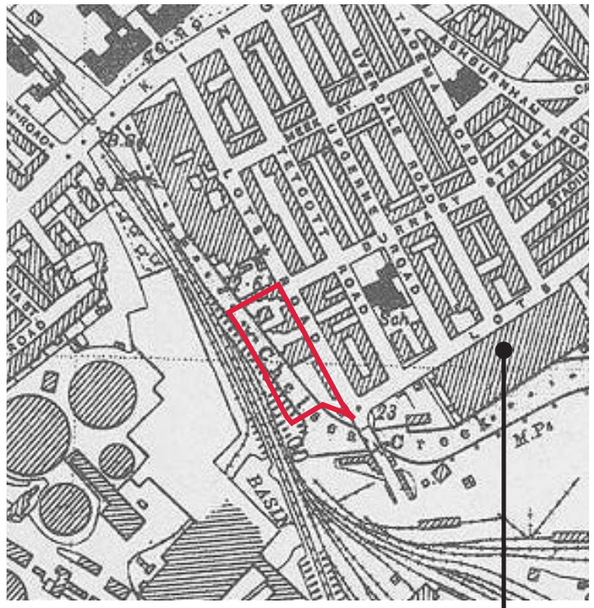
1895

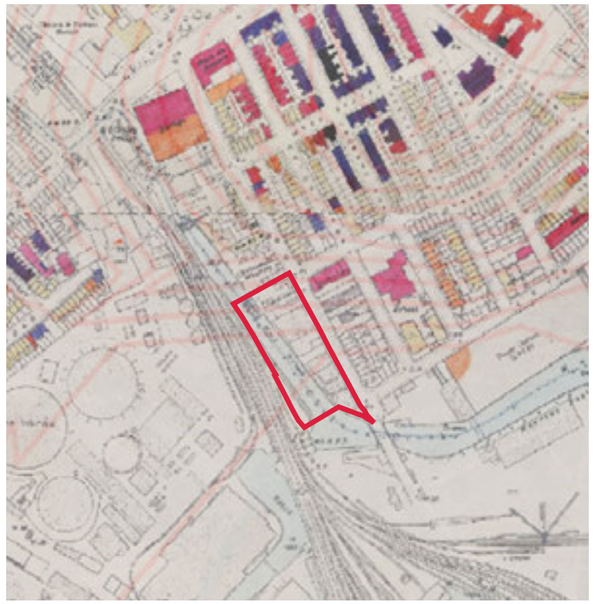
1938

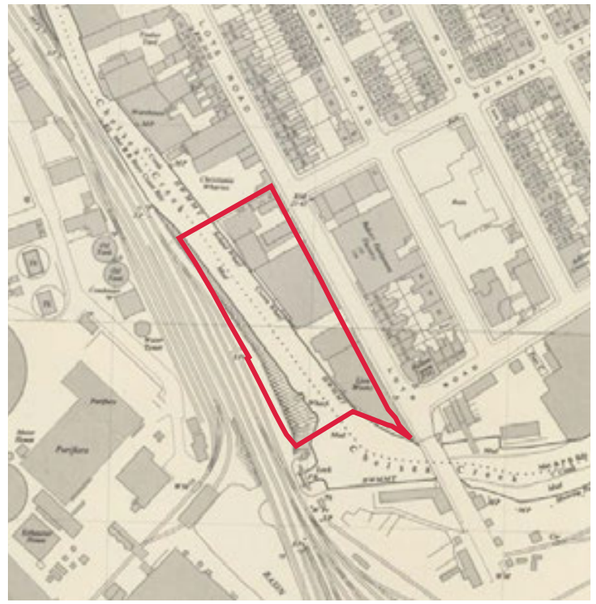
Bomb damage 1945

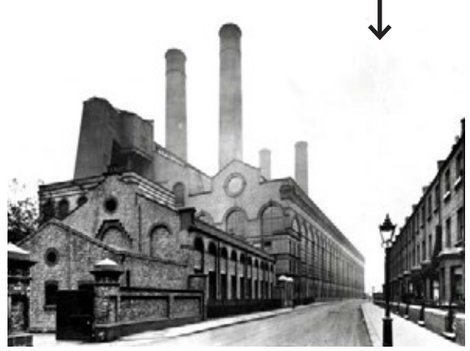
1940s-1960s











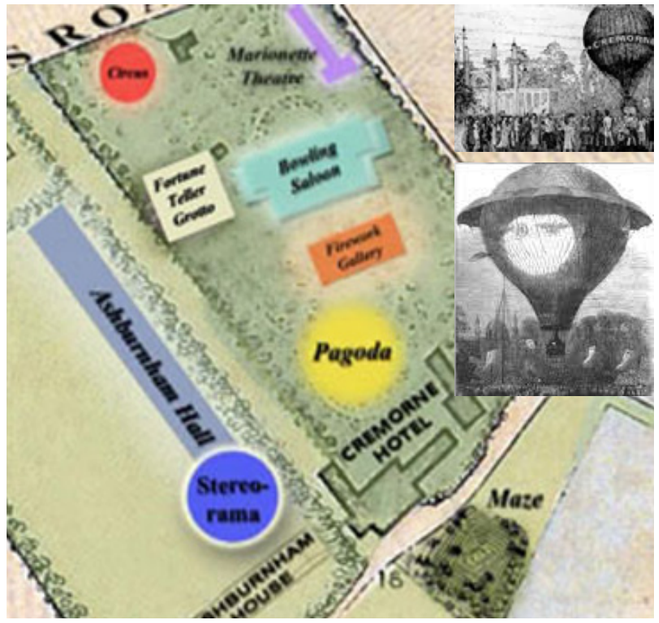
Wharfs, works & mills

Lots Road power station

2.1 Wider Context
2.1.3 History

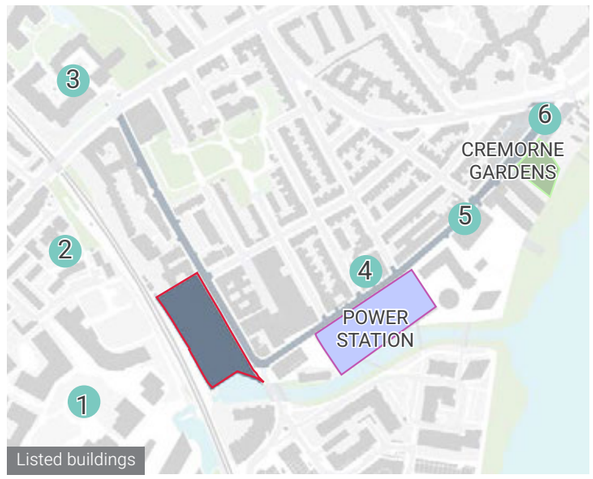
In close proximity to the site, several landmarks have withstood the test of time, each telling a unique story about the area's development and significance.

1. Gas Holder Number 2 at Fulham Gasworks: An example of Victorian industrial architecture, this gas holder symbolizes the area's past role in gas provision.
2. Sandford Manor House: Dating back to the 17th century, this historic manor house is one of the oldest buildings in the area, known for its distinctive architectural style and historical significance.
3. Stanley House on King's Road: A grand mansion from the late 17th century, once home to the Earl of Shaftesbury, showcasing classical architecture amidst modern developments.
4. Lots Road Power Station: Established in 1905 to power the London Underground, this iconic brick structure now partially redeveloped, blends historical façade with modern use, illustrating the area's evolution.
5. London County Council (LCC) Pumping Station: Built in the late 19th century to improve sanitation, this robust industrial building reflects efforts to modernize London's infrastructure.
6. Cremorne Gardens: Opened in 1845 as a popular 19th-century pleasure garden, offering entertainment like concerts, fireworks, and balloon ascents. Despite its popularity, it closed in 1877 due to concerns about morality and public order. Though redeveloped, it remains a notable part of London's social history.




Cemorne Gardens


Lots Road power station



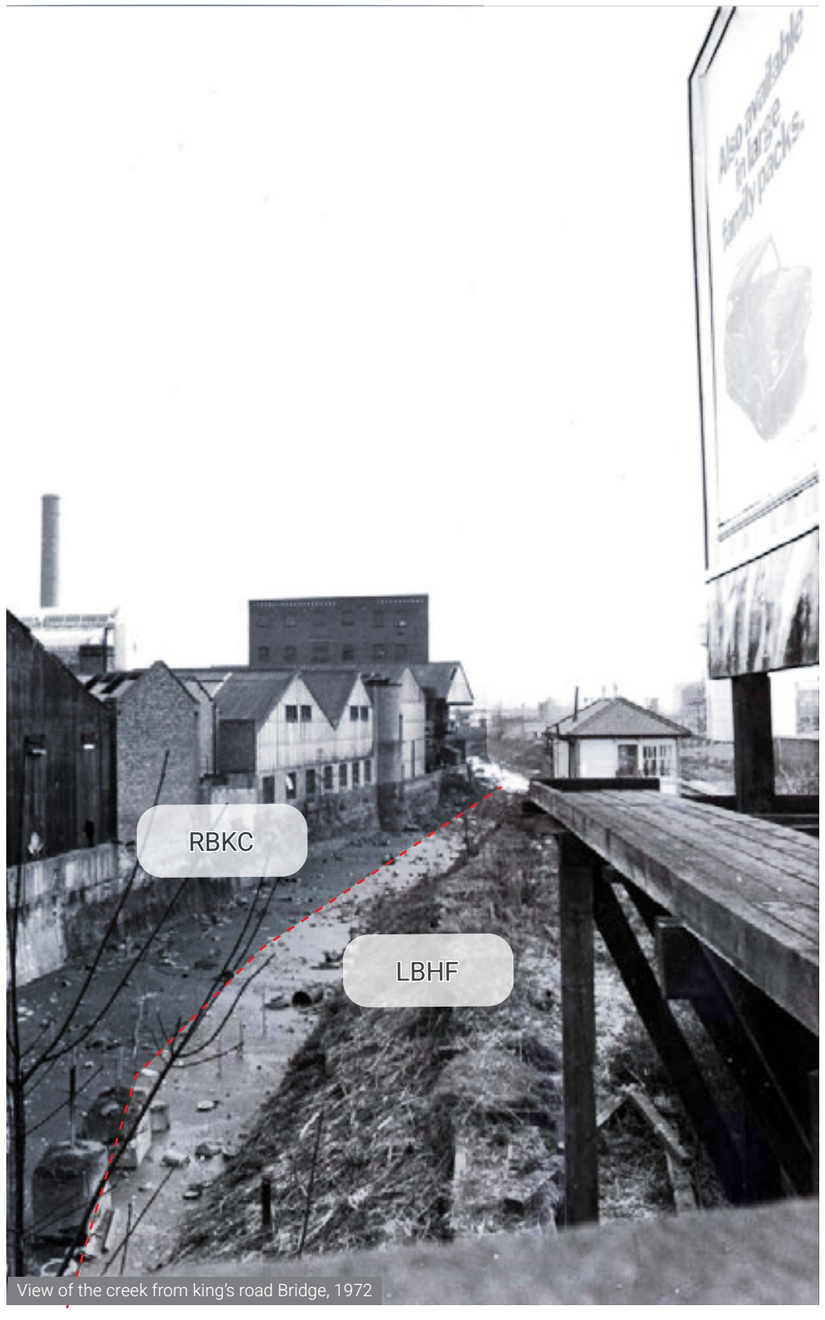
Listed buildings


1. Gas Holder no. 2, Fulham Gasworks


2. Stanley House, Kings Road


3. London County Council pumping station


4. Lots Road Power Station



View of the creek from king's road Bridge, 1972

View looking south, where this section of the creek was later filled in.


Power station street view, 1972


Low rise industrial, 1972


Large housing developments, 1972


'The Baloon' now Lots Road pub, 1972


Lots Road pumping station, 1972


Lots Road power station, 1972

2.2 Wider Site

2.2.1 Regeneration within the Southern Arc of the site

The Lots Road area is undergoing significant redevelopment, transforming its industrial past into modern residential and commercial spaces. Key projects surrounding our site include Chelsea Waterfront, the former Lots Road Power Station, the King's Road Park (previous Gasworks), and the Chelsea Park Development.

- Chelsea Waterfront is a mixed-use development along the River Thames, featuring luxury apartments, retail spaces, restaurants, cafés, and public areas with landscaped gardens and walking paths. The former Lots Road Power Station is being converted into residential apartments, retail, and leisure facilities, preserving its industrial heritage while providing modern amenities.
- King's Road Park site is being developed into residential units with a mix of affordable and luxury housing, community amenities such as parks, and sustainable design elements.
- Nearby, the Chelsea Park Development adds new residential buildings, landscaped gardens, recreational facilities, and community-focused spaces.

These projects collectively aim to transform the southern arc of the site into a vibrant, modern urban space, balancing residential, commercial, and public spaces while preserving its historical and cultural significance.


King's Road Park Development - Under Construction

Chelsea Creek Development - Completed


Chelsea Water Front Development - Completed

2.3 Local Context
2.3.1 Analysis

ROAD NETWORKS

The site is bordered by a creek to the south, a railway to the west, and existing buildings to the north, meaning that access is only available via Lots Road itself.

Lots Road is a secondary road connecting Cremorne Road and King's Road. It can experience considerable traffic congestion, particularly during peak hours. The road is relatively narrow and serves a mix of residential and commercial traffic. Additionally, its proximity to major roads and the Chelsea Harbour area can contribute to increased traffic volumes.

KEY

- Site
- Railway line
- Primary Roads
- Secondary Roads
- Tertiary Roads
- Borough Boundary Line

TRANSPORT CONNECTIONS

The site benefits from excellent public transport connections with a variety of options. To the north, Fulham Broadway Tube station is just a 15-minute walk away. To the south, Imperial Wharf Overground station is a mere 3-minute walk, and Chelsea Harbour Pier, which connects to the TfL River Bus, is only a 5-minute walk away. Additionally, there is a bus stop to the north of the site, less than a minute's walk away, which connects Earls Court with Clapham Junction Station.

KEY

- Site
- National Rail
- Underground
- Overground
- TFL Boat
- Bus stops
- Railway line
- Key pedestrian
- Borough Boundary Line

BLUE AND GREEN INFRASTRUCTURE

The Lots Road area is fortunate to have several green parks and open spaces within close proximity. Westfield Park and Cremorne Gardens are both just a short walk away, offering residents and visitors natural spaces recreation. Westfield Park features well-maintained lawns, play areas, and spots for picnics. Cremorne Gardens, known for its picturesque riverside views, offers serene walking paths, flower gardens, and a playground.

Additionally, Coleridge Square and the new open space in the King's Road Park development are slightly further away but still easily accessible.

Moreover, the site is conveniently close to the River Thames shore, which is pedestrian-friendly and provides scenic walks along the river. The connection couldn't be easier, with a new landscape edge along the Chelsea Creek.

KEY

- Site
- Railway line
- Existing waterside path
- New pathway in the Chelsea Waterfront development
- Public parks
- Open green space
- Cremorne Wharf public space (under consultation)
- Borough Boundary Line

2.3 Local Context
2.3.1 Analysis

CONSERVATION AREAS

The site is surrounded by several notable conservation areas that add to its historical and architectural charm.

1. Lots Village Conservation Area is known for its distinctive character and heritage, featuring a mix of residential and industrial buildings that reflect the area's rich history.
2. Sands End Conservation Area preserves the Chelsea Creek, as an historically key route that served industrial purposes, providing access for barges and other vessels.
3. Imperial Square & Gasworks Conservation Area is another significant site, renowned for its industrial heritage and unique architectural features.
4. To the north, the College of St. Mark & St. John Conservation Area and the Moore Park Conservation Area further enrich the neighbourhood with their historical significance and diverse architectural styles.

KEY
- Site
- Railway line
- Conservation Areas
- Grade II Listed Building
- Grade II* Listed Building
- Landmark building
- Borough Boundary Line

BUILDING HEIGHTS

The Lots Road area is an example of a diverse range of building heights.

In Lots Village, the low-rise conservation houses, limited to two to three stories, preserve the area's historic charm. Nearby, the Lots Road Power Station stands out with its significant height and industrial presence.

In contrast, the new King's Road Park development features modern skyscrapers rising up to 37 stories, highlighting the area's evolving skyline and contemporary architectural trends.

NO. OF STOREYS
- Site
- 1 -3
- 4-6
- 7-9
- 10-12
- Borough Boundary Line
- 13-15
- 19-21
- 25-28
- 37

GROUND FLOOR LAND USE

On Lots Road in Chelsea, ground floor spaces are varied. They include retail shops and boutiques, restaurants and cafés, as well as offices for small businesses and professional services. Residential areas feature building entrances and communal spaces. Some areas still have light industrial or storage uses. Additionally, there are spaces dedicated to community services like charities and non-profits. This mix highlights the area's diverse and evolving character

KEY
- Site
- Residential
- Employment / Commercial
- Industrial
- Education
- Public House
- Hotel
- Borough Boundary Line

2.3 Local Context
2.3.1 Analysis

ACTIVE FRONTAGES

Lots Road is an area known for its diverse range of commercial activities. It used to be home to the Lots Road Auctions, where people buy and sell fine art, furniture, and collectibles (this has been relocated on March 2024). The area features various shops and boutiques offering fashion, home décor, and specialty items, providing a unique shopping experience with both independent retailers and well-known brands. Lots Road has many cafés, restaurants, and bars and hosts several art galleries and design studios, making it a cultural hub where artists and designers showcase and sell their work. There are modern residential and commercial developments, including mixed-use spaces that combine living, shopping, and dining. Because of this, there is a generous amount of active frontages across the road, making it a vibrant and safe street.

KEY

- Site
- Railway line
- Active Commercial/ Employment frontages
- Borough Boundary Line

FIGURE GROUND

A figure-ground plan is a tool that highlights the relationship between buildings and open spaces. By using a two-tone colour scheme -(black for buildings and white for open spaces) it clearly identifies underutilized areas and opportunities for infill development. It also helps identify the grain of an area - whether it is urban, residential or sub urban in nature.

The site is currently partially developed. Existing uses include a car pound and some temporary cabins, which occupy space but are not permanent structures, which leaves an opportunity to optimize the site by incorporating additional housing and commercial uses. The diagram highlights that the western side of Lots Road is more urban in character, which also acknowledges those of the south and south western arc of the site.

KEY

- Site
- Railway line
- Borough Boundary Line

NOLLI MAP

A Nolli Map is a detailed urban plan that differentiates between public and private spaces by shading buildings and leaving streets and squares white. It serves as a useful tool for assessing the availability of public space in an area and identifying the need for additional amenities.

In this case, although the site is not fully built, it is designated as private and inaccessible. This presents an opportunity to introduce public spaces, particularly near the Chelsea Creek. In turn, this opens up the site for the first time in decades to the public and the local residents. This ties in with other developments along Lots Road, including Worlds End studios, which has a publicly accessible internal courtyard.

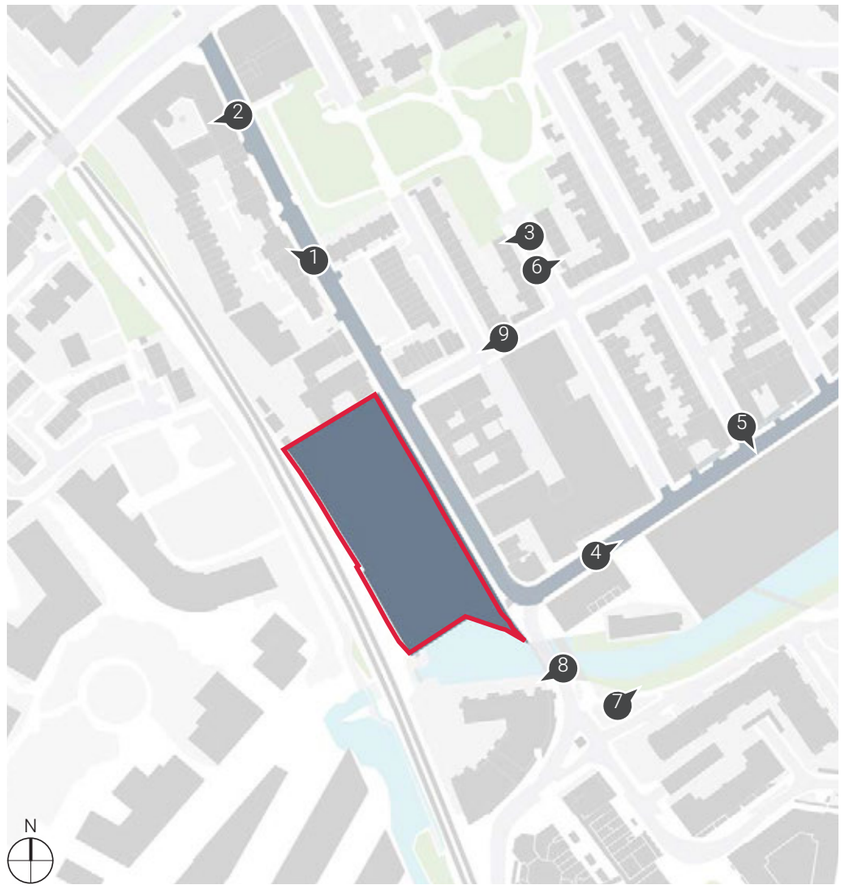
KEY

- Site
- Railway line
- Borough Boundary Line

2.3 Local Context

2.3.2 Surrounding Context

The surroundings to the site can be characterised by a mix of various architectural styles that reflect Chelsea's layered urban development. To the east, the distinct red-brick Victorian industrial heritage of the former Lots Road Power Station and associated warehouse buildings presents a robust materiality with regular fenestration patterns and utilitarian detailing that speaks to the area's working riverside past. This contrasts markedly with the western approach, where more contemporary residential developments display lighter materials, increased glazing and a more varied massing. The northern section along Lots Road itself transitions into the finer grain of traditional Chelsea, with period terraced housing exhibiting classical proportions and decorative features typical of west London's Victorian residential streets. Meanwhile, the riverside frontage to the south has undergone significant regeneration in recent decades, introducing taller buildings with a more contemporary architectural language that maximises views across the Thames whilst attempting to reference the industrial character through material choices and structural expression.

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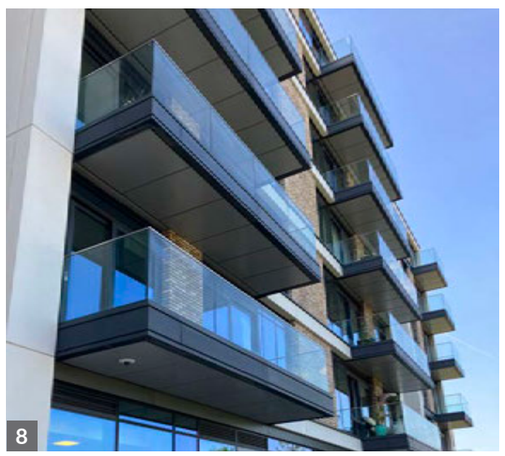
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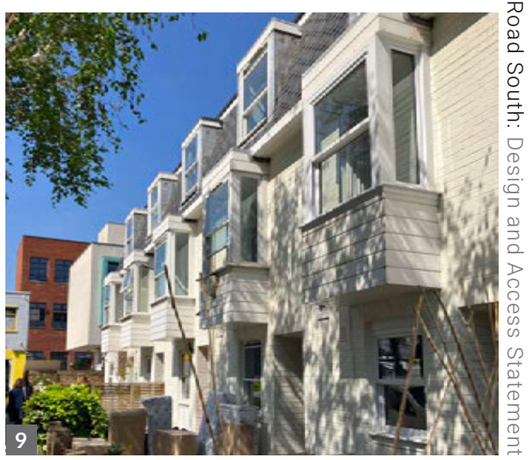
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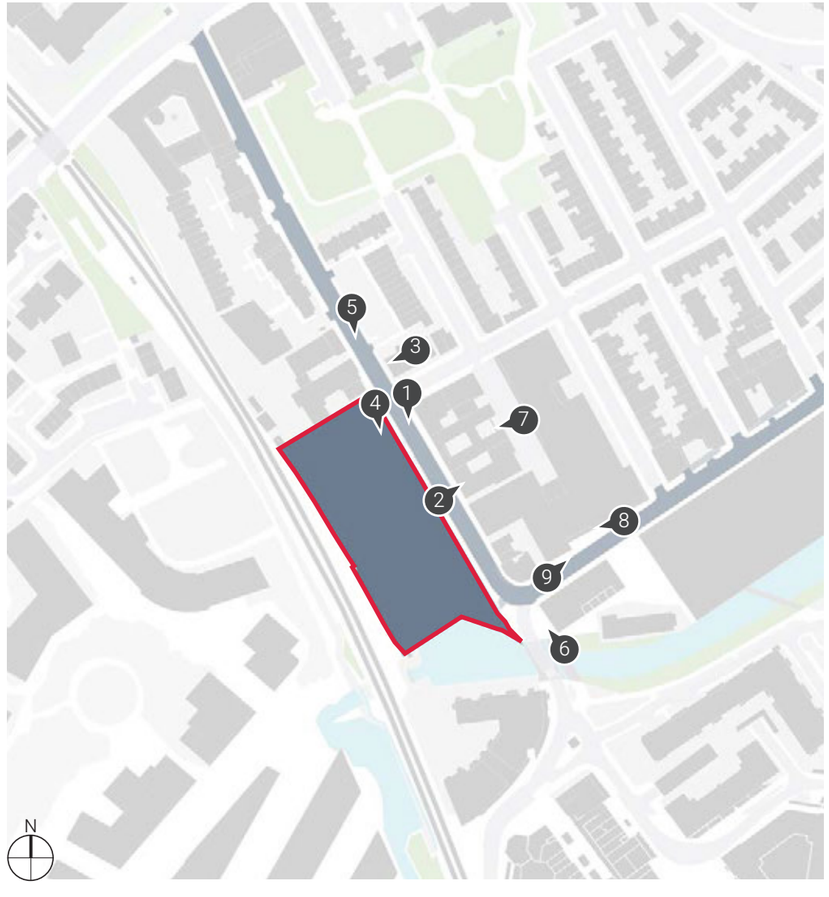
2.3 Local Context
2.3.3 Lots Road Character

The existing streetscape along Lots Road presents a varied urban character that reflects the area's industrial heritage and gradual transition towards mixed-use development. The southern end features the distinctive brick façades of the former Lots Road Power Station, with its prominent chimneys forming local landmarks. Moving northwards towards, and past, the site, the character becomes more fragmented, with a combination of modest brick warehouse buildings, utilitarian commercial units, and occasional newer residential developments. The building heights generally range from two to five storeys, with some parts rising to six storeys, maintaining a human scale at street level. Materials are predominantly brick with some concrete, glass and metal elements and painted rendered surfaces. The building line gentle undulates along the road, though most structures maintain a consistent and confident relationship with the pavement edge, with minimal setbacks. Overall, the existing character conveys a sense of transition - a streetscape with visible industrial roots that is gradually evolving to accommodate Chelsea's changing urban needs.



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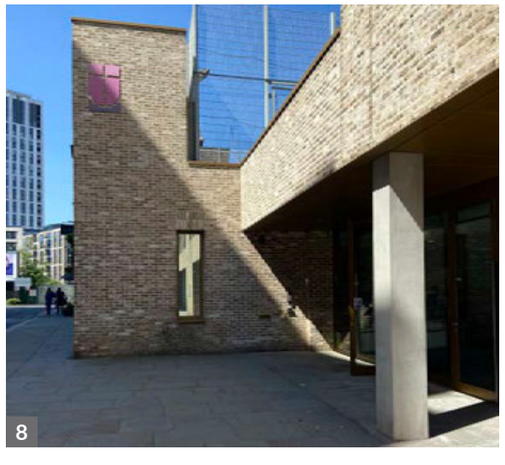
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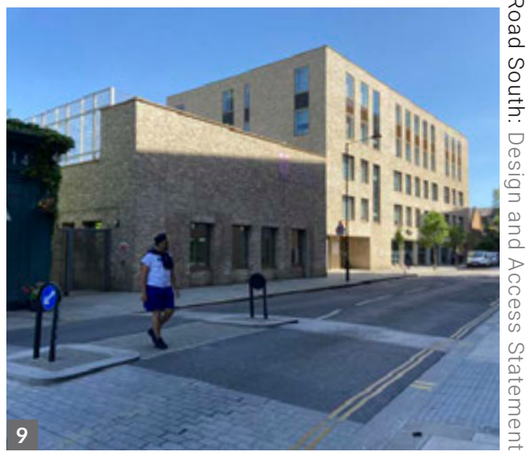
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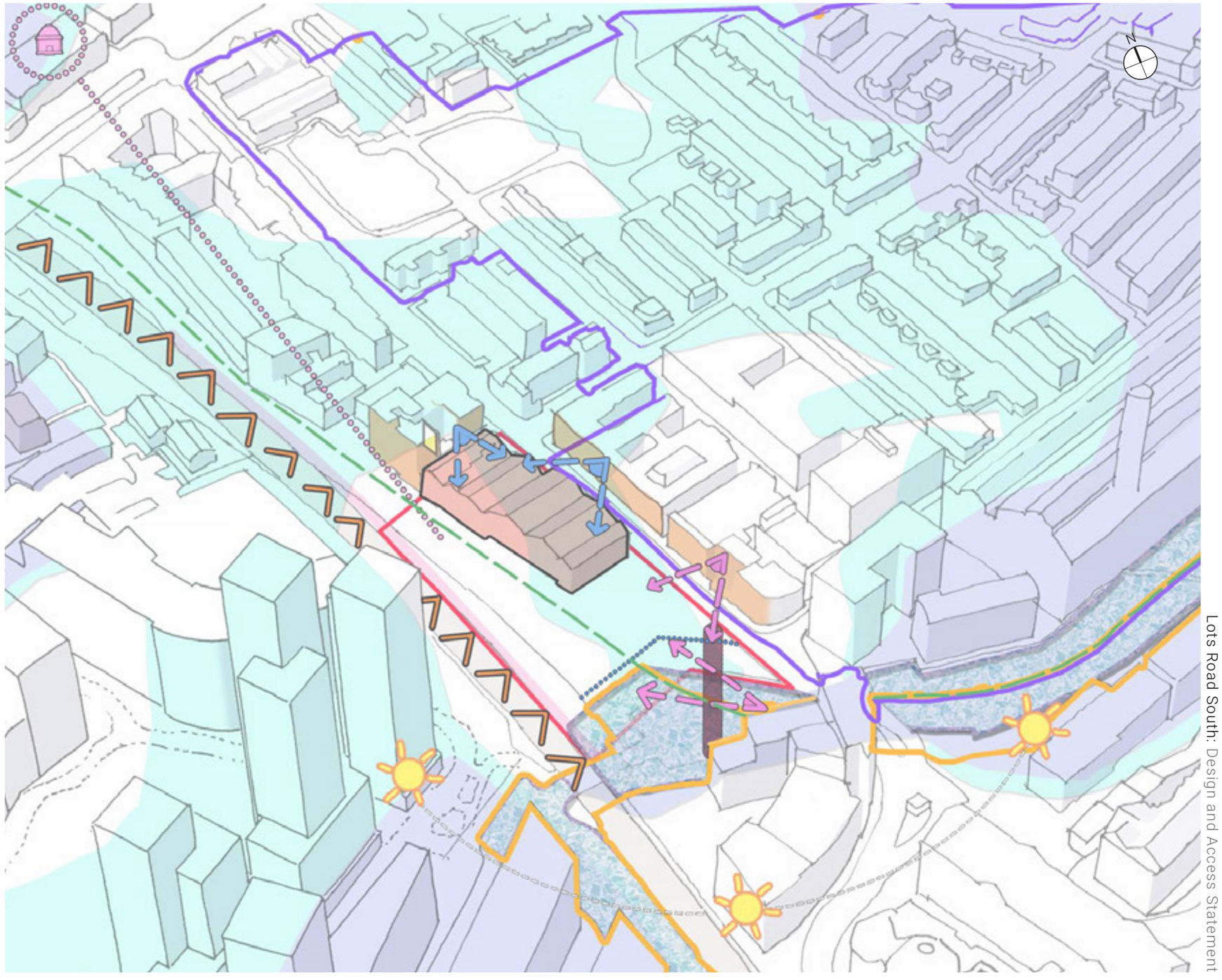
2.4 Site Analysis
2.4.1 Constraints

The site is heavily constrained by multiple physical and policy based considerations, as captured within the adjacent diagram. These constraints have been arrived at by various means such as:

- multiple site visits
- desktop studies and research
- multiple consultation events with the local residents
- discussions with stakeholders

These constraints have informed the design development of the proposals.

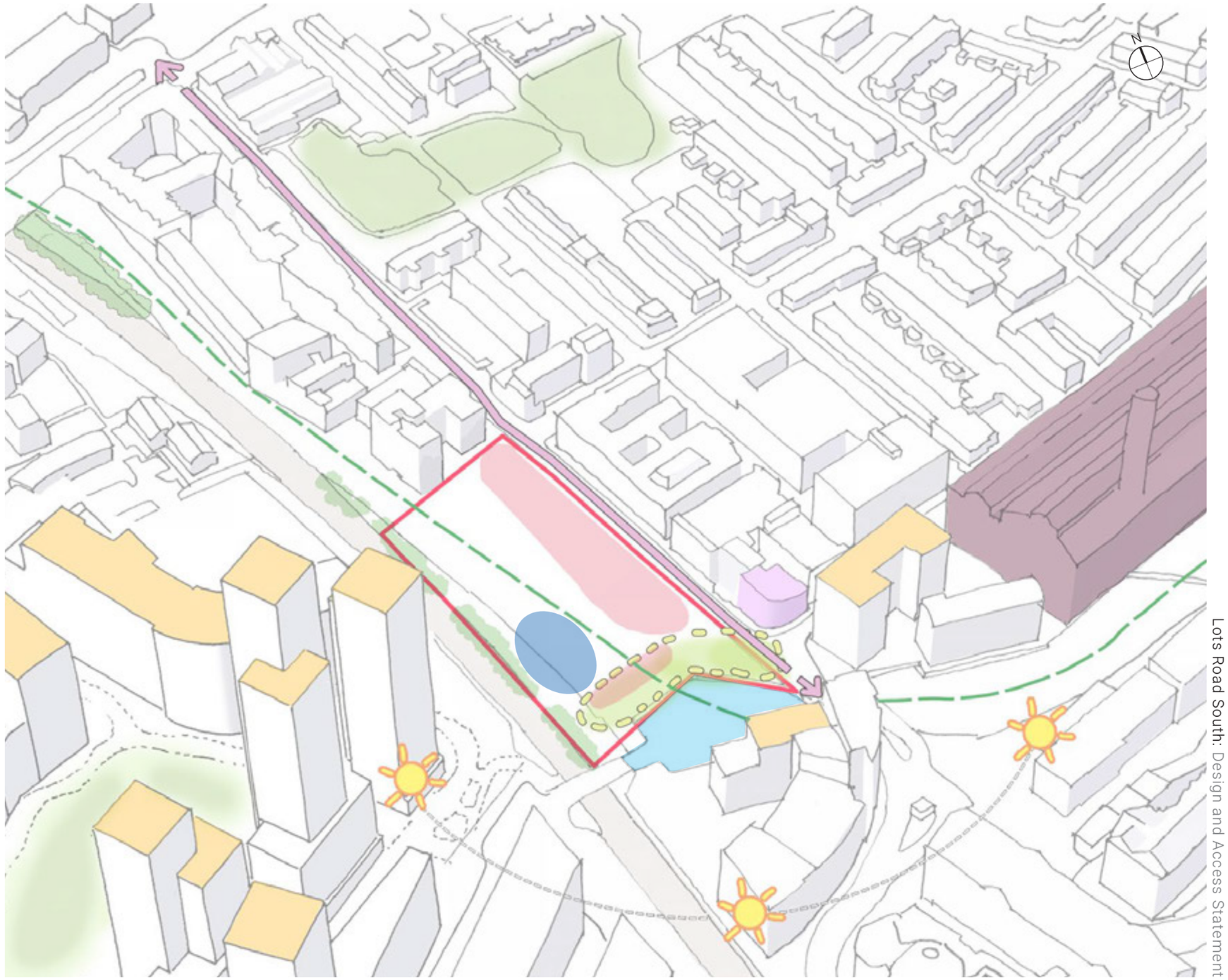


KEY

- Site Boundary
- Borough Boundary
- Sensitive view from Brompton Road Cemetery
- Conservation Area Chelsea
- Conservation Area Fulham
- Nearby commercial buildings
- Nearby residential buildings
- Existing buildings
- Daylight awareness
- Rail Noise
- BAPA (Basic Asset Protection Agreement)
- Easement
- Creek Buffer zone
- Sun Path
- SINC Designation
- Flood Risk Zone 2 | 3

2.4 Site Analysis
2.4.2 Opportunities

As with the Constraints the site presents many opportunities to utilise in forming the general principles for the proposed character, massing and arrangement of the development. These have been arrived at through the same process as the constraints and form the bases of the design proposals.



KEY

- Site Boundary
- Borough Boundary
- Active Corners
- New Tall Buildings
- Active, commercial frontage onto Lots Road
- Employment Spine
- Lots Road Power Station
- Opportunity for marker building by Creek
- Greenery and biodiversity as rail buffer
- Open Space
- Sun path
- Maximise views into the Creek

Section 3. The Existing Buildings and Explorations

3.1 Building Retention Options

3.1.1 Full Retention of Existing Buildings

The construction process of new buildings is carbon intensive and, for environmental reasons, one should always explore the retention of building before deciding to demolish them.

Before the decision was made to demolish the existing buildings, various explorations were tested to see if a high quality development that meets all the brief and policy requirements could be delivered by re-using some, or all of the existing buildings, or by filling in voids etc..

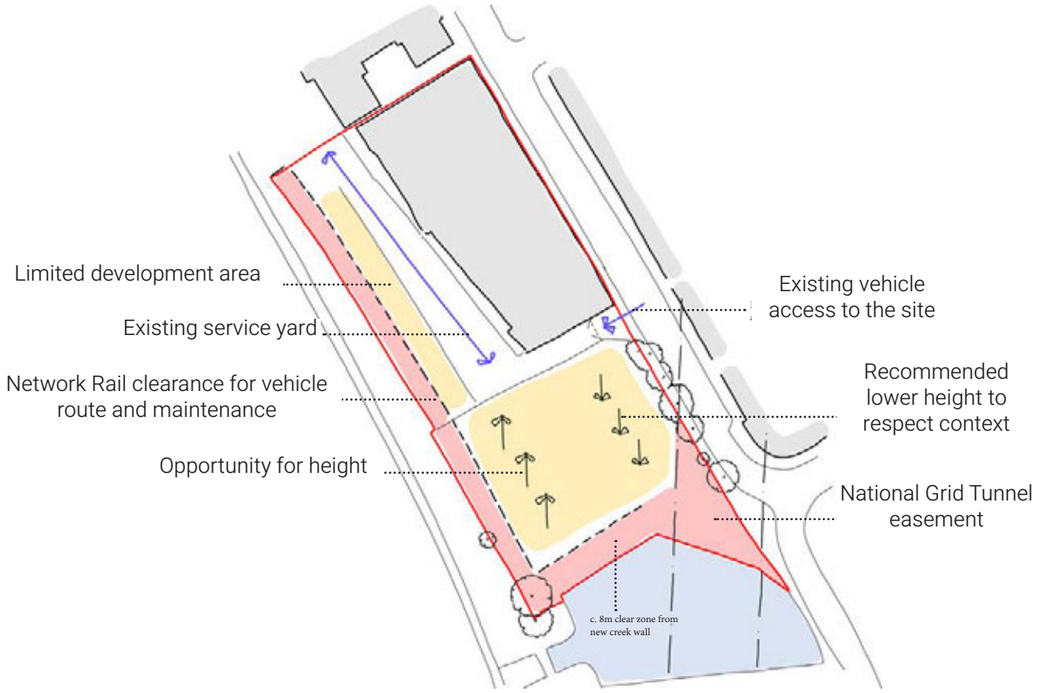
This testing demonstrated that it was not possible to retain the existing buildings and deliver a viable scheme to meet the brief (see Circular Economy statement report for details).

Key findings from design testing:

- Very limited area for high quality public realm, beyond creekside. Likely to be located out of view, behind warehouses and adjacent to railway.
- Complexity to deliver a basement in this location given proximity of adjoining creek, railway and anticipated ground conditions. Space also limited if it was possible. Therefore significant amount of back of house (bins, bikes, plant) would be located at ground floor and above.
- Potential increased impact on Lots Road due to servicing
- Inactive frontages on some public facing spaces
- Servicing to all uses will be compromised due to lack of space at ground floor
- Due to small footprint, tenure will need to be shared or additional cores introduced. It will require further height to achieve brief
- Reduced public space and residential amenity
- Meaningful play space likely unachievable
- Required Extra Care amenity likely unachievable
- Fire strategy likely to be compromised
- Circa 33 storey tower to achieve brief does not achieve a contextual design response
- Cost of building retention impact on affordable housing

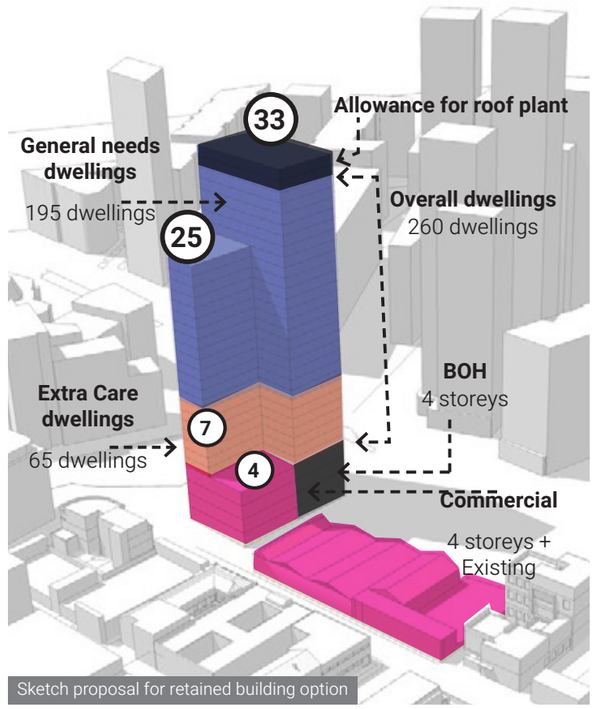
The design will also struggle to respond to SPD principles 1 (Employment Zone identity), 2 (Sustainability), 3 (Lots Road buildings), 5 (Overall height principles), 7 (Courtyards), 9 (Public space), 10 (Chelsea Creek), 14 (Extra care) and 15 (Shared facilities).

From the various design tests we did we concluded that any form of retention of the existing buildings will compromise on quality, deliverability, townscape and carbon so a full redevelopment option was explored.

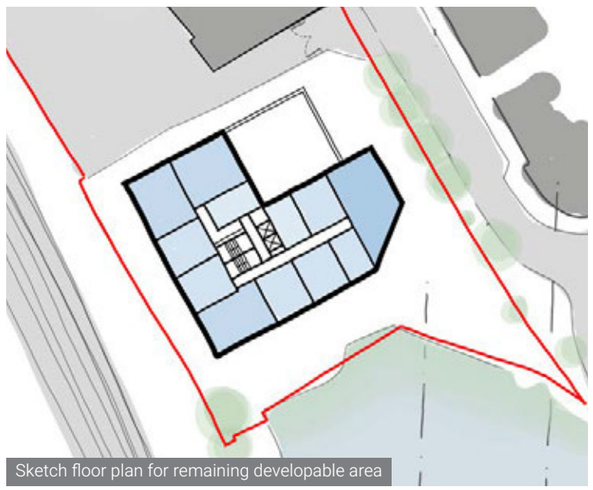


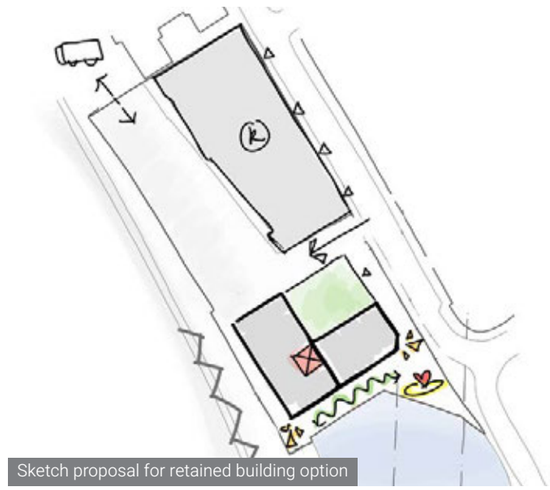
KEY

- Potential development area
- Non development area
- Existing buildings
- Existing creek



Sketch proposal for retained building option


Sketch floor plan for remaining developable area


Sketch proposal for retained building option

3.2 Planning Context

3.2.1 Planning History and Policy Framework

Planning history

The Application site has not been subject to any significant development proposals. The planning history reflects minor works relating to the current employment functions of the site.

Cross boundary application

The Site sits on the boundary between Royal Borough of Kensington and Chelsea ("RBKC") and London Borough of Hammersmith and Fulham ("LBHF"), with the authority boundary splitting the site on the north-west to south-east axis. 69% of the site is in RBKC (eastern part); 31% of site in LBHF (western part). The Site is owned by RBKC, and their land ownership extends across both boroughs.

Since the application site straddles two local planning authority boundaries, identical full planning applications are being submitted to each authority for the whole of the site, clearly identifying how the site is divided between the authorities. Each authority is required to assess the application as it relates to the part of the site within its jurisdiction and each authority must determine the application in accordance with its own development plan unless material considerations indicate otherwise. One such material consideration is the adjoining authority's development plan, particularly where cross-boundary impacts arise. In practice, authorities are expected to engage with each other to ensure consistency and avoid conflicting decisions.

Development Plan

The Application Scheme has been developed in accordance with the relevant national policy guidance, Strategic and Local Planning Policy and guidance. This section sets out the relevant adopted and emerging planning policy framework, against which the Application Scheme will be considered in Section 5 of this Planning Statement.

In accordance with Section 38(6) of the Planning and Compulsory Purchase Act (2004), if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise. The adopted Development plan documents relevant to the Application Site are as follows:

- London Plan (March 2021)
- Royal Borough off Kensington and Chelsea New Local Plan Review (July 2024)
- London Borough of Hammersmith and Fulham Local Plan (February 2018)

National planning policy guidance is provided through the NPPF which is a material consideration in the determination of any application: National Planning Policy Framework (NPPF) – December 2024

There are no extant Neighbourhood Plans relevant to the area.

Site allocation

The Lots Road South site is subject to site allocation SA6 in the July 2024 RBKC Local Plan. Since a local authority can only specify policy within the local authority boundary, the site allocation only applies to the RBKC portion of the site, which approximately makes up the eastern 2/3 of the Lots Road site.

Site Allocation SA6 area in red, with the RBKC/LBHF authority boundary show in black.

The site allocation sets out the following requirements:
SA6: Lots Road South

A. The site will deliver a high-quality mixed-use development that is employment led, to include residential and employment floorspace.
Land use

B. Around 100 new gross residential (C3) units.

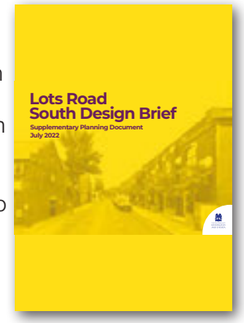
C. Around 65 gross affordable extra care units.

D. Around 4,000 sq m (GIA) of commercial floorspace (Class E and B8) of which at least 3,000 sq m will be business floorspace (Class E(g) office, research and development or light industrial or B8 storage or distribution).

Policies from the Hammersmith and Fulham Local Plan (February 2018) form part of the Development Plan for this site. There are no site-specific policies, and the site is white land on the LBHF Policy Map

Lots Rd SPD

RBKC published the Lots Road South Design Brief SPD in July 2022. This document is a material consideration for a future planning application and forms the framework for which any future planning application relating to the site is determined and relates to the whole site, including both RBKC and LBHF land.



Extract from Lots Road SPD showing the site in red. The dashed blue line reflects the RBKC/LBHF authority boundary.

The SPD has been prepared with reference to the whole site but it is only adopted by RBKC, not LBHF. It does not specify a quantum of development in floor space or unit numbers.

3.3 RBKC SA6 Lands Use Study

3.3.1 Development Opportunity

Testing the Policy

RBKC has a policy specifically for the part of the site that sites within the RBKC Borough boundary. Early on in the project the parameters of the Policy were tested against the site area to explore the policy impacts on the townscape and urban design. The extent of development on LBHF land was not considered by this study but a comprehensive masterplan would include accommodation on that part of the site too.

RBKC Policy SA6: Lots Road South

Key development parameters:

- Around 100 new gross residential (C3) units.
- Around 65 gross affordable extra care units.
- Around 4,000 sq m (GIA) of commercial floorspace (Class E and B8) of which at least 3,000 sq m will be business floorspace (Class E(g) office, research and development or light industrial or B8 storage or distribution).
- Maximum building heights shall be within the range of 22 m to 34 m from ground level to the top of the building or 6 storeys to 10 storeys.
- the existing auction house use (sui generis) should be retained in addition to the floorspace specified in part D.
- there should be a series of buildings along Lots Road with modest variation in form, that respects the scale of existing buildings on Lots Road.
- Community space shall be located above basement level and allow for wide range of activities.
- Create an active frontage on Lots Road with a variety of commercial uses at ground floor.
- Create courtyard space(s) within the development accessed through gaps between buildings.
- this site is suitable for tall buildings and a maximum building height is expressed as a range to allow for a distribution and variation of heights across the site. The site is of a scale that it can accommodate a variety of building heights. The maximum height set out in Policy SA6 below is indicative only, it is subject to further testing and may only be appropriate on part of the site.

Study

A massing study was undertaken delivering the Local Plan Land Use Requirements of SA6 on RBKC land only.

In accordance with that policy, the proposed massing, shown below, roughly meets the policy and provides the following:

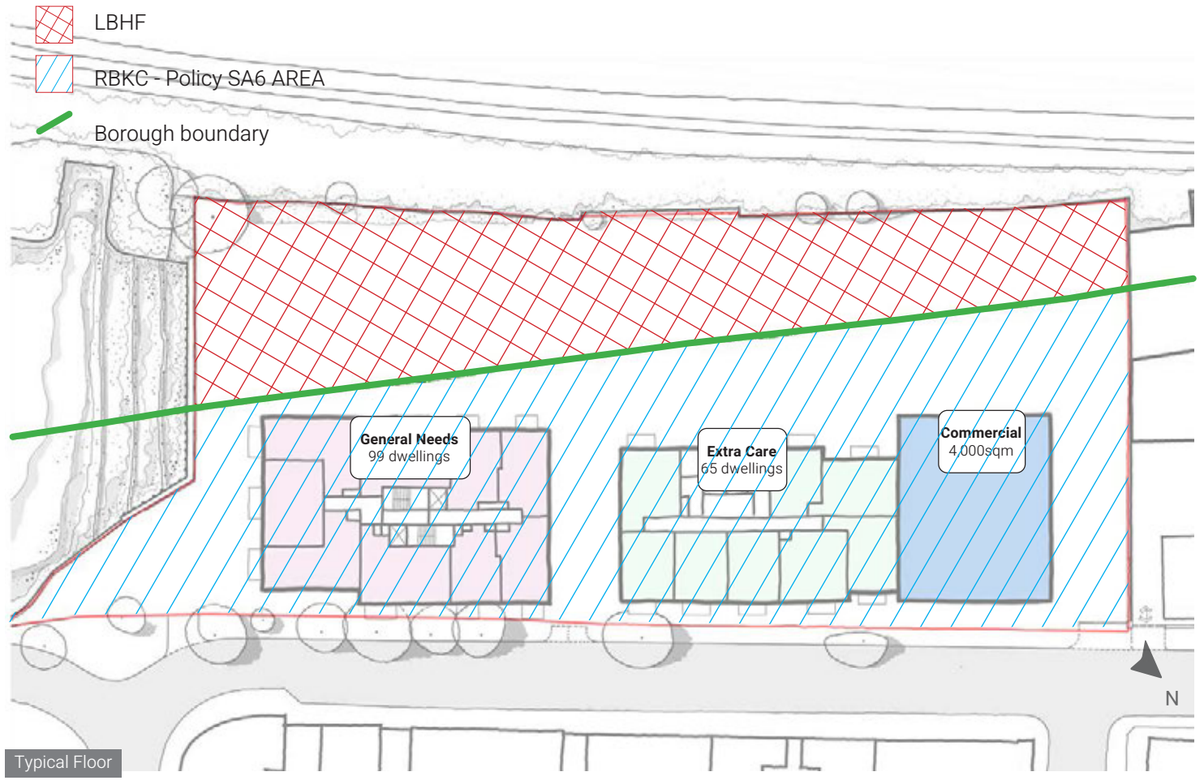
- 99 new homes
- 65 extra care
- 4000 sq m. commercial (ground floor)
- Community centre (ground floor)
- Auction house retention
- Stepped heights along Lots Road with breaks in massing

Conclusion

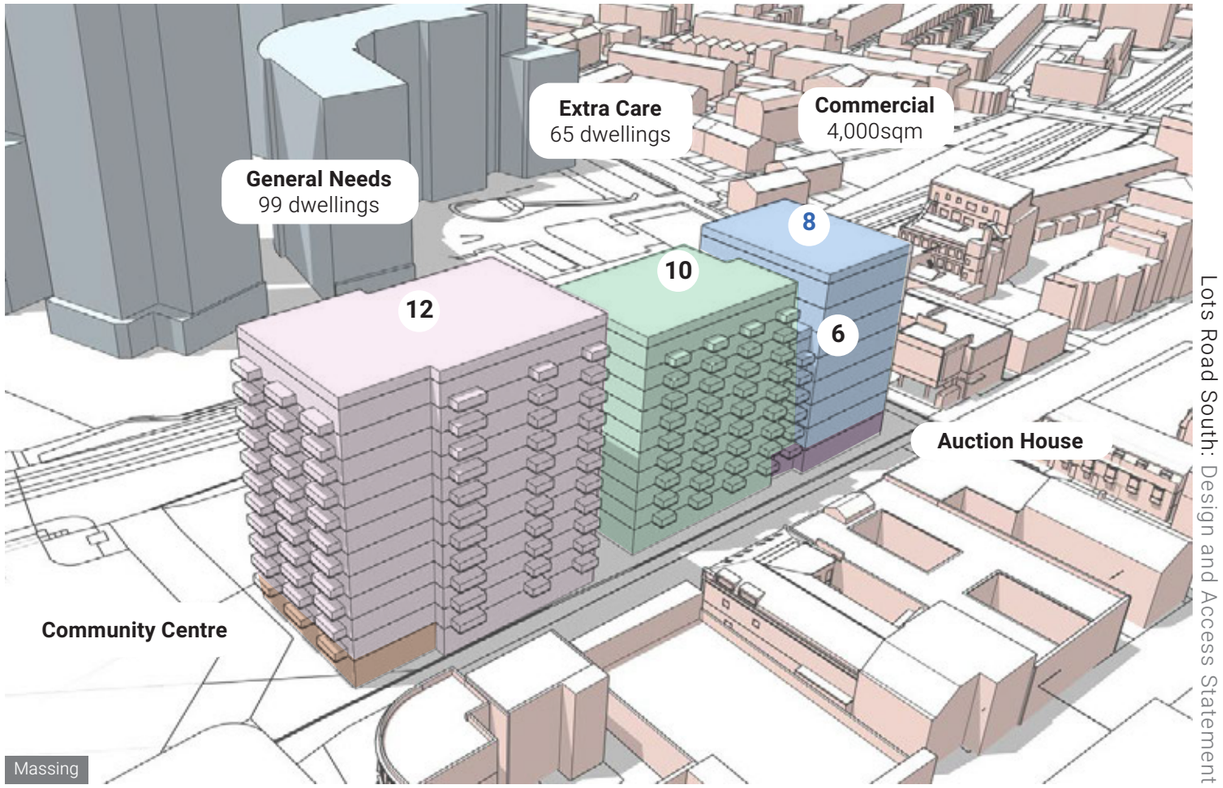
The study demonstrated that to deliver the SA6 allocation on the RBKC land the policy applies to, an arrangement of blocks ranging from 12 residential floors, to 8 commercial floors (with greater floor to ceiling heights) would be required to be located along Lots Road.

As part of a comprehensive masterplan, the western part of the site in Hammersmith and Fulham, which is not subject to the SA6 policy, would also be designed to deliver accommodation however this was not added to the study.

It was judged that the scale of the buildings along the Lots Road frontage would out of context for Lots Road so this option was not progressed.



Typical Floor



Massing

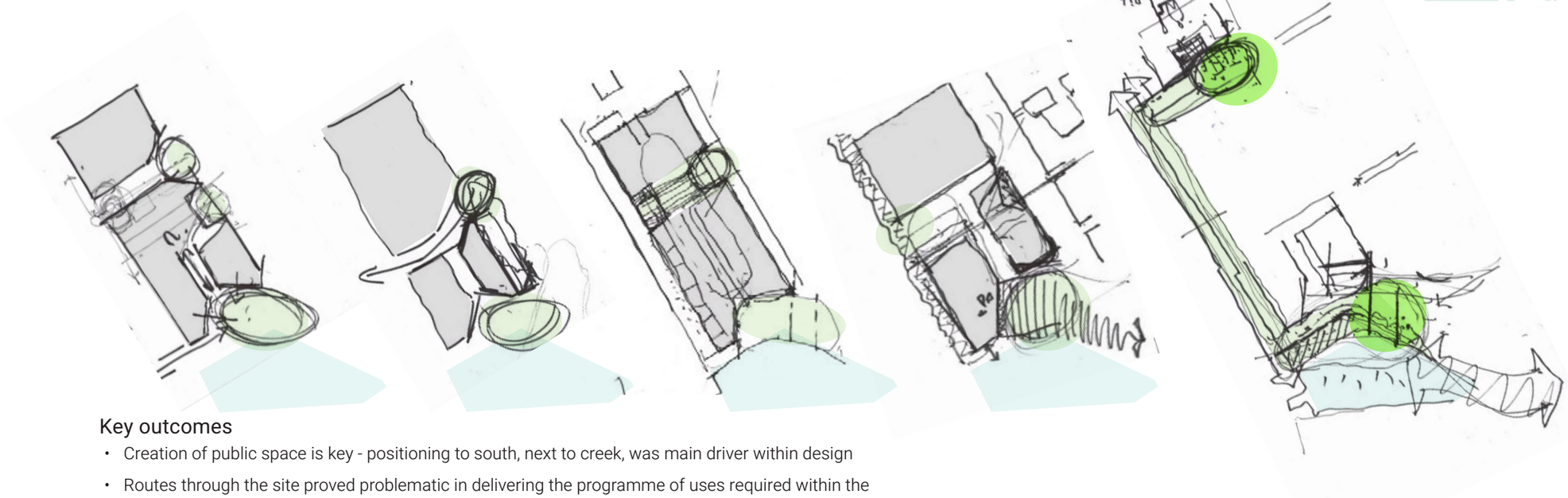
3.4 Introduction & Concept

3.4.1 Testing the Concept and Initial Sketches

In the early stages of the design process, we explored a range of layout options and spatial arrangements across the wider site. This included testing different locations for the public open space —positioning it to the west, at the centre of the site, and in the southern corners—while also experimenting with various building shapes, podium arrangements, and pedestrian routes through the development.

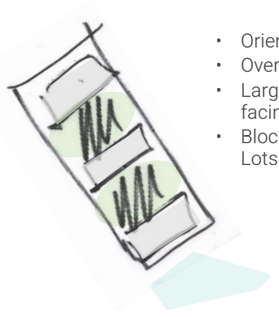
Throughout these initial studies, a key intention from the outset was to enhance connectivity across the site and to create opportunities to open up the creek edge, making it more accessible and welcoming to the public.

Although the initial proposals provided some access to the creek and opened up the south-east corner, the use of a podium at ground level maintained a sense of separation and limited the site's openness.

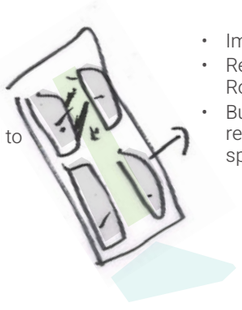


Key outcomes

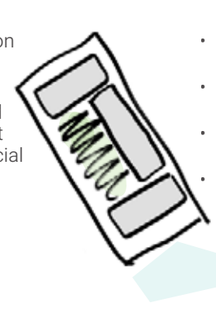
- Creation of public space is key - positioning to south, next to creek, was main driver within design
- Routes through the site proved problematic in delivering the programme of uses required within the brief



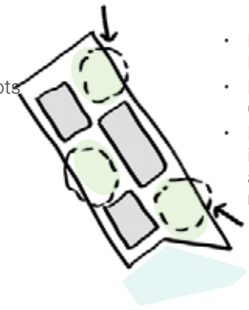
- Orientation
- Overshadowing
- Large no. of north facing dwellings
- Blocks don't respond to Lots Road



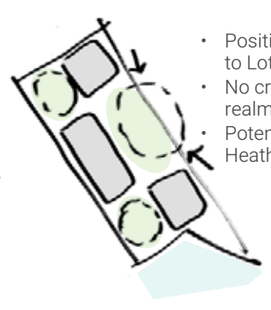
- Improved orientation
- Response to Lots Road
- Buildings to ground result in insufficient space for commercial



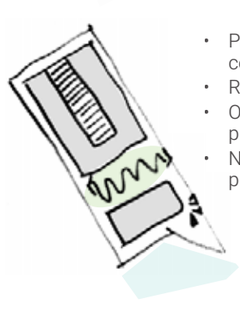
- Height positioned along Lots Road
- 'Canyonisation' of Lots Road
- Negative public response
- Potential impact to Heatherley



- Positive response to Heatherley
- Positive response to Creekside
- Building heights far in excess of site allocation to achieve requirements

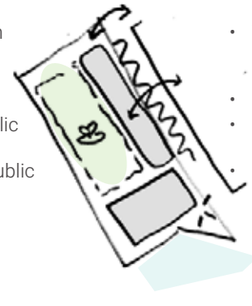


- Positive response to Lots Road
- No creekside public realm
- Potential impact to Heatherley

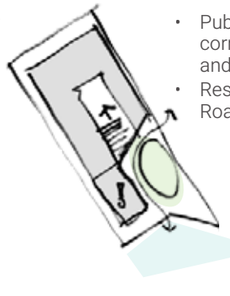


- Public realm centralised
- Route to nowhere
- Overshadowed public realm
- No creekside public realm

- Large no. of north facing dwellings
- Non-contextual response
- No creekside public realm
- Overshadowed public realm

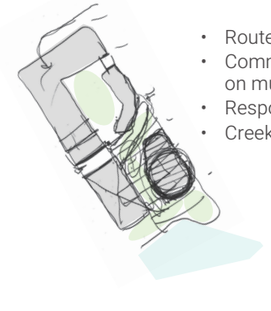


- Tall building on corner of Lots Road and Creekside
- No public realm
- No creekside public realm
- Response to Lots Road

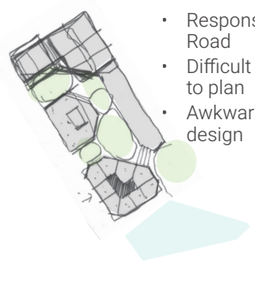


- Public realm on corner of Lots Road and Creekside
- Response to Lots Road

- Orientation
- Overshadowing of podium
- Overshadowing of public realm
- Large no. of north facing dwellings
- No creekside public realm



- Routes through the site
- Commercial has to trade on multiple sides
- Response to Lots Road
- Creekside public realm



- Response to Lots Road
- Difficult dwellings to plan
- Awkward podium design

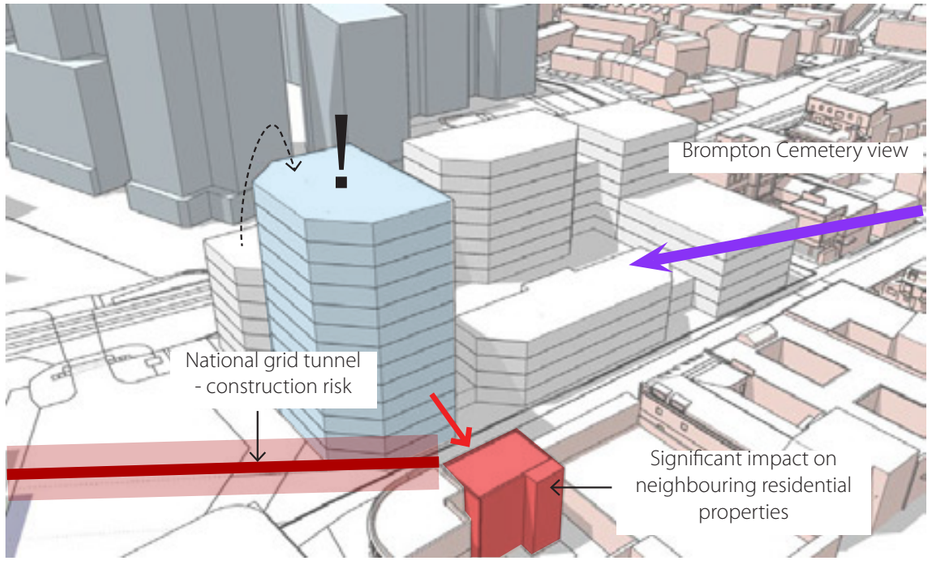
3.4 Introduction & Concept

3.4.2 Initial massing distribution studies

In the early stages of the design process, a range of massing strategies were tested to explore where height could be most appropriately located across the site. Different configurations were assessed to understand their impact on the surrounding context. This analysis revealed that many of the options introduced unacceptable impacts on neighbouring uses—including nearby residential buildings, commercial premises, and the adjacent arts school. These early studies were instrumental in shaping a more sensitive and balanced height strategy.

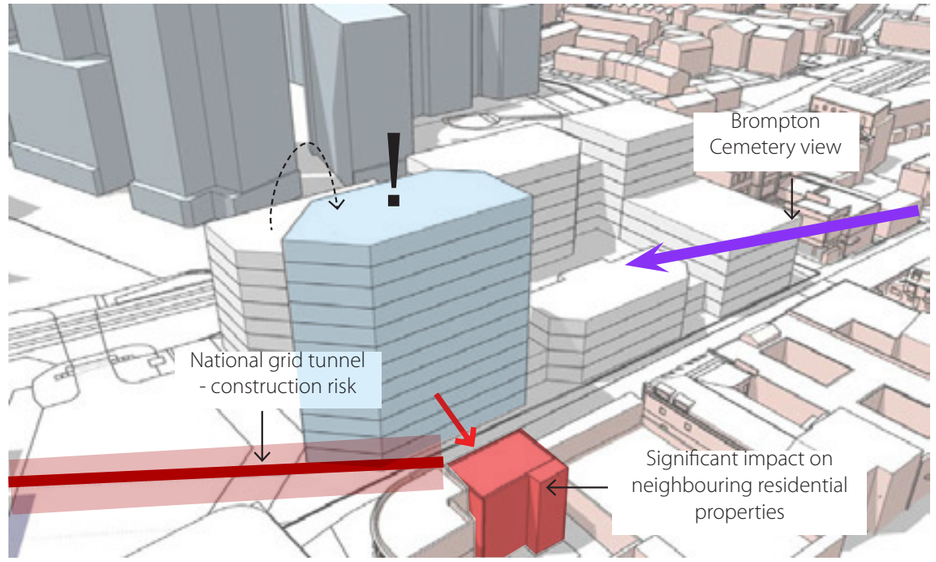
Subsequently, during community engagement, it became clear that local residents and stakeholders supported the proposed strategy to locate height along the western railway edge to minimise impacts on neighbours. Most agreed the southwest corner of the site was the most appropriate location for the tallest building.

HEIGHT FRONTING CHELSEA CREEK ON CORNER OF LOTS ROAD



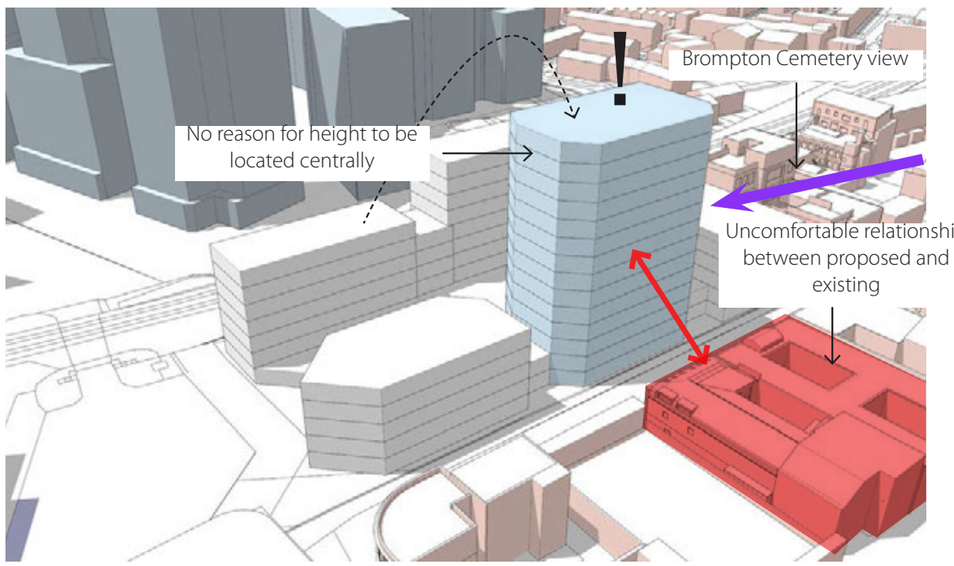
- Significant overshadowing of podium
- Significant impact on neighbouring residential properties
- Direct impact on character of Lots Rd
- Increased impact on national grid tunnel
- Greater impact on Brompton Cemetery view

HEIGHT FRONTING LOTS ROAD ON CORNER OF CHELSEA CREEK



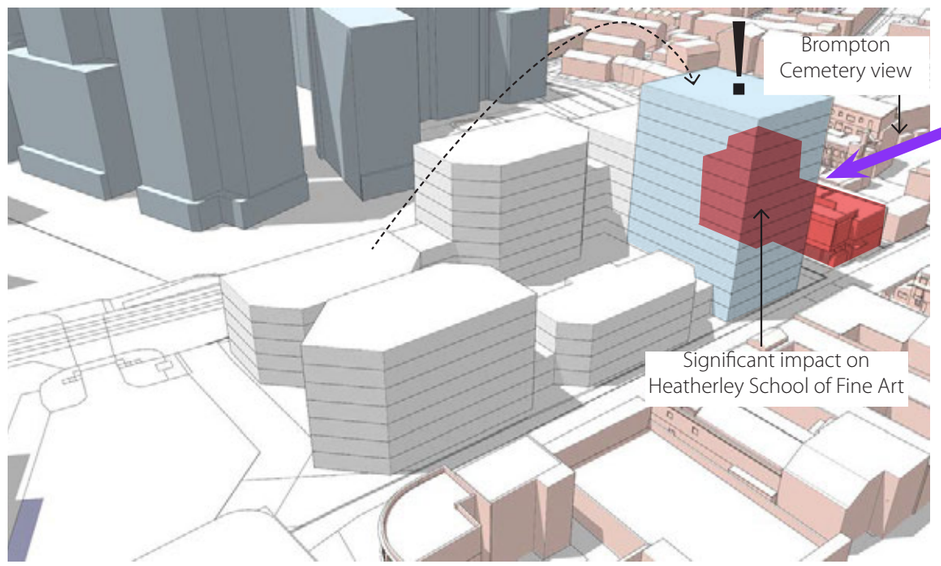
- Significant impact on neighbouring residential properties
- Direct impact on character of Lots Rd
- Increased impact on national grid tunnel
- Greater impact on Brompton Cemetery view
- Against SPD (move height away from Lots Rd)

HEIGHT FRONTING LOTS ROAD OPPOSITE WORLDS END STUDIOS



- Greater impact on Worlds End Studio
- Direct impact on character of Lots Rd
- Greater impact on Brompton Cemetery view
- Against SPD (move height away from Lots Rd)

HEIGHT FRONTING LOTS ROAD ADJACENT TO HEATHERLEY SCHOOL OF ART



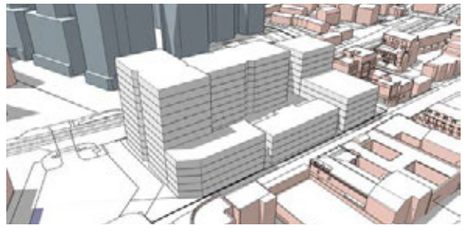
- Significant impact on Heatherley School of Art
- Direct impact on character of Lots Rd
- Greater impact on Brompton Cemetery view
- Against SPD (move height away from Lots Rd)

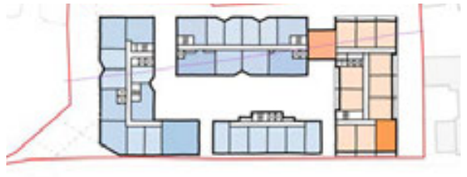
3.4 Introduction & Concept
3.4.2 Initial massing distribution studies

Once the key principles around movement routes, public spaces, and the distribution of height were established, the design process progressed into a more detailed phase. At this stage, a series of refined layout options were developed to test how these principles could be successfully translated into a cohesive and deliverable masterplan that responded to the brief.

These studies explored building form, ground floor uses, and relationships between spaces. The evolution of these design options—and how they informed the final approach—can be seen on this page.

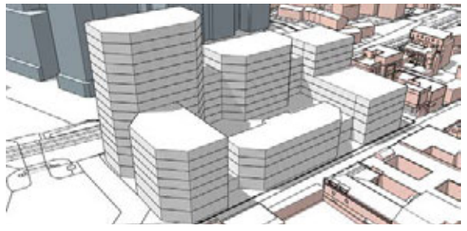
OPTION 1

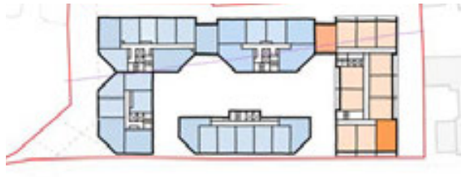




- Overshadowing
- Quality of podium
- Dual Aspect
- North facing dwellings

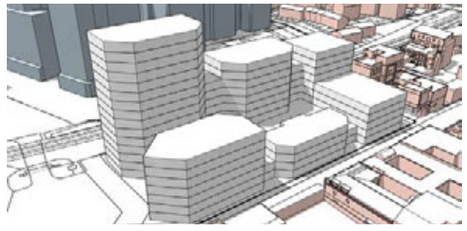
OPTION 3

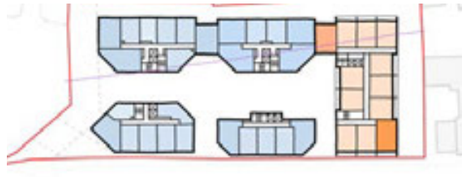




- Overlooking distances
- Overshadowing
- Impact on neighbouring properties
- Extra care North facing single aspect

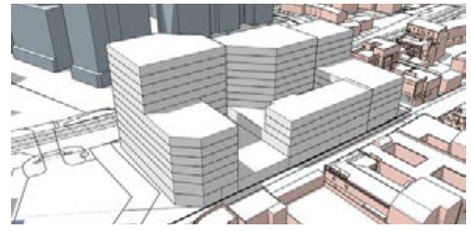
OPTION 4

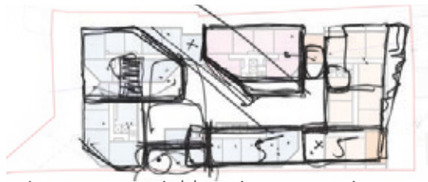




- Overlooking distances
- Extra care North facing single aspect
- Impact on neighbouring properties

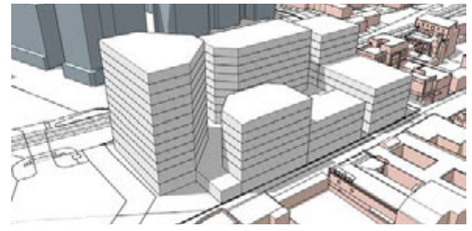
OPTION 5

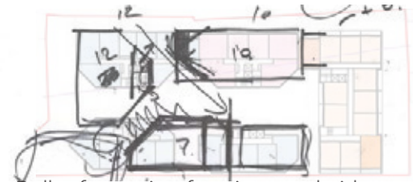




- Impact on neighbouring properties
- Difficult dwellings to plan

OPTION 6





- Bulk of massing fronting creekside
- Proximity of blocks
- Impact on Lots Road

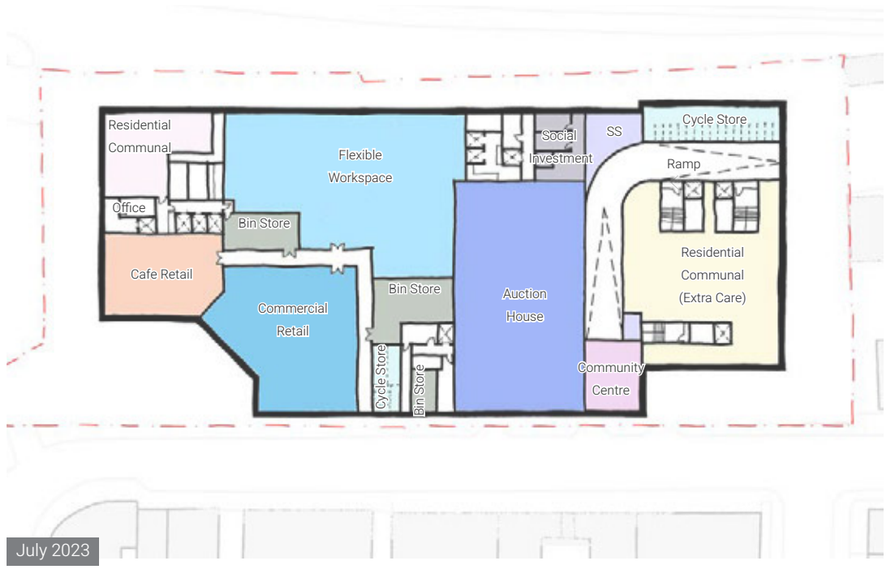
3.5 Ground Floor Evolution

3.5.1 Options

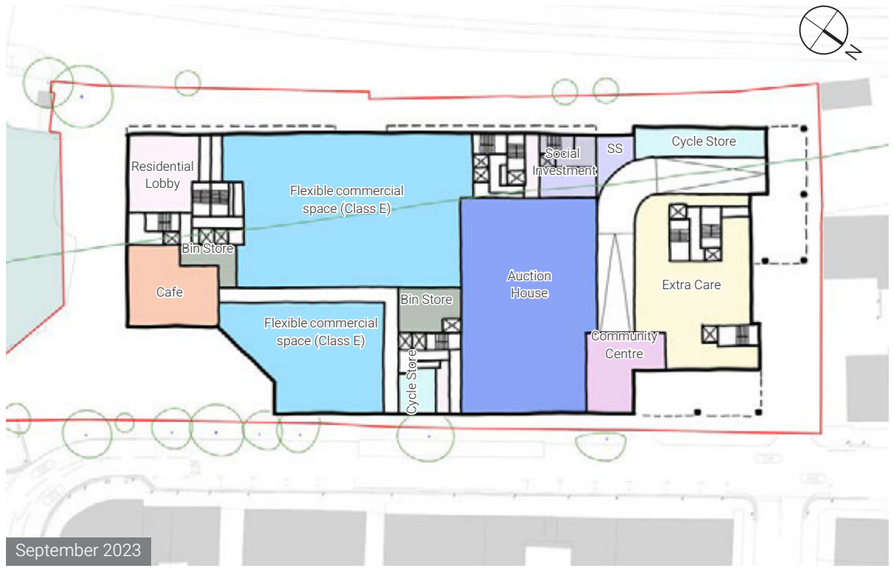
As described in Chapter 3 - “Design Consultation process” the scheme has undergone significant changes and development through discussion with stakeholders and the brief evolving. The adjacent Ground floor plans show this evolution, from a more closed off, podium led solution to a more permeable, open and welcoming design. This was partially possible following Mount Anvil’s decision to accept a lower amount of commercial than its original brief, to enable the delivery of a more permeable, open and welcoming design concept that better responded to the feedback from the Local Planning Authorities and local community.

As also shown the location of the uses have evolved to reflect dialogue with the community, LPA and agents to ensure that the right use is in the right place. This includes the following:

- Maximising the quantum and quality of the commercial spaces whilst opening up the site to the public;
- Ensuring Lots Road remains employment led with a clear commercial identity at ground floor supported by ground floor commercial units and long runs of uninterrupted active commercial frontages;
- Creating an engaged courtyard with the community facility at the heart of the space;
- Engaging the creekside with uses that will provide ownership and activity;
- Providing sufficient activity and uses along the western route (rail line) to ensure it is safe and engaged, and that



July 2023



September 2023

August 2024

January 2025

3.6 Typical Floor Evolution

3.6.1 Options

Similarly, the typical residential floor has evolved over time, with the arrangement of different residential tenures shifting in response to ongoing discussions and collaboration with all stakeholders, as well as to reflect the revised ground floor layout and overall masterplan.

A key design decision made midway through the projects evolution, was to locate the extra care homes (shown in green on the adjacent drawings) at the centre of the scheme, adjacent to the new public square, ensuring they are well connected to communal spaces and local activity. In addition, the south-west block was fully detached to improve natural light, ventilation, and views through the site.

July 2023

September 2023

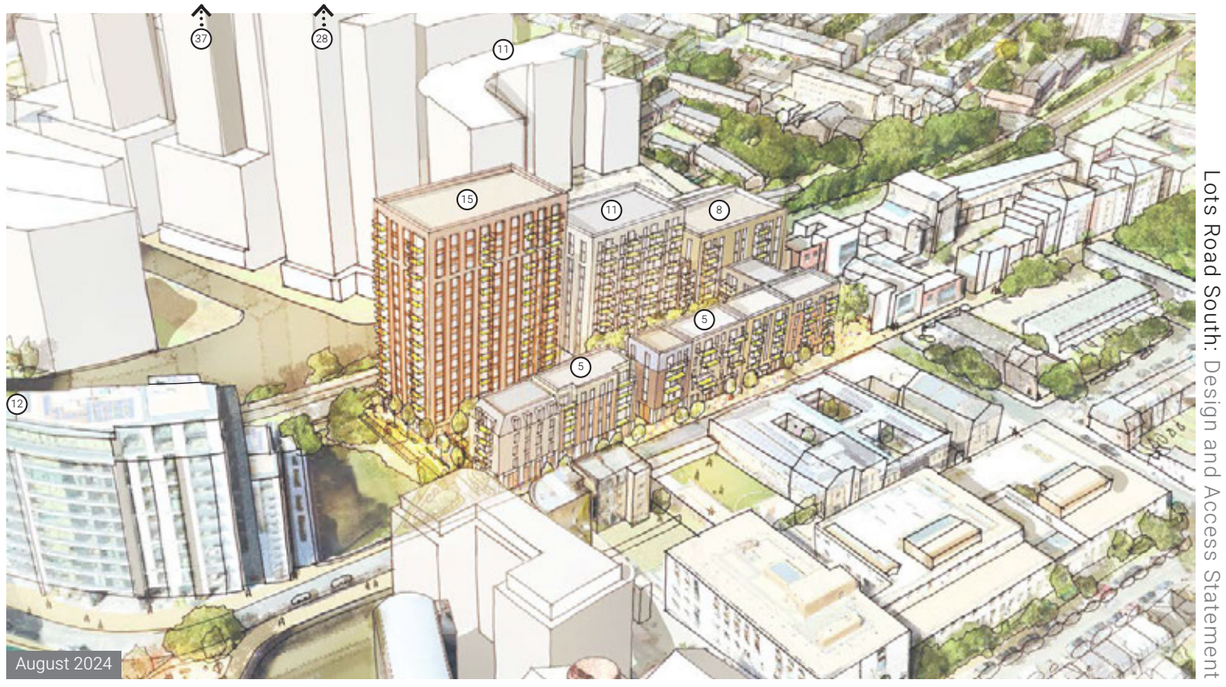
August 2024

January 2025

3.7 Massing Evolution

3.7.1 Massing Alteration

As with the plans, the massing has evolved to respond to the changing ground floor design and the shifting locations of the different residential tenures. While the overall height strategy has been maintained, it has been carefully refined throughout the design process to respond to the evolving brief.



Section 4. Design Consultation Process

4.1 Design Consultation Timeline

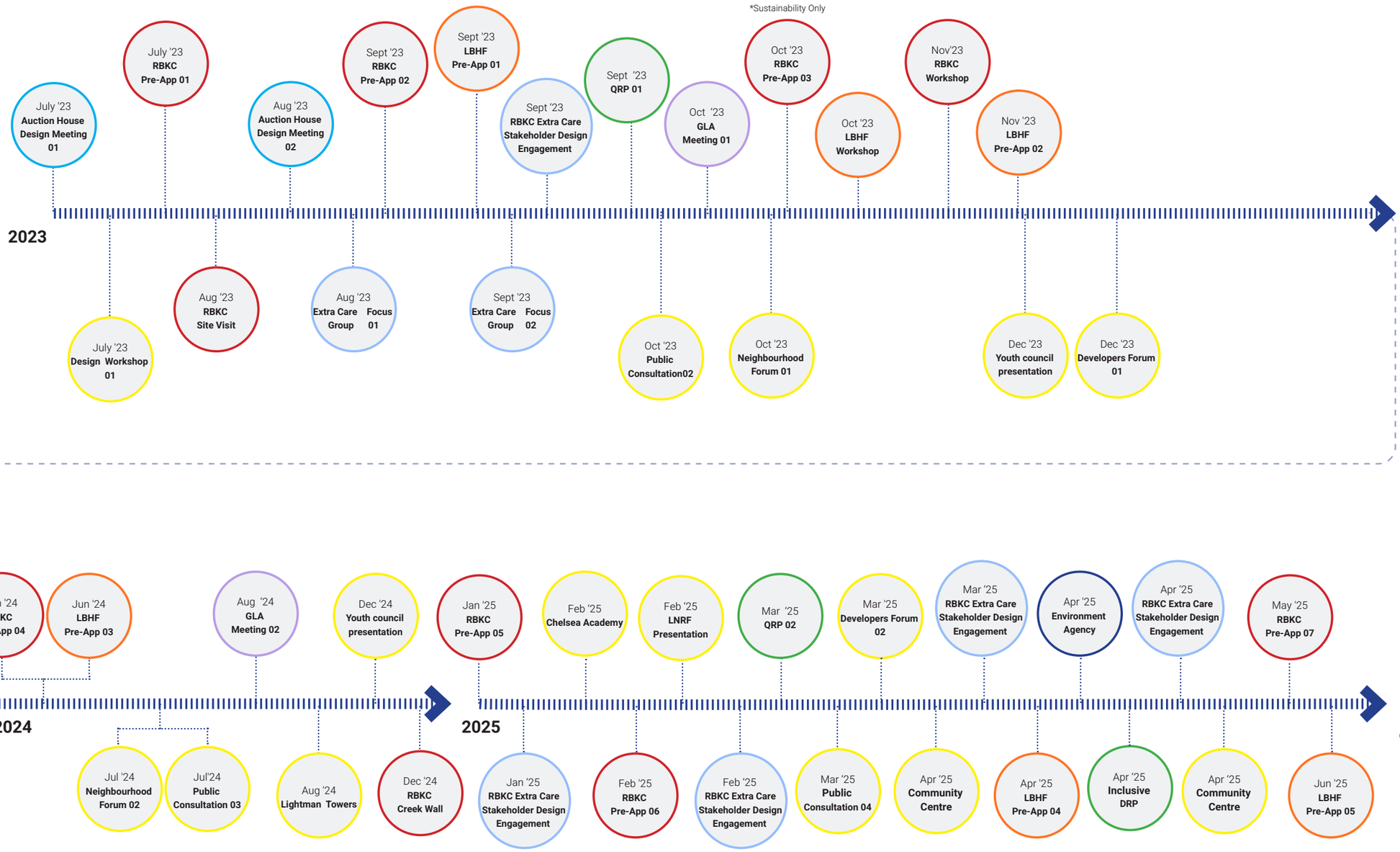
4.1.1 Planning History and Policy Framework

Summary of Communication with the Boroughs and various consultations.

Consultation is the heartbeat of design quality. A scheme needs to have developed through a process of listening, testing and filtering to be the best version of itself it can be.

Extensive, thorough and repeat consultation on this project has been undertaken from inception to submission to inform these proposals. The timeline below summarises the communication process between the design team and the local authorities as well as the stakeholder engagement activities.

This section sets out the key meetings held and the feedback received throughout the process. It highlights how these conversations have informed the evolution of the scheme—transforming it into a more refined, well-rounded, and responsive proposal.



ENGAGEMENT

- RBKC
- LBHF
- Community
- GLA
- Auction House
- Extra Care
- Environment Agency
- Design Review Panel

4.2 Pre Application Meetings

4.2.1 July - September 2023: RBKC & LBHF 1st Pre-app meeting

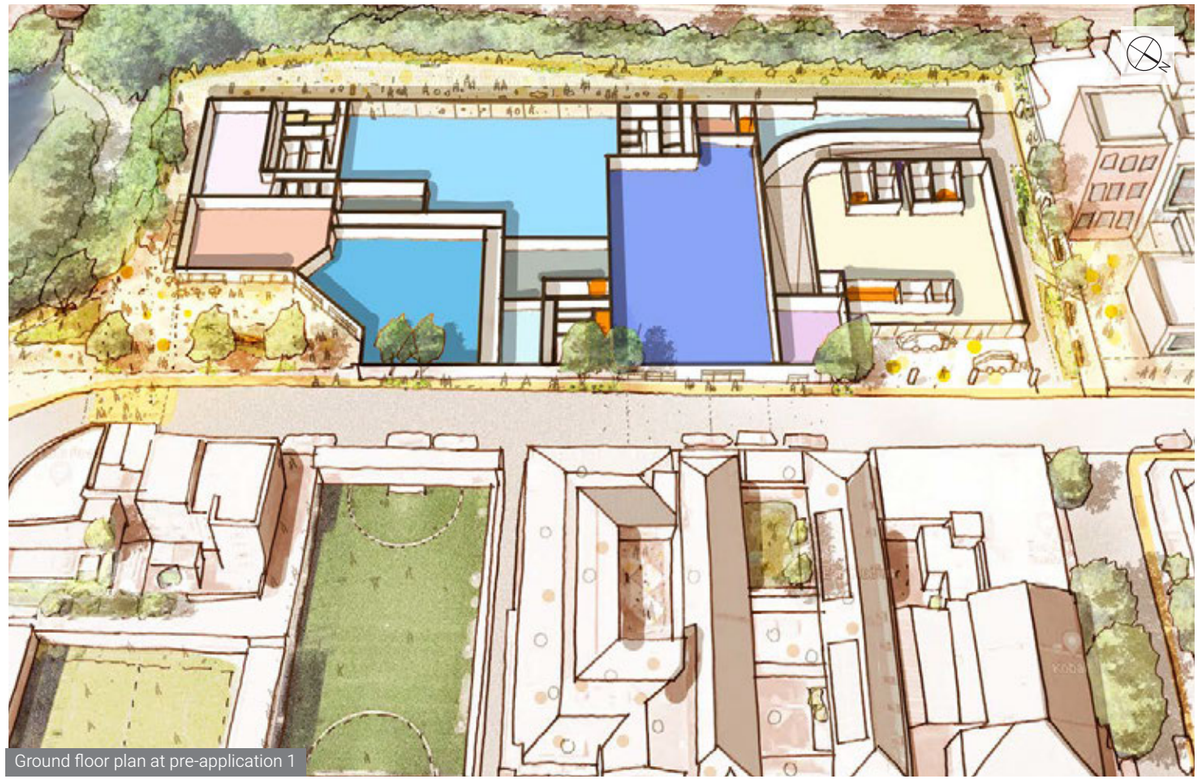
An initial proposal for a new development scheme was presented, accompanied by comprehensive site and contextual studies. The scheme included 5,000 square meters of employment floorspace, featuring space for the reprovision of the Lots Road Auction House (1,125 sqm), affordable workspace (700 sqm), community space (120 sqm), and flexible retail, office, café, and F&B areas. The plan also included 65 extra care homes for social rent, residential units with 50% affordable housing (including social rent and intermediate homes), and enhancements to the public realm with new connections to the creek, all in line with the Lots Road South Design SPD.

RBKC's response to Pre-application 1 scheme initially presented:

- Sustainability: Consider if existing buildings should be retained.
- Site Uses: Assess if proposed uses on the Lots Road site support the identity of the Power Station. A convenience store is not supported, but a showroom is acceptable.
- Chelsea Creek: . Early work needed to assess the SINC designation of the creek.
- Podium Garden: Podium gardens often underused; integrating play areas on podiums may isolate residents and hinder community integration; preference for courtyards reflecting the existing typology on Lots Road.
- Building Heights: Strategic heights are correct, but clarification needed on why the Lots Road buildings are proposed as five-storey. Location of tall buildings aligns with SPD and resident feedback.

LBHF's response to Pre-application 1 scheme initially presented:

- Density and Height:
  - RBKC allocation would result in a very dense scheme; this will need to be moderated.
  - The height of the building needs justification as it is not in a designated tall building area.
- Planning Balance and Benefits:
  - Most of the height and few of the beneficial facilities are located in LBHF; planning balance must justify benefits to LBHF.
  - Consider what a more equitable distribution of mass might look like.
- Design:
  - The perimeter block may cause issues with internal separation distances and podium usability; distances are minimal.
  - The function and form of the open space at ground floor need to be considered, especially due to its location on a busy street.
- Visual and Townscape Impact:
  - The building impacts some LBHF views; the cumulative mass may have harmful townscape impacts.

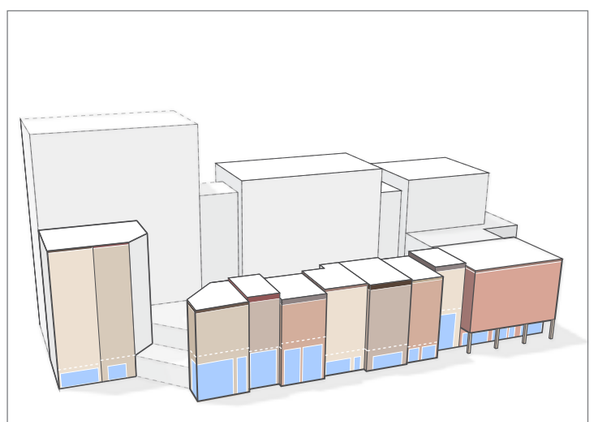


Ground floor plan at pre-application 1

KEY

- Commercial - Cafe/Retail
- Commercial - Convenience Store
- Commercial - Auction House
- Commercial - Community Centre
- Extra Care Communal
- Flexible workspace
- Residential Lobby

Massing showing storey heights



Lots Road indicative elevation strategy

Illustrative view from Lots Rd looking north

Illustrative view from Lots Rd looking south

4.2 Pre Application Meetings

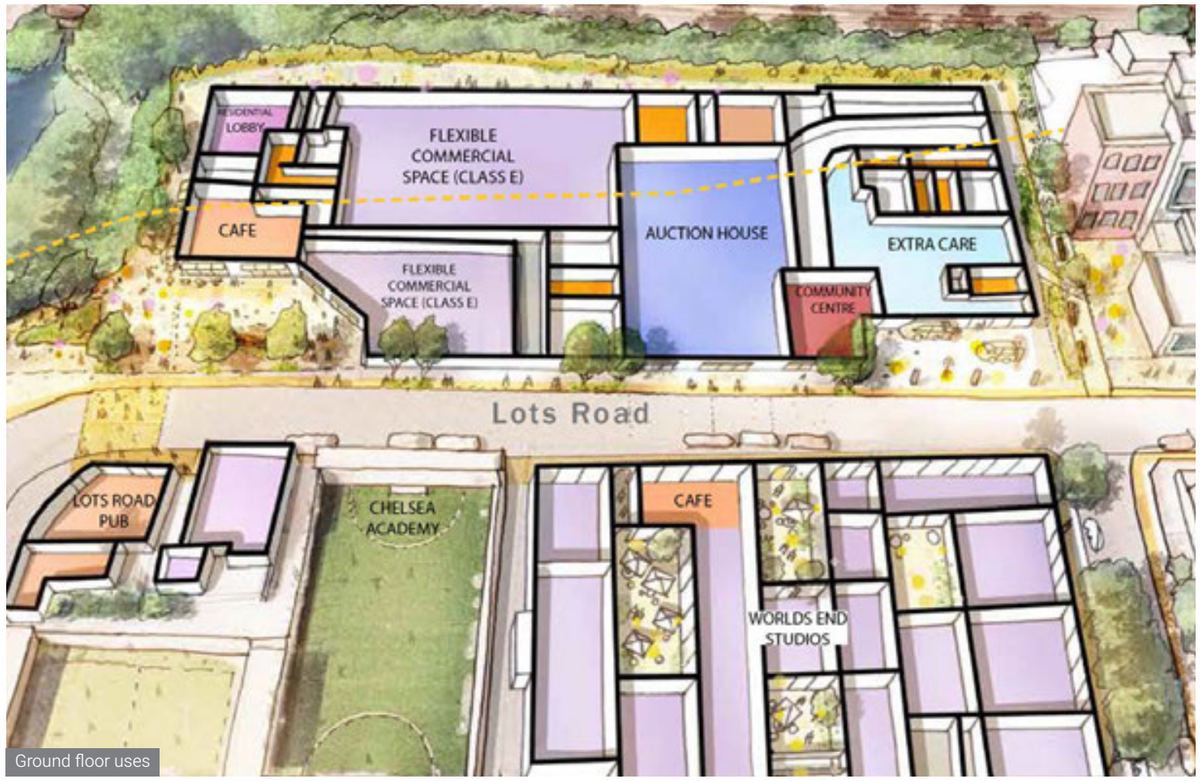
4.2.2 September 2023: RBKC QRP meeting 01

September 2023 Quality Review Panel 1 (Royal Borough of Kensington and Chelsea)

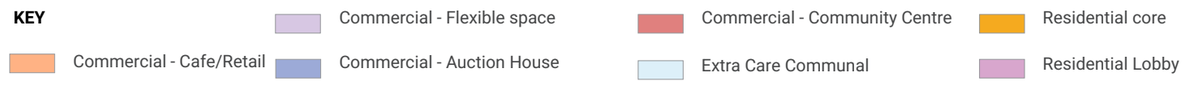
The design team presented an overall view of the scheme, covering the key elements of the proposal. The team shared initial studies on massing, residential quality—such as daylight access, dual aspect potential, and amenity provision—as well as early explorations of architectural expression.

QRP's response to scheme initially presented:

- Townscape and Strategic Layout
  - The combined impact of scale, height, and massing are excessive—consider reducing volume, especially the two-storey podium.
  - Use cut-through and courtyards to reflect local urban grain and activate the ground level.
  - Rework layout to improve adjacency of uses (e.g. care home, car park, community centre).
- Environmental Sustainability
  - Develop a holistic and ambitious sustainability strategy aligned with net-zero goals.
- Built Form
  - Explore alternative typologies (e.g. fewer podiums, one taller building) to enhance light, aspect, and residential quality.
  - Residential amenity should be at ground level for better usability and greenery.
- Public Realm and Landscape
  - Make the creek-facing park more generous and inviting—support water interaction and shaded areas.
  - Introduce active frontages, courtyards, and arcades to promote community use and footfall.
  - Improve connectivity and visibility with east-west cut-through.
- Residential and Extra Care Accommodation
  - Increase proportion of dual aspect homes, especially on lower floors.
  - Improve legibility and placement of entrances—avoid back lanes and undercrofts.
- Commercial Spaces
  - Ensure all commercial units, especially the auction house, receive ample natural light and are highly usable.
  - Western route commercial units may struggle due to poor access and low activation
- Architectural Expression
  - The panel encourages an authentic architectural expression that responds to the internal uses of the buildings, rather than referencing historic styles that may not align with the scheme's function or context.



Ground floor uses



Heights


Elevation strategy


Typical floor plan


Illustrative view western route

4.2 Pre Application Meetings

4.2.3 March 2025: RBKC QRP meeting 02 (responding to feedback)

The initial QRP review played a pivotal role in shaping the early direction of the proposals.
The insights and recommendations shared during that session formed a constructive starting point, prompting a number of design refinements.
The list below outlines how key themes raised through the review process have directly informed the evolution of the scheme, helping to guide it towards a more robust and responsive design.

1. Townscape and Height
   A townscape analysis, including views from Brompton Cemetery, led to a reduction in height to 13 storeys and a more refined massing through design moves such as lowering the podium, introducing a courtyard, and staggering the tallest element.

2. Massing and Podium
   The scheme's volume was reduced by approx. 3,500 sqm GIA, this included: removal of a two-storey podium across approximately half its area and lowering to one storey on the remaining part; removal of an 8-storey creek facing shoulder block; removal of a 9-storey link block between Block A and Block B; a reduction in the height of the link block between Block B and Block C from 8 to 7 storeys. A new courtyard was introduced with active frontages and a new east–west route was also added, where buildings had been removed, improving permeability

3. Mix of Uses and Layout
   The site layout was reworked to improve relationships between uses. The Community Centre and Extra Care were repositioned at the heart of the scheme, fronting the new square, creating a strong synergy. A mirrored courtyard layout to the north enhanced spatial cohesion.

4. Activation and Surveillance
   Entrances, uses, and servicing were reconfigured to activate both Lots Road and the west route. The east–west cut through improved permeability and created a discreet service route, enhancing safety and access.

5. Creekside and Landscape
   Servicing was relocated away from the creek edge, enabling a fully landscaped, pedestrian-focused waterside space. Removing the shoulder building allowed the community square to open up toward the creek, creating long views and a stronger relationship with the water.

6. Sustainability
   A more ambitious and robust environmental sustainability strategy was developed for the scheme.

7. Residential Quality
   Residential entrances were concentrated along Lots Road and the new square, avoiding the western route. The removal of the porte-cochere improved legibility, and over 50% of dwellings are now dual aspect, improving daylight and ventilation.

8. Commercial Quality
   With the removal of the bespoke 1,125 sqm Auction House, overall commercial space was reduced to prioritise quality. Most remaining commercial units are dual aspect, offering good daylight and better lettability.

Previous scheme

Updated scheme

4.2 Pre Application Meetings

4.2.4 October 2023: GLA meeting 01

Following a presentation of the proposed scheme, meeting discussions covered strategic issues with respect to industrial land, affordable housing, extra care accommodation, urban design and transport.

Feedback-Driven Improvements

1. Land Use and Mix of Uses
   The residential-led mixed-use redevelopment is supported in principle, particularly due to the inclusion of 50% affordable housing. However, concerns remain about how the variety of uses and number of tenants will affect the coordination of access and servicing on a relatively constrained site.

2. Scale and Residential Quality
   The long block to the rear of the site is seen as overly dominant and likely to result in poor-quality residential accommodation. It is recommended that this element be broken up to improve daylight access, enable more dual aspect units, and reduce the number of dwellings per core.

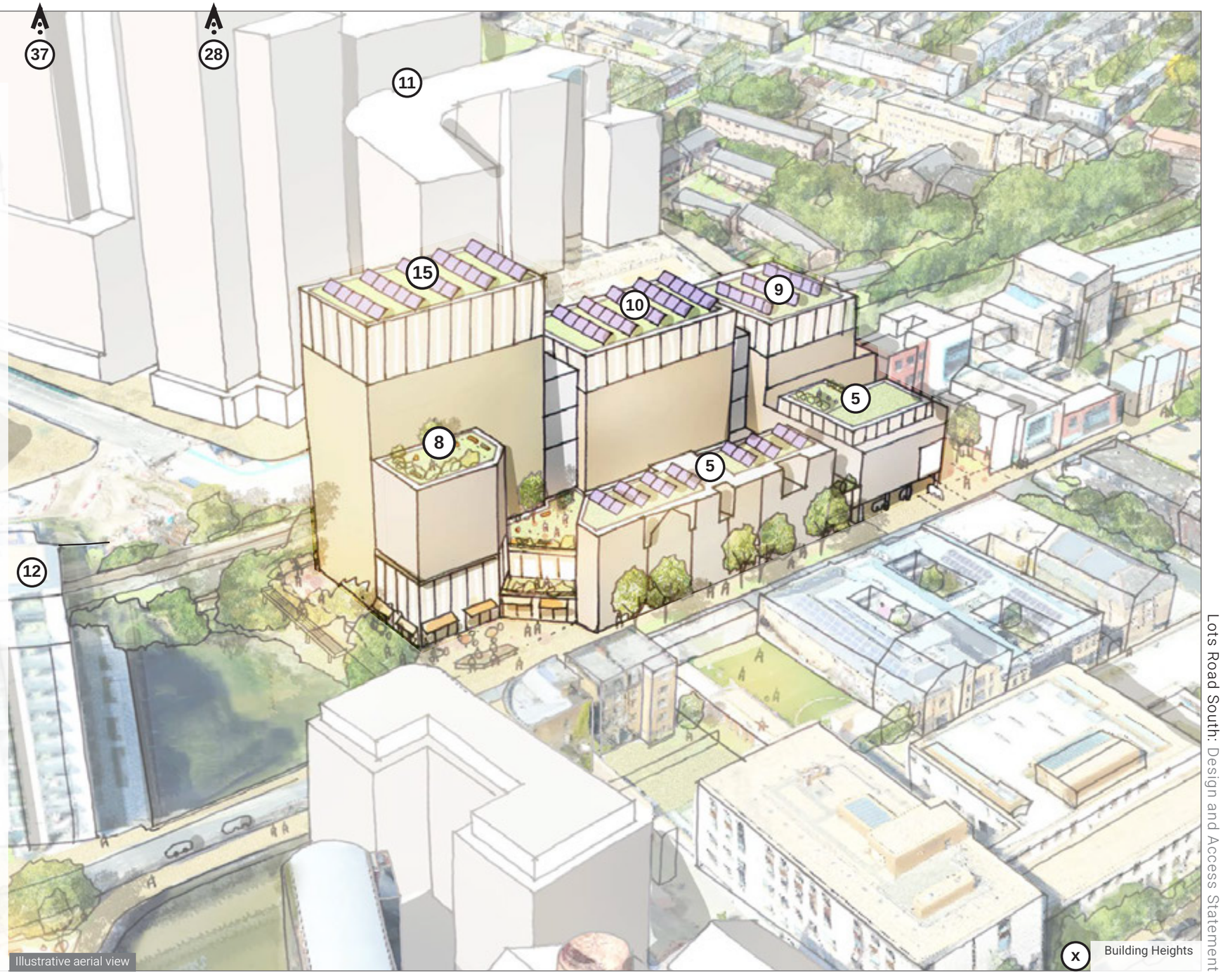
3. Industrial Land
   The proposed mix of uses is considered acceptable in this instance, taking into account the wider benefits delivered by the scheme.

4. Flexible Commercial Space
   The provision of flexible commercial space is supported. The inclusion of a small café overlooking the new public space is also welcomed.

5. Community Use
   The proposal for a new community facility is strongly supported. This space must be fully inclusive and accessible to ensure it serves a wide range of users effectively.

6. Housing and Mix
   The inclusion of affordable extra care units is acceptable as part of the wider affordable housing offer. However, the submission should clearly demonstrate how the proposed housing mix addresses identified local housing needs, particularly in terms of affordability and tenure.

7. Development Layout and Public Realm
   The introduction of a green pedestrian route through the site is supported in principle. However, further work is needed to clarify how the space will be used and by whom. The layout should also consider breaking up built form, removing the two storey podium, and opening up the courtyard at ground level to enhance permeability and create a more accessible and engaging public realm.



Illustrative aerial view

4.2 Pre Application Meetings

4.2.5 August 2024: GLA meeting 02 (responding to feedback)

Following the initial GLA pre-application meeting, we continued to engage actively with both boroughs through ongoing dialogue and further meetings.

The feedback received during that first session provided a valuable foundation for the development of the scheme, and we have worked to address the key points raised. This is reflected in the design evolution outlined in the list below, which demonstrates how the comments received informed and shaped the proposals.

Feedback-Driven Improvements

1. Opportunities to break-up massing of the 'railway' blocks should be explored, to improve daylight and dual aspect %
   We explored opportunities to break up the massing, resulting in the taller block being completely separate from the rest of the development. We have also removed the 8 storey shoulder to main block, opening the courtyard.

2. Consideration to be given to reducing the podium and creating courtyard space.
   We reduced the podium by one storey and created a courtyard by the creek to provide more public spaces within the scheme.

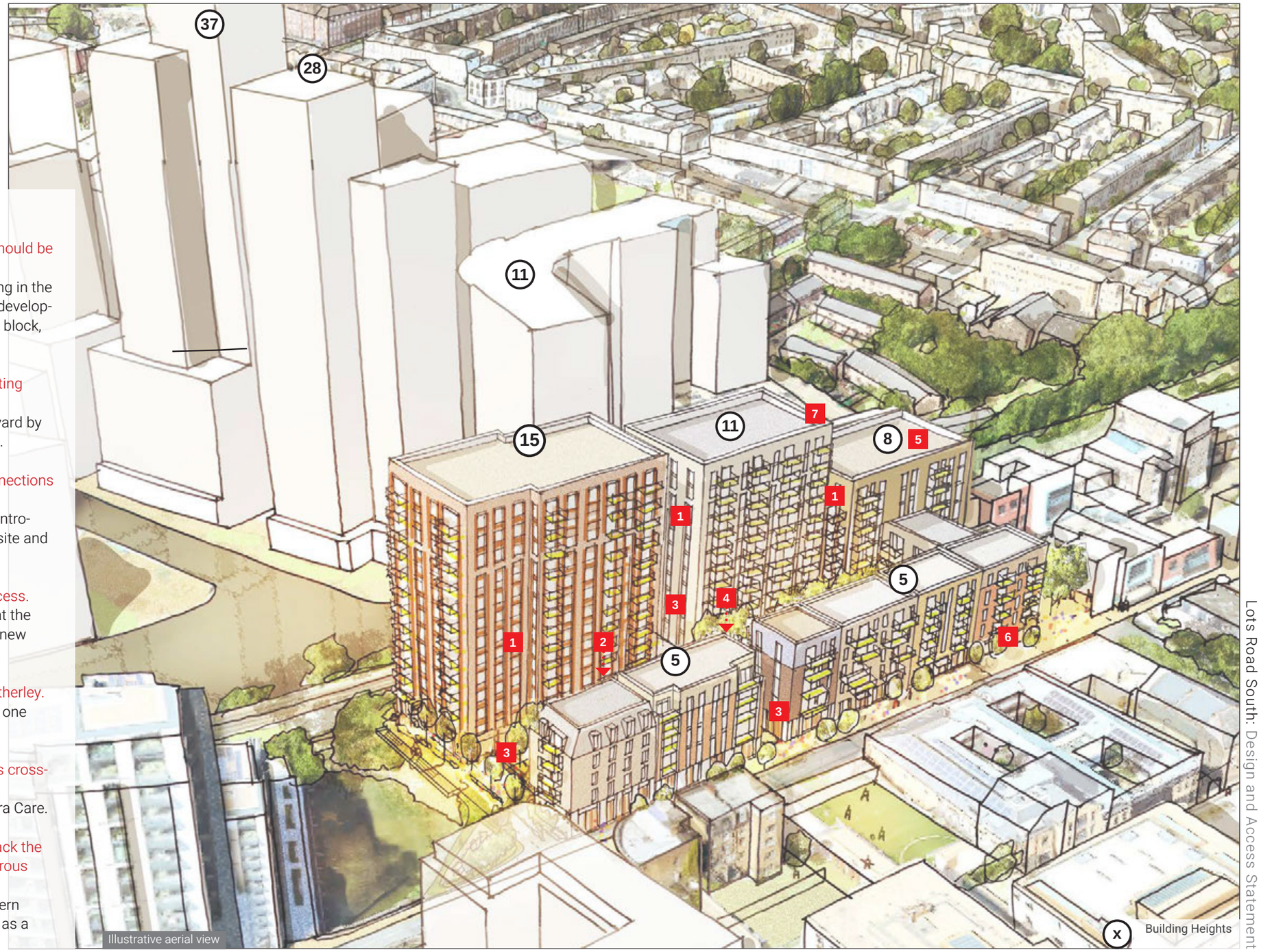
3. Consideration to breaking down the massing to create connections through and around the site – reflecting the local grain.
   We broke down the massing by separating the blocks and introducing a courtyard, creating new connections through the site and into the courtyard from Lots Road.

4. Location of community centre will be important for its success.
   We reviewed the community centre location and placed it at the heart of the scheme, adjacent to Extra Care and facing the new courtyard.

5. Massing should also provide a legible transition to the Heatherley.
   We reduced the residential block adjacent to Heatherley by one storey.

6. 'Porte-cochere' for Extra Care not supported due to vehicles crossing the footway.
   We reconsidered and eliminated the 'porte-cochere' for Extra Care.

7. The green route should be wider and/or explore bringing back the building line in various places to allow for some more generous resting points.
   We slightly widened the western route along the northwestern edge and opened a connection into the courtyard that acts as a resting point.



Illustrative aerial view

4.2 Pre Application Meetings
4.2.6 Extra Care

A Stakeholder group, led by the Adult Social Care team at RBKC bought together professional disciplines with an interest in delivering high quality extra care housing at the heart of the Lots Road scheme. The stakeholder group also included officers from the Housing Department, Local Housing Associations, Dementia Support and Care professionals.

In the early stages of the consultation the team established the brief for extra care proposal which has informed the emerging design proposals.

The ongoing guidance from the Stakeholders, across a series of consultations, provided a view from both the new residents perspective and of those who will be working in the building to deliver the best care and support.

The group met to discuss specific design points and agree detail of design proposals with a specific focus on:

- Progressive privacy and safety of the residents
- Operations of the communal facilities including the podium garden
- Designing for dementia
- Fire safety of the dwellings and safe means of escape
- Apartment layouts
- Detail design of the balconies and
- Podium garden landscape design

Ground floor plan as shown in pre app meeting

Podium floor plan as shown in pre app meeting

Fire strategy for extra care block as shown in pre app meeting

Buggy store access diagram as shown in pre app meeting

4.3 Community engagement

4.3.1 Workshops

From the outset, the project has placed a strong emphasis on meaningful engagement with the local community. Engagement has been ongoing since the inception of the scheme, ensuring that local voices have played a central role in shaping its evolution. This has included both traditional forms of consultation, such as presentations and feedback sessions, as well as more interactive and creative approaches designed to stimulate discussion and capture local aspirations in a more hands-on way.

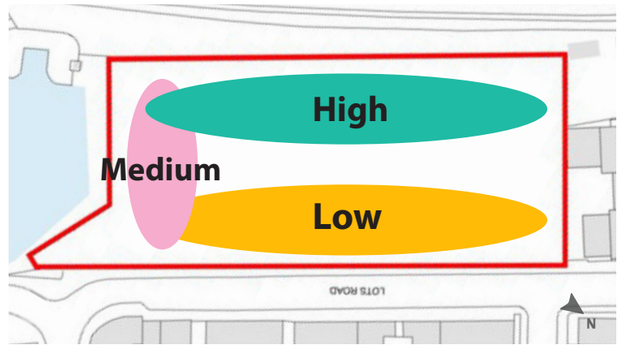
One of the key moments in this process was the first community engagement for local people to join the design team at the first community workshop. It included three interactive activities aimed at encouraging open dialogue and active participation.

- Firstly, a short presentation was given by the project architects to introduce the SPD and outline the opportunities and constraints of the site. Attendees were then invited to share their reflections on these themes.

- In the second activity, participants were given a number of use 'tokens' and asked to map their preferred locations for different ground floor uses across the site. This allowed for a playful yet structured way of expressing priorities for community amenities and active frontages.

- Finally, a massing exercise using Styrofoam blocks enabled attendees to explore and communicate their preferred building heights and arrangement, offering valuable insights into local expectations around scale and form.

Together, these activities formed an important foundation for the design team's ongoing work and helped ensure the proposals are grounded in local knowledge and shaped by community priorities.

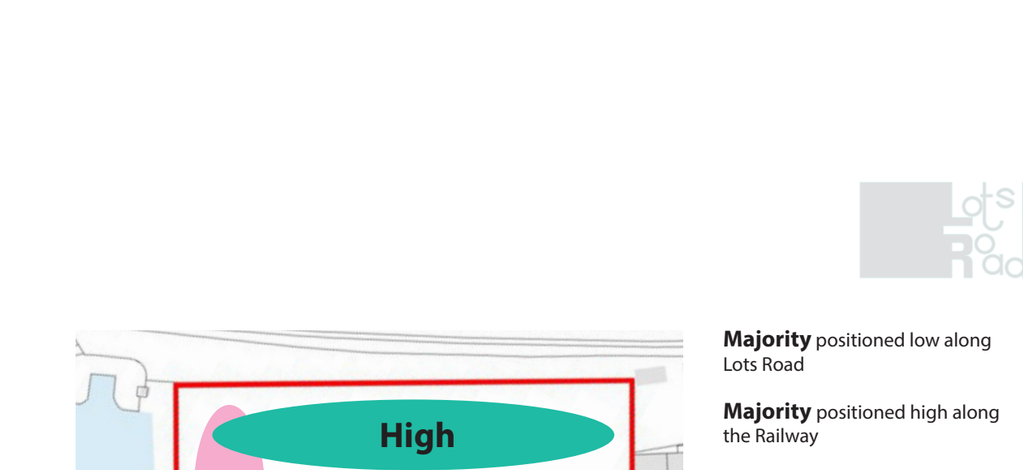


Majority positioned low along Lots Road

Majority positioned high along the Railway

Most positioned low to front of Heatherley to respect daylight

Some positioned height along the extent of the Creek



"Low along Lots Road to avoid canyoning of this narrow road."

"Low to the front of Heatherley to avoid impact on Heatherley's main studio windows."

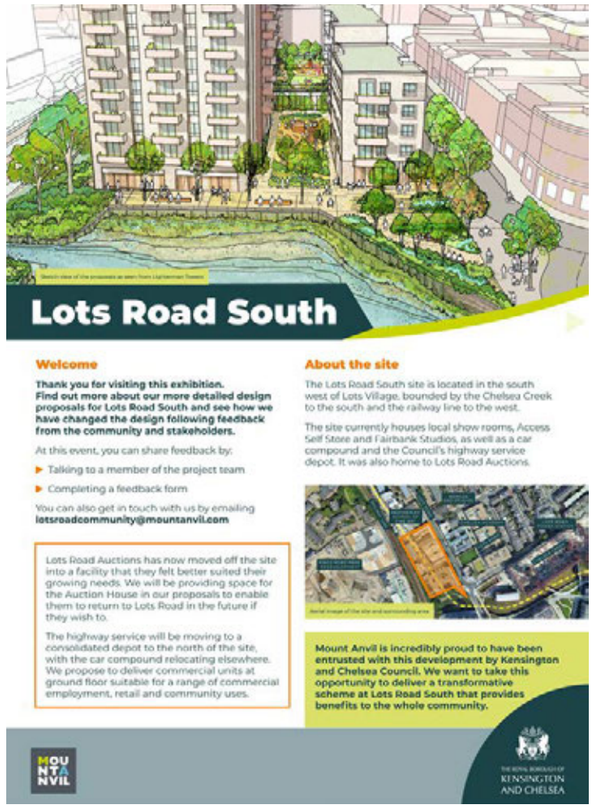
"Can be high to the rear of Heatherley along the Railway as this doesn't affect the studios."

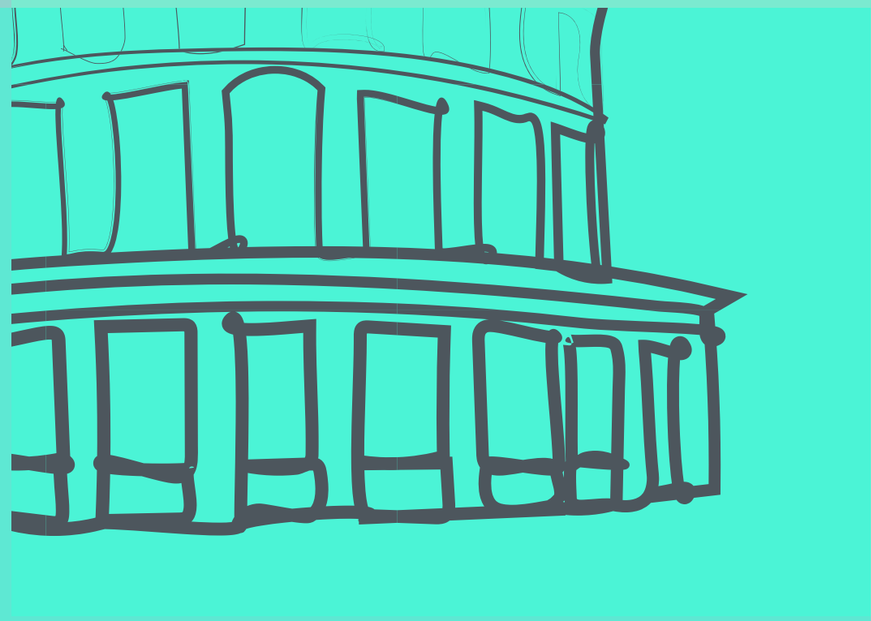
"Concerned about height along Lots Road."

4.3 Community engagement

4.3.2 Public consultations

This approach continued through subsequent phases of engagement, which sought to broaden participation while deepening the level of detail shared. Public exhibitions, targeted door-knocking, and two Development Forums hosted by RBKC provided residents and local businesses with opportunities to view and comment on the proposals as they evolved. Feedback from these events led to clear refinements in areas such as height and massing, public realm, and community provision. In Summer 2024, two alternative massing strategies were presented for public input, and consultation was expanded to a wider catchment. The final phase in Spring 2025 focused on presenting the detailed scheme, ensuring stakeholders were well informed ahead of the planning submission.

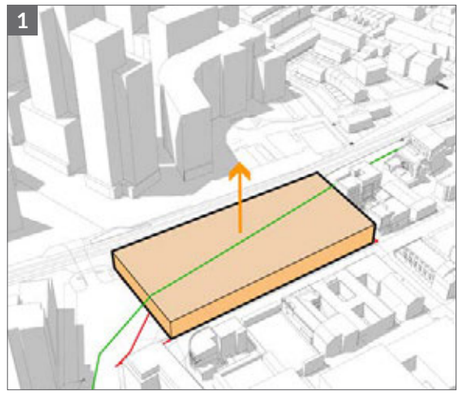




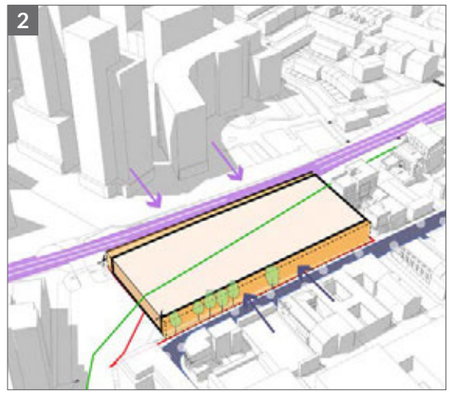
Section 5. Design Proposal

5.1 Proposed Diagrams
5.1.1 Key Masterplan Moves

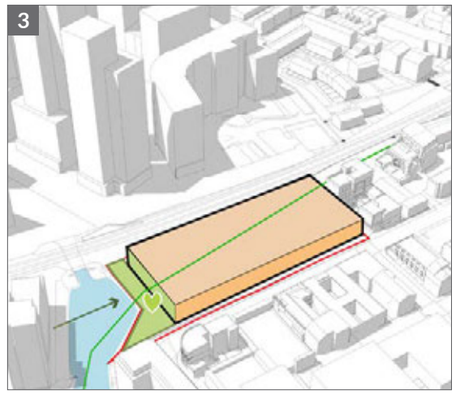
A simple step by step diagrammatic approach helped the team develop the design in a sequential, logical and clear manner to ensure the final proposal addresses all the challenges and maximises the opportunities in the simplest and most legible way



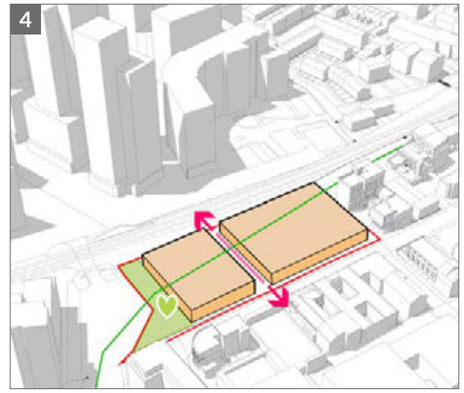
Creating an urban block: Understand full site potential and create an urban block



Pull back to create breathing room for street trees, public realm and railway: retain existing trees, provide a more generous footpath, a street frontage with a better relationship with Lots Road and provide access along the rail line



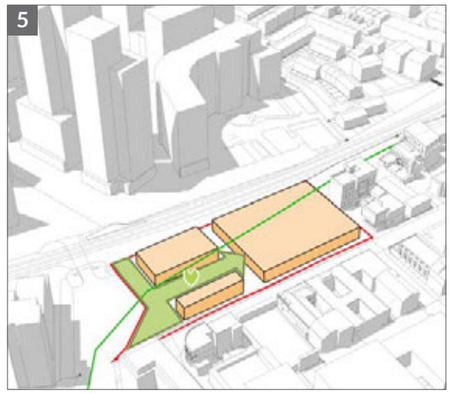
Creating creekside public realm: Set back from the Creek Wall to provide a generous south facing 'corniche' for community enjoyment



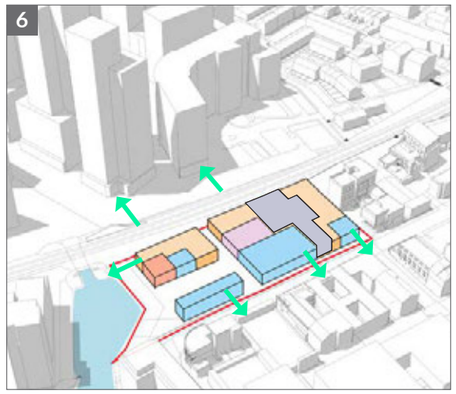
Create connections into site to increase permeability: Connecting route is created to break down the street facade and to provide site access

KEY

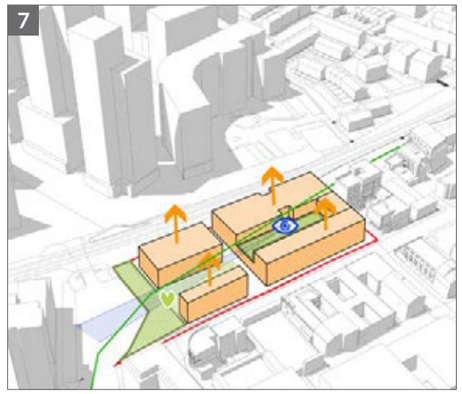
- Commercial - Cafe/Retail
- Commercial - Flexible
- Social Investment Employment Space
- Commercial - Community Centre
- Railway line
- Lots Road
- Creek
- Public realm
- Activation Zones
- Site boundary
- Borough boundary



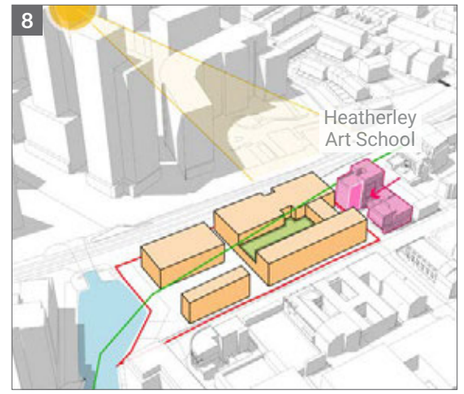
Create south facing public courtyard to further improve permeability and access: A south facing community square is created linking the east west route to the Creek, providing access into the site and a space for the various uses to cluster around



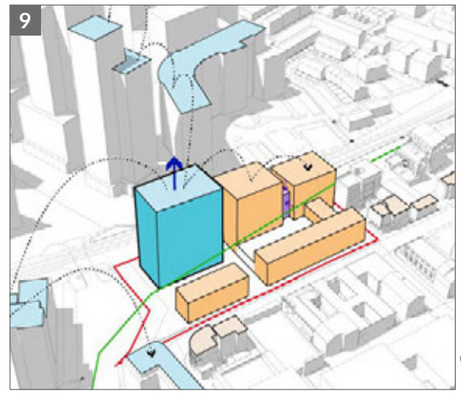
Create a mix of uses that compliment the street and provide active frontages: Ground floor uses are located in appropriate places to engage Lots road, the western route along the rail line, the Creek and the new community square



Provide podium space and buildings sympathetic to Lots Road context: Low scale massing, appropriate to the surrounding context, is created along Lots Road, to extend the street character along to the south



Considering pull back massing: Further adjustments to the massing are made to create more breathing space for the Heatherley Art School and to ensure they have sufficient daylight for their various classes



Respond to contextual heights of southern arc emerging developments: Massing is extruded to reflect the surrounding context of the southern arc and to help mediation between the 30+ story blocks to the west and the lower areas of the Victorian housing to the North East

5.2 Ground Floor Strategy

5.2.1 Proposed Uses

Through development of the proposals, in consultation with the Boroughs, Community and Stakeholders, the adjacent ground floor arrangement has been arrived at. This arrangement provides a broad range of uses, all located in the appropriate place for functionality and active frontages.

Cafe: positioning a cafe at the edge of the Creek to better activate and make use of this local asset

Central residential lobby: a welcoming entrance experience and generous space for residents

Residential amenity

Extra Care: will provide our most vulnerable residents a variety safe communal areas to interact.

Community Centre: will meet a local demand and will be handed back to the Council to manage

SIES: affordable commercial spaces to be handed back to RBKC.

Commercial: supporting local businesses. Provision of commercial suitable for a range of occupiers

5.2 Ground Floor Strategy

5.2.2 Creek Wall

The area of Chelsea Creek, located to the south of the application site, is composed of existing brick and sheet piled walls and an unconsolidated bank of made ground, rubble and alluvium. It was constructed in the mid 20th Century, when the former northern alignment of the creek was roughly back-filled into made ground.

A new creek wall forms part of this planning application. Whilst previous planning applications for construction of a new creek wall were granted previously, substantive works were not progressed. This updated application incorporates the creek wall to ensure it is delivered as part of the comprehensive development. The approved alignment has been retained to minimise any impact on the creek and its ecological character.

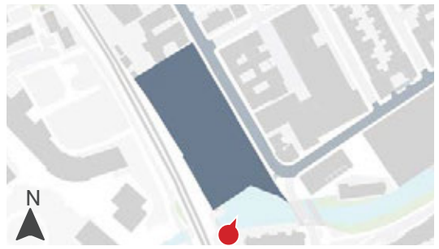
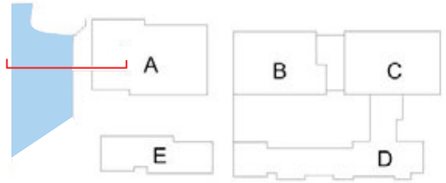
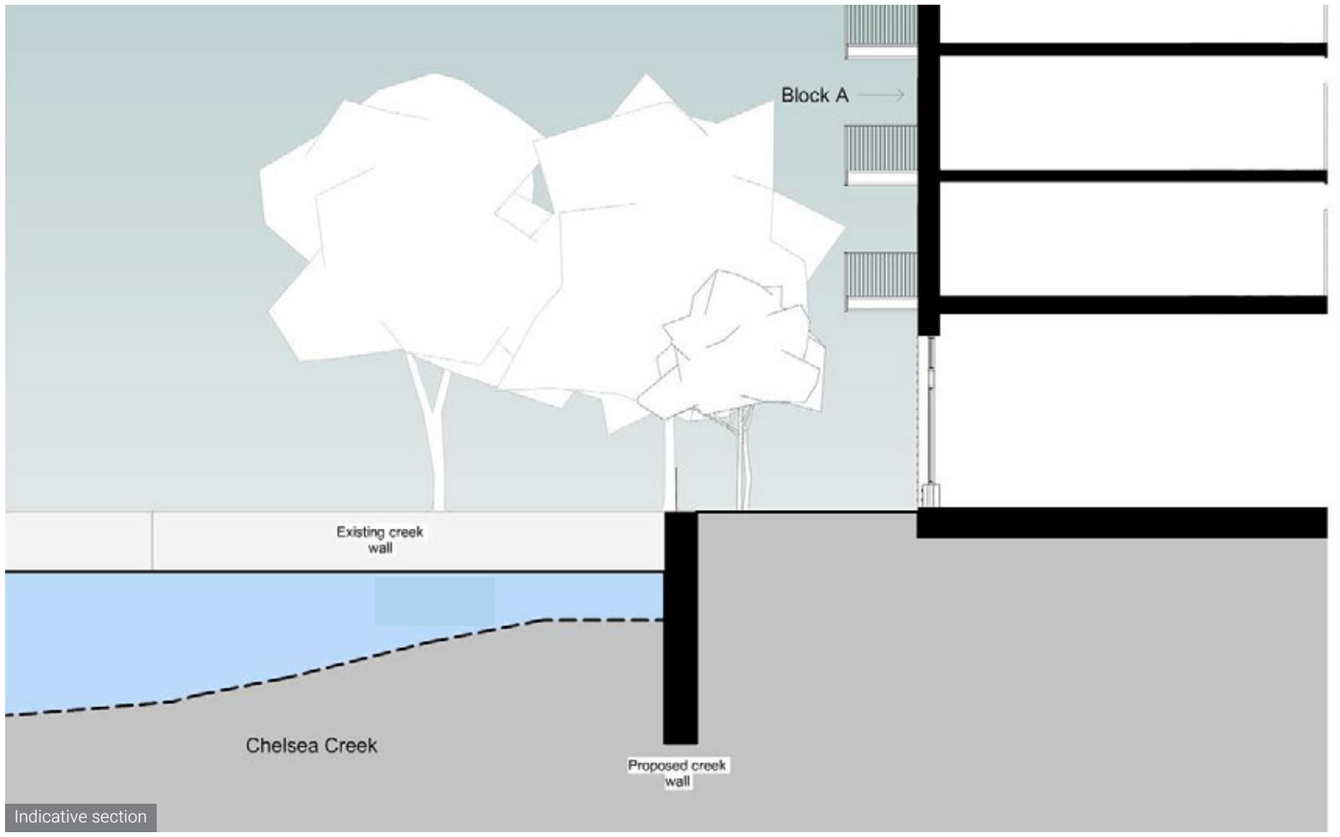



Photo 2023





Indicative section

5.2 Ground Floor Strategy

5.2.3 Creekside Promenade

As mentioned in the previous page, the proposals respond positively to emerging plans from RBKC, working in alignment to deliver a welcoming and vibrant waterside promenade. Active frontages are introduced along the creek edge to create a lively and engaging public realm, while also encouraging natural surveillance and a stronger relationship between buildings and the water.

A key move has been the introduction of an east–west pedestrian connection through the middle of the site, which allows servicing to be redirected away from the creek. This unlocks the potential for a fully landscaped, car-free environment along the water's edge. The removal of the shoulder building further enhances this quality, enabling the new community square to extend toward the creek and opening up long views across the site. Together, these moves help establish a green corridor linking the eastern edge into the Lots Road site, stitching the creek into the wider public realm.

5.2 Ground Floor Strategy
5.2.4 Public Square

At the centre of the development lies a welcoming and inclusive public space, open to all. This new courtyard not only provides additional amenity for residents—a place to meet, relax, and interact—but also creates a vibrant setting that encourages community life to flourish.

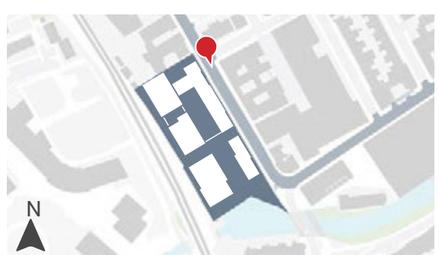
The site layout has been carefully reconfigured to maximise solar orientation and ensure a strong relationship between the courtyard and the surrounding buildings. Uses have been strategically positioned to create active frontages around the square, promoting activity throughout the day and week. A key design move has been the relocation of the Community Centre and Extra Care facility to the heart of the scheme, fronting onto the community square. This spatial arrangement creates a strong synergy between internal and external uses, reinforcing the square as a lively and inclusive social hub.

5.2 Ground Floor Strategy

5.2.5 Lots Road

The scheme aims to enhance the public realm along Lots Road by introducing active street frontages that reinforce the character and vibrancy of the area. To address the current constrained conditions, pavements will be widened to improve comfort, accessibility, and the overall pedestrian experience. Clear and legible residential entrances, generous glazing to commercial units, and the presence of the Social Investment Employment Space entrance, alongside retail units, will contribute to a lively, varied, and engaging streetscape that supports vitality throughout the day. These interventions are designed to complement and strengthen the existing activity along Worlds End Studios' frontage.

To further support a high-quality public realm, and deliver operational efficiency, some delivery servicing functions will take place within the site via the western route. Existing trees along the street will be retained and incorporated into the landscape strategy, helping to preserve local character while providing mature greenery within the upgraded streetscape.

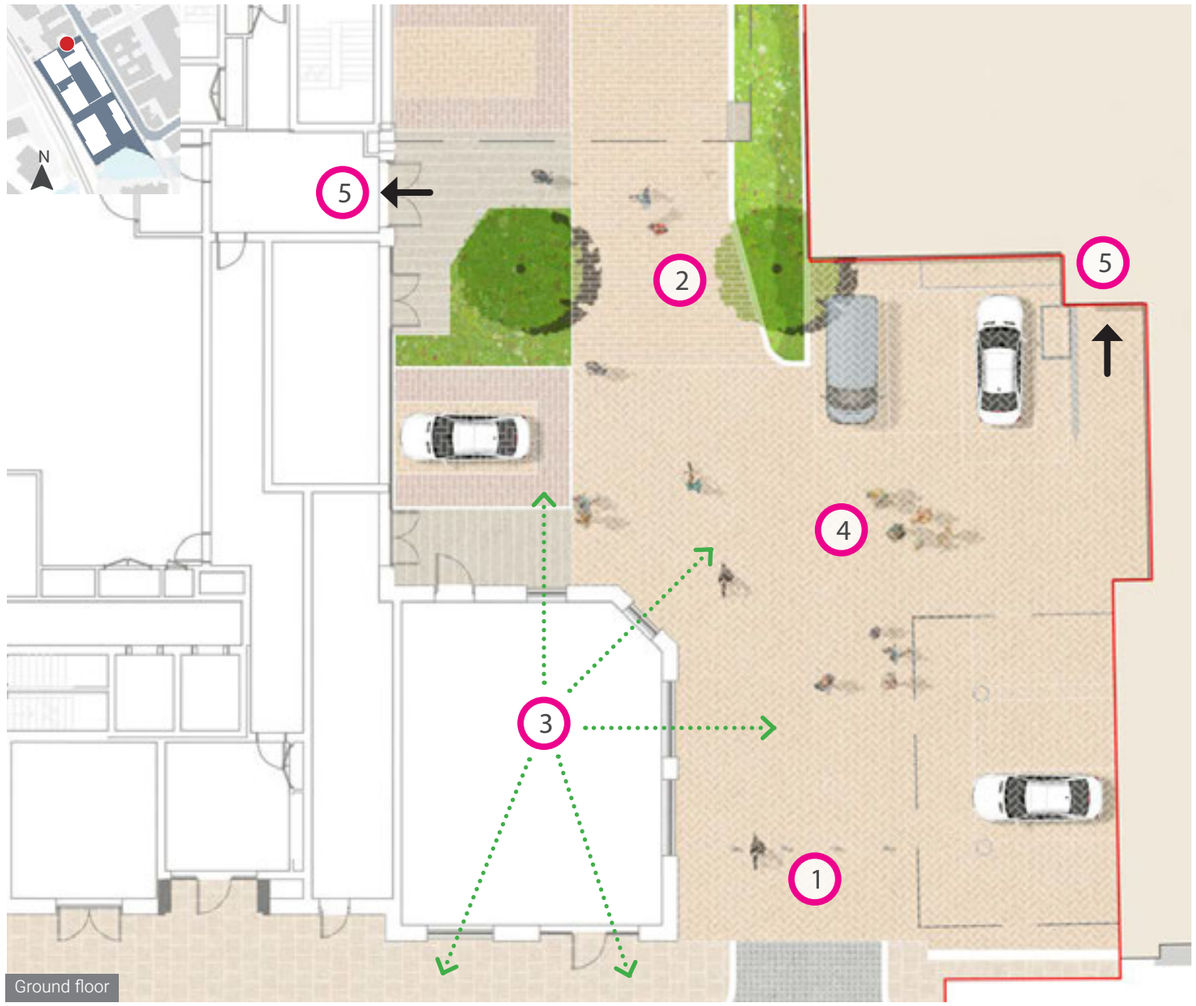


5.2 Ground Floor Strategy
5.2.6 The Arts Yard

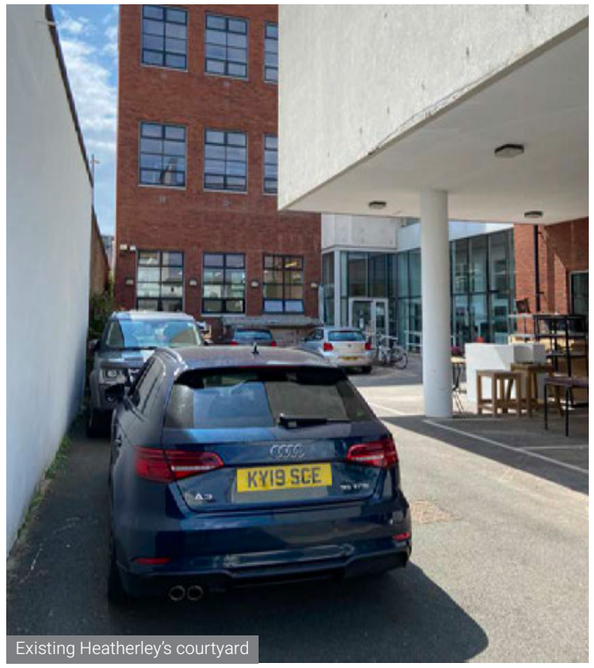
Currently the northern edge is bound by a solid wall separating the site from the Heatherley's courtyard. Through exploring the sites wider potential, and in discussion with the Heatherley's Art School, an agreement has been reached to remove the wall and integrate the courtyard with the proposals northern access road, thereby creating a new shared surface courtyard space.

This new courtyard is proposed to be multi-functional and provides the following benefits:

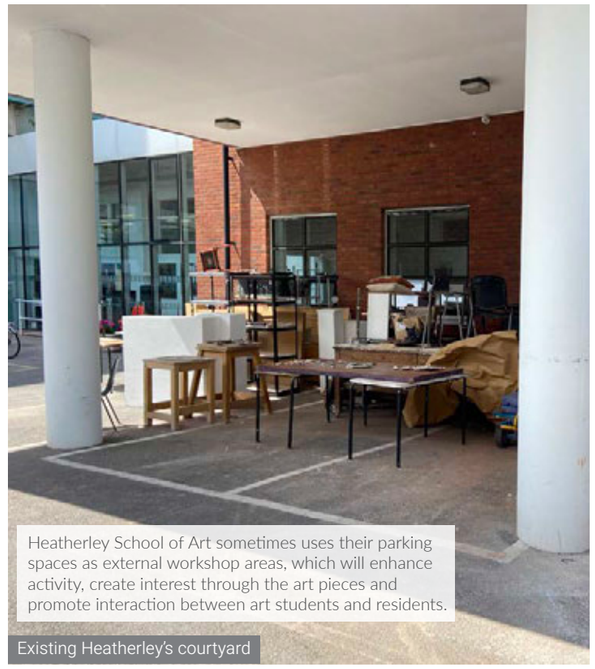
1. Creates a more open welcoming experience for Lots Road;
2. Provides further opportunities for soft landscaping and therefore increased Biodiversity
3. Provides a setting for the commercial Unit on the south side of it which will be taken by Heatherley's, thereby creating pedestrian flow between the development and the Heatherley's School;
4. Provides a more open, safer environment for the limited vehicles that access both the Heatherley's parking area and the proposals parking and servicing requirements;
5. Serves the secondary entrances for both the Heatherley's and one of the residential cores.



Ground floor



Existing Heatherley's courtyard


Heatherley School of Art sometimes uses their parking spaces as external workshop areas, which will enhance activity, create interest through the art pieces and promote interaction between art students and residents.

Existing Heatherley's courtyard

Illustrative view from Burnaby Street

5.3 Ground Floor Diagrams

5.3.1 Active frontages and Public spaces

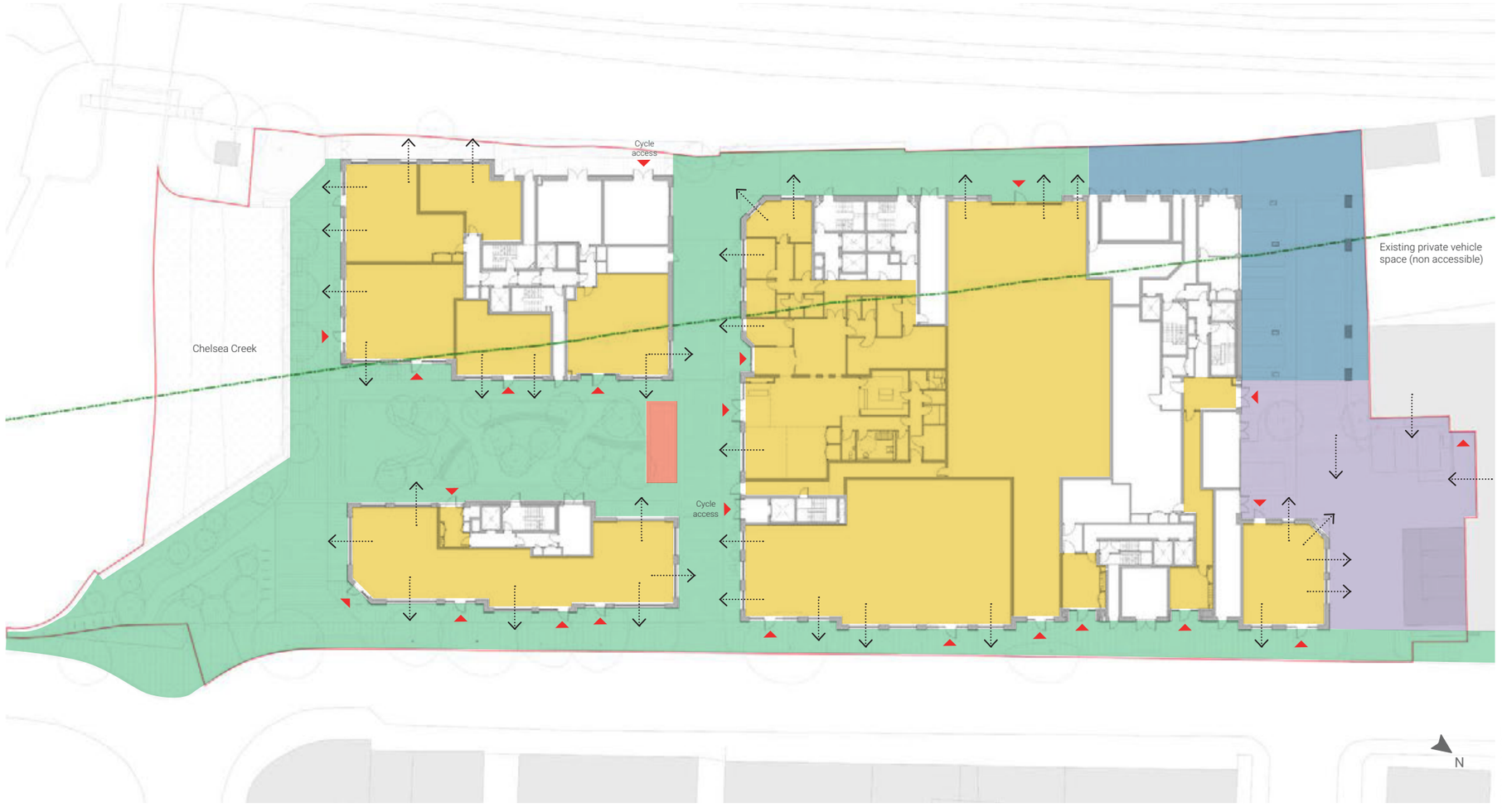
Active frontages play a crucial role in creating safe and vibrant streetscapes through the principle of natural surveillance. By positioning inhabited rooms, commercial uses and building entrances to face onto public realm, we establish “eyes on the street”.

This passive supervision significantly enhances safety perceptions and reduces opportunities for antisocial behaviour. Furthermore, active frontages contribute to placemaking by generating visual interest, activity and encourages pedestrian use and social interaction between buildings and public spaces. The location of spaces and entrances, the transparency of façades and the spill of internal activities onto the street collectively animate the urban environment, transforming functional thoroughfares into memorable places with distinct character and community ownership.

The design of ground floor spaces in mixed-use developments presents significant complexities when balancing competing spatial demands. Building services, bin stores, cycle parking, vehicular access and plant rooms all require ground floor space, competing with the needs for commercial spaces to create active frontages. This challenge is further complicated by the commercial viability of ground floor retail in certain locations, where footfall may be insufficient to support traditional high street uses.

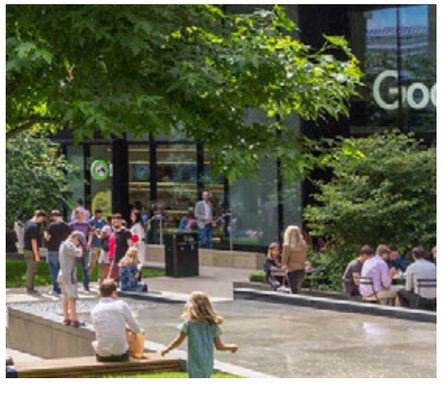
By creating an urban form that lines Lots Road and the Creek, as well as providing new routes and spaces within the site, it is critical that active frontages are maximised to ensure all these public spaces are engaged.

Our approach has therefore been to strategically and carefully locate ancillary spaces, such as plant, cycles, bins etc.., away from the key public spaces, so as to maximise opportunities for active frontages along primary pedestrian routes. This approach still requires some compromises, such as providing access to these ancillary spaces, or spaces that need direct access to frontage, such as sub-station.



KEY

- Proposed primary pedestrian routes
- Existing private vehicle space (non accessible)
- Proposed secondary pedestrian route + servicing
- Extra Care & community centre drop-off
- Active uses
- Ground floor activation
- Residential Access



5.3 Ground Floor Diagrams

5.3.2 Access Strategy

The access strategy has been carefully developed to ensure that all residential entrances are well-located, easily identifiable, and contribute positively to the public realm. Entrances are evenly distributed across the site and positioned to activate key frontages, ensuring a clear sense of arrival for residents while enhancing the wider site experience.

Block A forms the heart of the private residential provision, with a prominent central lobby located within the new courtyard. This lobby provides a 24/7 managed reception space and acts as the main entrance for the private blocks, establishing a strong civic presence at the core of the site.

Block E also benefits from access via the courtyard, but in a more intimate scale appropriate to its size. It enjoys a direct connection to the shared amenities of the super lobby, offering convenience and continuity across the private residential offer.

The Extra Care block is also accessed from the courtyard, directly adjacent to the community centre. This proximity fosters connection between residents and community uses, while its own fully managed 24/7 entrance provides a secure and welcoming arrival point tailored to residents' needs.

Block D is accessed directly from Lots Road via a recessed entrance, clearly visible yet providing a level of privacy and protection.

Block C's entrance strategy has been carefully considered to ensure a strong and legible identity. Its main lobby is located on Lots Road, adjacent to Block D, providing a visible presence on the street. In addition, a secondary entrance has been introduced from the new courtyard, adjacent to the art school, allowing for greater permeability and flexibility of access.

All residential entrances are lobbied and designed in accordance with Secured by Design principles, with direct, intuitive connections to the building cores. This approach ensures a secure and seamless route from public realm to private dwellings across all tenures.

KEY

- Residential entrance lobby
- Post boxes
- 24/7 Reception
- Access to core
- Residential entrance
- Non residential entrance

5.3 Ground Floor Diagrams

5.3.3 Parking, Deliveries & Servicing Strategy

Deliveries and Servicing

The scheme incorporates two loading areas (single yellow lines) along Lots Road for deliveries and servicing. Some deliveries and servicing will also take place on-site via a looped internal route, accessed from the north and exiting centrally through the new courtyard. Within the courtyard, an additional bay is provided to serve as a drop-off area for the Extra Care facility and the community centre, as well as to accommodate deliveries to adjacent uses. Further details on the strategies can be found in the Transport Statement and the Draft Delivery and Servicing Plan.

Car Parking

Vehicular access to the development is proposed from the north, via a shared entrance with Heatherley's courtyard. This access point will also serve as the exit route for the residential blue badge parking spaces, thereby minimising vehicular movement through the new courtyard adjacent to the creek.

In line with London Plan standards, the development provides 6 accessible parking spaces for the 274 residential units, plus two located on Lots Road.
All parking spaces will be equipped with 20% active electric vehicle charging provision.

Post

Postal deliveries will be made to secure postboxes located within each residential lobby. Food and parcel deliveries will be directed to individual entrances, as instructed by residents.

KEY

- Residential entrance lobby
- Commercial space
- Post boxes
- 24/7 Reception
- Service bay / Drop off
- Delivery drop-off route
- Delivery / Service access
- Parking Access
- Disabled parking (on site)
- Disabled parking (off site)

5.3 Ground Floor Diagrams

5.3.4 Cycle and Buggy Parking Strategy

Bikes

Pedestrian and cyclist access is encouraged around the scheme. The site is fully open for pedestrian movement, whilst the cyclists can access the site through the middle access point and ride across the western route (which in the future is expected to be a green cycle route)

Long stay cycle parking will be in line with the requirements set out in The London Plan including 5% provision for larger cycle parking Shared bike store areas within each residential block will house a combination of 2-tier racks, Sheffield stands, and larger cycle bays while taking into consideration Secured by Design guidance for limited cycle parking number per store and not exceeding the maximum travel distance within the stores for fire escape.

	BLOCK A	BLOCK B	BLOCK C	BLOCK D	BLOCK E	TOTAL
Cycle Spaces	188	6	102	62	24	382

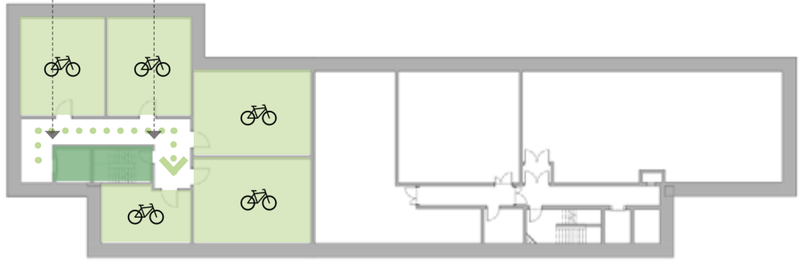
382 no.
Total resi. cycle spaces

22 no.
Total visitor cycle spaces

19no. Commercial long stay spaces will be located within the commercial units.

KEY

- Cycle store
- Visitor cycle parking
- Buggy store
- Cycle Core
- Buggy Access
- Cycle Access



Basement Plan

5.3 Ground Floor Diagrams

5.3.5 Waste Management Strategy

The waste management strategy for the scheme is primarily reliant on the internal “loop” route that runs around the site. Refuse stores have been carefully located to ensure they are easily accessible for residents while remaining within the minimum dragging distances required for collection via the designated refuse track.

To support responsible waste disposal, a dedicated bulk waste store is also being provided as part of the scheme. This shared facility will allow all residents to dispose of larger household items safely and conveniently.

In line with local authority requirements, the scheme includes the full provision of bins for general refuse, mixed recycling, and food waste, ensuring that all waste streams are appropriately managed on site.

KEY

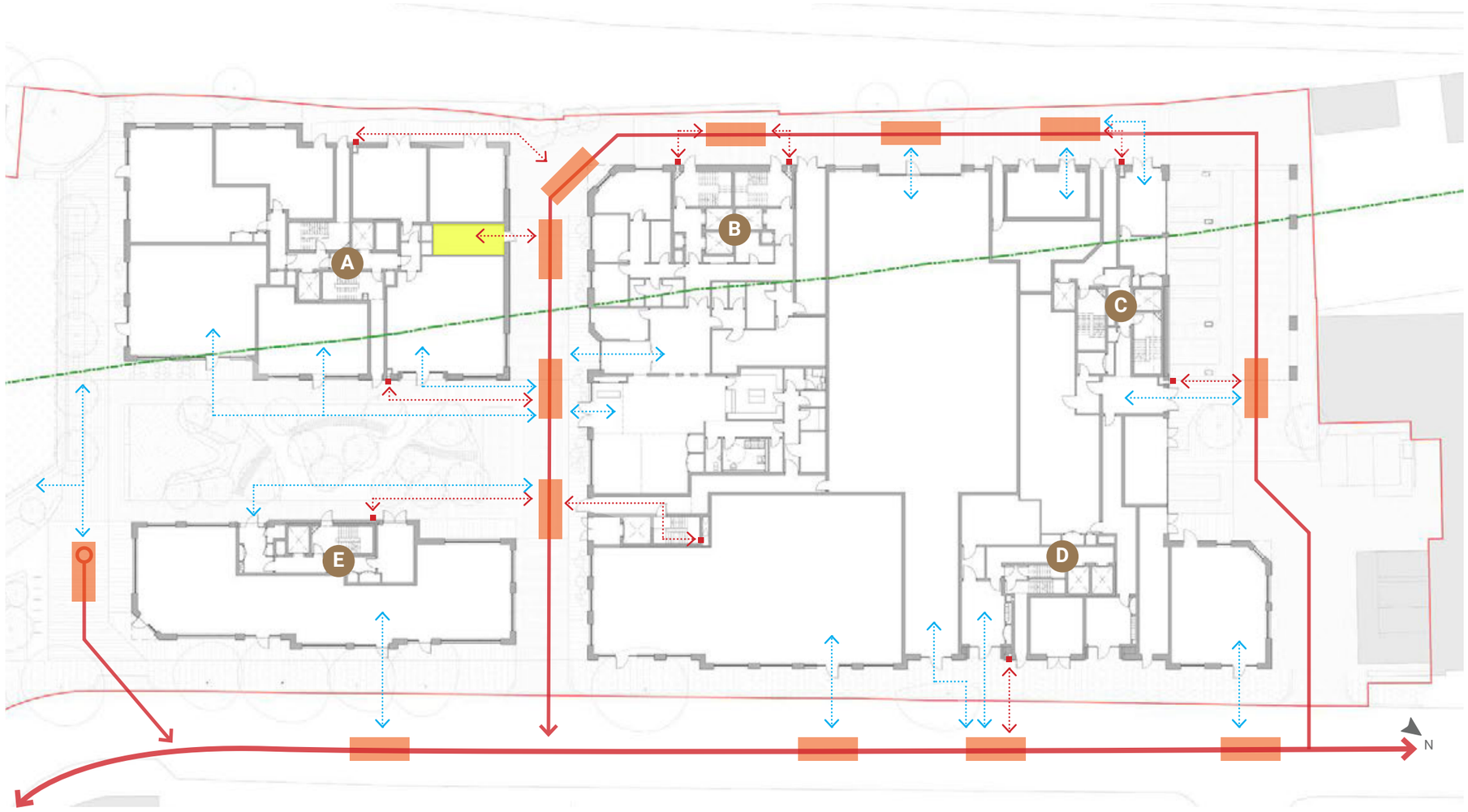
- Refuse collection vehicle
- Bulk refuse store
- Residential refuse stores
- Residents’ route to refuse store
- Refuse vehicle access
- Route from refuse store to collection vehicle

5.3 Ground Floor Diagrams

5.3.6 Emergency Access Strategy

In addition to access from Lots Road, the internal “loop” route around the site has been designed to accommodate all necessary emergency and maintenance vehicles. This includes fire appliances, which are provided with access to dry risers located at each core, as well as ambulances, police vehicles, and any other services required for the ongoing maintenance and safety of the development.

The route ensures that all parts of the site are reachable in accordance with relevant emergency access standards and operational requirements.



KEY

- Emergency / maintenance vehicle
- Fire control room
- Dry riser location
- Emergency/maintenance access
- Access to dry riser
- Emergency / maintenance services

5.4 Upper Levels Strategy

5.4.1 First Floor Plan

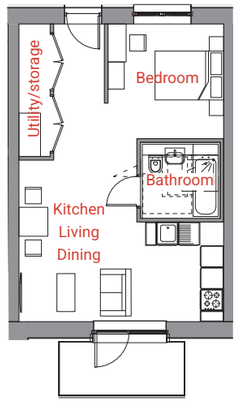
5.4 Upper Levels Strategy

5.4.2 Second - Fourth Floor Plans

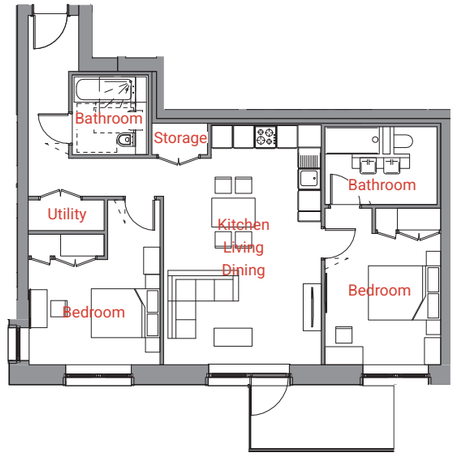
5.4 Upper Levels Strategy
5.4.3 Typical Internal Plans

PRIVATE DWELLINGS

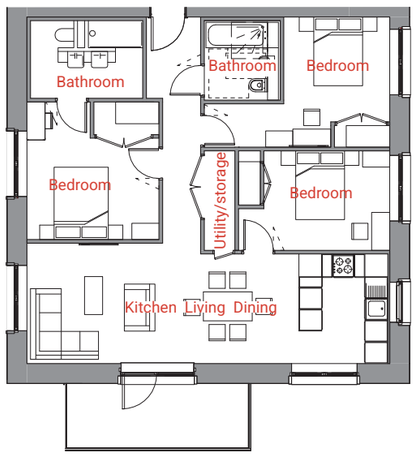
1B1P - c.46m²



2B4P - c.83m²

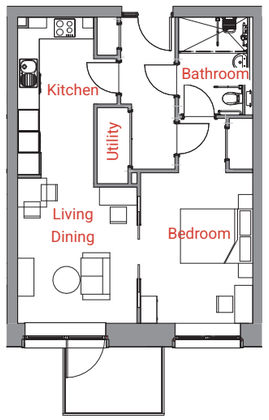


3B6P - c.96m²

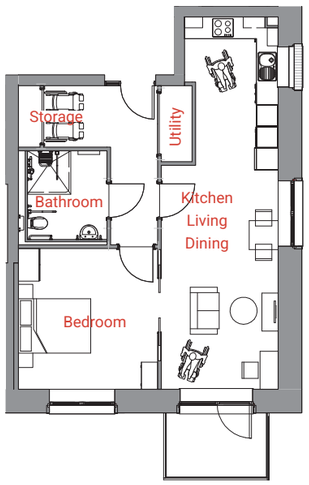


AFFORDABLE SOCIAL RENT DWELLINGS - EXTRA CARE

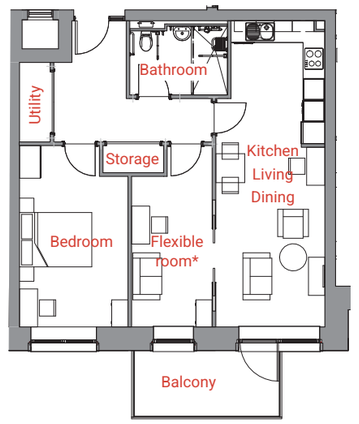
1B2P - c.55m²



1B2P W - c.65m²



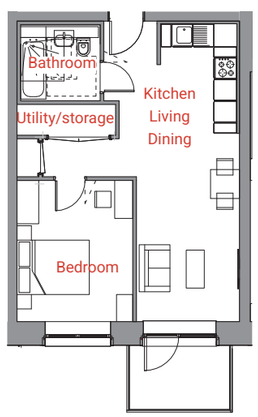
1B3P - c.70m²



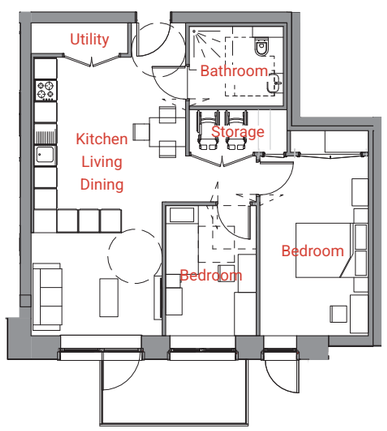
* This room can be a bedroom or part of the living room depending on the resident needs.

AFFORDABLE SOCIAL RENT DWELLINGS - GENERAL NEEDS

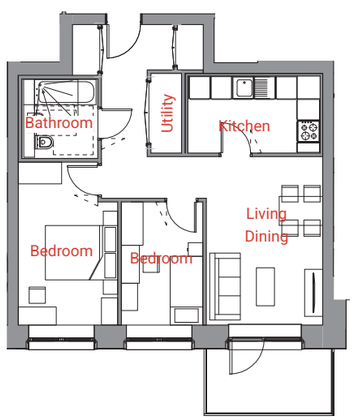
1B2P - c.51m²



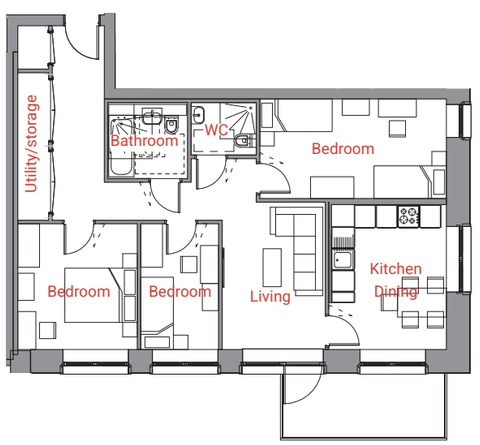
2B3P W - c.74m²



2B3P - c.63m²



3B5P - c.86m²



5.5 Housing Quality Standards

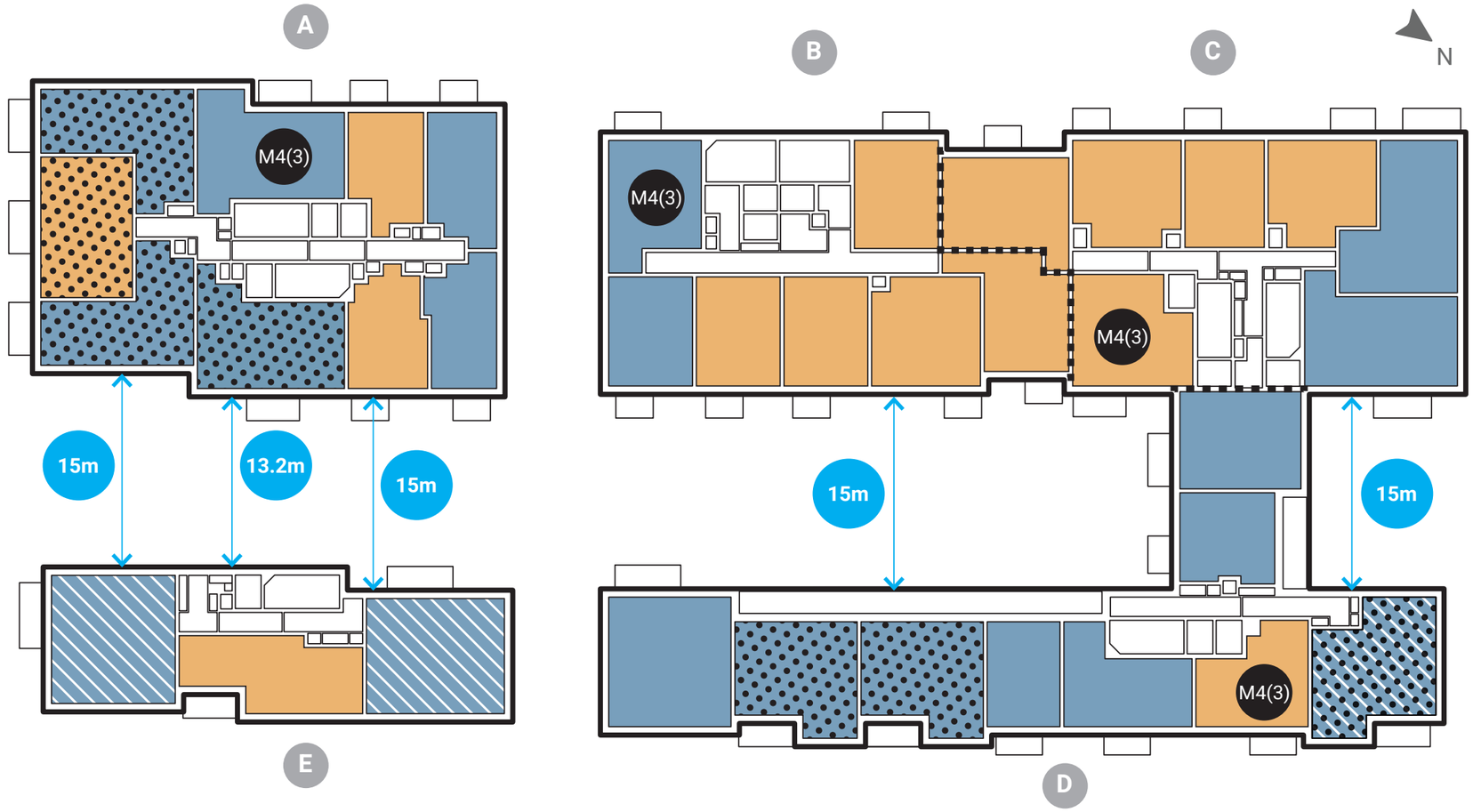
5.5.1 Residential standards

High-quality residential accommodation is provided in accordance with key planning documents, including the London Plan (2021) and the Nationally Described Space Standards (NDSS).

Space Standards
All homes comply with both internal and external space standards across all tenures, including private amenity areas. The Gross Internal Area (GIA) of the new dwellings is appropriate for the level of occupancy, with key spaces such as bedrooms, storage, and floor-to-ceiling heights meeting the requirements set out in the NDSS.

Daylight and Outlook
All habitable rooms on the upper floors benefit from adequate levels of natural light and ventilation, contributing to healthy living environments. Notably, 57% of homes are dual aspect, and there are no single-aspect north-facing units. The scheme has been carefully designed to safeguard privacy and outlook for both new and existing residents. This is achieved by maintaining adequate separation distances between buildings and orientating windows to avoid direct outlook into non-residential uses.

	Design Features
1	Dual aspect home
2	Separate kitchen on some of the social rent provision
3	Inclusive open-plan arrangement with kitchen overlooking living area for a flexible living experience
4	Utility room to house washing machine and provide storage
5	Internal floor to ceiling height of 2.5 meters or more throughout all habitable areas of the home
6	Cooling (via air source heat pump system) to prevent overheating
7	External private amenity space that is usable and provides seclusion
8	Double bedrooms that are 2.75m wide and an area of 11.5 sq.m. or more.
9	Space within the kitchen area for recycling and waste storage to meet the local waste collection strategy
10	Allowance for typically required furniture allowance for different types of households and numbers of occupants



5.5 Housing Quality Standards

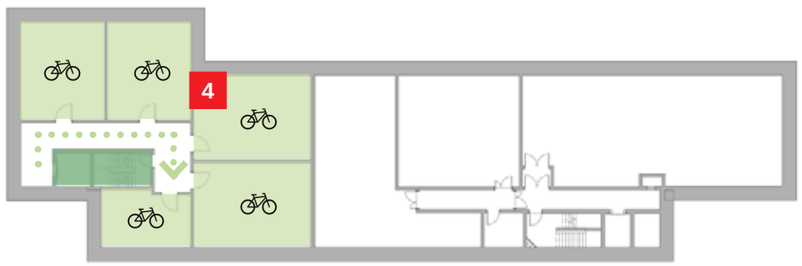
5.5.2 Secure By Design Review with DOCO(s)

As part of the development process, the design team engaged with Designing Out Crime Officers (DOCOs) from both RBKC and LBHF, who confirmed they would provide joint advice on the scheme. In the meeting, we presented the proposals and discussed a number of security-related considerations.

1. For the extra care element and the community centre at ground floor, we outlined several integrated safety measures. These include clear visual connections from staffed receptions, access-controlled doors using fobs with three tiers of access (visitor, resident, staff), and security cameras with intercom systems.
2. At podium level, discussions focused on ensuring the appropriate height of railings, secure management of access points into the buildings, and the inclusion of CCTV and secondary lobbies for residential cores to enhance safety and control.
3. Regarding the western route, while the need to safeguard a future pedestrian link along the railway—as outlined in the Local Transport SPD—was acknowledged, officers encouraged a more secure environment. In response, the design has evolved to introduce more active frontage at ground floor, with further provision for CCTV coverage.
4. The DOCOs also welcomed the overall reduction in the number of parking spaces within cycle stores and recommended the use of CCTV and data-logging for larger storage areas to improve security and deter misuse.

Extra Care and Community Centre floor plan

Podium level



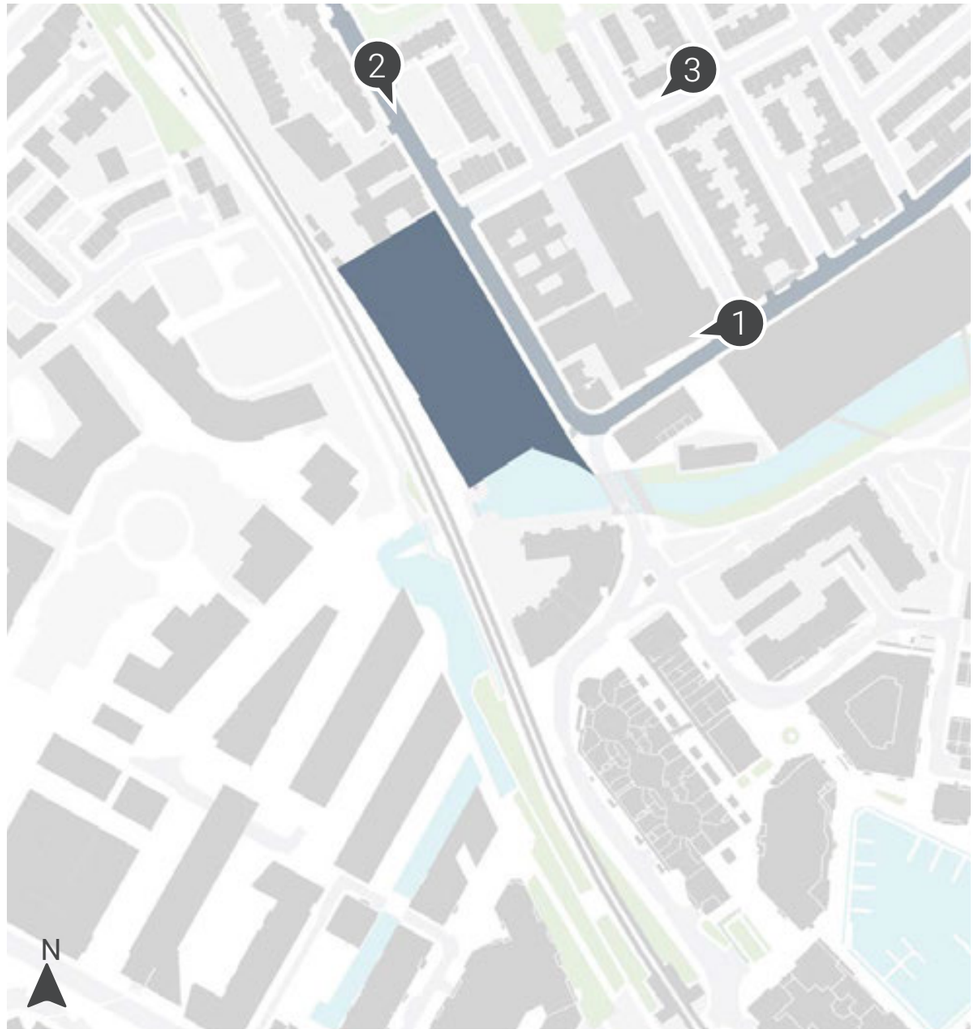
Example of cycle stores within the scheme

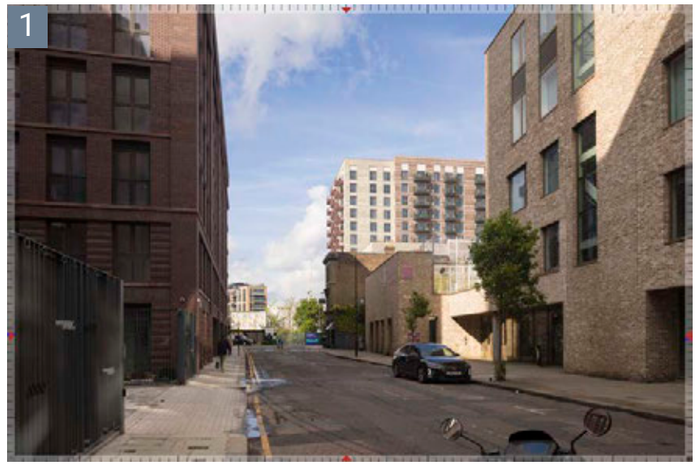
5.6 Key Masterplan Strategies

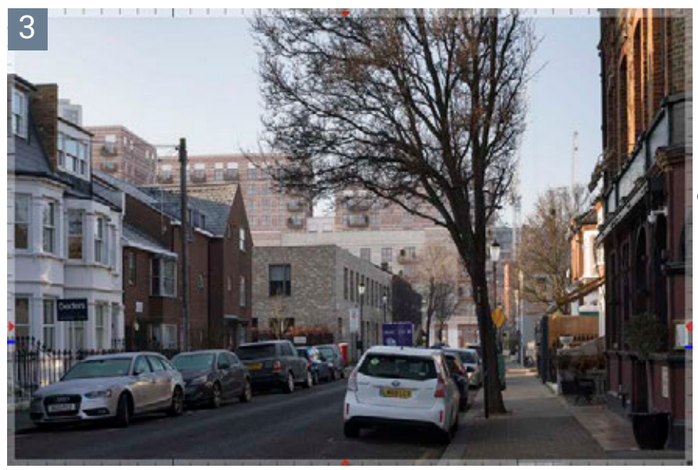
5.6.1 Verified views

A series of verified views has been prepared to accurately represent the proposed development within its existing context. These images provide a reliable visual tool to assess the design, scale, and impact of the scheme from key public viewpoints. The views have been selected in coordination with the local authority and follow industry-standard methodology to ensure consistency and accuracy.

This section presents a selection of key views. A full set of verified views, along with detailed analysis and methodology, is included in the accompanying Heritage, Townscape and Visual Impact Assessment (HTVIA).

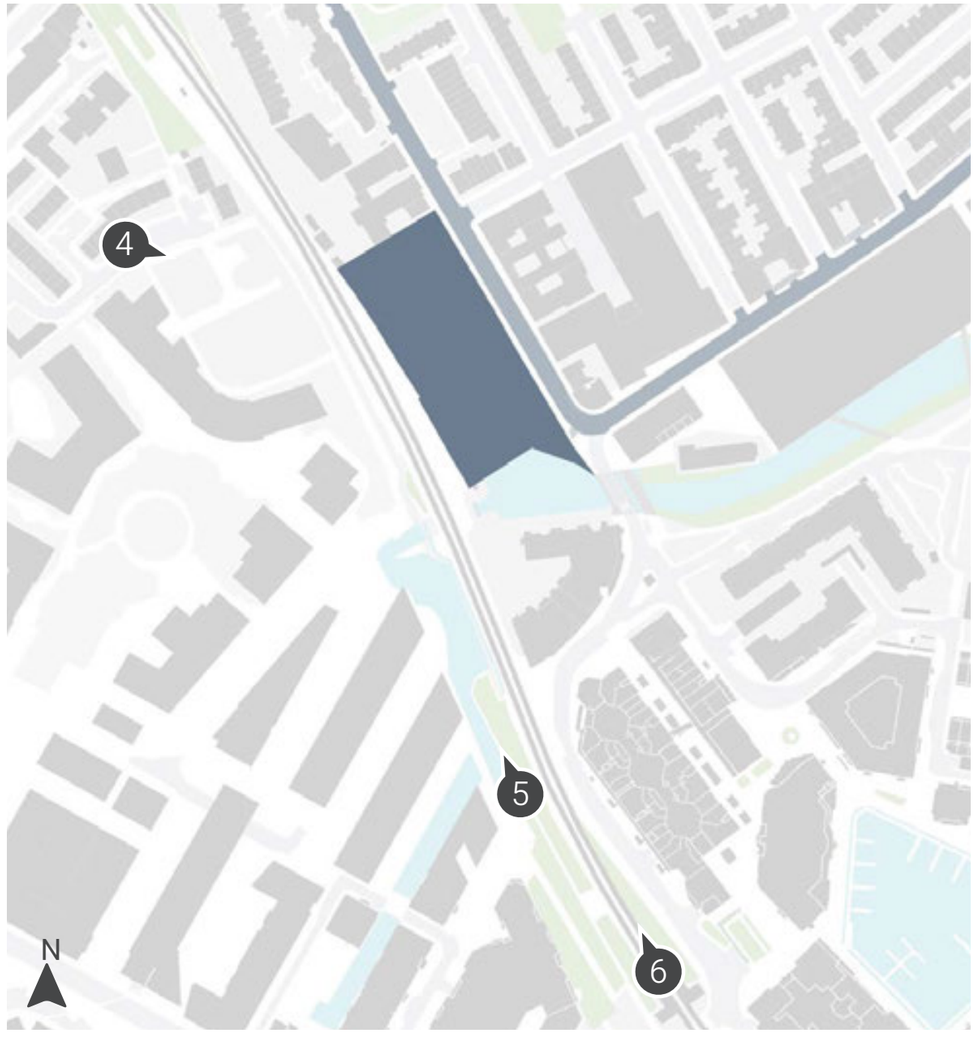


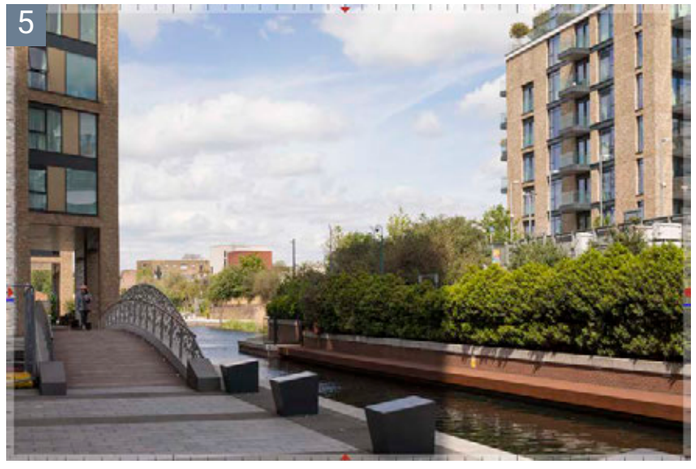


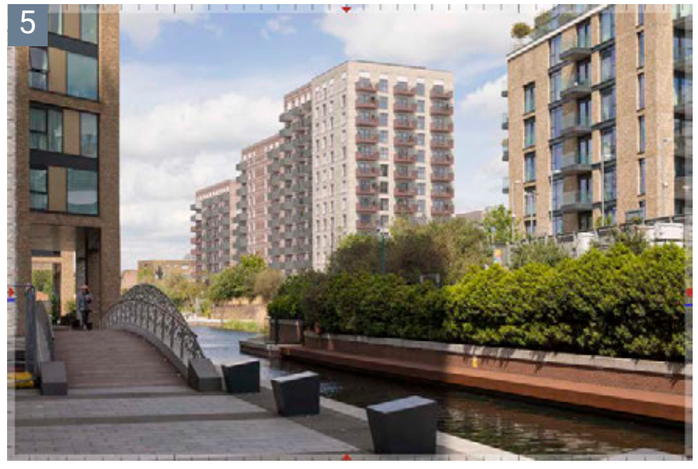


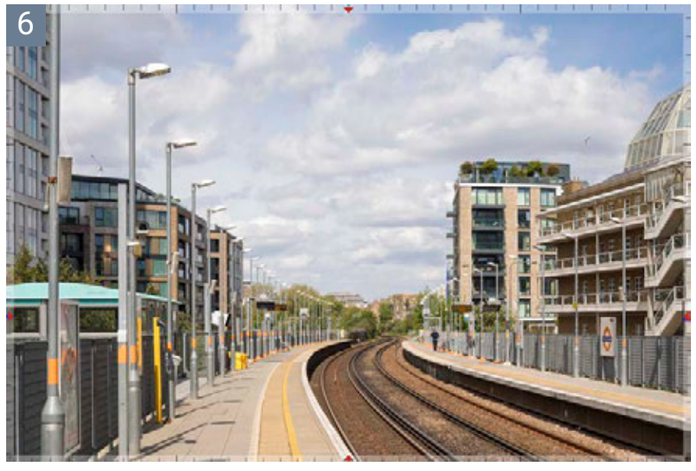
5.6 Key Masterplan Strategies

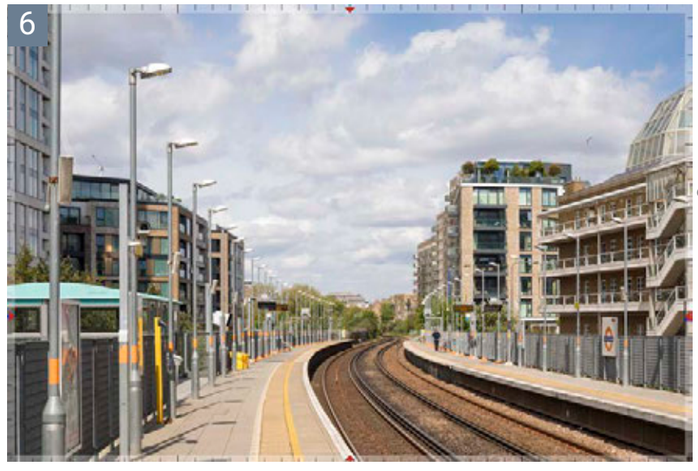
5.6.1 Street Views







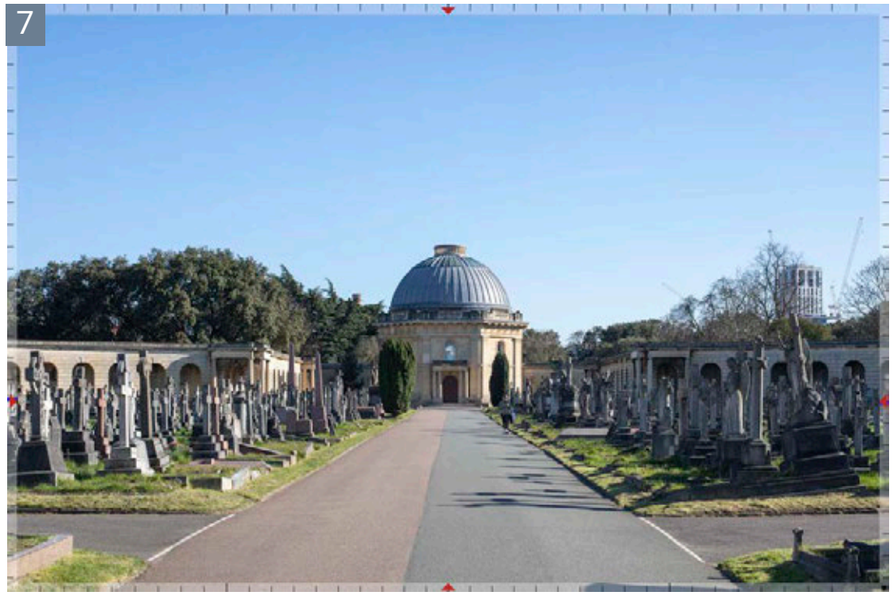


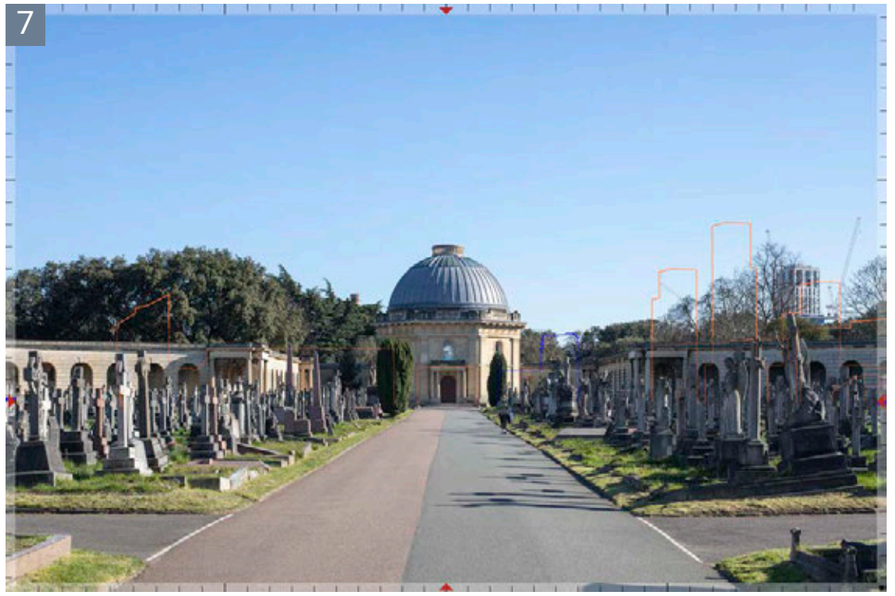


5.6 Key Masterplan Strategies

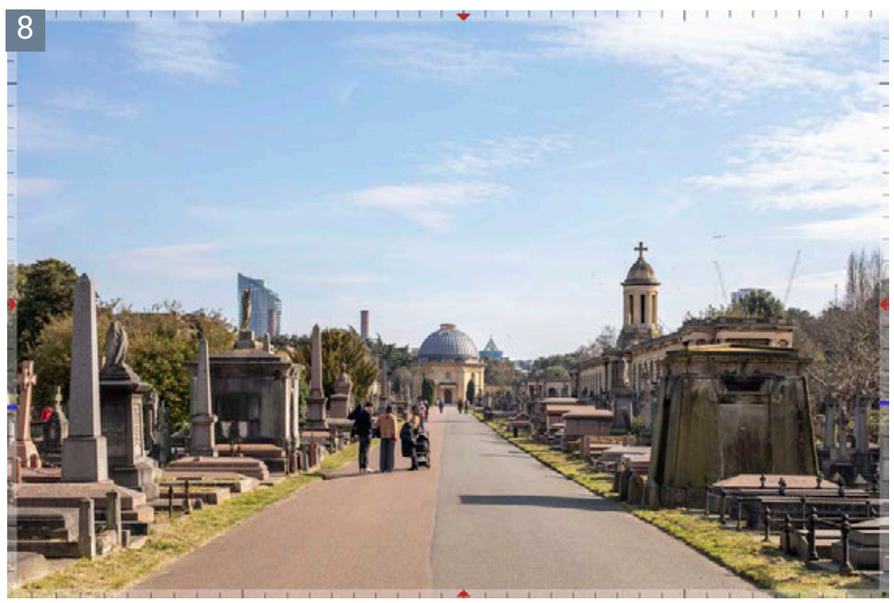
5.6.1 Street Views

Brompton Cemetery





Brompton Cemetery



Proposed scheme

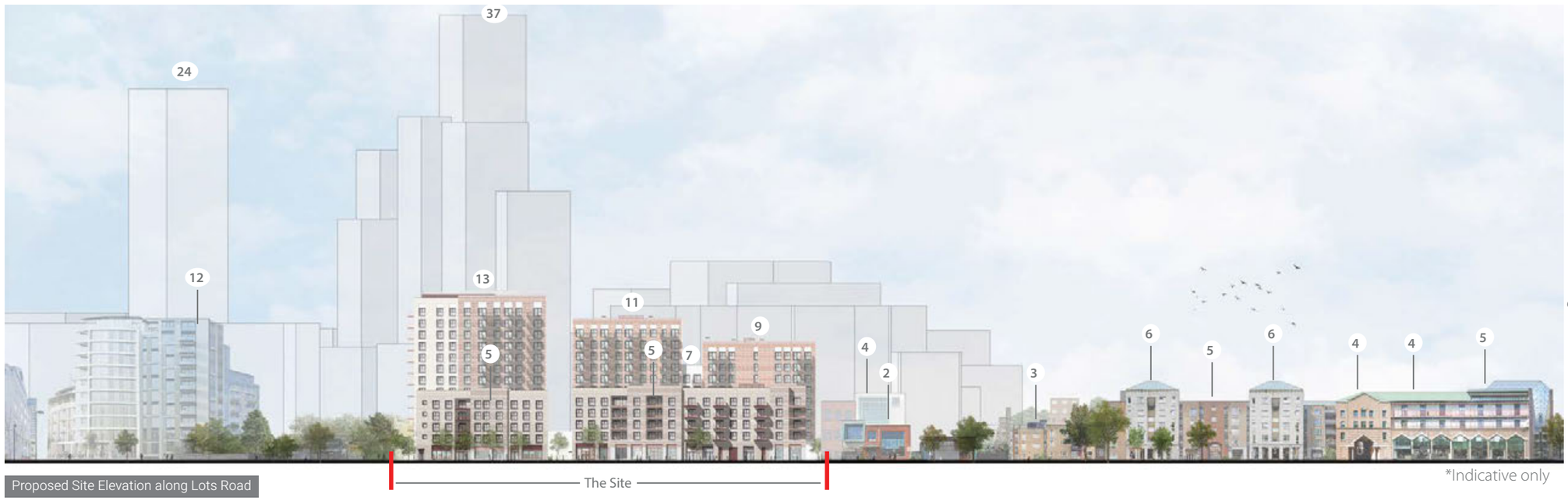
Surrounding Approved Developments

5.6 Key Masterplan Strategies

5.6.2 Site sections

Proposed Site Section E-W

*Indicative only



Proposed Site Elevation along Lots Road

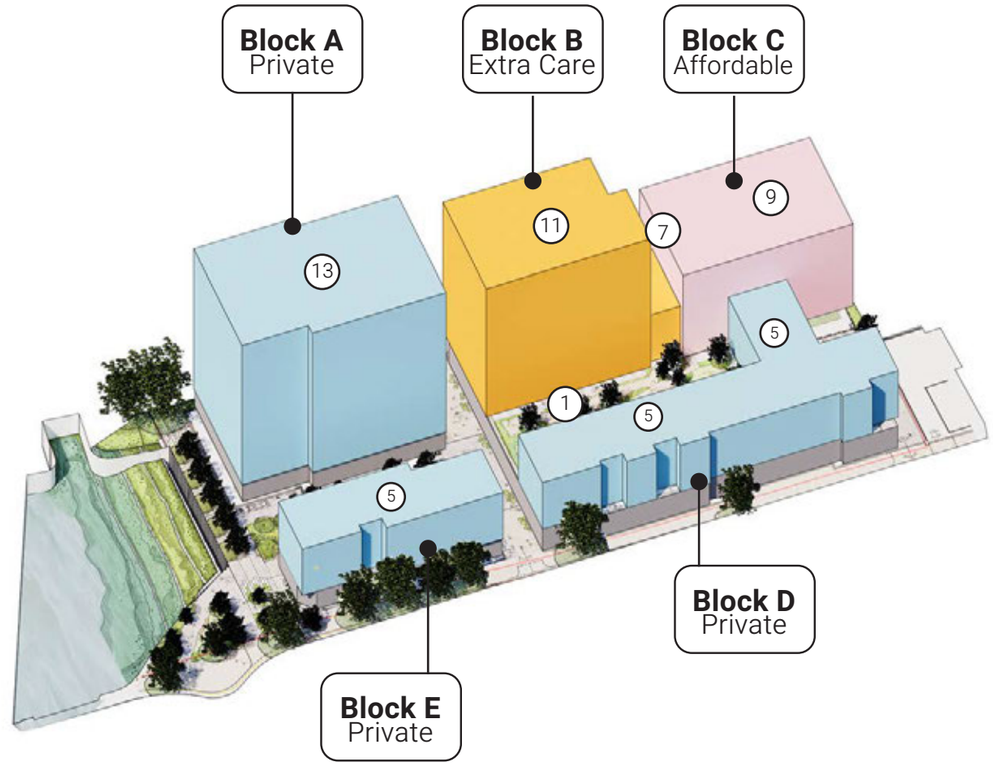
*Indicative only

5.7 Proposed Uses

5.7.1 Tenure & Mix

	Private
Total homes	156
Extra Care	
Total homes	65
Affordable	
Total homes	53
Total Residential	
Total homes	274

	GIA (sqm.)
Community Centre	274
Flexible Commercial	1080
SIES	684
Total area	2038



PRIVATE

Level	1B1P	1B2P	1B2P W	2B3P	2B3P W	2B4P	2B4P W	2B4P +	3B5P	3B6P	EC 1B	EC 1B W	EC 1B +	
Total homes	16	44	4	0	0	8	6	66	0	12	0	0	0	156
% split by homes	10%	28%	3%			5%	4%	42%		8%				

EXTRA CARE

Level	1B1P	1B2P	1B2P W	2B3P	2B3P W	2B4P	2B4P W	2B4P +	3B5P	3B6P	EC 1B	EC 1B W	EC 1B +	
Total homes	0	0	0	0	0	0	0	0	0	0	46	10	9	65
% split by homes											71%	15%	14%	

AFFORDABLE

Level	1B1P	1B2P	1B2P W	2B3P	2B3P W	2B4P	2B4P W	2B4P +	3B5P	3B6P	EC 1B	EC 1B W	EC 1B +	
Total homes	0	9	0	16	7	5	0	0	16	0	0	0	0	53
% split by homes		17%		30%	13%	9%			30%					

TOTAL RESIDENTIAL

Level	1B1P	1B2P	1B2P W	2B3P	2B3P W	2B4P	2B4P W	2B4P +	3B5P	3B6P	EC 1B	EC 1B W	EC 1B +	
Total homes	16	53	4	16	7	13	6	66	16	12	46	10	9	274
% split by homes	6%	19%	1%	6%	3%	5%	2%	24%	6%	4%	17%	4%	3%	

5.7 Proposed Uses
5.7.2 Key Development Proposals

The key planning and public benefits:

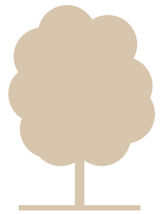
- **Alignment with the London Plan, RBKC and LBHF policies** for brownfield redevelopment, housing delivery, and employment intensification.
- **274 sustainable new homes**, in an accessible location, helping to address London's housing crisis.
- **118 total new social rent homes** providing housing for those most in need, on the waiting lists of RBKC/ LBHF, this is inclusive of;.
- **65 social rent extra care units**, providing a safe, affordable home and care for some of the most vulnerable members of the community, alongside communal facilities to support healthy social lives; and
- **53 social rent general needs units**, providing safe, affordable homes for families in RBKC and LBHF.
- **A high quality, tenure-blind, integrated housing layout,** promoting social cohesion and inclusivity.
- **2,038 sqm of flexible non-residential floorspace**, contributing towards the vibrant and diverse Lots Road Area and providing space for intensification of jobs in the Employment Zone. The new space replaces outdated and underused commercial buildings with modern, flexible commercial space designed to support a range of occupiers and industries.
- **684.3 sqm of affordable commercial space**, to support social enterprises, startups and other organisations.
- **274.3 sqm of flexibly designed community centre space**, located in the heart of the scheme, available to the whole community.
- **Safeguarding the potential return of the Lots Road Auction House**, in a new smaller, modern format.
- **A new creek wall and landscaped intertidal habitats**, improving biodiversity, securing flood defences (6.40m AOD), and **supporting ecological resilience.**
- **Public access and new routes through the site**, replacing a private inaccessible site, improving connectivity
- **Extensive new and improved public realm** including widened pavements on Lots Road, a generous creekside promenade, new verdant community square, and 4,473 sqm of open and amenity space.
- **A radical greening of the environment**, including 48 new trees, green squares and gardens, biodiverse roofs, and new habitats, all contributing towards an Urban Greening Factor of 0.4 and biodiversity net gain of 159% in habitat units being delivered on site, plus 10% in watercourse units to be delivered off site.
- **Provision of 395 long-stay and 22 short-stay cycle parking spaces**, promoting healthy sustainable travel
- **A car-free development**, with up to eight accessible parking spaces, to support those with specific needs
- **A high quality, contextually appropriate, design response to the site allocation SA6 and the Lots Road South Design Brief SPD**, placing taller buildings away from Lots Road, activating frontages, and delivering courtyard spaces.

Community Centre

c.274 sqm

c. 2,038 sqm Employment

Including Cafe, Flexible Commercial and Affordable Commercial Space



Improved public realm and amenity with play space -

48 new trees

HU 159% BNG

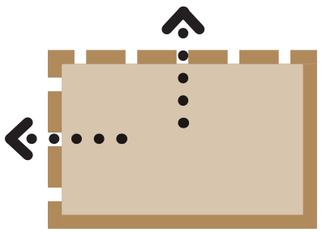
WU 10% BNG

65 Social Rent Extra Care Homes

10 % M4(3)

27 Homes (incl. 10 Extra Care)

53 Social Rent General Needs Homes



57 %

Dual Aspect Homes

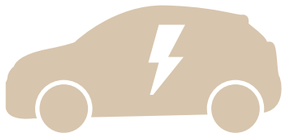
417 Cycle Spaces

Including 5% Accessible Spaces

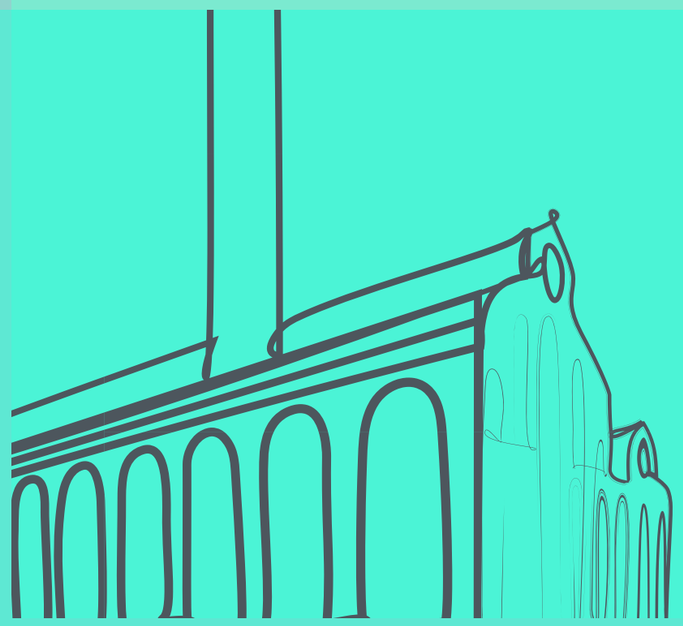
Based on GLA London Plan

6 Disabled Parking Bays

Plus 2 disabled parking bays off site



2 EV Charging Spaces



Section 6. Inclusive Design

6.1 Inclusive Design
6.1.1 Ground floor

Our practice is committed to designing inclusive and enabling environments. We recognise that thoughtful design plays a vital role in supporting people to live well—by creating spaces that are usable, accessible, and enjoyable for all, regardless of age, ability, or background.

Inclusivity has been a key consideration throughout the development of this scheme. From early stages, we have sought to ensure that the built environment promotes dignity, independence, and a sense of belonging for all users.

As part of our design process, we presented the proposals to an Inclusive Design Review Panel. This offered a valuable opportunity to reflect on potential challenges that future residents and visitors may encounter, and to discuss how these could be addressed through practical, well-integrated design solutions.

The proposed development focuses on a number of key points that are responsive to inclusive design, these are:

- Creating a simple and legible masterplan for ease of orientation
- Having distinctive landscape characteristics to support wayfinding
- Placing the Extra Care building and the Community Centre at the heart of the masterplan
- Having an Intergenerational landscape to encourage engagement and wellbeing for all.

Guidance reference

M4(2) Dwellings: Reference to Approved Document Part M, Volume 1. M4(2) dwellings are categorised as 'Accessible and adaptable dwellings'.

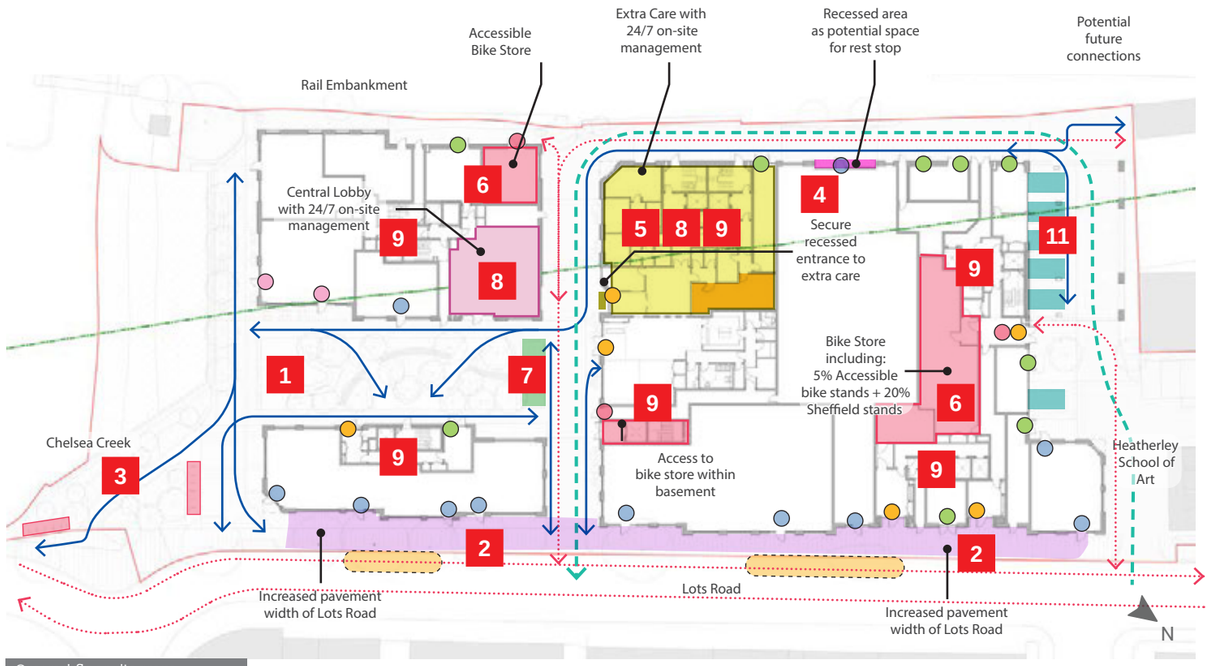
M4(3) Dwellings: Reference to Approved Document Part M, Volume 1. M4(3) dwellings are categorised as 'Wheelchair user dwellings'.

Extra Care, Beyond M4(2): Reference to Approved Document Part M, Volume 1. M4(2) 'Accessible and adaptable dwellings'. with some characteristics and space planning of M4(3) 'Wheelchair user dwellings'.

Inclusivity at a glance

Ground floor

1. Step free movement across the site
2. Increased pavement width along Lots Road
3. Areas for rest integrated within the design
4. Recessed area to create a space for rest along the Western route
5. Extra Care accommodation and facilities (including special features e.g. wider corridors at 1.6m)
6. 5% accessible bike stands + 20% Sheffield stands
7. Drop-off zone for Extra Care and Community Centre
8. 24/7 on-site management within Central Lobby and Extra Care
9. Secured fob access
10. Changing places space (https://www.changing-places.org/)
11. Blue badge parking



Ground floor diagram

KEY

- Pedestrian Movement
- Cycle Movement
- Refuse, Emergency, Extra Care Drop-off Vehicles
- Accessible Bay Vehicles
- Cycle Storage (long stay)
- Cycle Stands (short stay)
- Extra Care
- Central Lobby
- Disabled parking space
- Loading/Unloading Zone
- Extra Care & Community Centre Drop-off / Emergency services
- Secure recessed entrance for extra care
- Widening of pavement along Lots Road
- Area identified for potential rest stop
- Mobility scooter store (electric charging points for scooters and bicycles)
- Entrance: Residential, Extra Care / Community
- Entrance: Flexible Commercial
- Entrance: Cafe
- Entrance: Utilities (Refuse etc.)
- Entrance: Cycle storage

6.1 Inclusive Design
6.1.2 Public Realm

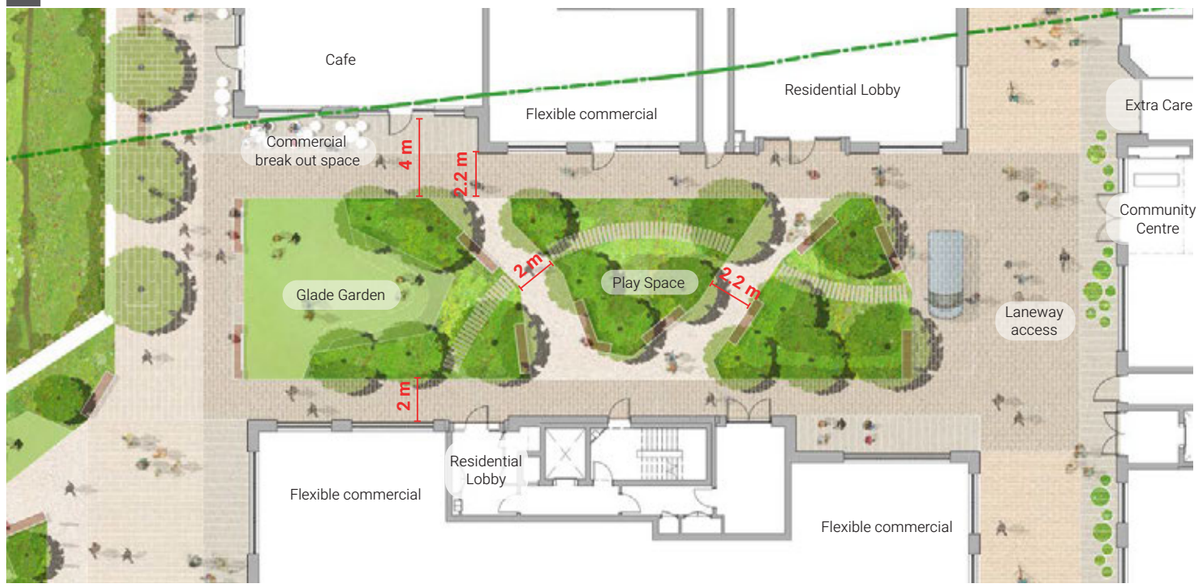
Inclusive design principles have been embedded into the public realm strategy to ensure that external spaces are welcoming, accessible, and comfortable for everyone.

The scheme delivers step-free movement across the site, allowing people of all ages and abilities to navigate the public realm with ease and confidence. Routes are designed to encourage interaction between different user groups, helping to foster a sense of community while ensuring that everyone can move through the site safely and independently.

We have incorporated areas for rest throughout the public realm, providing opportunities for people to pause, meet, and spend time outdoors. These spaces are complemented by clear sightlines and generous circulation widths to enhance comfort and orientation.

Along Lots Road, the pavement has been widened to improve the pedestrian experience and create a more generous and accessible public edge. On the western route, careful consideration has been given to the interface between vehicles and pedestrians. This includes the provision of adequate space for both modes of movement, as well as a recessed area that offers a point of relief or refuge, supporting safe and comfortable navigation along this shared surface.

1



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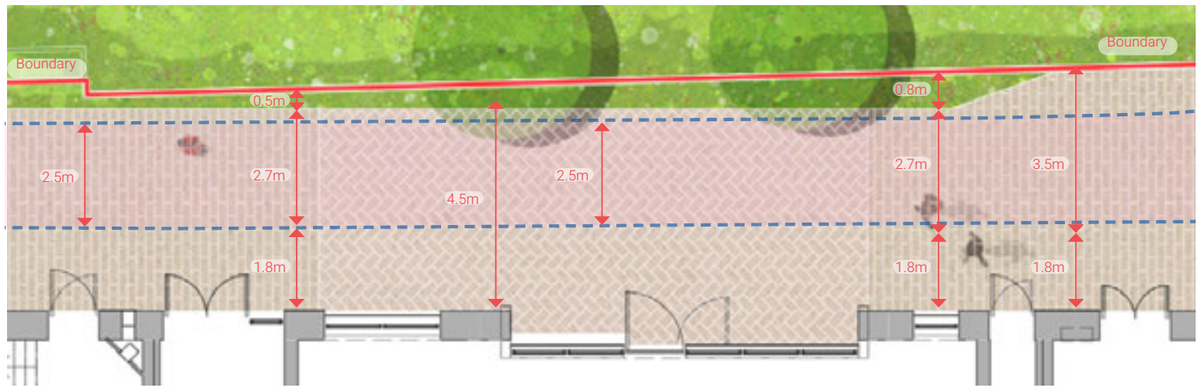

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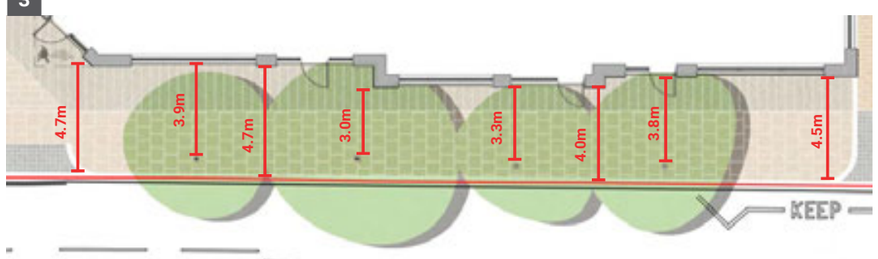

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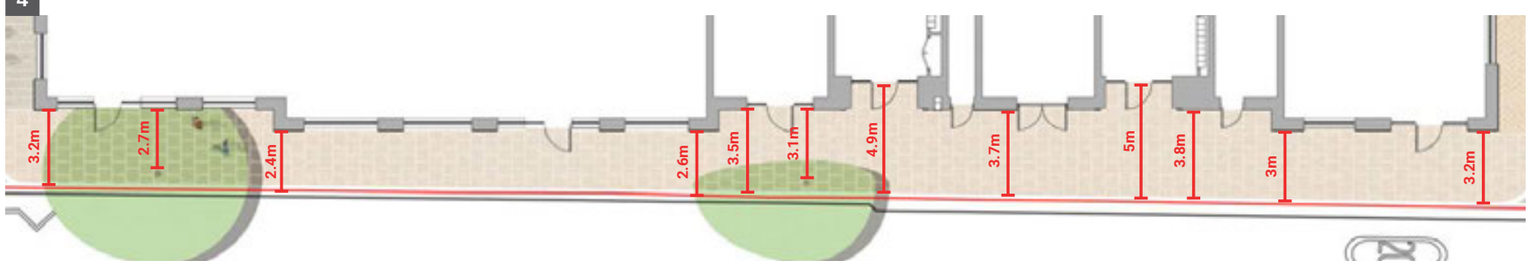


6.1 Inclusive Design
6.1.3 Upper Levels

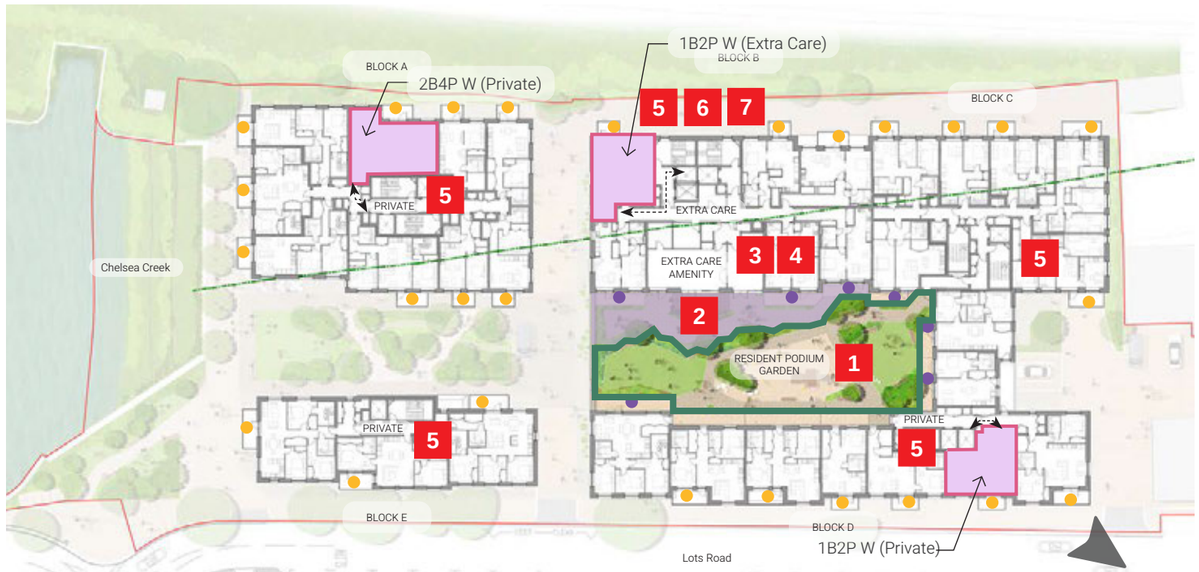
Inclusivity at a glance

Podium Level

1. Step free access to resident garden and private amenity (terraces & balconies)
2. Dedicated Extra Care Residents garden
3. Views out with level access to the podium garden with sunny & shady gardens
4. Extra Care Communal Lounge linked to Activity room with direct access to podium garden
5. 13 person lifts access to all levels - Double Core for all buildings above 5 storeys (18m+)
6. Progressive privacy to residential wings of accommodation

Upper Levels

1. Double Core for all buildings above 5 storeys (18m+)
2. 2 lifts for every buildings with Wheelchair Dwellings
3. All dwellings are either M4(2) or M4(3)
4. Extra Care dwellings are designed to be larger
5. Wider corridors in Extra Care (1.6m)



First Floor Diagram

Typical Floor Diagram

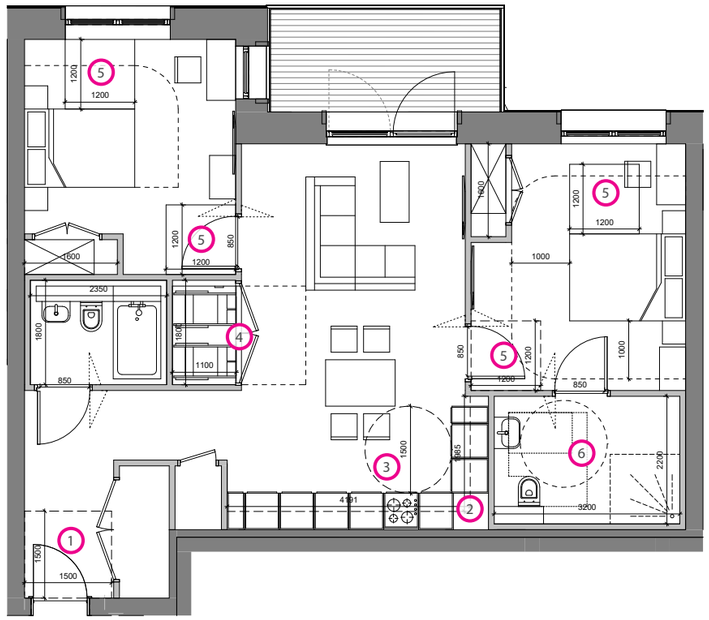
KEY

- 1 Bed Private
- 2 Bed Private
- 3 Bed Private
- 1 Bed Affordable
- 2 Bed Affordable
- 3 Bed Affordable
- 1 Bed Extra Care
- M4(3) Dwellings
- Dedicated Extra Care Resident Garden
- Communal Resident Garden
- Private balconies
- Private terraces
- Wheelchair Dwellings
- Short distance from core to Wheelchair Dwellings
- Site Boundary

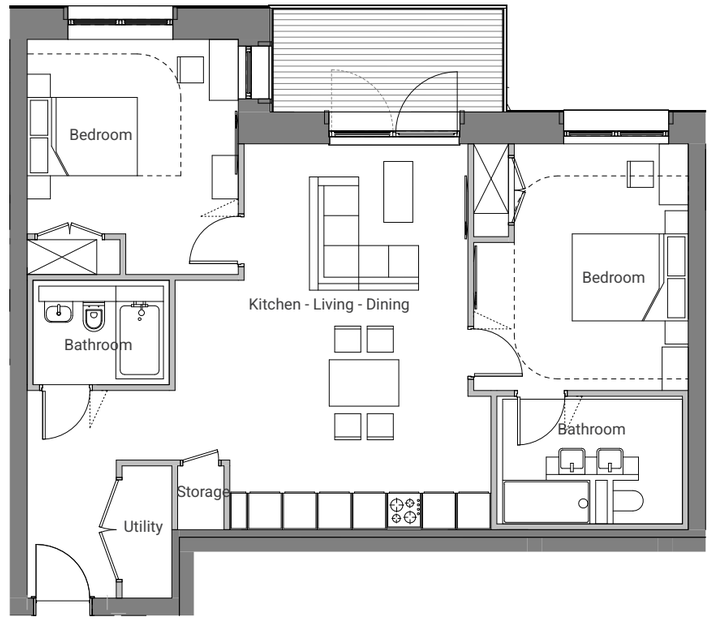
6.1 Residential Flat Layouts

6.1.4 M4(3) - Wheelchair user dwellings provision

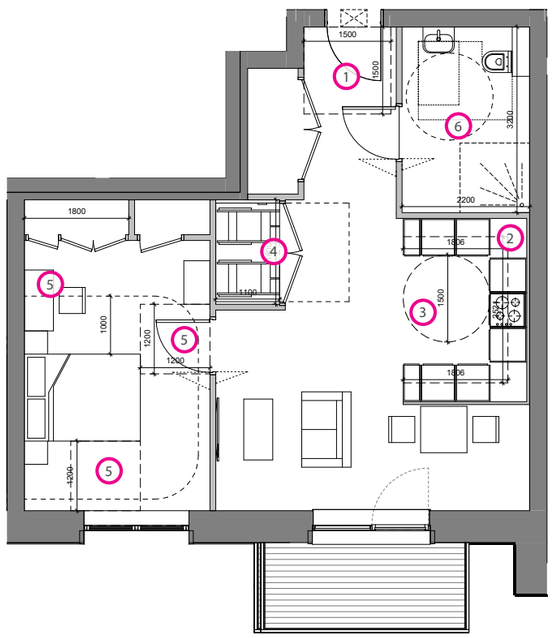
The provision of wheelchair accessible homes has been designed in line with relevant standards and policy requirements. The example layouts shown on this page demonstrate how these units meet the criteria for M4(3) dwellings, ensuring they are fully adaptable for wheelchair users and capable of supporting a wide range of access needs.



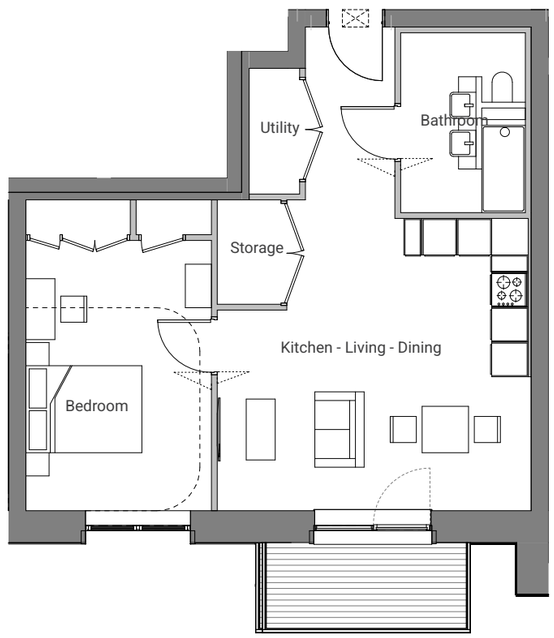
Block A M4(3) Accessible Dwelling



Block A M4(2) Adaptable Dwelling



Block D M4(3) Accessible Dwelling

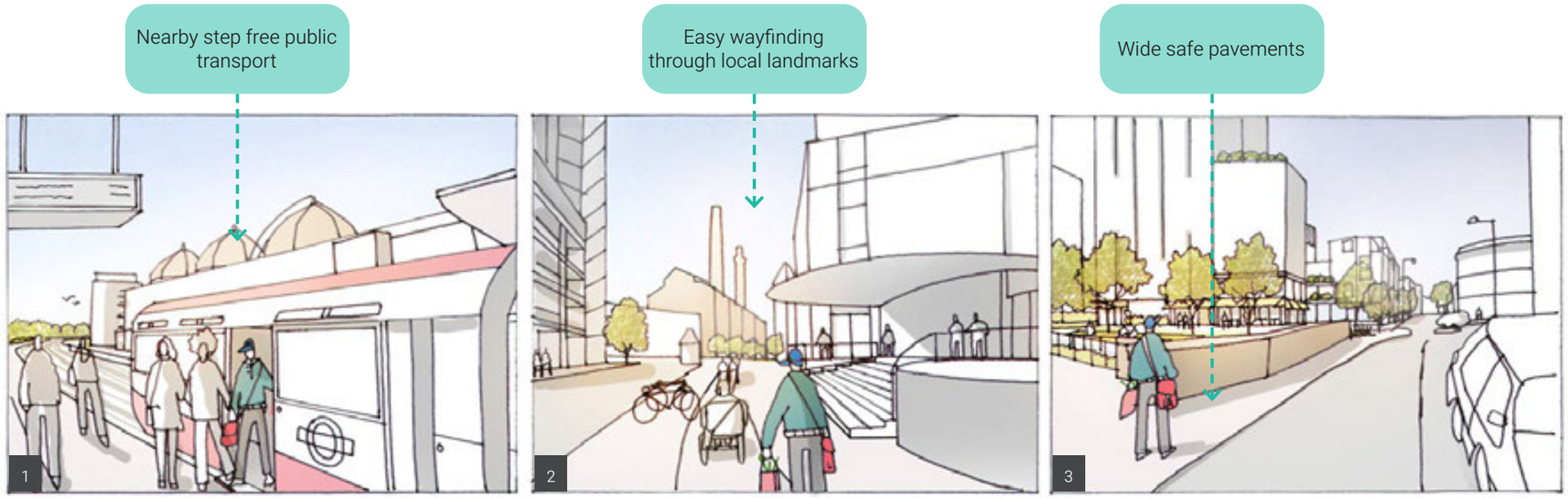


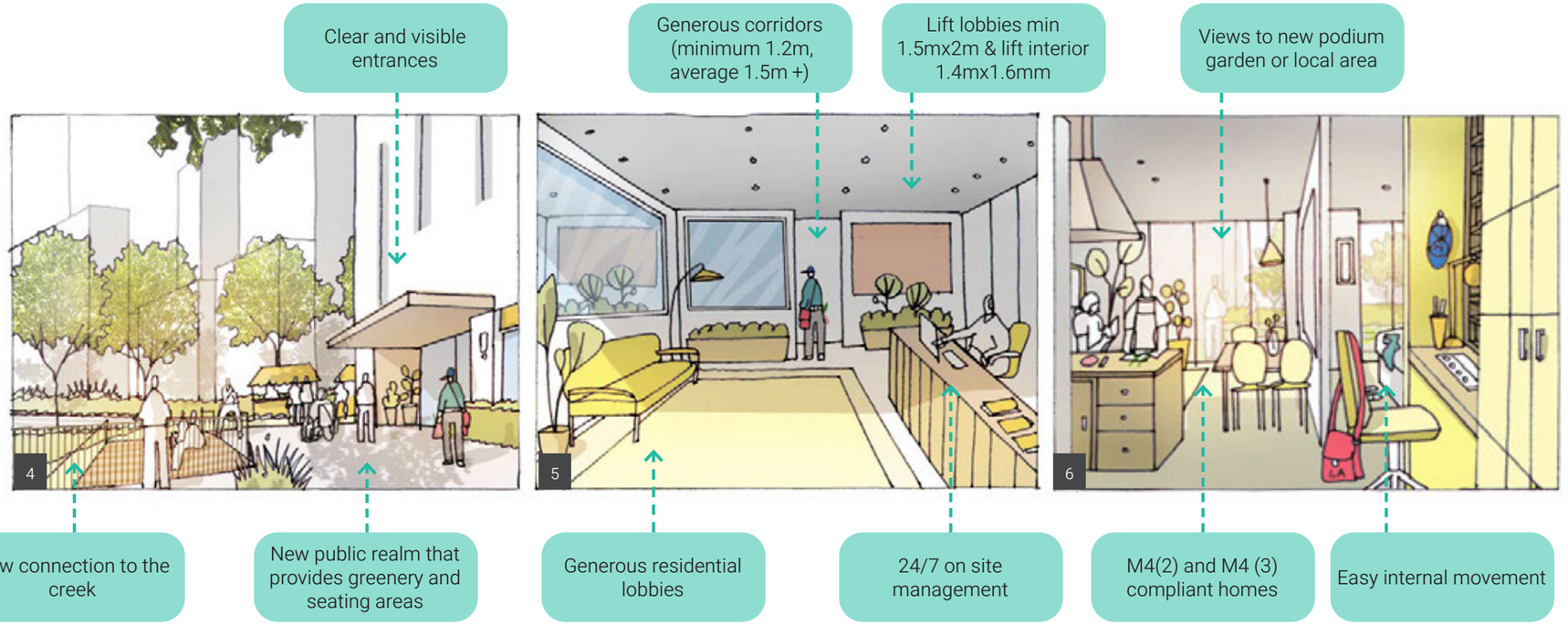
Block D M4(2) Adaptable Dwelling

Key - M4(3) Compliance

1. 1500x1500mm clear entrance
2. Minimum worktop length (2B4P)
3. 1500m clear access zone in front of kitchen units
4. Wheelchair storage and transfer space with minimum dimensions
5. 1200x1200mm manoeuvring zones in bedrooms
6. Wheelchair accessible bathroom

6.1 Inclusive Design
6.1.5 The Accessible Journey Home





6.2 Extra Care Housing

What is Extra Care housing?

Extra Care Housing provides older people, as tenants, with a home for life, offering the choice of different levels of care and support as and when required and without the need to move on to other forms of supported housing. Residents can live independently and benefit from care and support when required.

Extra Care Housing schemes provide residents with individual and independent self-contained homes together with a variety of additional communal facilities within one development.

Care will be provided to residents on an 'as needed' basis, and every encouragement will be given to maintaining independence and lifestyle choice.

An important feature of Extra Care Housing is the creation of lively, balanced communities of older people, ranging from active, independent residents to those requiring a high degree of care.

The main aim of Extra Care is:

- To provide older people with their own self-contained apartment with normal tenancy rights
- To promote older peoples independence
- To provide flexible care and support from an on-site care team
- To provide and maintain a balanced community including those with high care needs
- To offer a 'home for life' as far as practically possible
- To provide cost effective and better value for money for the local authority

The design must accommodate wheelchair users and people with impairments typically suffered by older people, such as problems with mobility, visual impairments, hearing difficulties, memory loss, confusion and increased sensitivity to environment e.g. temperature.

The building should be designed to provide an appropriate environment to suit the emotional and physical needs of frail older people whilst maximising the efficiency in terms of space, build-ability and care delivery that will ensure affordable capital and running costs. Extra Care Housing is NOT a registered care home, however they do include a domiciliary care provider operating within the development who will need to be registered.

The salient features of Extra Care Housing include:

- Independent self-contained flats designed to wheelchair user standards. The flats would contain fully fitted kitchens, a shower room, bedroom and lounge
- Communal lounge for social gathering
- Lift access to all floors
- Assisted bathroom
- Laundry
- Wheelchair / mobility scooter recharging store
- Non-resident building manager
- Separate care team based on site offering 24-hour care and support to residents assessed as having a need
- Facilities for staff and carers would include office, rest, meeting and changing
- Provision of extra services as space and budget permits, such as hairdressing and flexible use spaces

6.2 Extra Care Housing
6.2.1 Communal areas

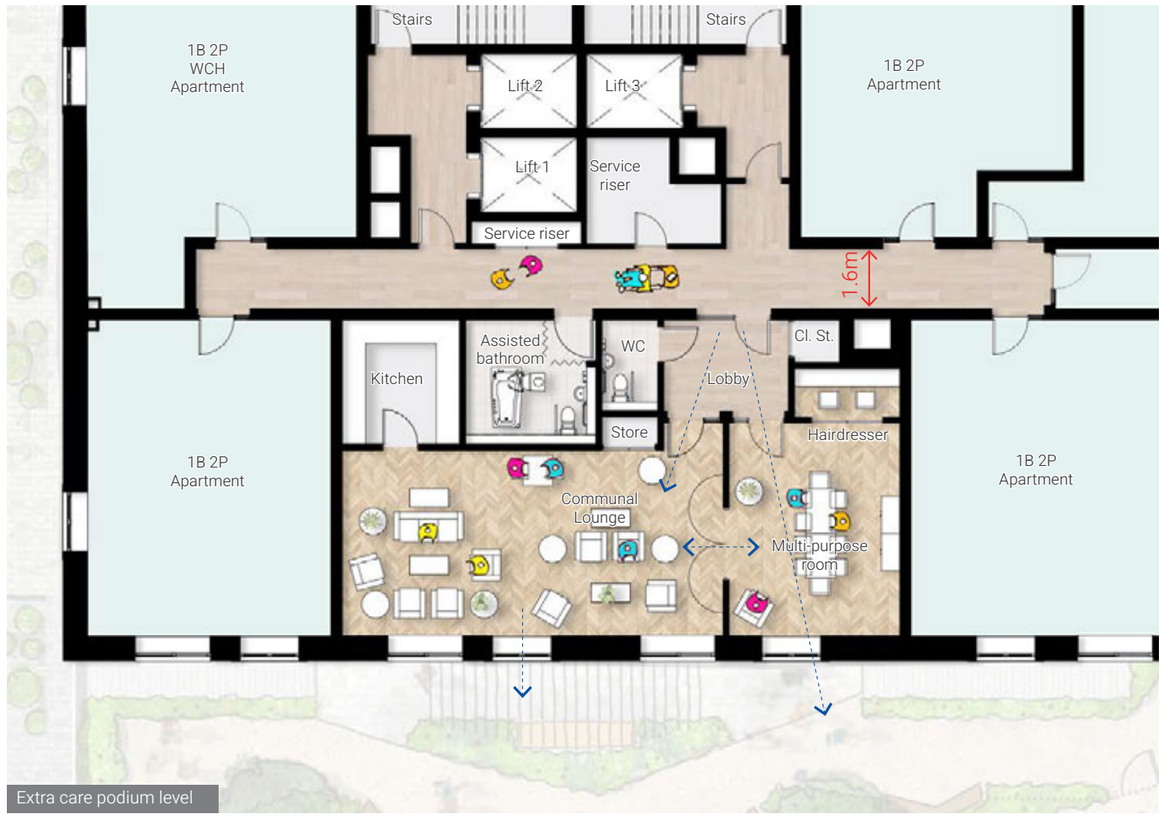
Accessibility has been embedded in every aspect of the Extra Care design, starting from the ground floor. The arrival spaces are designed with good natural surveillance and a clear sequence of movement that provides progressive privacy, helping residents feel safe and supported. Main pedestrian routes feature automatic opening doors, and all doorways throughout the building have been designed with generous clear widths to accommodate wheelchair users and those with mobility aids.

The communal lounge and adjacent activity room are directly connected to the podium garden, encouraging easy indoor-outdoor flow and providing opportunities for social interaction, rest, and recreation. The garden itself has been designed with both sunny and shaded areas to support comfort and use throughout the year, and is fully accessible via level thresholds.

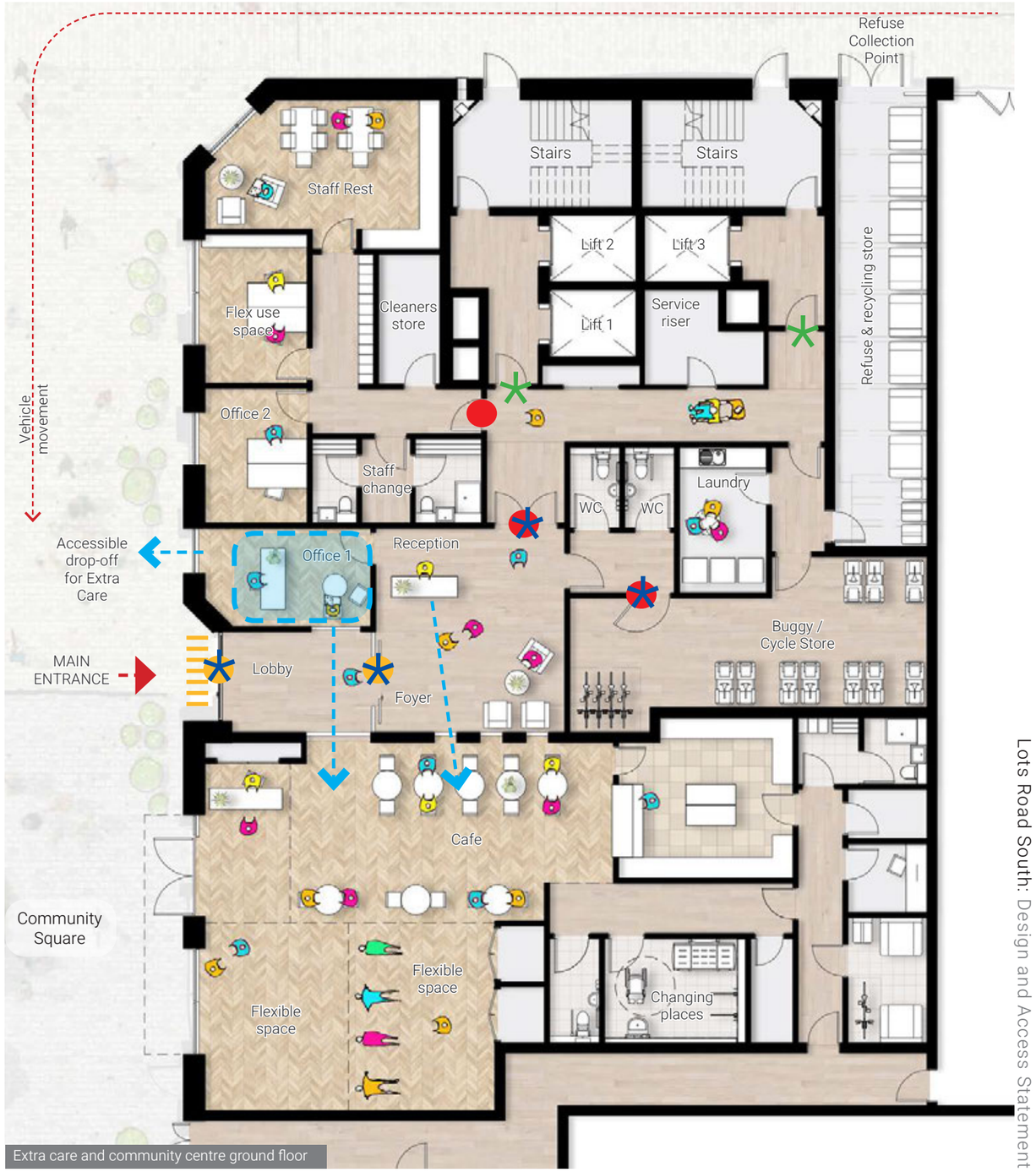
Three 13-person lifts provide step-free access to all levels of the building. The upper floor layouts support progressive privacy into the residential wings, giving residents greater control over their living environment while maintaining strong connections to communal areas and shared amenities.

KEY

- Secure Fobbed Doors (time sensitive)
- Secure Fobbed Doors
- Natural Surveillance
- Automatic Opening Doors
- Magnetic hold openers linked to fire alarm
- Front Door Threshold



Extra care podium level



Extra care and community centre ground floor

6.2 Extra Care Housing

6.2.1 Typical Apartment Plans

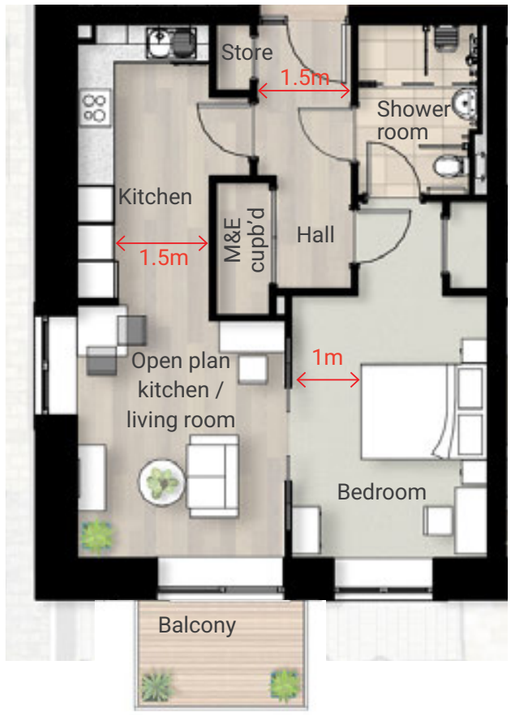
The Extra Care homes have been designed to meet and exceed the requirements of Approved Document Part M, Volume 1, M4(2) 'Accessible and adaptable dwellings', with careful incorporation of key features drawn from M4(3) 'Wheelchair user dwellings'. This approach ensures that the layouts provide flexible, future-proofed homes that can support residents with a wide range of needs over time.

Each flat offers step-free access throughout, with generous internal space standards that support easy circulation, including for wheelchair users. Bathrooms and kitchens have been planned with clear zones to allow for wheelchair movement. The positioning of key components—including switches, sockets, and door handles—follows inclusive design guidance to ensure usability by all.

The entrance doors and internal openings are wide and accessible, and all layouts are designed to accommodate turning circles in key areas such as the living space, bedrooms, and bathrooms. The arrangement of rooms supports both privacy and ease of movement, creating homes that are not only functional but comfortable and dignified.

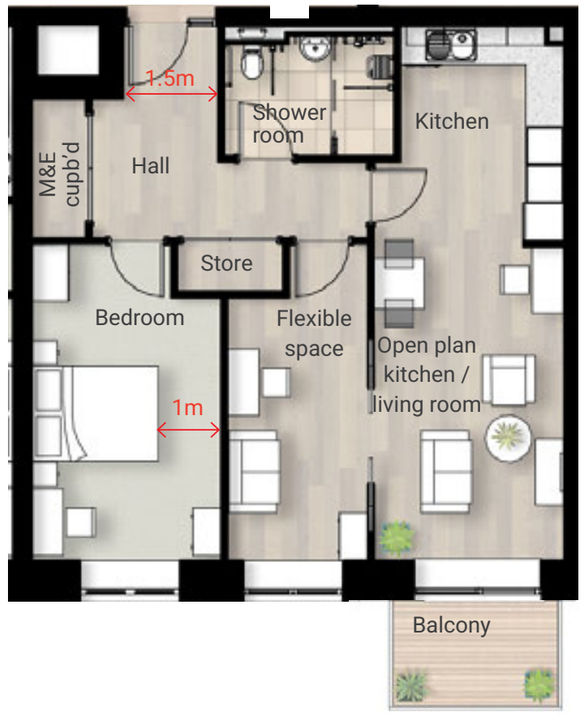
1 Bed Apartment

min 55m^2



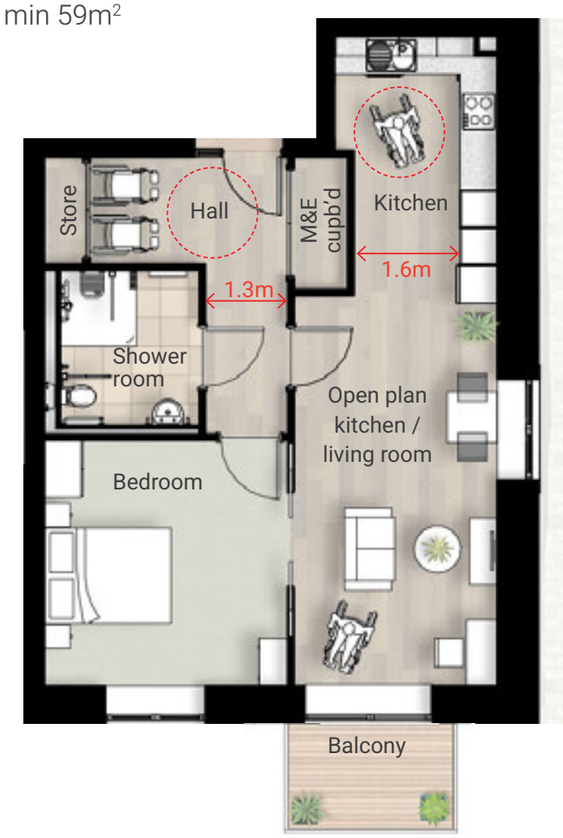
1 Bed+ Apartment

min 68m^2



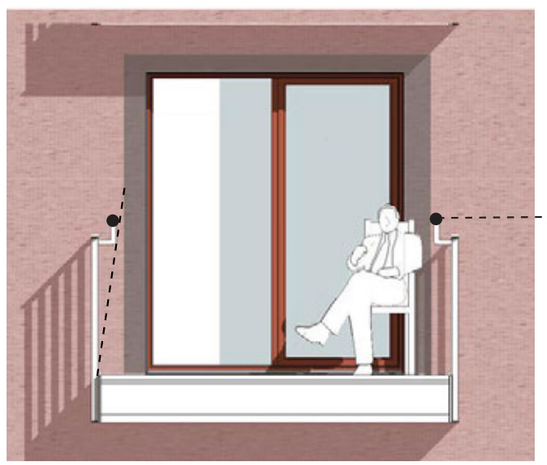
1 Bed Wheelchair Apartment

min 59m^2



Each home also includes a private balcony, designed to be both welcoming and safe for all residents. To enhance safety, particularly for those who may be more vulnerable, an additional inset railing has been incorporated into the guarding design.

This added layer of protection offers reassurance and encourages residents to make full use of their outdoor space.



Balcony size = 1.8m deep x 2.8m wide (1B2P)

Section 7. Architectural Expression

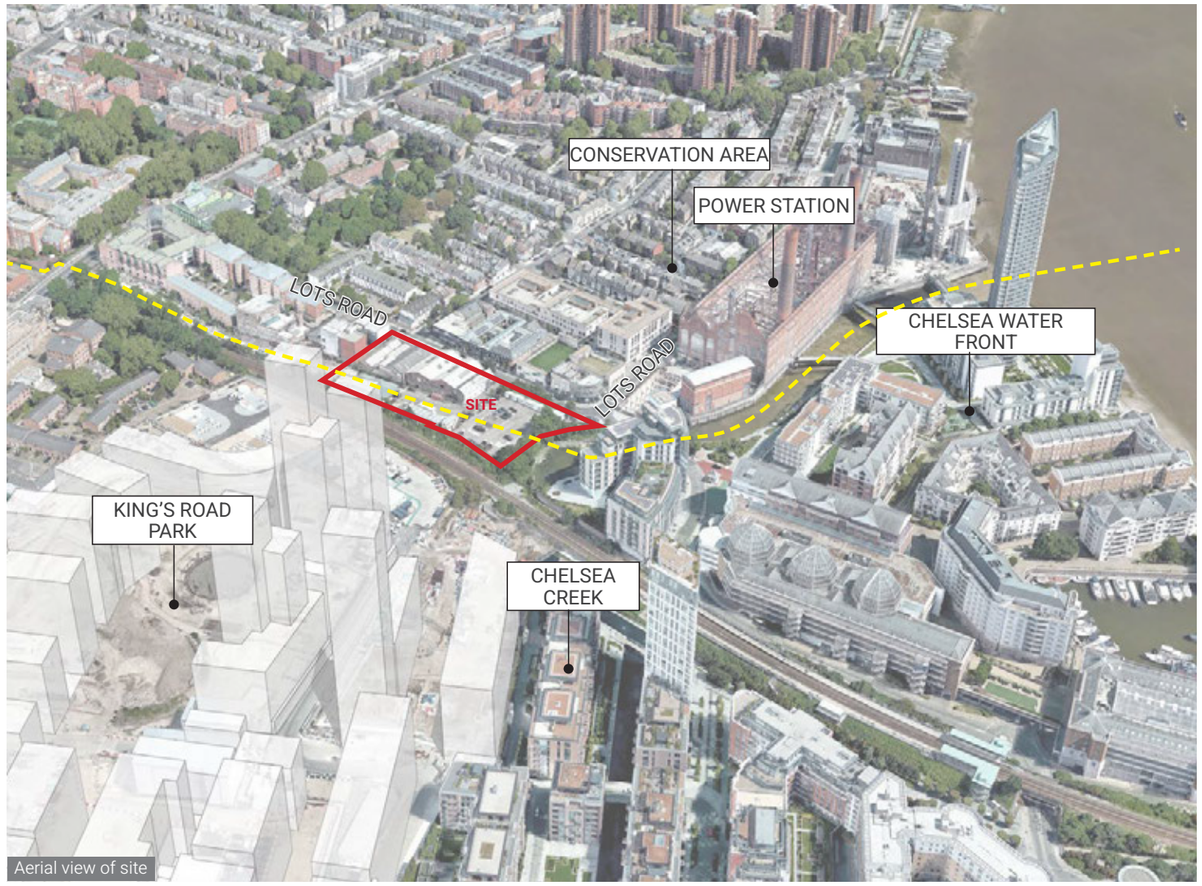
7.1 Elevation Analysis

7.1.1 Introduction

The Lots Road site has a rich context to draw upon from the long established buildings within the Lots Village conservation area and iconic Lots Road Power station through to the high quality modern developments that are rising up around the site within RBKC and LBHF.

The design has developed organically, being driven by the place in which it's rooted through detailed analysis of the surrounding area and in consultation with the local authorities and local people.

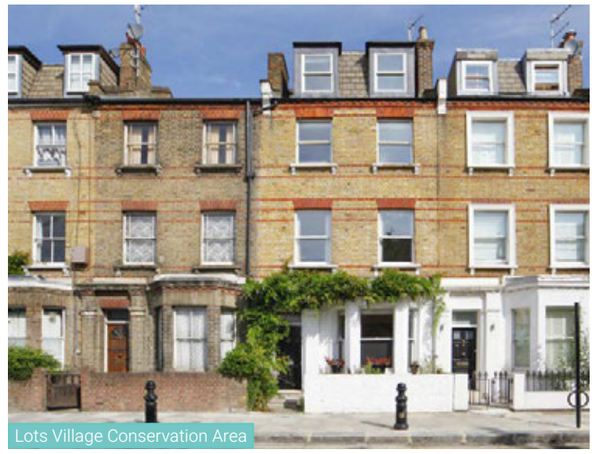
This process has informed the way the buildings are broken and split, it's materiality and the finer architectural detailing that adds texture and interest. The following pages detail that journey.



Aerial view of site

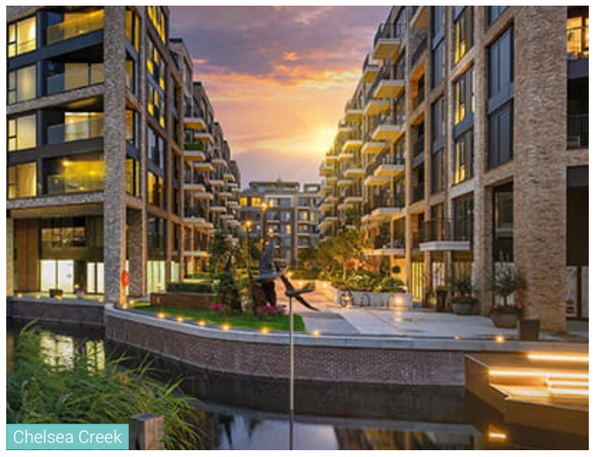
Borough boundary

Lots Road Power Station



Lots Village Conservation Area

King's Road Park



Chelsea Creek

Chelsea Waterfront

7.1 Elevation Analysis
7.1.2 Lots Road South Design Brief SPD

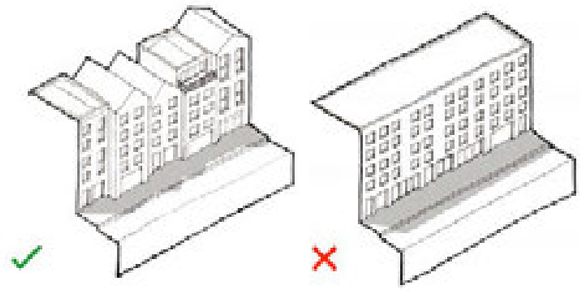
A starting point for developing the elevation design was the Lots Road South Design Brief SPD. The key sections of the SPD which influenced the elevational design were **Section 3. Lots Road buildings; Section 4. Character of architecture**; and **Section 6. Lots Road commercial activity**.

The SPD highlights the importance of the existing context and the mixture of activities and uses along Lots Road and the variety of building heights and plot widths which the new development should reflect. The aim of the SPD is to guide the design team in creating buildings which embrace the distinctive character of the area.

3. Lots Road buildings

There should be a series of buildings along Lots Road with modest variation in form, rather than a uniform block, at a height that respects the scale of existing buildings on Lots Road.

- To reflect existing varied character
- To respond to the character of the Lots Village Conservation Area
- To respond to predominant building heights
- To avoid overbearing impact on the street, sense of overlooking to existing residents, 'canyonisation' or overbearing impact, and minimise overshadowing



Diagrams to illustrate principle of variety of building and roof form

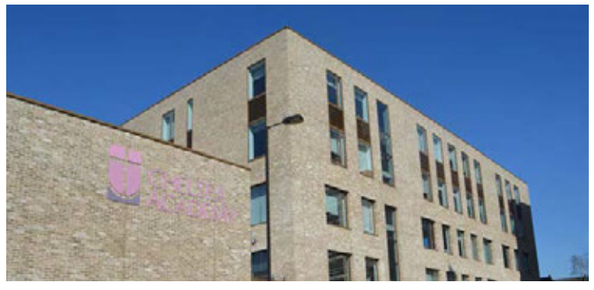
Zamness co-working space, Poblenou Cultural and Creative District, Barcelona: varied roof form, set-back upper floor, active frontage and courtyard access. Photo by Del Rio Bani, Zamness Spaces

4. Character of architecture

Ensure the architecture and materials reference the industrial heritage and character of the area.

- To maintain the distinctive character of the area
- To avoid generic commercial designs

Dark painted brick of workspaces contrasts with unpainted brick of Chelsea Academy and residential properties beyond.



Chelsea Academy: High quality and well detailed design using pale soft edged bricks that result in a building that fits sensitively into the existing townscape without copying it

Yorkton Workshops, Hackney: the use of a variety of bricks and brick patterns roof form and fenestration distinguish these workshops from the surrounding Victorian residential context. Photo by Taran Wilkhu

6. Lots Road commercial activity

Create an active frontage on Lots Road with a variety of commercial uses at ground floor.

- To maintain activity and vitality of the Employment Zone and the street
- To create an inviting streetscape and pedestrian experience
- To relate to the units on the opposite side of Lots Road and the wider commercial character of the area

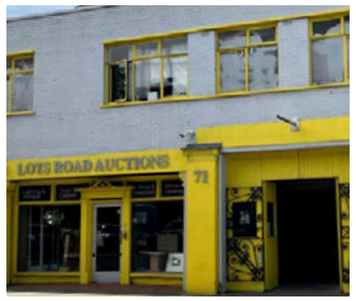
Diagram to illustrate ground floor active frontage through commercial activity

Great Suffolk Yard, Southwark has a variety of activities at ground floor, including entrance to a courtyard. Great Suffolk Yard designed by TDO, image by Darc Studio

7.1 Elevation Analysis
7.1.3 Lots Road Elevation Study

Detailed analysis was carried out on the existing Lots Road elevation. This section of the street which sits adjacent to the site was studied in depth to better understand the character of the street, from its eclectic mix of uses, to varying heights, architectural detailing and materiality. The changes of uses plays an important role in creating variation, impacting the heights of buildings, which range from two commercial storeys to six residential storeys, and the placement and sizes of fenestrations.

Context photos



1 Base Buildings

2 Vertical Emphasis

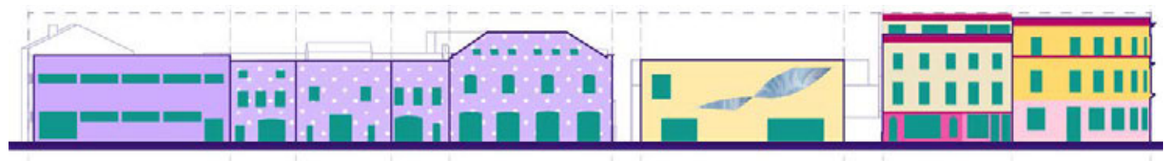
3 Oscillating Roof-line

4 Dynamic Base

5 Active Base Openings

6 Fluctuating Horizontal Expression

7 Punched elements



8 Layered Material Palette

7.1 Elevation Analysis

7.1.4 Conservation Area Residential Street Elevation Study

Analysis of the residential streets around the conservation area and beyond also found there to be a varied approach to street façades, with clear vertical separations between buildings, changes to materiality, undulating roofscapes and changing bases.

Context photos

1 Vertical Emphasis

2 Oscillating Roof-line

3 Dynamic Base

4 Fluctuating Horizontal Expression

5 Punched Elements

6 Layered Material Palette

7.1 Elevation Analysis
7.1.5 Neighbouring Material Analysis

Brick is the dominant material in the area, with a mixture of light and dark buff brick within the conservation area as well as red brick which tends to be used for the larger industrial buildings. White painted elements feature prominently around the area, often accentuating bases, providing detailed banding or framing windows.

Much of the variation that can be seen along the street façades has developed organically overtime as a result of aging, cleaning, repointing and painting as well as dormer extensions and resident modifications which adds to the character of the area and creates the image of buildings which are well bedded within their location.

Along Lots Road, adjacent to the site, buildings have been painted to create fun façades and colourful splashes, creating a destination and a unique street character.

Light buff brick

Contrast between light and dark

Dark buff brick

Patterned Facade

Colourful expression

Dark buff brick

Light Red brick

Light buff brick

Dark buff brick

1 Lots Road

2 Lots Road

3 Burnaby Street

4 Burnaby Street

Window surrounds

Awning

Dark buff brick

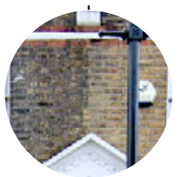
Red brick

Soldier course

Light buff brick

Window surrounds

Brick detailing



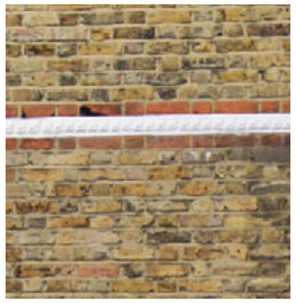
Contrast between light and dark

7.1 Elevation Analysis

7.1.6 Conservation Area and Surrounding Detailing

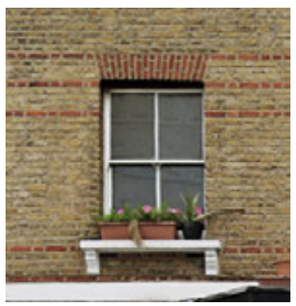
The detailing of buildings within the conservation area and around RBKC is subtle and long lasting, creating buildings that have stood the test of time. One of the key elements is subtle banding adding texture and interest to the facade.

Band types / Patterns



Varying band thickness

Bands tying in with windows



7.2 Lots Road Elevation Evolution

7.2.6 Lots Road Concept Diagram

1 Vertical Emphasis

Honest about internal partitions

Vertical emphasis along the facade is an honest reflection of the internal partition walls. Vertical forms are pushed and pulled to emphasise these forms, which in turn creates a more dynamic pedestrian experience at ground level.

2 Ground Floor Openings

Express uses

Ground Floor openings are expressed differently according to their use: large glazing for flexible commercial space which engages the street and special treatment for residential lobby and workspace marking the entrances.

3 Varying Facade Elements

Identify balcony typologies

Balconies are expressed in different ways according to their location, providing variation across the facade:

- Projecting balcony on setback facade to engage the street
- Inset balcony on front facade to complete the form
- Half-inset balcony on corners to emphasise the corner

4 Create Variety of Forms

Height and materiality

Height and material palette vary across the vertical elements, creating diversity in the townscape and providing a sense that the street has existed for sometime. It also helps blend the new built forms with the existing context in such a sensitive area.

5 Human Scale

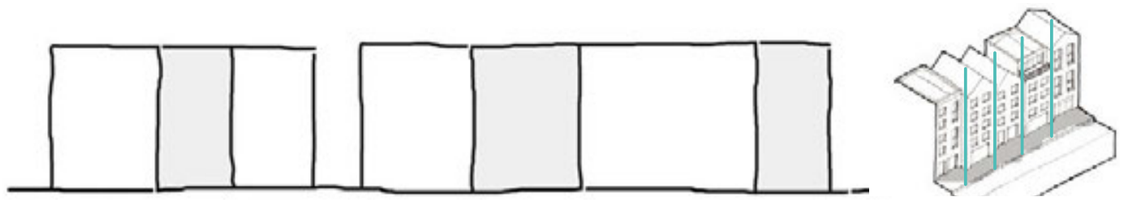
Emphasise the top/bottom

Further details on tops and bottoms are included to reduce the scale visually and create interest. Rich detailing at ground level also helps to enhance the pedestrian experience of the street.

6 Calm Buildings

Rationalise openings

One window type for all the residential flats in order to simplify the elevation, unify the different forms and creating calm buildings that emulate their surroundings.



7.2 Lots Road Elevation Evolution

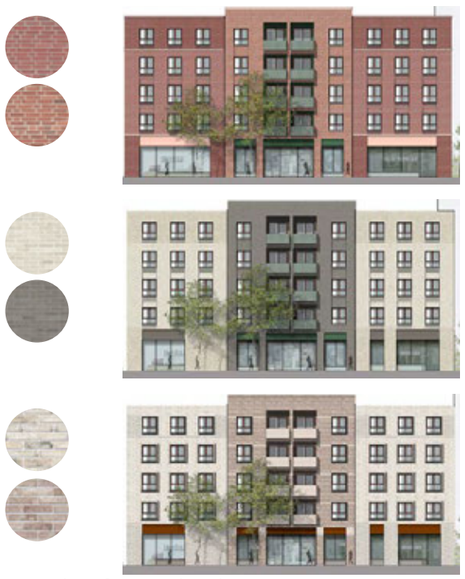
7.2.1 Early Materiality and Detail Testing

Rigorous testing was carried out to develop a design that is truly rooted in its place. These studies were shared with various stakeholders and the community, who provided valuable feedback that helped refine and shape the design.

Through consultation, the consensus was that the elevational design on Lots Road needed to achieve the following:

- Meet the SPD in terms of being broken up into smaller elements;
- Achieve a homogeneity of expression;
- Draw inspiration of character from the Conservation Area;
- Have some colour and playful-ness on Lots Road, especially at the ground floor;
- Be timeless in design and not become dated by current ‘fads’
- Be bold, strong and clear;
- Be of, and only of, the Borough;

The approach taken was to avoid too strong a contrast between elements and instead allow for subtle variations in material, colour, tone and texture. Patterning, which is currently fashionable within brickwork, was to be avoided with a focus on texture as a way of bringing different elements together.



examples of material exploration

Previous design

Previous design: March 2025

examples of balcony exploration

examples of brick pattern exploration

examples of ground floor exploration

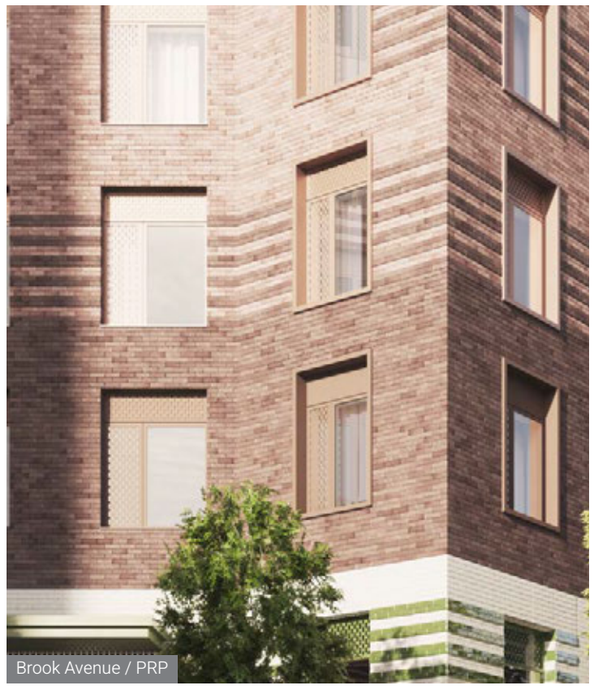
7.2 Lots Road Elevation Evolution

7.2.2 Lots Road Elevation Design - Texture

By using texture, rather than pattern or the over reliance on detailing, the buildings would inherently gain human scale interest and a sense of timeless-ness that is so prevalent in the Boroughs architecture. Texture creates a sense of age and gravitas without becoming aligned with one architectural fashion or another.

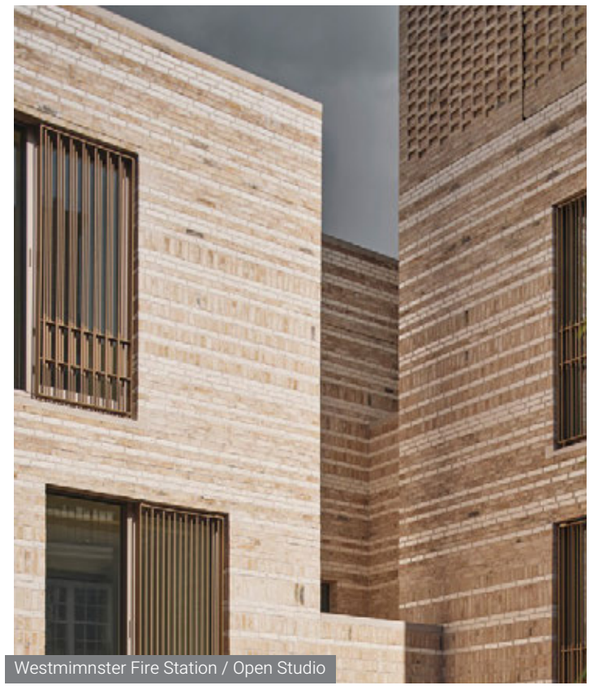
Because of this we approached the facade with a random appearing textural approach, as a facade dressing that would unify the buildings without making them monolithic. This is further reinforced by avoiding alignment with every windows or slab edge - an approach that takes the buildings towards the New London Vernacular, that is so prevalent across the city.

This approach, as can be seen in the adjacent precedents, can be hugely successful; creating interest, delight and surprise.

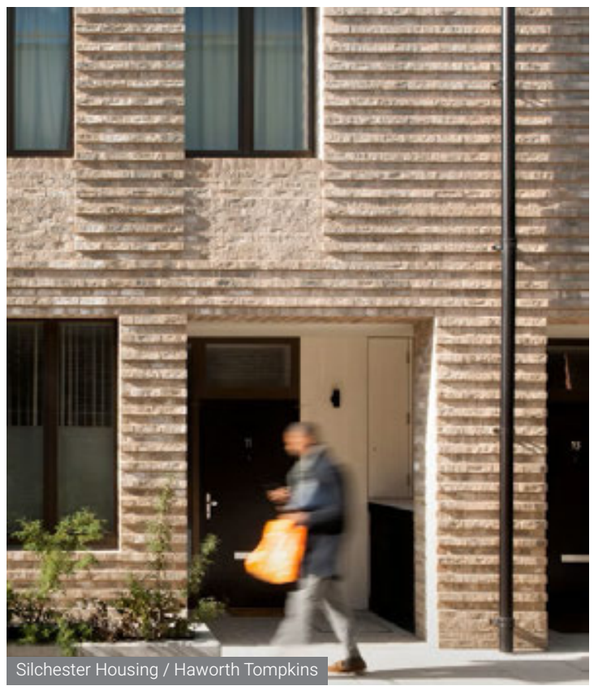


Brook Avenue / PRP

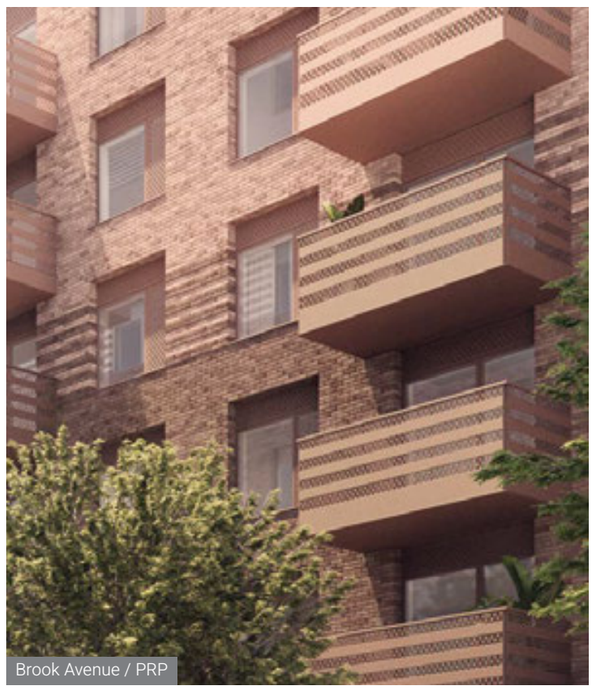
Secular Retreat / Peter Zumthor



Westmimnster Fire Station / Open Studio



Silchester Housing / Haworth Tompkins



Brook Avenue / PRP

Bruder Klaus Field Chapel / Peter Zumthor

7.2 Lots Road Elevation Evolution

7.2.3 Creating Subtle Variation

Feedback received from the QRP contrasted with that from the local authority and the requirements of the Lots Road South Design Brief SPD. In response to these differing views, the design approach has evolved to create an elevation featuring subtle variations and repeating façade types, helping to maintain a calm and cohesive design.

The selection of light and dark buff bricks complements the local material palette while maintaining a low contrast between façade elements. Subtle variations in texture, detailing, roofline, and ground-floor treatment add further depth, resulting in a richly textured street elevation.

QRP 01 Feedback

"Concerns were raised over the possible 'disney-fication' or theme park type effect of making a mock row of fine grained terraced buildings along Lots Road that do not relate to the uses behind."

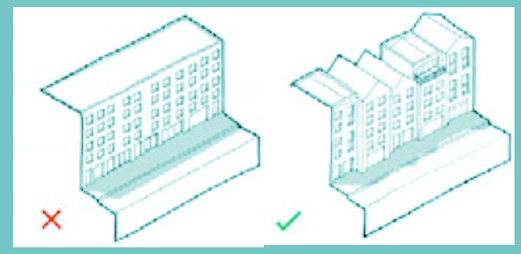
QRP 02 Feedback

"Rather than the terrace of different architectural styles the panel recommends a more consistent architectural treatment that might be influenced by some of the fine industrial or other confident buildings in the area."

RBKC Feedback

During Pre-application meetings with RBKC, the local authority highlighted the community's desire to see the blocks broken down, as outlined in the SPD. They inquired whether this could be achieved in a more subtle manner.

Lots Road South Design Brief SPD



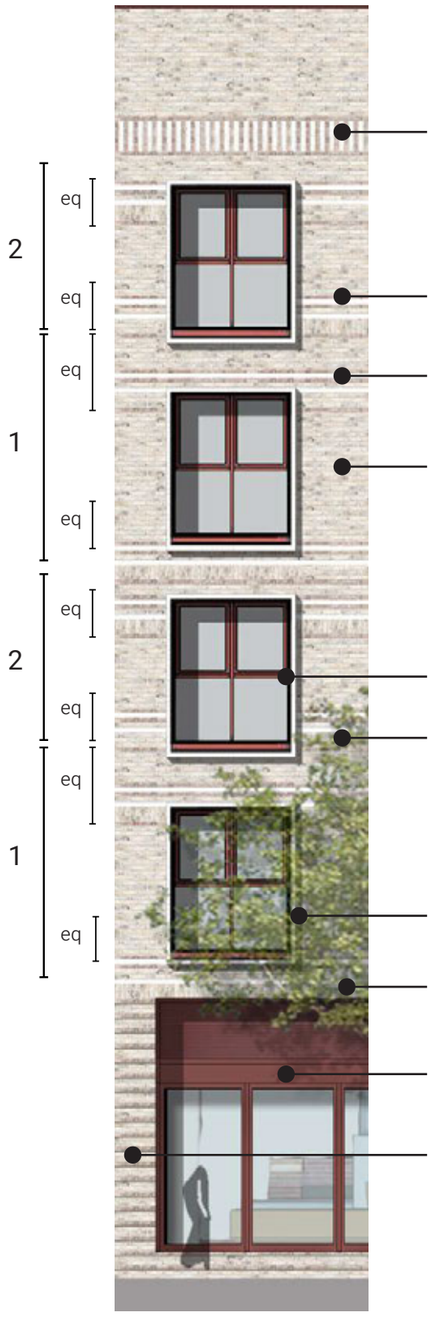
7.2 Lots Road Elevation Evolution

7.2.4 Setting the Facade Type Rules

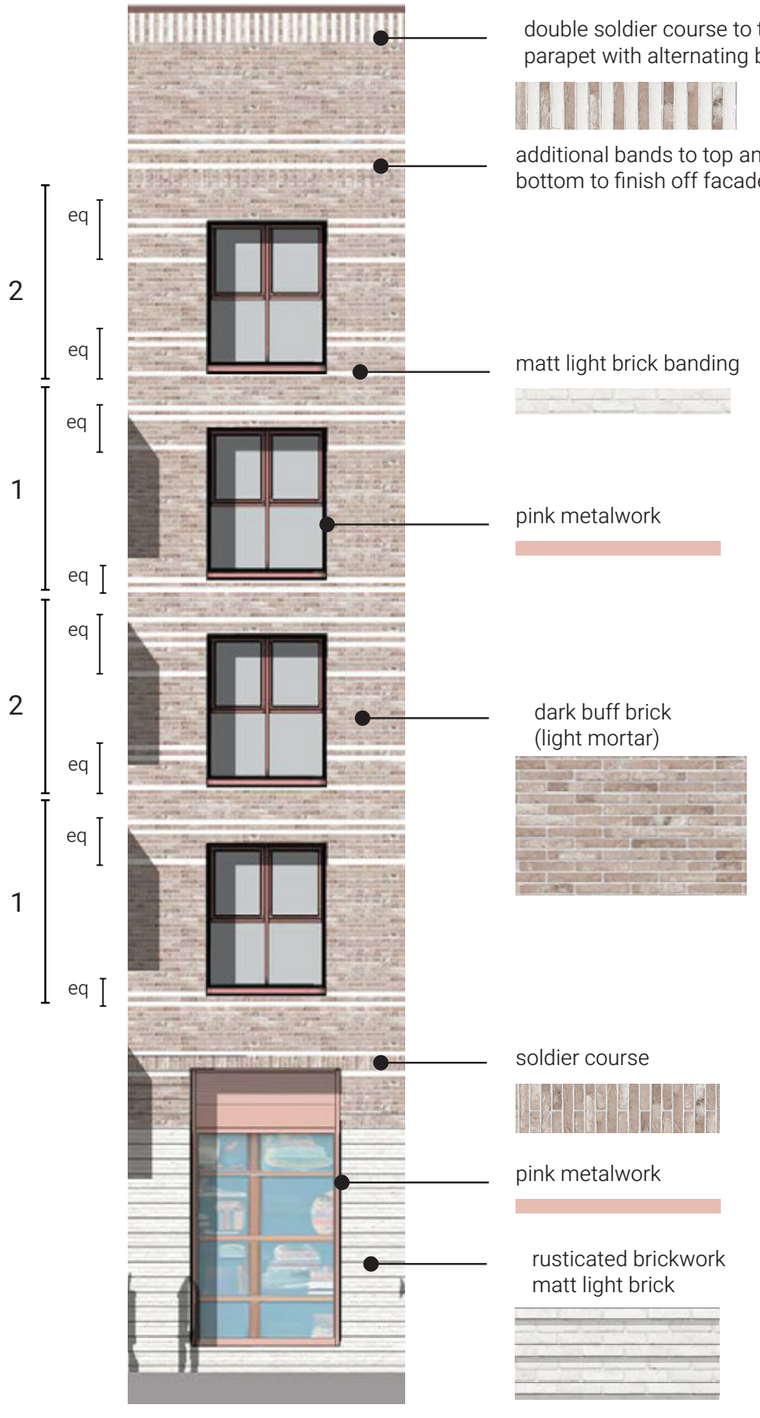
The rules applied to each façade type define the treatment of the base and top, as well as how texture is introduced through various banding elements.

The way these banding elements are arranged is crucial to creating a façade that feels organic and natural rather than overly rigid, while still being practical to build and not overly busy. To achieve this, a simple banding pattern was developed and has been repeated at different positions up the façade in relation to the windows.

FACADE TYPE A

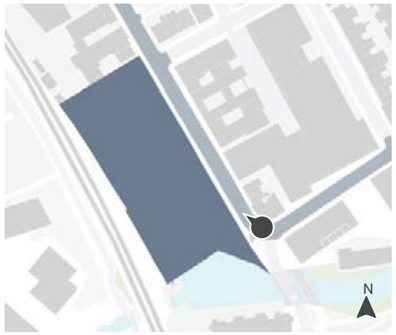


FACADE TYPE B



7.2 Lots Road Elevation Evolution

7.2.5 Lots Road Illustration



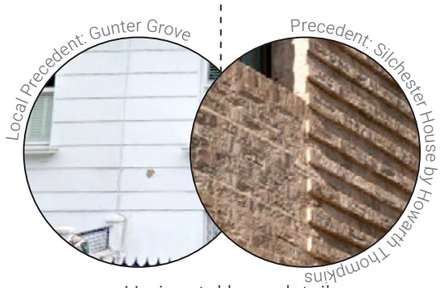
7.2 Lots Road Elevation Evolution

7.2.6 Lots Road Elevation Design

Below are the final proposals for the elevation design. They are designed to tie in with the subtle detailing of the conservation area and surroundings to create a timeless design that is well bedded within its context.

Subtle change in brick tone

Banding details



Horizontal base detail

Window surround

Commercial Awnings

7.2 Lots Road Elevation Evolution

7.2.7 Bay Studies

FACADE TYPE A: TOP

double soldier course with alternating brick

matt light brick banding

light buff brick (light mortar)

soldier course always occurs within the same place within the pattern but vary horizontally

dark red railing balconies (RAL colour TBC)

light brick window surrounds

dark buff brick detailing

7.2 Lots Road Elevation Evolution

7.2.7 Bay Studies

FACADE TYPE A: BASE

light brick window surrounds

light buff brick
(light mortar)

dark buff brick detailing

matt light brick banding

dark red railing balconies (RAL colour TBC)

light buff soldier course

dark red window frames (RAL colour TBC)

rusticated brickwork,
alternating light and
dark buff brick

7.2 Elevation Evolution
7.2.7 Bay Studies

FACADE TYPE B: TOP

double soldier course to top of parapet with alternating brick

additional bands to top and bottom to finish off facade

matt light brick banding

pink window frames (RAL colour TBC)

pink railing balconies (RAL colour TBC)

dark buff brick (light mortar)

7.2 Elevation Evolution
7.2.7 Bay Studies

FACADE TYPE B: BASE

matt light brick banding

pink window frames
(RAL colour TBC)

pink railing balconies
(RAL colour TBC)

dark buff brick
(light mortar)

soldier course to top of par-
apet with alternating brick

pink awnings (RAL colour TBC)

rusticated brickwork
matt light brick


Lots Road
Lots R

7.3 West Block Elevation Evolution

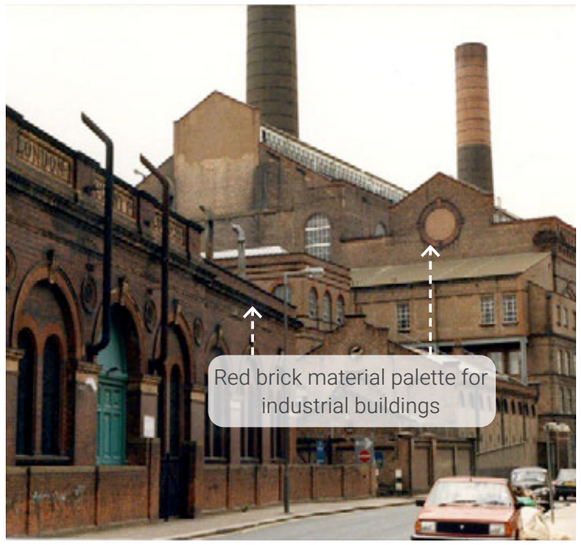
7.3.1 Buildings of scale

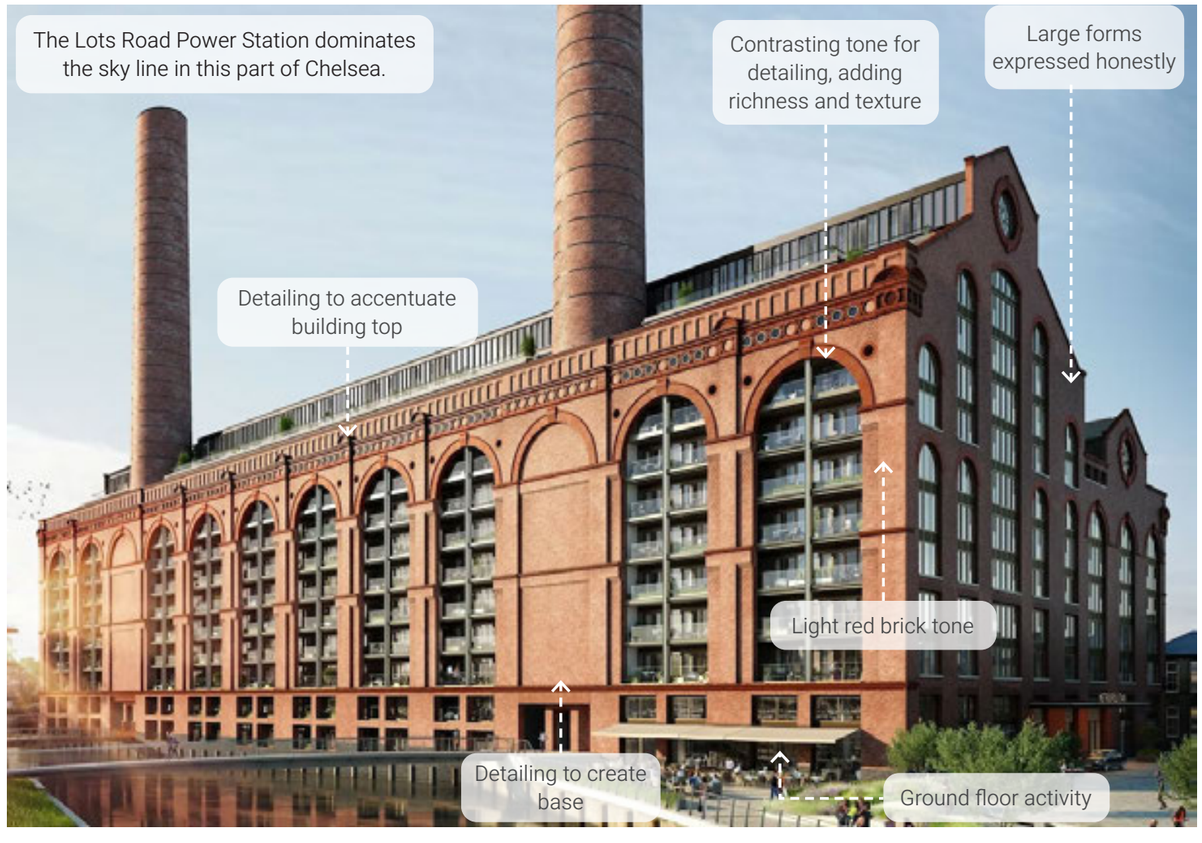
The West blocks serve as a transitional link between the smaller scale, long-established buildings of the conservation area to the east and the larger scale, modern buildings to the west.

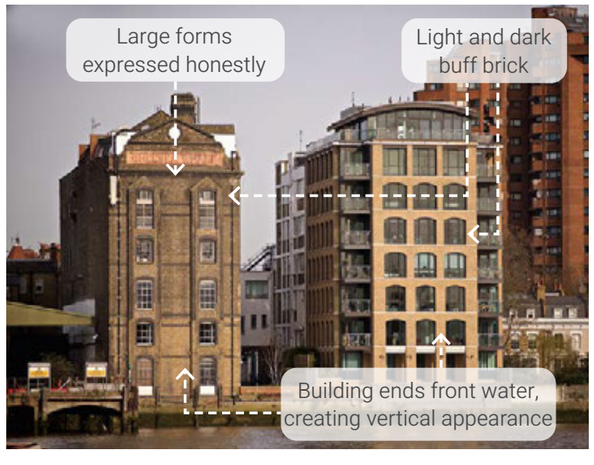
To develop the elevation design of the west blocks, further analysis was required of the surrounding buildings of scale to guide the design approach.

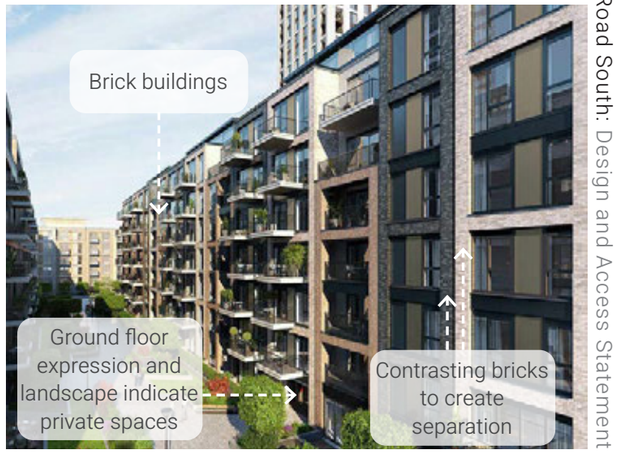
Previous elevation studies continue to inform the design, with the principle of adding texture carried through to create a coherent scheme. However, the expression of form and materiality draws inspiration from Lots Road Power Station and other nearby large industrial buildings.

Analysis of nearby developments also reveals that ground floor design varies with use and context—favouring openness and transparency next to public spaces, and enclosure and retreat next to semi-private areas.









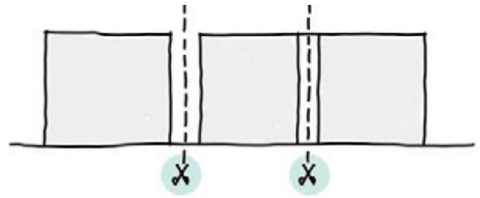
7.3 West Block Elevation Evolution

7.3.2 Concept Diagram

1 Separate Blocks

Reflect internal uses / tenures

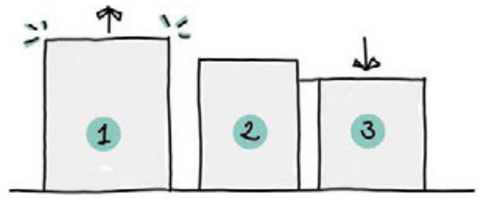
Different tenures are identified to separate the blocks and reflect different uses inside.



2 Create Hierarchy

Vary height

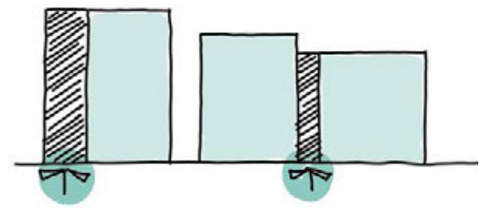
Massing hierarchy created by increasing heights for the most prominent building next to public courtyard and creek, whilst reducing the height of the one next to sensitive neighbours.



3 Break the Mass

Push / pull façades

Further breaking the mass by pulling and pushing façades, to create interest and shadow gaps.



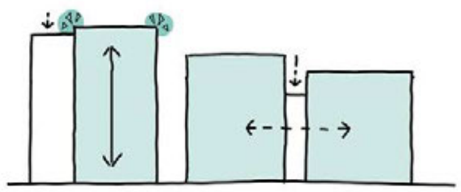
4 Proportionality

Use of materials

Material palette drawn from the local context, used to enhance the subdivisions.

Vertical proportion for the tallest building.

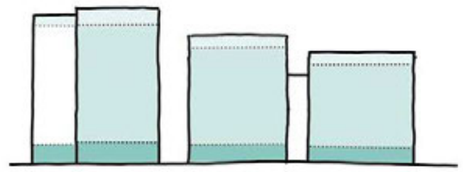
Horizontal emphasis for lower buildings.



5 Reduce Scale

Emphasise the top/bottom

Further details on tops and bottoms are included to reduce the scale visually and create interest. Rich detailing at ground level also helps to enhance the pedestrian experience by relating the human scale.



6 Calm Buildings

Rationalise openings / balconies

One window type for all the residential flats in order to simplify the elevation, unify the different forms. These are also the same as the Lots Road elevation, helping to create a suite of buildings that sit comfortably together.

7.3 West Block Elevation Evolution

7.3.3 Early Materiality and Detail Testing

The western blocks were developed in consultation with both boroughs, including the RBKC QRP. The following feedback was received:

- The QRP felt the white tops were too bold and did not like the sudden change in colour at the top.
- The faded top was considered too fussy and a calmer approach was preferred.
- Request to test switching the brick colours of Block A so the red brick fronted the creek.
- Disconnect of detailing and materials with the Lots Road elevation.

Previous design

examples of balcony exploration

examples of material exploration

Previous design: March 2025

examples of building tops

7.3 West Block Elevation Evolution

7.3.4 Honest Expression of Form

In response to this feedback, the design approach was refined and the buildings simplified to create buildings which were an honest expression of their form, drawing inspiration from the large industrial buildings in the area.

The material palette was simplified, with only one additional brick type introduced into the scheme - a light red brick, tying it to Lots Road Power Station - giving these larger buildings a distinct character.

The detailing of the western blocks was drawn from the Lots Road elevation to add texture and create cohesion. Further to this, the light buff brick from the Lots Road elevation was wrapped around the creek to create a variant of the Lots Road facade type and to visually tie the buildings together.

The goal is to create a scheme that features unique elements to aid wayfinding while ensuring the buildings work harmoniously together.

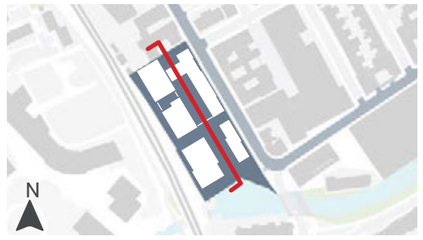
Lots Road South Design Brief SPD

4. Character of architecture

Ensure the architecture and materials reference the industrial heritage and character of the area.

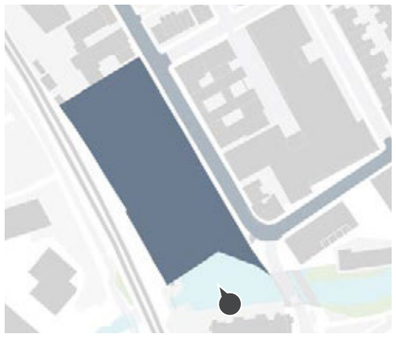
- To maintain the distinctive character of the area
- To avoid generic commercial designs

Honest expression of large industrial buildings



7.3 West Block Elevation Evolution

7.3.5 Illustrative View



The material palette from Lots Road wraps around the creek to Block A to create a cohesive scheme.

7.3 West Block Elevation Evolution

7.3.6 View from Waterfront Drive

7.3 West Block Elevation Evolution

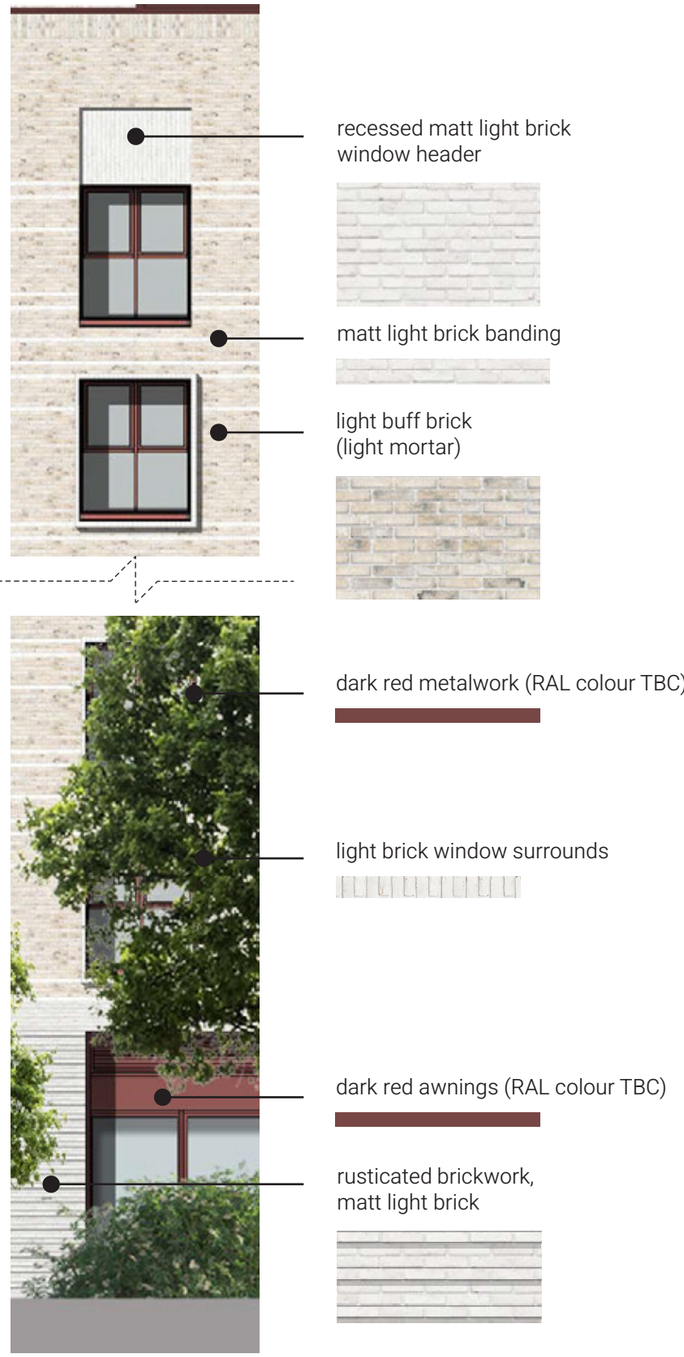
7.3.7 Setting the Rules

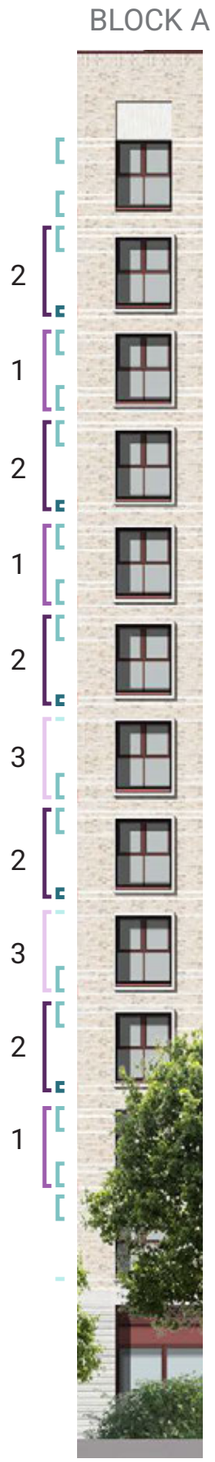
FACADE TYPE A2

Facade Type A2, found on Block A, is a variant of Facade Type A seen on the Lots Road elevation. While it shares the same buff brick, white window surrounds and metal colour as Facade Type A, this version features simpler banding, using only the matte light brick. The detailing at the top and base has been varied to respond to its scale, location, and distinct character

There are three bay types which repeat up the facade, these bay types dictate where the bands are positioned and aid the feeling of an organic facade.

Buff brick and similar detailing wraps around the creek





BAY TYPE 1

BAY TYPE 2

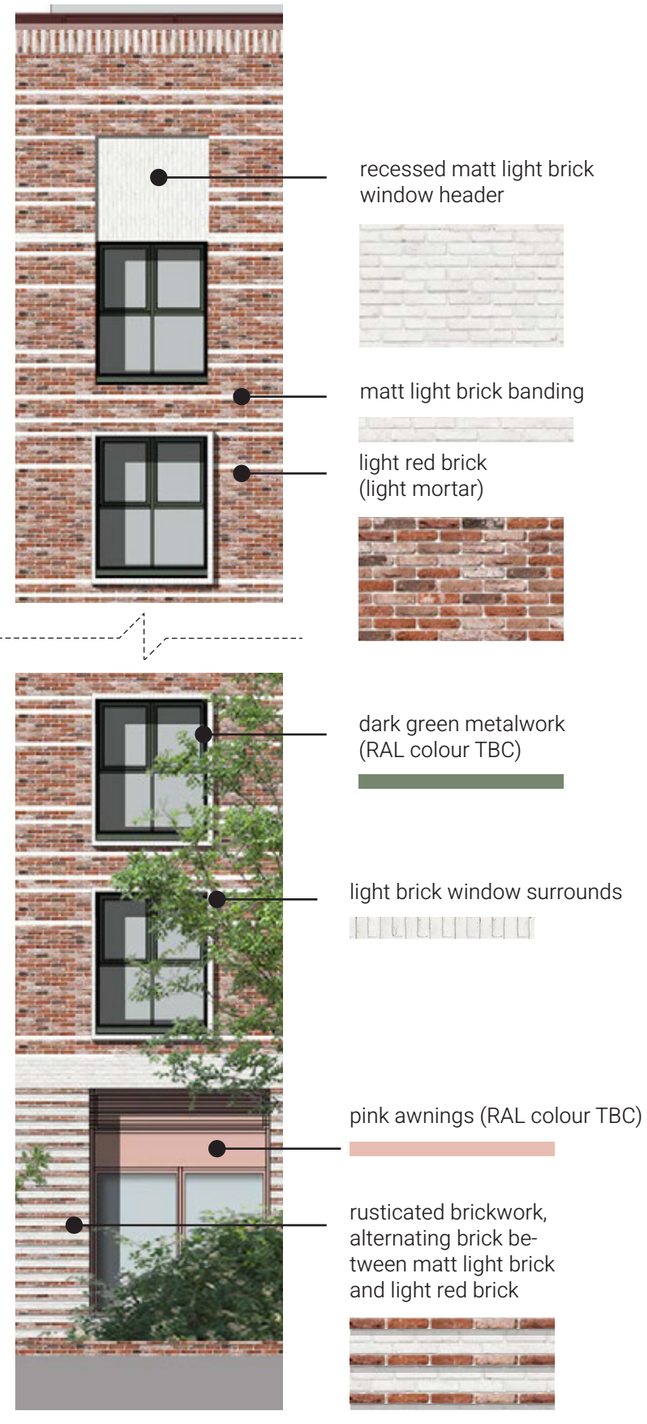
BAY TYPE 3

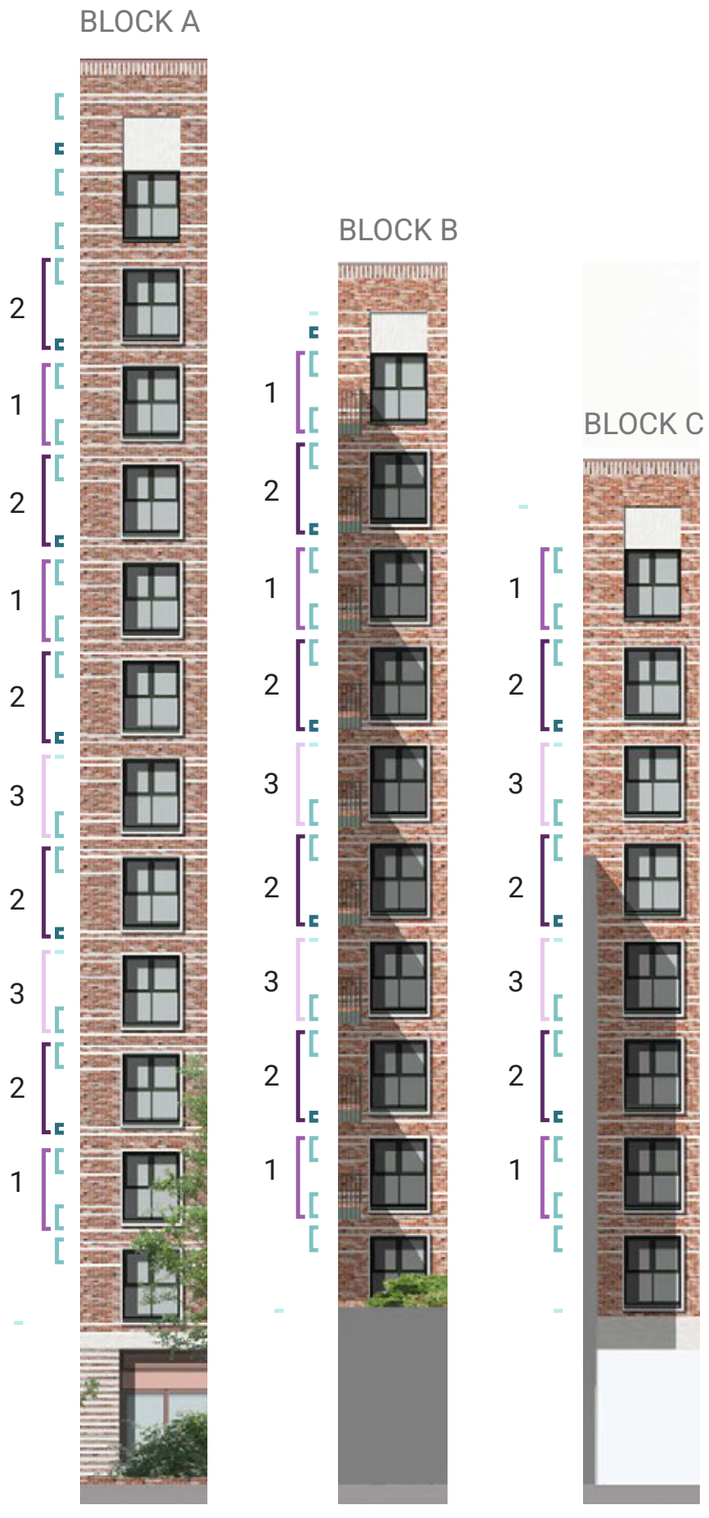
7.3 West Block Elevation Evolution

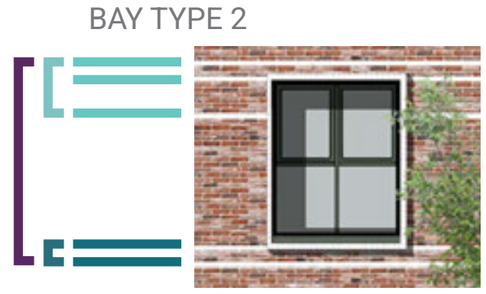
7.3.7 Setting the Rules

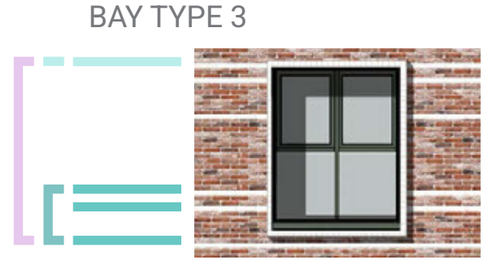
FACADE TYPE C

Facade Type C has the same banding pattern with the same three bay types as facade type A2 which simplifies construction whilst still retaining a more natural appearance. These are repeated across blocks A, B and C with only the top banding differing.







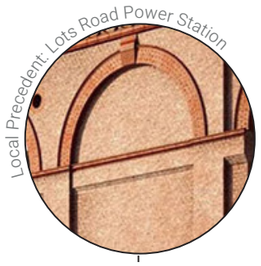


7.3 West Block Elevation (Courtyard) Evolution

7.3.8 West Block (Courtyard) Elevation Design

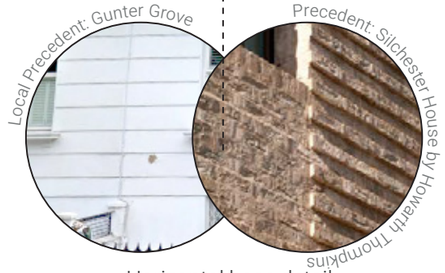
The brick tone of the west blocks picks up on the red of Lots Road Power Station. The detailing remains subtle and ties in with the Lots Road facade, creating a suite of buildings which are unique in themselves but work together as a family and bed in within the surrounding context.

Red Brick Tone

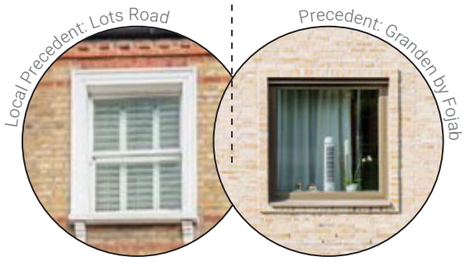


Banding details

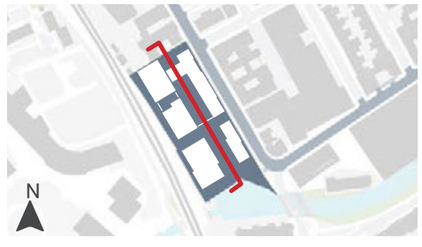
Commercial Awnings



Horizontal base detail



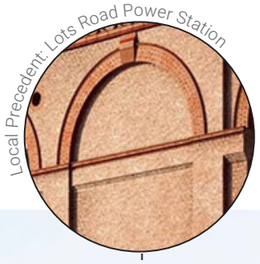
Window surround



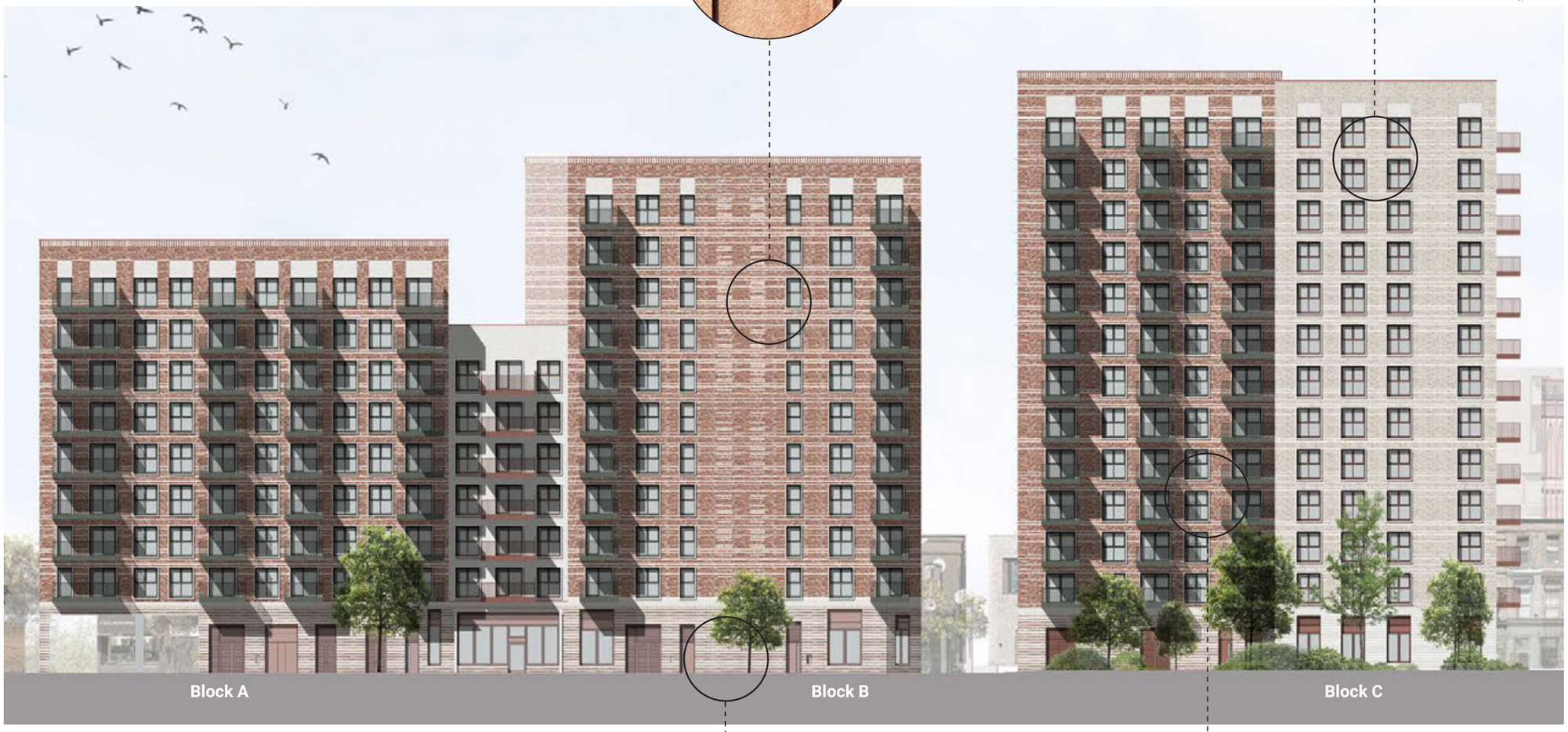
7.3 West Block Elevation Evolution

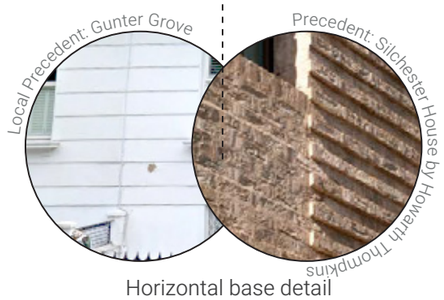
7.3.9 West Block Elevation Design

Red Brick Tone



Banding details



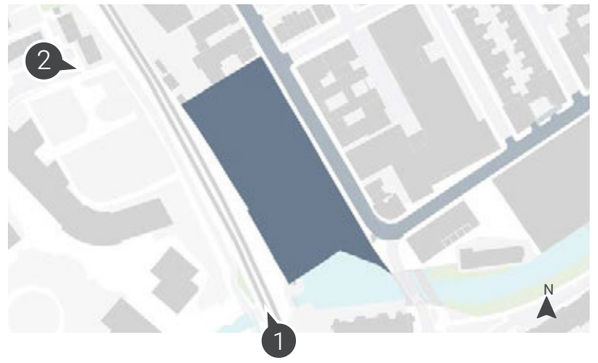


Horizontal base detail

Window surround

7.3 West Block Elevation Evolution

7.3.10 West Block Illustrations



7.3 West Block Elevation Evolution

7.3.11 Bay Studies

FACADE TYPE A2: TOP

7.3 West Block Elevation Evolution

7.3.11 Bay Studies

FACADE TYPE A2: BASE

light brick window surrounds

dark red metalwork

matt light brick banding

light buff brick (light mortar)

dark red awnings

rusticated brick-work, matt light brick

7.3 West Block Elevation Evolution

7.3.11 Bay Studies

FACADE TYPE C: TOP

recessed matt light brick window header

dark green metalwork

matt light brick banding

light red brick (light mortar)

light brick window surrounds

7.3 West Block Elevation Evolution

7.3.11 Bay Studies

FACADE TYPE C: BASE

light brick window surrounds

dark green metalwork

matt light brick banding

light red brick
(light mortar)

pink awnings

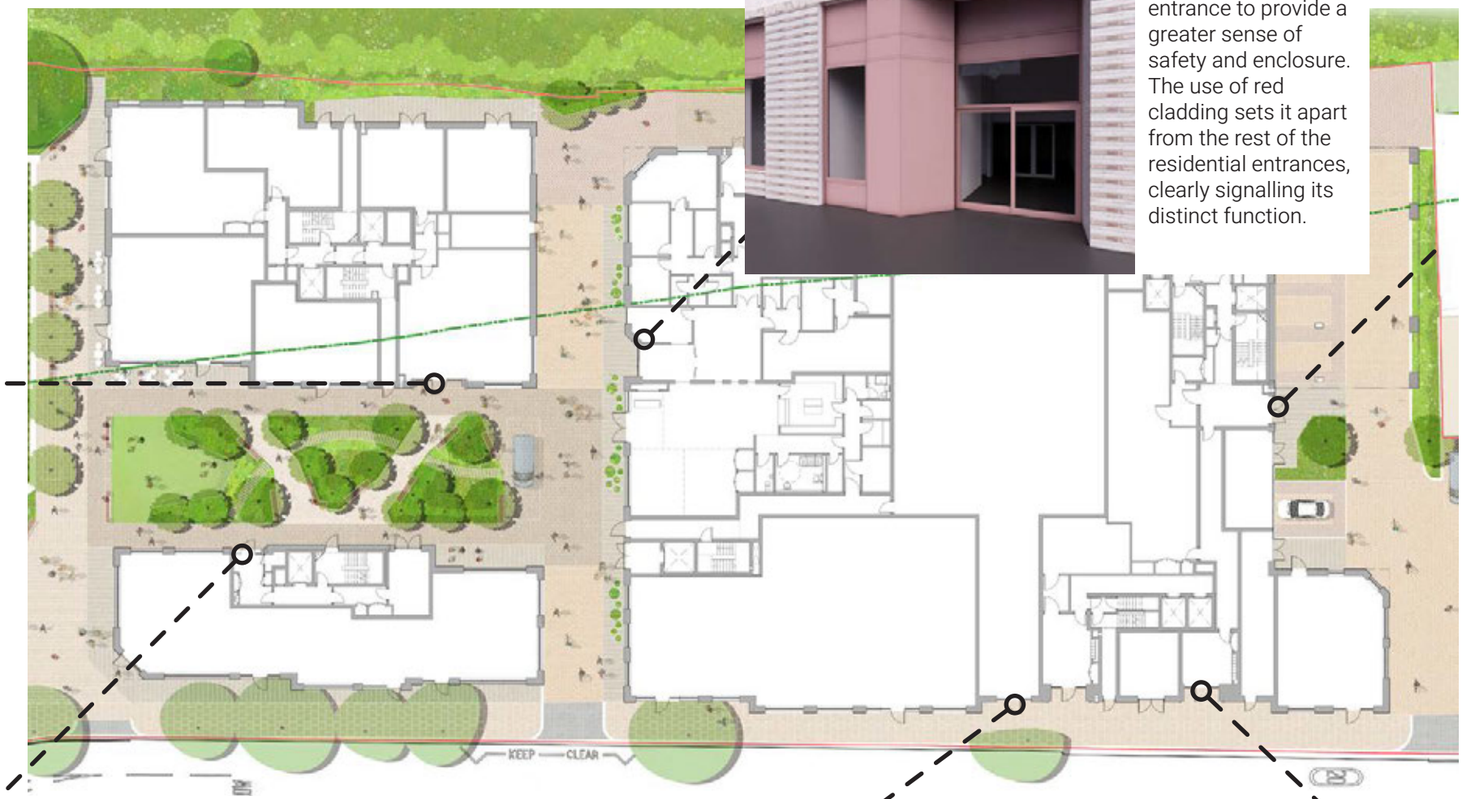
rusticated brickwork, alternating brick between matt light brick and light red brick

7.4 Detail studies
7.4.1 Residential Entrances

The residential entrances have been designed to aid wayfinding and reflect the character, scale, and location of each block. Subtle material and detailing variations help distinguish the different access points across the scheme.

Block A:

Hosts the main central lobby. To emphasise its prominence, the entrance is framed with a dark red brick surround, giving it a strong and identifiable presence within the courtyard.



Block B - Extra Care:

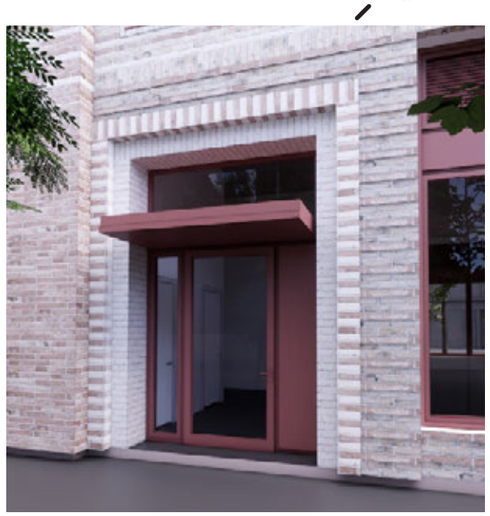
Features a recessed entrance to provide a greater sense of safety and enclosure. The use of red cladding sets it apart from the rest of the residential entrances, clearly signalling its distinct function.

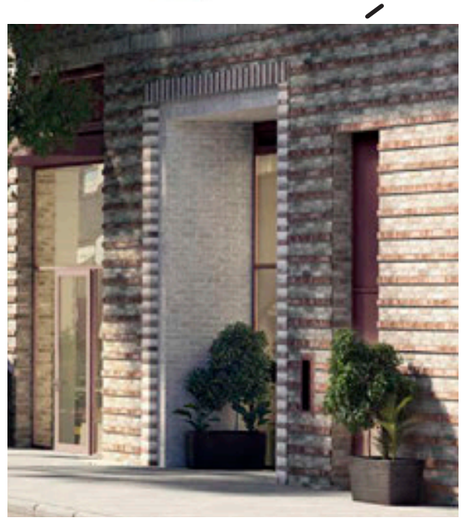
Block C:

A secondary entrance from the Arts Yard is framed with a simple pale brick surround. This contrasts deliberately with the rusticated detailing of the adjacent façade, offering a quieter, more restrained expression.

Block E:

Serves a smaller, more intimate lobby. A hit-and-miss brick detail frames the entrance, adding texture while maintaining a softer, more domestic scale.



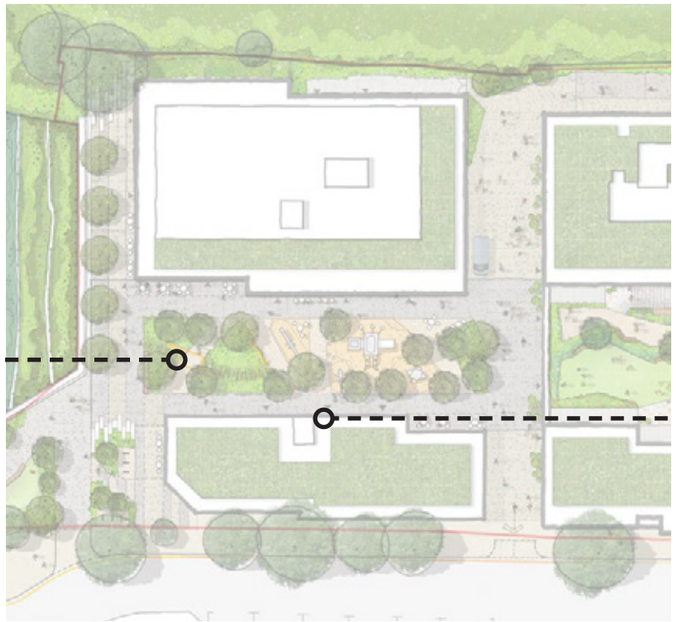


Block C & D:

Both have recessed entrances to create a buffer zone between the building and the pavement. These are identically treated, with a hit-and-miss brick detail used to frame each entrance, reinforcing consistency along the street frontage.

7.4 Detail studies
7.4.2 Art Installation

The proposed scheme offers potential for a meaningful art intervention, as part of the landscape design, integrated into the architecture, etc. As an example, the new courtyard could host some sort of art piece, given its role as the central communal space within the development.

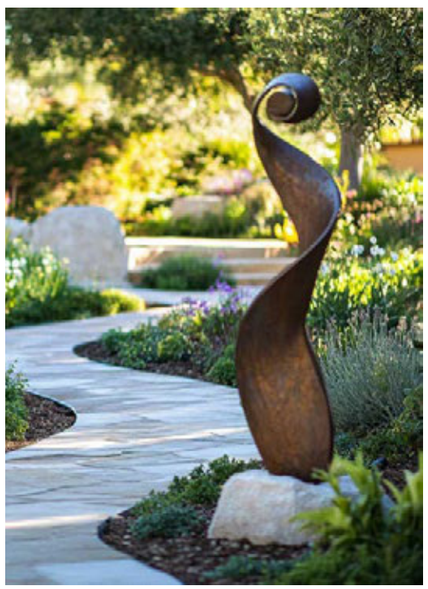


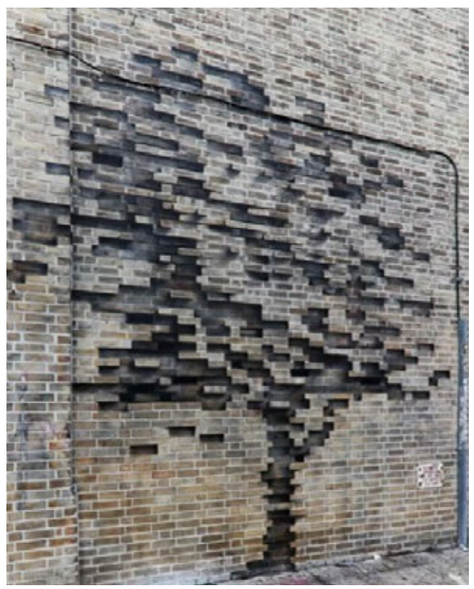
It would enhance the new courtyard character and give a sense of identity to the new development

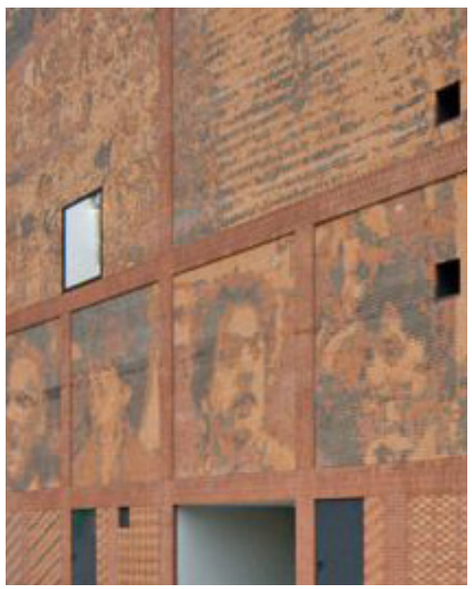
Improved aspect to private units located across the courtyard

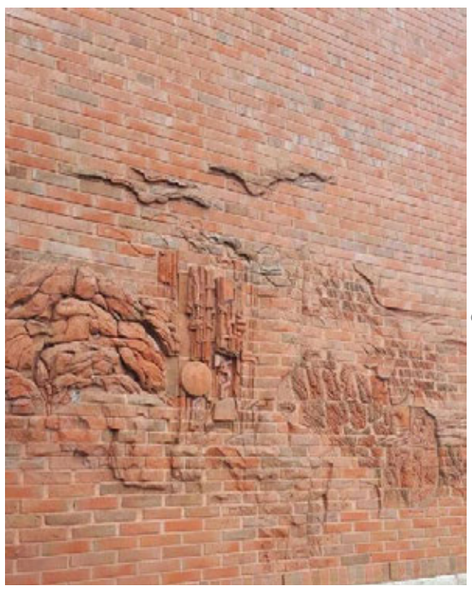
Visible from super lobby, extra care entrance and community centre

PRECEDENTS









Lots Road South: Designated Access Street

Section 8. Technical Considerations

8.1 Facade Maintenance

Access to the roofs on all blocks is provided via stair cores, with one core per block extending up to roof level and being access through an access hatch. Parapets around the roofs have been designed to a minimum height of 1.1m to ensure safety during maintenance activities. The intermediate roofs between Blocks B and C can also be accessed internally through windows located in adjacent corridors.

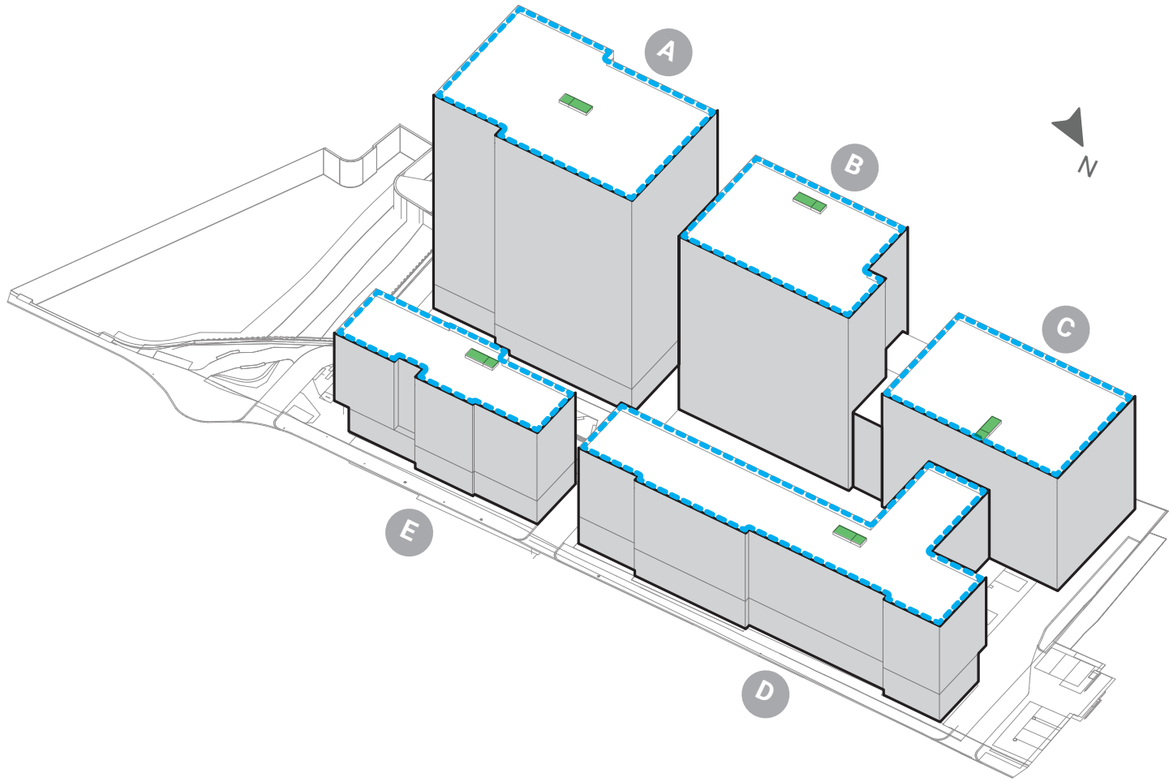
A small section of the single-storey podium can be reached, when necessary, using a cherry picker or ladder from the ground-level courtyard.

Façade maintenance and window cleaning has been design to allow for a demountable davit and cradle system. Brackets installed along the roof perimeter allow for flexible maintenance options, including abseiling, bosun's chair, or a BMU cradle. The davit system supports suspended access via platforms or single-user cradles and can be relocated across the building using fixed sockets. It incorporates key safety features such as harness attachment points and fall prevention measures, ensuring safe and efficient façade access and equipment handling.

KEY

Location of roof level davit bases

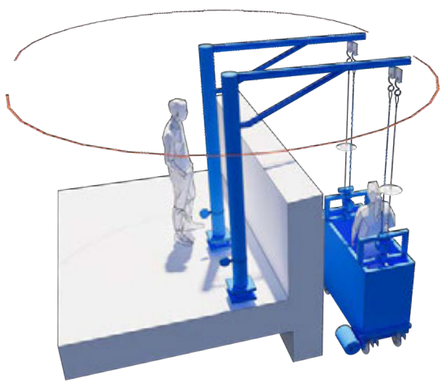
Roof level stair access



Roof access hatch

Roof arrangement

Jib assembly



Operation

8.2 Sunlight/ Daylight and Overshadowing

Daylight, sunlight, and overshadowing have been carefully assessed throughout the design process, both in relation to the proposed homes and the surrounding context.

External

Early-stage external assessments helped shape the massing strategy, particularly around more sensitive neighbouring areas. The distribution and scale of built form were adjusted in response to these findings to minimise overshadowing and maintain appropriate daylight levels to nearby sensitive buildings.

The Chancery Group have undertaken a daylight, sunlight, overshadowing and solar glare assessment for the proposed development , which has focused upon the potential effects of the proposed development on the key surrounding residential properties and Heatherley School of Fine Art, when compared to the existing buildings on the site (2025).

A solar glare assessment has also been undertaken on the proposed development to understand if any solar glare could effect train drivers heading north and south on the railway tracks located closest the proposed development.

The results of our daylight and sunlight assessments on the existing properties demonstrate negligible to minor effects from the proposed development and not significant for all properties except 118 Lots Road.

The results of the overshadowing assessment on the amenity areas demonstrate that the effects from the proposed development would be negligible and not significant.

In summary, the daylight and sunlight effects on the neighbouring properties is considered to be acceptable and sufficient daylight and sunlight would be maintained in accordance with the context of the site and its location.

Overall, the proposed development meets the relevant local, regional and national planning policies on daylight, sunlight, overshadowing and solar glare.

Internal

Internally, detailed daylight testing informed the articulation of façades—most notably on the eastern courtyard elevation. In the original design, balconies were centrally positioned within living room openings; however, analysis demonstrated that offsetting the balconies to one side resulted in an improvement on daylight penetration into the living spaces. This design refinement has been adopted to enhance internal light quality without compromising outdoor amenity.

Balcony strategy before and after testing.

Overall, an internal daylight, sunlight and overshadowing assessment has been prepared. This has considered the potential daylight (Illuminance) and sunlight availability within the proposed habitable rooms of the Blocks A, B, C, D and E.

A sun hours assessment has also been undertaken to determine the potential amount of sunlight within the proposed amenity areas.

The proposed development has been optimised where possible to improve and maximise the daylight within the proposed units.

The overshadowing results demonstrate that ground floor area would meet the BRE Guideline target criteria. The podium would not meet the target value in March but would receive excellent sunlight in the summer months when the spaces are most used.

The proposed development meets all relevant local planning policy, regional planning policy and national planning policy, and guidance relating to daylight, sunlight and overshadowing.

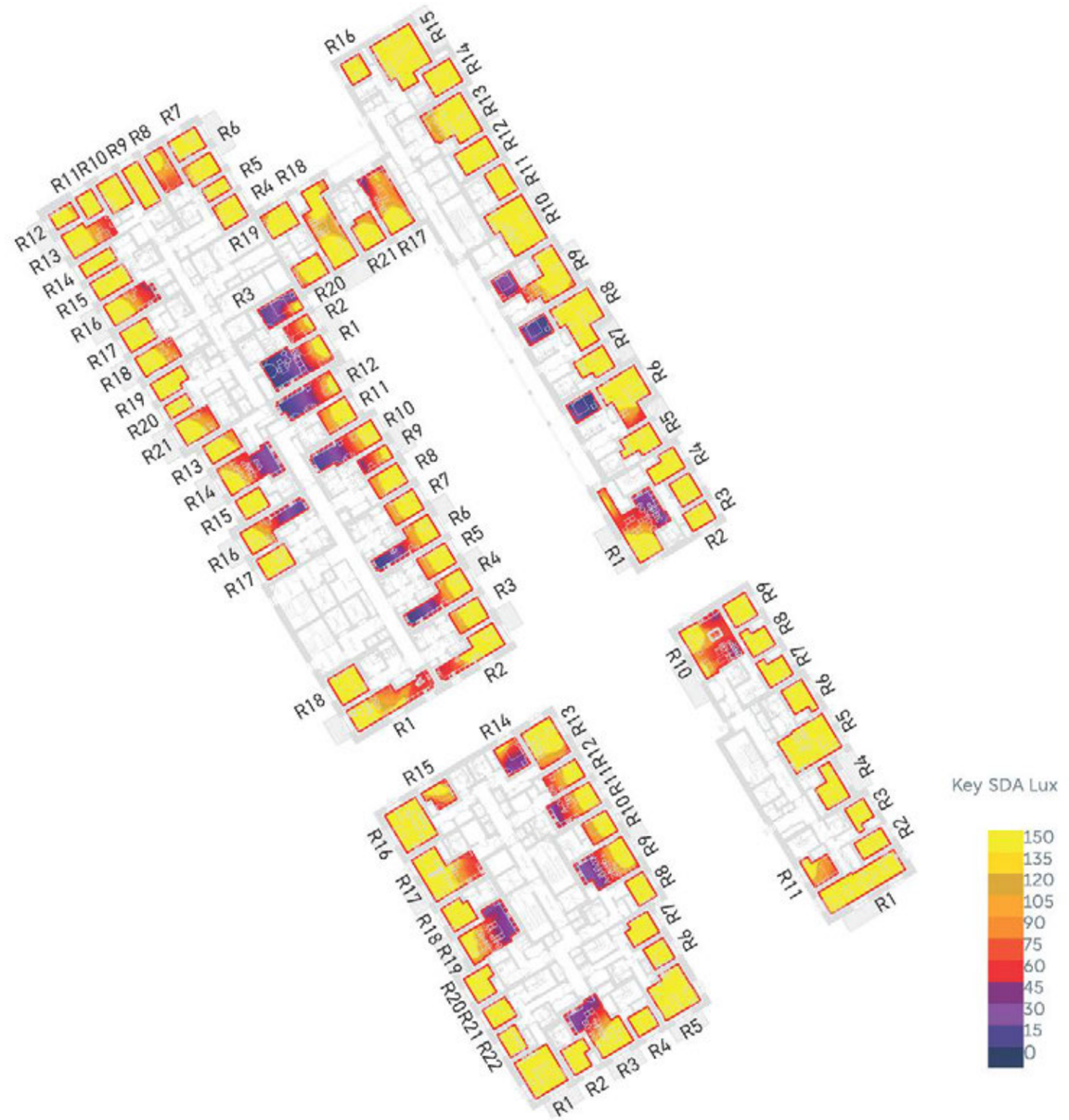


Fig 05 - Fourth Floor

8.3 Wind Analysis

The scheme has been tested for wind conditions to ensure a comfortable and safe environment for residents and visitors. The design has been refined in response to identified wind challenges, with targeted mitigation measures introduced where necessary.

Initial testing highlighted some exposure to wind on balconies along the western elevation. To address this, a solid metal panel has been added to one side of each affected balcony to reduce wind impact and improve usability.

In addition, the entrance to the extra care facility has been designed as a recessed threshold, providing a sheltered transition space and mitigating wind exposure in that area. These measures form part of a broader strategy to ensure the development delivers a well-considered and comfortable public and private realm.

Wind microclimate conditions for the Proposed Development at Lots Road South were assessed using high resolution Computational Fluid Dynamics (CFD).

There are no wind safety risks associated with the Proposed Development.

Wind comfort conditions would be suitable for all intended uses (or no worse than the baseline conditions) for all thoroughfares, roadways, proposed or existing building entrances, bus stops, proposed and existing seating areas, the Chelsea Academy all-weather football pitches, proposed amenity at ground or podium level and proposed balconies.

The inclusion of cumulative schemes makes conditions generally calmer on and around he Site.

The Proposed Development will not have any adverse impacts on long term wind microclimate.

Fig. 15: Winter Comfort, Proposed Development with Cumulative Surrounds

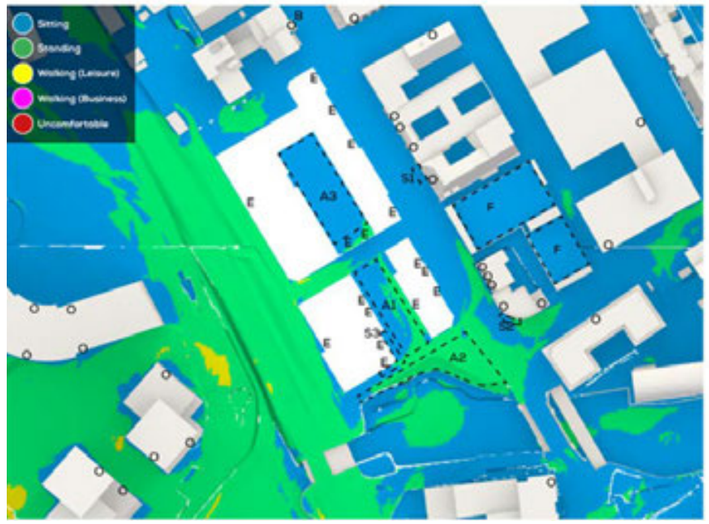
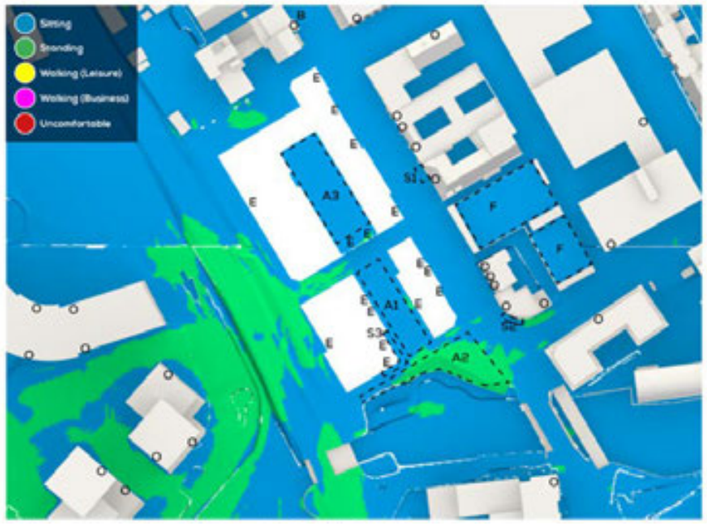


Fig. 16: Summer Comfort, Proposed Development with Cumulative Surrounds



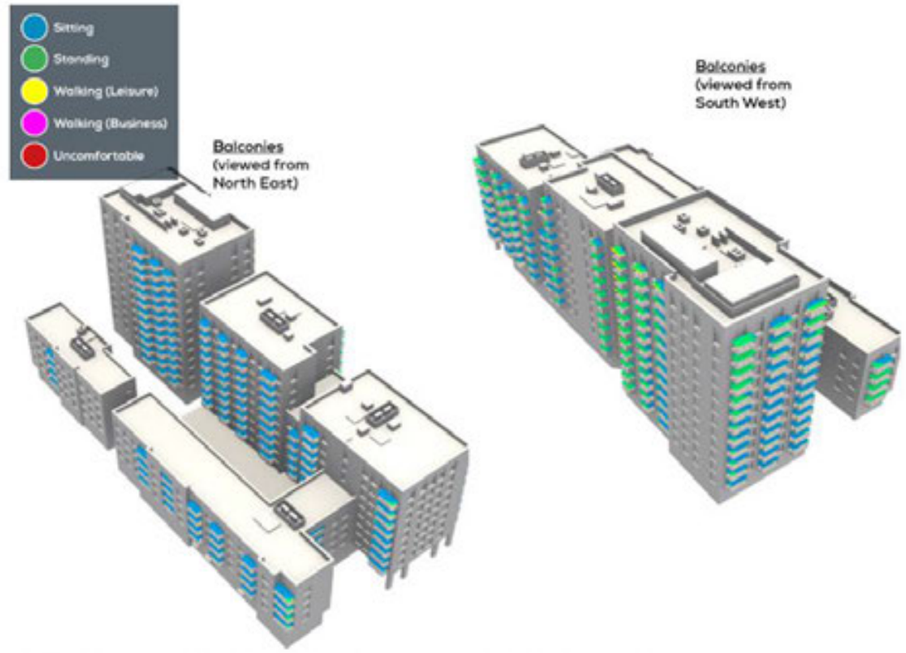


Fig. 18: Winter Comfort at Elevated Levels, Proposed Development with Cumulative Surrounds

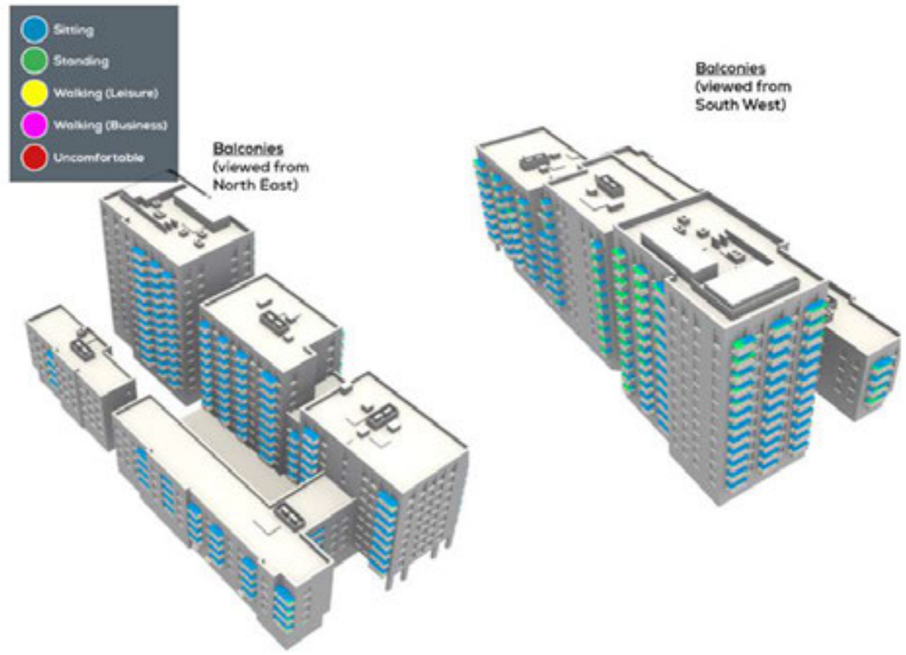


Fig. 19: Summer Comfort at Elevated Levels, Proposed Development with Cumulative Surrounds

8.3 Report Summaries

Energy, Sustainability and Overheating

For full a commentary, refer to the submitted separate supporting documents: Energy and Sustainability Statements.

The energy strategy follows the Mayor of London's energy hierarchy: Be Lean, Be Clean, Be Green, Be Seen. Energy demand is reduced through passive design and efficient building fabric (Be Lean). An all-electric approach is adopted due to the lack of nearby heat networks, with future connection capacity safeguarded (Be Clean). Renewable technologies, including air source heat pumps and rooftop PV panels, are integrated to support decarbonisation (Be Green). Energy use will be monitored through metering and controls to support ongoing performance improvements (Be Seen).

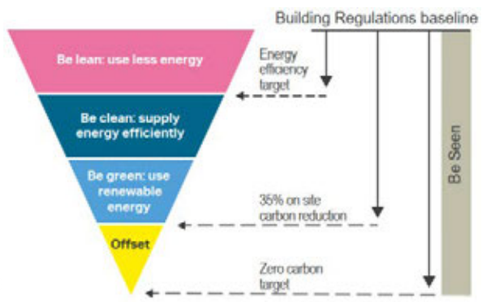


Figure 4.1 London Plan Policy SI 2 Energy Hierarchy

The risk of overheating has been assessed in line with CIBSE TM59 (2017) and Approved Document Part O (2021). Mitigation measures follow the passive cooling hierarchy: reducing heat risk through orientation, shading, reflective materials, and green infrastructure; minimising internal heat gains via energy-efficient design; managing internal temperatures with thermal mass and high ceilings; and promoting passive ventilation through window openings. Where necessary, mechanical ventilation systems such as MVHR and air tempering will be used to maintain comfort.

The MEP strategy prioritises sustainable design in line with local and national policy. A central air source heat pump (ASHP) system will provide heating and hot water to all units, while rooftop high-efficiency cooling systems serve private residential and commercial spaces. Mechanical ventilation with heat recovery (MVHR) will be used throughout to ensure fresh air supply and mitigate condensation and mould risks. Energy-efficient LED lighting and water-saving fixtures will be installed, and smart meters will monitor all energy and water uses, including EV charging and renewables.

In terms of whole life carbon, the strategy addresses both operational and embodied emissions. Operational carbon is minimised through the energy approach, while embodied carbon is reduced through material selection, use of Environmental Product Declarations (EPDs), and preference for BRE Green Guide-rated products. Timber will be FSC-certified where possible, and locally sourced materials will be prioritised.

BREEAM

For full a commentary, refer to the submitted separate supporting document: BREEAM Pre-assessment.

Non-residential spaces located on the ground floor of the development have been assessed against the BREEAM New Construction V6.1 scheme with the objective of achieving an 'Excellent' rating for the following:

- Community Centre
- Social Investment and Employment Space
- Flexi Commercial
- Exhibition space

Flood Risk

For full a commentary, refer to the submitted separate supporting document: Flood Risk Assessment & Drainage Strategy Report.

The flood risk mitigation strategy for the development consists of the following elements:

- Finished floor levels are proposed at a minimum of 6.13m AOD,
- The boundary with Chelsea Creek – formed by sections of existing flood defence wall and a central section of collapsed earth embankment – will be enhanced with the construction of new flood defences across the southern boundary of the site;
- The flood defence wall proposals will provide a continuous new defence level at 6.40m AOD. A detailed analysis confirms that the new wall alignment will not detrimentally impact floodplain storage capacity within the Creek 9and results in a nominal gain in storage);
- Continuous safe access is provided for the site;
- Surface water runoff from the proposed development is proposed to discharge unrestricted into the adjacent tidally influenced Chelsea Creek. The design incorporates SuDS features to provide temporary attenuation, reduce peak volumes of runoff and treat surface water, these comprises green roofs, permeable paving and tree pits / rain gardens.

In summary, the FRA demonstrates that the proposed development is safe and in accordance with the requirements of national and local planning policy.

Figure 4-1: Flood Zone Map

8.4 Report Summaries

Transport

For full a commentary, refer to the submitted separate supporting document: Transport & Infrastructure Planning.

Traditionally in RBKC there is already a high propensity for travel by active and sustainable means in line with the typical characteristics of an inner London borough. There is a good opportunity for the Development to enhance the existing levels of sustainable transport by enhancing connections to public transport and ensuring that the development is permeable and legible for pedestrians and cyclists.

Pedestrian: The main access to both the residential and non-residential elements will be from Lots Road or the welcome square adjacent to the creek. The building line will be setback from Lots Road to allow a more welcoming pedestrian environment along the street.

Cycle: Cycle parking has been designed in accordance with London Plan. Cycles for Blocks B and C are all provided in accessible ground floor stores. For blocks A, D and E, the 5% provision for larger/non standard cycles is provided in ground floor stores, with the balance provided in an accessible basement, accessed by a large lift, off the main public square. The public realm design is 'pedestrians first'

Car: In accordance with planning policy, the scheme is care free except for the provision of 6 on-site blue badge spaces with the opportunity to provide more on Lots Road if demand requires.

Emergency vehicles: The schemes design enables the required fire and ambulance vehicles to access the site as required. The on-site drop off zone can be used for parking.

Refuse vehicles: Refuse collection is via the one-way loop through the site. All bin stores are on the ground floor, within the 20m drag distance.

Delivery vehicles: Deliveries and servicing for the community centre, the extra care and the commercial units in Block A are via the one-way loop through the site, undertaken from the drop off zone in the public square. All other delivery and servicing is from Lots Road. Taxi's and any community minibus for the Extra Care and community centre may take place on site, but all other pick up drop off will be from Lots Road .

Fire

For full a commentary, refer to the submitted separate supporting documents: Fire Statement form and Outline Fire Safety Strategy.

As the project comprises the construction of more than 10 dwellings, it is considered a major development and therefore the London Plan requires a Fire Statement. The objective of the Fire Statement is to summarize how the development will function in terms of fire safety and how it aims to satisfy D12 and D5 of the London Plan Policy. The London Plan Policy requires proposals to achieve the highest standards of fire safety to ensure the safety of all users.

The principal guidance document used for the evaluation of fire safety precautions for the development will be BS 9991:2024. Reference may also be made to other relevant British and European standards where appropriate, including but not limited to Approved Document B Volume 1 2019 (incorporating 2022 and 2024 amendments) [AD Bv1] for residential areas, Approved Document B Volume 2 2019 (incorporating 2022 and 2024 amendments) [AD Bv2], and BS 9999:2017.

8.4 Report Summaries

Air Quality

For full a commentary, refer to the submitted separate supporting document: Air Quality Assessment.

During the construction works, a range of best practice mitigation measures will be implemented to reduce dust emissions, and the overall effect will be 'not significant'; appropriate measures have been set out in this report, to be included in the Dust Management Plan for the works.

An assessment of the suitability of the site for its proposed use, taking existing sources of pollution into account, has demonstrated that future residents and users will experience acceptable air quality with pollutant concentrations below the air quality objectives (and GLA target for PM2.5).

The energy strategy for the proposed development is all electric, and the assessment has concluded any impacts from emissions generated by the testing of proposed emergency diesel generator will be negligible.

The proposed development will lead to changes in traffic flows on the local road network, but the assessment has shown that these will be below the relevant screening criteria and there will be no significant effects at any existing, sensitive receptor.

Overall, the construction and operational air quality effects of the proposed development are judged to be 'not significant'.

The proposed development has also been shown to meet the London Plan's requirement that new developments are at least 'air quality neutral'.

Noise & Acoustics

For full a commentary, refer to the submitted separate supporting document: Noise Assessment.

An environmental sound survey has been undertaken by Stantec (UK) Ltd, to establish the existing environmental sound levels associated with transportation sources incident on the proposed development.

The results of the environmental sound survey have been used to establish façade incident noise levels for the proposed development which form the basis of our assessment of the acoustic requirements of the building façade.

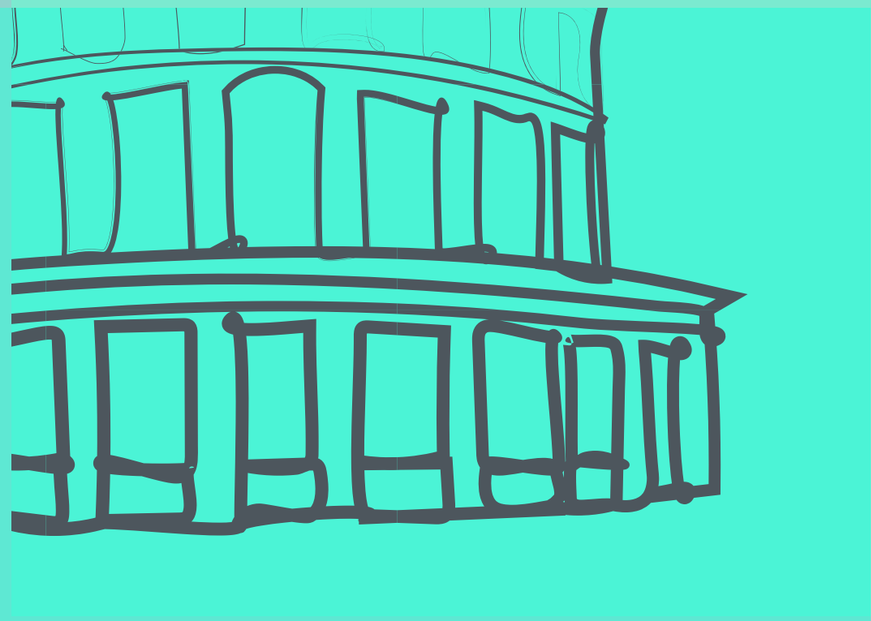
Assessment criteria have been proposed based on the requirements of the Local Planning Authority and applicable guidance documents.

Analysis of the proposed external building fabric has been undertaken to determine the acoustic performance of the glazed and ventilation elements. Compliance with the acoustic performance specification detailed herein is expected to result in compliance with the proposed acoustic criteria.

The acoustic specifications will need to be integrated, coordinated and ratified with the design by the principal designer and design team to ensure that all other design interfaces, buildability, workmanship and other requirements are considered.

An outline assessment of the likelihood of compliance with the noise requirements of Approved Document O has been undertaken. The results of the assessment indicate that open windows could be used to mitigate overheating in some areas of the proposed development. The overheating engineer should confirm whether the maximum allowable open areas is sufficient to mitigate overheating, or whether additional mitigation is required.

An assessment of vibration has been undertaken, considering tactile vibration and re-radiated noise levels as a result of trains passing. The assessment indicates that tactile vibration levels would fall below the LOAEL without mitigation. The assessment indicates that re-radiated noise levels would be above the SOAEL at floor levels 1-2, and below the SOAEL but above the LOAEL at floor levels above level 2. To reduce re-radiated noise levels vibration isolation has been proposed, which are expected to bring re-radiated noise levels to below the LOAEL.



Section 9. Appendix

9.1 Schedule of Accommodation

Block A - Residential

	Level	UNITS 1B 1B1P	1B2P	1B2P W	2B 2B3P	2B3P W	2B4P	2B4P W	2B4P+	3B 3B5P	3B6P	1B EC 1B	EC 1B W	EC 1B +	Total	NIA Residential NIA (m²)	Residential NIA (ft²)	GIA (Excluding Balconies & Deck) Residential GIA (m²)	Residential GIA (ft²)	GEA (Excluding Balconies & Deck) Residential GEA (m²)	Residential GEA (ft²)	Inset Balcony GIA Residential GIA (m²)	Residential GIA (ft²)	Inset Balcony GEA Residential GEA (m²)	Residential GEA (ft²)	Deck Access GIA Residential GIA (m²)	Residential GIA (ft²)	Deck Access GEA Residential GEA (m²)	Residential GEA (ft²)	Hab Room
PRIVATE	Basement																	156	1,678	190	2,045	0	0	0	0	0	0	0	0	0
	Ground Floor														0			553	5,957	599	6,445	0	0	0	0	0	0	0	0	0
	1	1	3					1	4						9	602.3	6,483	762.4	8,206	828.0	8,913	0	0	0	0	0	0	0	0	22
	2	1	3					1	4						9	602.3	6,483	762.4	8,206	828.0	8,913	0	0	0	0	0	0	0	0	22
	3	1	3					1	4						9	602.3	6,483	762.4	8,206	828.0	8,913	0	0	0	0	0	0	0	0	22
	4	1	3					1	4						9	602.3	6,483	762.4	8,206	828.0	8,913	0	0	0	0	0	0	0	0	22
	5	1	3					1	4						9	602.3	6,483	762.4	8,206	828.0	8,913	0	0	0	0	0	0	0	0	22
	6	1	3					1	4						9	602.3	6,483	762.4	8,206	828.0	8,913	0	0	0	0	0	0	0	0	22
	7	1	3						5						9	602.3	6,483	762.4	8,206	828.0	8,913	0	0	0	0	0	0	0	0	22
	8	1	3						5						9	602.3	6,483	762.4	8,206	828.0	8,913	0	0	0	0	0	0	0	0	22
	9	1	3						5						9	602.3	6,483	762.4	8,206	828.0	8,913	0	0	0	0	0	0	0	0	22
	10	1	3						5						9	602.3	6,483	762.4	8,206	828.0	8,913	0	0	0	0	0	0	0	0	22
	11	1	3						5						9	602.3	6,483	762.4	8,206	828.0	8,913	0	0	0	0	0	0	0	0	22
	12	1	3						5						9	602.3	6,483	762.4	8,206	828.0	8,913	0	0	0	0	0	0	0	0	22
	TOTAL UNITS	12	36	0	0	0	0	6	54	0	0	0	0	0	**108**	7227	77,794	9,858	106,112	10,725	115,440	0	0	0	0	0	0	0	0	**264**
	% by UNITS	11%	33%					6%	50%																					

Block B - Residential (Extra Care)

	Level	UNITS 1B 1B1P	1B2P	1B2P W	2B 2B3P	2B3P W	2B4P	2B4P W	2B4P+	3B 3B5P	3B6P	1B EC 1B	EC 1B W	EC 1B +	Total	NIA Residential NIA (m²)	Residential NIA (ft²)	GIA (Excluding Balconies & Deck) Residential GIA (m²)	Residential GIA (ft²)	GEA (Excluding Balconies & Deck) Residential GEA (m²)	Residential GEA (ft²)	Inset Balcony GIA Residential GIA (m²)	Residential GIA (ft²)	Inset Balcony GEA Residential GEA (m²)	Residential GEA (ft²)	Deck Access GIA Residential GIA (m²)	Residential GIA (ft²)	Deck Access GEA Residential GEA (m²)	Residential GEA (ft²)	Hab Room
AFFORDABLE EXTRA CARE	Basement																	50	534	59	638	0	0	0	0	0	0	0	0	
	Ground Floor														0			468	5,033	504	5,430	0	0	0	0	0	0	0	0	0
	1											5	1		6	366.8	3,948	661.3	7,118	722.5	7,777	0	0	0	0	0	0	0	0	12
	2											5	1	1	7	416.8	4,486	584.9	6,296	639.8	6,887	0	0	0	0	0	0	0	0	15
	3											5	1	1	7	416.8	4,486	584.9	6,296	639.8	6,887	0	0	0	0	0	0	0	0	15
	4											5	1	1	7	416.8	4,486	584.9	6,296	639.8	6,887	0	0	0	0	0	0	0	0	15
	5											5	1	1	7	416.8	4,486	584.9	6,296	639.8	6,887	0	0	0	0	0	0	0	0	15
	6											5	1	1	7	416.8	4,486	584.9	6,296	639.8	6,887	0	0	0	0	0	0	0	0	15
	7											4	1	1	6	354.6	3,817	514.9	5,542	578.9	6,231	0	0	0	0	0	0	0	0	13
	8											4	1	1	6	354.6	3,817	514.9	5,542	578.9	6,231	0	0	0	0	0	0	0	0	13
	9											4	1	1	6	354.6	3,817	514.9	5,542	578.9	6,231	0	0	0	0	0	0	0	0	13
	10											4	1	1	6	354.6	3,817	514.9	5,542	578.9	6,231	0	0	0	0	0	0	0	0	13
	TOTAL UNITS	0	0	0	0	0	0	0	0	0	0	46	10	9	**65**	3869	41,645	6,163	66,334	6,801	73,203	0	0	0	0	0	0	0	0	**139**
	% by UNITS											71%	15%	14%																

Block C - Residential

	Level	UNITS 1B 1B1P	1B2P	1B2P W	2B 2B3P	2B3P W	2B4P	2B4P W	2B4P+	3B 3B5P	3B6P	1B EC 1B	EC 1B W	EC 1B +	Total	NIA Residential NIA (m²)	Residential NIA (ft²)	GIA (Excluding Balconies & Deck) Residential GIA (m²)	Residential GIA (ft²)	GEA (Excluding Balconies & Deck) Residential GEA (m²)	Residential GEA (ft²)	Inset Balcony GIA Residential GIA (m²)	Residential GIA (ft²)	Inset Balcony GEA Residential GEA (m²)	Residential GEA (ft²)	Deck Access GIA Residential GIA (m²)	Residential GIA (ft²)	Deck Access GEA Residential GEA (m²)	Residential GEA (ft²)	Hab Room
AFFORDABLE	Basement																	50	534	59	638	0	0	0	0	0	0	0	0	
	Ground Floor														0			414	4,454	437	4,699	0	0	0	0	0	0	0	0	0
	1		2		2					2					6	417.1	4,490	573.4	6,172	622.3	6,698	0	0	0	0	0	0	0	0	20
	2		1		2	1	1			2					7	495.6	5,334	650	6,994	705.0	7,589	0	0	0	0	0	0	0	0	24
	3		1		2	1	1			2					7	495.6	5,334	649.8	6,994	705.0	7,589	0	0	0	0	0	0	0	0	24
	4		1		2	1	1			2					7	495.6	5,334	649.8	6,994	705.0	7,589	0	0	0	0	0	0	0	0	24
	5		1		2	1	1			2					7	495.6	5,334	647.6	6,971	708.0	7,621	0	0	0	0	0	0	0	0	24
	6		1		2	1	1			2					7	495.6	5,334	647.6	6,971	708.0	7,621	0	0	0	0	0	0	0	0	24
	7		1		2	1				2					6	423.3	4,557	568.8	6,123	634.0	6,824	0	0	0	0	0	0	0	0	21
	8		1		2	1				2					6	423.3	4,557	568.8	6,123	634.0	6,824	0	0	0	0	0	0	0	0	21
	TOTAL UNITS	0	9	0	16	7	5	0	0	16	0	0	0	0	**53**	3742	40,274	5,419	58,330	5,917	63,691	0	0	0	0	0	0	0	0	**182**
	% by UNITS		17%	0%	30%	13%	9%			30%																				

Block D - Residential

	Level	UNITS 1B 1B1P	1B2P	1B2P W	2B 2B3P	2B3P W	2B4P	2B4P W	2B4P+	3B 3B5P	3B6P	1B EC 1B	EC 1B W	EC 1B +	Total	NIA Residential NIA (m²)	Residential NIA (ft²)	GIA (Excluding Balconies & Deck) Residential GIA (m²)	Residential GIA (ft²)	GEA (Excluding Balconies & Deck) Residential GEA (m²)	Residential GEA (ft²)	Inset Balcony GIA Residential GIA (m²)	Residential GIA (ft²)	Inset Balcony GEA Residential GEA (m²)	Residential GEA (ft²)	Deck Access GIA Residential GIA (m²)	Residential GIA (ft²)	Deck Access GEA Residential GEA (m²)	Residential GEA (ft²)	Hab Room
PRIVATE	Basement																	156	1,678	190	2,045	0	0	0	0	0	0	0	0	
	Ground Floor														0			227	2,439	243	2,615	0	0	0	0	0	0	0	0	0
	1	1	2	1			1		3		1				9	626.1	6,739	725.8	7,812	827.8	8,910	15.7	169	16.2	175	59.5	640	66.5	716	23
	2	1	2	1			1		3		1				9	626.1	6,739	725.8	7,812	827.8	8,910	15.7	169	16.2	175	59.5	640	66.5	716	23
	3	1	2	1			1		3		1				9	626.1	6,739	725.8	7,812	827.8	8,910	15.7	169	16.2	175	59.5	640	66.5	716	23
	4	1	2	1			1		3		1				9	626.1	6,739	725.8	7,812	827.8	8,910	15.7	169	16.2	175	59.5	640	66.5	716	23
	TOTAL UNITS	4	8	4	0	0	4	0	12	0	4	0	0	0	**36**	2504	26,957	3,286	35,367	3,744	40,301	63	678	65	699	238	2,562	266	2,863	**92**
	% by UNITS	11%	22%	11%			11%		33%		11%																			

Block E - Residential

	Level	UNITS 1B 1B1P	1B2P	1B2P W	2B 2B3P	2B3P W	2B4P	2B4P W	2B4P+	3B 3B5P	3B6P	1B EC 1B	EC 1B W	EC 1B +	Total	NIA Residential NIA (m²)	Residential NIA (ft²)	GIA (Excluding Balconies & Deck) Residential GIA (m²)	Residential GIA (ft²)	GEA (Excluding Balconies & Deck) Residential GEA (m²)	Residential GEA (ft²)	Inset Balcony GIA Residential GIA (m²)	Residential GIA (ft²)	Inset Balcony GEA Residential GEA (m²)	Residential GEA (ft²)	Deck Access GIA Residential GIA (m²)	Residential GIA (ft²)	Deck Access GEA Residential GEA (m²)	Residential GEA (ft²)	Hab Room
PRIVATE	Basement																	156	1,678	190	2,045	0	0	0	0	0	0	0	0	
	Ground Floor														0			153	1,646	172	1,850	0	0	0	0	0	0	0	0	0
	1						1				2				3	268.0	2,884	341.3	3,674	395.6	4,258	8.4	90	8.8	95	0	0	0	0	11
	2						1				2				3	268.0	2,884	341.3	3,674	395.6	4,258	8.4	90	8.8	95	0	0	0	0	11
	3						1				2				3	268.0	2,884	341.3	3,674	395.6	4,258	8.4	90	8.8	95	0	0	0	0	11
	4						1				2				3	268.0	2,884	341.3	3,674	395.6	4,258	8.4	90	8.8	95	0	0	0	0	11
	TOTAL UNITS	0	0	0	0	0	4	0	0	0	8	0	0	0	**12**	1072	11,537	1,674	18,020	1,944	20,928	34	362	35	378	0	0	0	0	**44**
	% by UNITS						33%				67%																			

9.1 Schedule of Accommodation

PRIVATE

	UNITS													NIA		GIA (Excluding Balconies & Deck)		GEA (Excluding Balconies & Deck)		Inset Balcony GIA		Inset Balcony GEA		Deck Access GIA		Deck Access GEA		
	1B			2B					3B		1B																	
	1B1P	1B2P	1B2P W	2B3P	2B3P W	2B4P	2B4P W	2B4P+	3B5P	3B6P	EC 1B	EC 1B W	EC 1B +	Total	Residential NIA (m²)	Residential NIA (ft²)	Residential GIA (m²)	Residential GIA (ft²)	Residential GEA (m²)	Residential GEA (ft²)	Residential GIA (m²)	Residential GIA (ft²)	Residential GEA (m²)	Residential GEA (ft²)	Residential GIA (m²)	Residential GIA (ft²)	Residential GEA (m²)	Residential GEA (ft²)	Hab Room
TOTAL UNITS	16	44	4	0	0	8	6	66	0	12	0	0	0	**156**	10,803	116,288	14,818	159,499	16,413	176,669	97	1,039	100	1,077	238	2,562	266	2,863	**400**
% by UNITS	10%	28%	3%			5%	4%	42%		8%																			

EXTRA CARE

	UNITS													NIA		GIA (Excluding Balconies & Deck)		GEA (Excluding Balconies & Deck)		Inset Balcony GIA		Inset Balcony GEA		Deck Access GIA		Deck Access GEA		
	1B			2B					3B		1B																	
	1B1P	1B2P	1B2P W	2B3P	2B3P W	2B4P	2B4P W	2B4P+	3B5P	3B6P	EC 1B	EC 1B W	EC 1B +	Total	Residential NIA (m²)	Residential NIA (ft²)	Residential GIA (m²)	Residential GIA (ft²)	Residential GEA (m²)	Residential GEA (ft²)	Residential GIA (m²)	Residential GIA (ft²)	Residential GEA (m²)	Residential GEA (ft²)	Residential GIA (m²)	Residential GIA (ft²)	Residential GEA (m²)	Residential GEA (ft²)	Hab Room
TOTAL UNITS	0	0	0	0	0	0	0	0	0	0	46	10	9	**65**	3,869	41,645	6,163	66,334	6,801	73,203	0	0	0	0	0	0	0	0	**139**
% by UNITS											71%	15%	14%																

AFFORDABLE

	UNITS													NIA		GIA (Excluding Balconies & Deck)		GEA (Excluding Balconies & Deck)		Inset Balcony GIA		Inset Balcony GEA		Deck Access GIA		Deck Access GEA		
	1B			2B					3B		1B																	
	1B1P	1B2P	1B2P W	2B3P	2B3P W	2B4P	2B4P W	2B4P+	3B5P	3B6P	EC 1B	EC 1B W	EC 1B +	Total	Residential NIA (m²)	Residential NIA (ft²)	Residential GIA (m²)	Residential GIA (ft²)	Residential GEA (m²)	Residential GEA (ft²)	Residential GIA (m²)	Residential GIA (ft²)	Residential GEA (m²)	Residential GEA (ft²)	Residential GIA (m²)	Residential GIA (ft²)	Residential GEA (m²)	Residential GEA (ft²)	Hab Room
TOTAL UNITS	0	9	0	16	7	5	0	0	16	0	0	0	0	**53**	3,742	40,274	5,419	58,330	5,917	63,691	0	0	0	0	0	0	0	0	**182**
% by UNITS		17%	0%	30%	13%	9%			30%																				

TOTAL RESIDENTIAL

	UNITS													NIA		GIA (Excluding Balconies & Deck)		GEA (Excluding Balconies & Deck)		Inset Balcony GIA		Inset Balcony GEA		Deck Access GIA		Deck Access GEA		
	1B			2B					3B		1B																	
	1B1P	1B2P	1B2P W	2B3P	2B3P W	2B4P	2B4P W	2B4P+	3B5P	3B6P	EC 1B	EC 1B W	EC 1B +	Total	Residential NIA (m²)	Residential NIA (ft²)	Residential GIA (m²)	Residential GIA (ft²)	Residential GEA (m²)	Residential GEA (ft²)	Residential GIA (m²)	Residential GIA (ft²)	Residential GEA (m²)	Residential GEA (ft²)	Residential GIA (m²)	Residential GIA (ft²)	Residential GEA (m²)	Residential GEA (ft²)	Hab Room
TOTAL UNITS	16	53	4	16	7	13	6	66	16	12	46	10	9	**274**	18,414	198,207	26,400	284,163	29,131	313,562	97	1,039	100	1,077	238	2,562	266	2,863	**721**
% by UNITS	6%	19%	1%	6%	3%	5%	2%	24%	6%	4%	17%	4%	3%																

EXTERNAL GIA (separate figure)

	GIA		GEA	
	GIA (m²)	GIA (ft²)	GEA (m²)	GEA (ft²)
Deck Access	238	2,562	266	2,863
Inset balconies	97	1,039	100	1,077
TOTAL	**335**	**3,601**	**366**	**3,940**

TOTAL COMMERCIAL

	GIA		GEA	
	Commercial GIA (m²)	Commercial GIA (ft²)	Commercial GEA (m²)	Commercial GEA (ft²)
Café	128	1,381	141	1,517
Community Centre	246	2,648	252	2,717
Flexible commercial	840	9,044	927	9,980
SIES	614	6,607	631	6,792
BOH	210	2,258	258	2,779
TOTAL	**2,038**	**21,939**	**2,210**	**23,785**

OVERALL	GIA (Excluding Balconies & Deck)		GEA (Excluding Balconies & Deck)		Balcony GIA		Balcony GEA		Deck Access GIA		Deck Access GEA	
	Total GIA (m²)	Total GIA (ft²)	Residential GEA (m²)	Residential GEA (ft²)	Residential GIA (m²)	Residential GIA (ft²)	Residential GEA (m²)	Residential GEA (ft²)	Residential GIA (m²)	Residential GIA (ft²)	Residential GEA (m²)	Residential GEA (ft²)
	28,438	306,102	31,341	337,348	97	1,039	100	1,077	238	2,562	266	2,863

9.2 Plot by Plot

														RESIDENTIAL					
	1b1p	1b2p	1b2p W	2b3p	2b3p W	2b4p	2b4p W	2b4p+	3b5p	3b6p	EC 1B	EC 1B W	EC 1B +	Plot No.	Tenure	Floor	Unit Type	NIA Ft²	NIA m²
								1						A-01-01	Private	Level 1	2B4P+	841.7	78.19
							1							A-01-02	Private	Level 1	2B4P W	918.5	85.33
	1													A-01-03	Private	Level 1	1B1P	518.8	48.19
		1												A-01-04	Private	Level 1	1B2P	563.9	52.39
		1												A-01-05	Private	Level 1	1B2P	556.0	51.65
		1												A-01-06	Private	Level 1	1B2P	541.5	50.31
								1						A-01-07	Private	Level 1	2B4P+	895.3	83.18
								1						A-01-08	Private	Level 1	2B4P+	857.6	79.67
								1						A-01-09	Private	Level 1	2B4P+	789.5	73.35
								1						A-02-01	Private	Level 2	2B4P+	841.7	78.19
							1							A-02-02	Private	Level 2	2B4P W	918.5	85.33
	1													A-02-03	Private	Level 2	1B1P	518.7	48.19
		1												A-02-04	Private	Level 2	1B2P	563.9	52.39
		1												A-02-05	Private	Level 2	1B2P	556.0	51.65
		1												A-02-06	Private	Level 2	1B2P	541.5	50.31
								1						A-02-07	Private	Level 2	2B4P+	895.3	83.18
								1						A-02-08	Private	Level 2	2B4P+	857.6	79.67
								1						A-02-09	Private	Level 2	2B4P+	789.5	73.35
								1						A-03-01	Private	Level 3	2B4P+	841.7	78.19
							1							A-03-02	Private	Level 3	2B4P W	918.5	85.33
	1													A-03-03	Private	Level 3	1B1P	518.8	48.19
		1												A-03-04	Private	Level 3	1B2P	563.9	52.39
		1												A-03-05	Private	Level 3	1B2P	556.0	51.65
		1												A-03-06	Private	Level 3	1B2P	541.5	50.31
								1						A-03-07	Private	Level 3	2B4P+	895.3	83.18
								1						A-03-08	Private	Level 3	2B4P+	857.6	79.67
								1						A-03-09	Private	Level 3	2B4P+	789.5	73.35
								1						A-04-01	Private	Level 4	2B4P+	841.7	78.19
							1							A-04-02	Private	Level 4	2B4P W	918.5	85.33
	1													A-04-03	Private	Level 4	1B1P	518.8	48.19
		1												A-04-04	Private	Level 4	1B2P	563.9	52.39
		1												A-04-05	Private	Level 4	1B2P	556.0	51.65
		1												A-04-06	Private	Level 4	1B2P	541.5	50.31
								1						A-04-07	Private	Level 4	2B4P+	895.3	83.18
								1						A-04-08	Private	Level 4	2B4P+	857.6	79.67
								1						A-04-09	Private	Level 4	2B4P+	789.5	73.35
								1						A-05-01	Private	Level 5	2B4P+	841.7	78.19
							1							A-05-02	Private	Level 5	2B4P W	918.5	85.33
	1													A-05-03	Private	Level 5	1B1P	518.8	48.19
		1												A-05-04	Private	Level 5	1B2P	563.9	52.39
		1												A-05-05	Private	Level 5	1B2P	556.0	51.65
		1												A-05-06	Private	Level 5	1B2P	541.5	50.31
								1						A-05-07	Private	Level 5	2B4P+	895.3	83.18
								1						A-05-08	Private	Level 5	2B4P+	857.6	79.67
								1						A-05-09	Private	Level 5	2B4P+	789.5	73.35
								1						A-06-01	Private	Level 6	2B4P+	841.7	78.19
							1							A-06-02	Private	Level 6	2B4P W	918.5	85.33

9.2 Plot by Plot

BLOCK A (PRIVATE)	1						A-06-03	Private	Level 6	1B1P	518.8	48.19
		1					A-06-04	Private	Level 6	1B2P	563.9	52.39
		1					A-06-05	Private	Level 6	1B2P	556.0	51.65
		1					A-06-06	Private	Level 6	1B2P	541.5	50.31
				1			A-06-07	Private	Level 6	2B4P+	895.3	83.18
				1			A-06-08	Private	Level 6	2B4P+	857.6	79.67
				1			A-06-09	Private	Level 6	2B4P+	789.5	73.35
				1			A-07-01	Private	Level 7	2B4P+	841.7	78.19
				1			A-07-02	Private	Level 7	2B4P+	918.5	85.33
	1						A-07-03	Private	Level 7	1B1P	518.8	48.19
		1					A-07-04	Private	Level 7	1B2P	563.9	52.39
		1					A-07-05	Private	Level 7	1B2P	556.0	51.65
		1					A-07-06	Private	Level 7	1B2P	541.5	50.31
				1			A-07-07	Private	Level 7	2B4P+	895.3	83.18
				1			A-07-08	Private	Level 7	2B4P+	857.6	79.67
				1			A-07-09	Private	Level 7	2B4P+	789.6	73.35
				1			A-08-01	Private	Level 8	2B4P+	841.7	78.19
				1			A-08-02	Private	Level 8	2B4P+	918.5	85.33
	1						A-08-03	Private	Level 8	1B1P	518.8	48.19
		1					A-08-04	Private	Level 8	1B2P	563.9	52.39
		1					A-08-05	Private	Level 8	1B2P	556.0	51.65
		1					A-08-06	Private	Level 8	1B2P	541.5	50.31
				1			A-08-07	Private	Level 8	2B4P+	895.3	83.18
				1			A-08-08	Private	Level 8	2B4P+	857.6	79.67
				1			A-08-09	Private	Level 8	2B4P+	789.6	73.35
				1			A-09-01	Private	Level 9	2B4P+	841.7	78.19
				1			A-09-02	Private	Level 9	2B4P+	918.5	85.33
	1						A-09-03	Private	Level 9	1B1P	518.8	48.19
		1					A-09-04	Private	Level 9	1B2P	563.9	52.39
		1					A-09-05	Private	Level 9	1B2P	556.0	51.65
		1					A-09-06	Private	Level 9	1B2P	541.5	50.31
				1			A-09-07	Private	Level 9	2B4P+	895.3	83.18
				1			A-09-08	Private	Level 9	2B4P+	857.6	79.67
				1			A-09-09	Private	Level 9	2B4P+	789.6	73.35
				1			A-10-01	Private	Level 10	2B4P+	841.7	78.19
				1			A-10-02	Private	Level 10	2B4P+	918.5	85.33
	1						A-10-03	Private	Level 10	1B1P	518.8	48.19
		1					A-10-04	Private	Level 10	1B2P	563.9	52.39
		1					A-10-05	Private	Level 10	1B2P	556.0	51.65
		1					A-10-06	Private	Level 10	1B2P	541.5	50.31
				1			A-10-07	Private	Level 10	2B4P+	895.3	83.18
				1			A-10-08	Private	Level 10	2B4P+	857.6	79.67
				1			A-10-09	Private	Level 10	2B4P+	789.6	73.35
				1			A-11-01	Private	Level 11	2B4P+	841.7	78.19
				1			A-11-02	Private	Level 11	2B4P+	918.5	85.33
	1						A-11-03	Private	Level 11	1B1P	518.8	48.19
		1					A-11-04	Private	Level 11	1B2P	563.9	52.39
		1					A-11-05	Private	Level 11	1B2P	556.0	51.65
		1					A-11-06	Private	Level 11	1B2P	541.5	50.31
				1			A-11-07	Private	Level 11	2B4P+	895.3	83.18
				1			A-11-08	Private	Level 11	2B4P+	857.6	79.67
				1			A-11-09	Private	Level 11	2B4P+	789.6	73.35
				1			A-12-01	Private	Level 12	2B4P+	841.7	78.19

9.2 Plot by Plot

								A-12-02	Private	Level 12	2B4P+	918.5	85.33
								A-12-03	Private	Level 12	1B1P	518.8	48.19
								A-12-04	Private	Level 12	1B2P	563.9	52.39
								A-12-05	Private	Level 12	1B2P	556.0	51.65
								A-12-06	Private	Level 12	1B2P	541.5	50.31
								A-12-07	Private	Level 12	2B4P+	895.3	83.18
								A-12-08	Private	Level 12	2B4P+	857.6	79.67
								A-12-09	Private	Level 12	2B4P+	789.6	73.35
								B-01-01	Extra Care	Level 1	1B2P W	701.3	65.15
								B-01-02	Extra Care	Level 1	1B2P	595.6	55.33
								B-01-03	Extra Care	Level 1	1B2P	728.7	67.7
								B-01-04	Extra Care	Level 1	1B2P	708.5	65.82
								B-01-05	Extra Care	Level 1	1B2P	621.6	57.75
								B-01-06	Extra Care	Level 1	1B2P	592.1	55.01
								B-02-01	Extra Care	Level 2	1B2P W	701.3	65.15
								B-02-02	Extra Care	Level 2	1B2P	588.1	54.64
								B-02-03	Extra Care	Level 2	1B2P	669.7	62.22
								B-02-04	Extra Care	Level 2	1B3P	750.8	69.76
								B-02-05	Extra Care	Level 2	1B2P	592.1	55.01
								B-02-06	Extra Care	Level 2	1B2P	592.1	55.01
								B-02-07	Extra Care	Level 2	1B2P	592.1	55.01
								B-03-01	Extra Care	Level 3	1B2P W	701.3	65.15
								B-03-02	Extra Care	Level 3	1B2P	588.1	54.64
								B-03-03	Extra Care	Level 3	1B2P	669.7	62.22
								B-03-04	Extra Care	Level 3	1B3P	750.8	69.76
								B-03-05	Extra Care	Level 3	1B2P	592.1	55.01
								B-03-06	Extra Care	Level 3	1B2P	592.1	55.01
								B-03-07	Extra Care	Level 3	1B2P	592.1	55.01
								B-04-01	Extra Care	Level 4	1B2P W	701.3	65.15
								B-04-02	Extra Care	Level 4	1B2P	588.1	54.64
								B-04-03	Extra Care	Level 4	1B2P	669.7	62.22
								B-04-04	Extra Care	Level 4	1B3P	750.8	69.76
								B-04-05	Extra Care	Level 4	1B2P	592.1	55.01
								B-04-06	Extra Care	Level 4	1B2P	592.1	55.01
								B-04-07	Extra Care	Level 4	1B2P	592.1	55.01
								B-05-01	Extra Care	Level 5	1B2P W	701.3	65.15
								B-05-02	Extra Care	Level 5	1B2P	588.1	54.64
								B-05-03	Extra Care	Level 5	1B2P	669.7	62.22
								B-05-04	Extra Care	Level 5	1B3P	750.8	69.76
								B-05-05	Extra Care	Level 5	1B2P	592.1	55.01
								B-05-06	Extra Care	Level 5	1B2P	592.1	55.01
								B-05-07	Extra Care	Level 5	1B2P	592.1	55.01
								B-06-01	Extra Care	Level 6	1B2P W	701.3	65.15
								B-06-02	Extra Care	Level 6	1B2P	588.1	54.64
								B-06-03	Extra Care	Level 6	1B2P	669.7	62.22
								B-06-04	Extra Care	Level 6	1B3P	750.8	69.76
								B-06-05	Extra Care	Level 6	1B2P	592.1	55.01
								B-06-06	Extra Care	Level 6	1B2P	592.1	55.01
								B-06-07	Extra Care	Level 6	1B2P	592.1	55.01
								B-07-01	Extra Care	Level 7	1B2P W	701.3	65.15
								B-07-02	Extra Care	Level 7	1B2P	588.1	54.64
								B-07-03	Extra Care	Level 7	1B3P	750.8	69.76
								B-07-04	Extra Care	Level 7	1B2P	592.1	55.01

BLOCK B (EXTRA CARE)

9.2 Plot by Plot

		1		B-07-05	Extra Care	Level 7	1B2P	592.1	55.01
		1		B-07-06	Extra Care	Level 7	1B2P	592.1	55.01
			1	B-08-01	Extra Care	Level 8	1B2P W	701.3	65.15
		1		B-08-02	Extra Care	Level 8	1B2P	588.1	54.64
			1	B-08-03	Extra Care	Level 8	1B3P	750.8	69.76
		1		B-08-04	Extra Care	Level 8	1B2P	592.1	55.01
		1		B-08-05	Extra Care	Level 8	1B2P	592.1	55.01
		1		B-08-06	Extra Care	Level 8	1B2P	592.1	55.01
			1	B-09-01	Extra Care	Level 9	1B2P W	701.3	65.15
		1		B-09-02	Extra Care	Level 9	1B2P	588.1	54.64
			1	B-09-03	Extra Care	Level 9	1B3P	750.8	69.76
		1		B-09-04	Extra Care	Level 9	1B2P	592.1	55.01
		1		B-09-05	Extra Care	Level 9	1B2P	592.1	55.01
		1		B-09-06	Extra Care	Level 9	1B2P	592.1	55.01
			1	B-10-01	Extra Care	Level 10	1B2P W	701.3	65.15
		1		B-10-02	Extra Care	Level 10	1B2P	588.1	54.64
			1	B-10-03	Extra Care	Level 10	1B3P	750.8	69.76
		1		B-10-04	Extra Care	Level 10	1B2P	592.1	55.01
		1		B-10-05	Extra Care	Level 10	1B2P	592.1	55.01
		1		B-10-06	Extra Care	Level 10	1B2P	592.1	55.01
BLOCK C (AFFORDABLE)			1	C-01-01	Affordable	Level 1	2B3P	681.5	63.31
		1		C-01-02	Affordable	Level 1	1B2P	549.6	51.06
			1	C-01-03	Affordable	Level 1	2B3P	665.4	61.82
			1	C-01-04	Affordable	Level 1	3B5P	929.3	86.34
			1	C-01-05	Affordable	Level 1	3B5P	935.1	86.87
		1		C-01-06	Affordable	Level 1	1B2P	728.9	67.71
			1	C-02-01	Affordable	Level 2	2B4P	777.5	72.23
			1	C-02-02	Affordable	Level 2	2B3P	681.5	63.31
		1		C-02-03	Affordable	Level 2	1B2P	549.6	51.06
			1	C-02-04	Affordable	Level 2	2B3P	665.4	61.82
			1	C-02-05	Affordable	Level 2	3B5P	929.3	86.34
			1	C-02-06	Affordable	Level 2	3B5P	935.1	86.87
		1		C-02-07	Affordable	Level 2	2B3P W	795.7	73.92
			1	C-03-01	Affordable	Level 3	2B4P	777.5	72.23
			1	C-03-02	Affordable	Level 3	2B3P	681.5	63.31
		1		C-03-03	Affordable	Level 3	1B2P	549.6	51.06
			1	C-03-04	Affordable	Level 3	2B3P	665.4	61.82
			1	C-03-05	Affordable	Level 3	3B5P	929.3	86.34
			1	C-03-06	Affordable	Level 3	3B5P	935.1	86.87
		1		C-03-07	Affordable	Level 3	2B3P W	795.7	73.92
			1	C-04-01	Affordable	Level 4	2B4P	777.5	72.23
			1	C-04-02	Affordable	Level 4	2B3P	681.5	63.31
		1		C-04-03	Affordable	Level 4	1B2P	549.6	51.06
			1	C-04-04	Affordable	Level 4	2B3P	665.4	61.82
			1	C-04-05	Affordable	Level 4	3B5P	929.3	86.34
			1	C-04-06	Affordable	Level 4	3B5P	935.1	86.87
		1		C-04-07	Affordable	Level 4	2B3P W	795.7	73.92
			1	C-05-01	Affordable	Level 5	2B4P	777.5	72.23
			1	C-05-02	Affordable	Level 5	2B3P	681.5	63.31
		1		C-05-03	Affordable	Level 5	1B2P	549.6	51.06
			1	C-05-04	Affordable	Level 5	2B3P	665.4	61.82
			1	C-05-05	Affordable	Level 5	3B5P	929.3	86.34
			1	C-05-06	Affordable	Level 5	3B5P	935.1	86.87

9.2 Plot by Plot

BLOCK D (PRIVATE)	1		C-05-07	Affordable	Level 5	2B3P W	795.7	73.92
	1		C-06-01	Affordable	Level 6	2B4P	777.5	72.23
	1		C-06-02	Affordable	Level 6	2B3P	681.5	63.31
	1		C-06-03	Affordable	Level 6	1B2P	549.6	51.06
	1		C-06-04	Affordable	Level 6	2B3P	665.4	61.82
	1		C-06-05	Affordable	Level 6	3B5P	929.3	86.34
	1		C-06-06	Affordable	Level 6	3B5P	935.1	86.87
	1		C-06-07	Affordable	Level 6	2B3P W	795.7	73.92
	1		C-07-01	Affordable	Level 7	2B3P	681.5	63.31
	1		C-07-02	Affordable	Level 7	1B2P	549.6	51.06
	1		C-07-03	Affordable	Level 7	2B3P	665.4	61.82
	1		C-07-04	Affordable	Level 7	3B5P	929.3	86.34
	1		C-07-05	Affordable	Level 7	3B5P	935.1	86.87
	1		C-07-06	Affordable	Level 7	2B3P W	795.7	73.92
	1		C-08-01	Affordable	Level 8	2B3P	681.5	63.31
	1		C-08-02	Affordable	Level 8	1B2P	549.6	51.06
	1		C-08-03	Affordable	Level 8	2B3P	665.4	61.82
	1		C-08-04	Affordable	Level 8	3B5P	929.3	86.34
	1		C-08-05	Affordable	Level 8	3B5P	935.1	86.87
	1		C-08-06	Affordable	Level 8	2B3P W	795.7	73.92
	1		D-01-01	Private	Level 1	2B4P	796.0	73.95
	1		D-01-02	Private	Level 1	1B2P	560.5	52.07
	1		D-01-03	Private	Level 1	2B4P+	855.9	79.52
	1		D-01-04	Private	Level 1	1B2P W	651.2	60.49
	1		D-01-05	Private	Level 1	1B2P	669.2	62.17
	1		D-01-06	Private	Level 1	1B1P	501.5	46.59
	1		D-01-07	Private	Level 1	2B4P+	829.8	77.09
	1		D-01-08	Private	Level 1	2B4P+	829.8	77.09
	1		D-01-09	Private	Level 1	3B6P	1045.3	97.12
	1		D-02-01	Private	Level 2	2B4P	796.0	73.95
	1		D-02-02	Private	Level 2	1B2P	560.5	52.07
	1		D-02-03	Private	Level 2	2B4P+	855.9	79.52
	1		D-02-04	Private	Level 2	1B2P W	651.2	60.49
	1		D-02-05	Private	Level 2	1B2P	669.2	62.17
	1		D-02-06	Private	Level 2	1B1P	501.5	46.59
	1		D-02-07	Private	Level 2	2B4P+	829.8	77.09
	1		D-02-08	Private	Level 2	2B4P+	829.8	77.09
	1		D-02-09	Private	Level 2	3B6P	1045.3	97.12
	1		D-03-01	Private	Level 3	2B4P	796.0	73.95
	1		D-03-02	Private	Level 3	1B2P	560.5	52.07
	1		D-03-03	Private	Level 3	2B4P+	855.9	79.52
	1		D-03-04	Private	Level 3	1B2P W	651.2	60.49
	1		D-03-05	Private	Level 3	1B2P	669.2	62.17
	1		D-03-06	Private	Level 3	1B1P	501.5	46.59
	1		D-03-07	Private	Level 3	2B4P+	829.8	77.09
	1		D-03-08	Private	Level 3	2B4P+	829.8	77.09
	1		D-03-09	Private	Level 3	3B6P	1045.3	97.12
	1		D-04-01	Private	Level 4	2B4P	796.0	73.95
	1		D-04-02	Private	Level 4	1B2P	560.5	52.07
	1		D-04-03	Private	Level 4	2B4P+	855.9	79.52
	1		D-04-04	Private	Level 4	1B2P W	651.2	60.49
	1		D-04-05	Private	Level 4	1B2P	669.2	62.17
	1		D-04-06	Private	Level 4	1B1P	501.5	46.59

9.2 Plot by Plot

								1						D-04-07	Private	Level 4	2B4P+	829.8	77.09
								1						D-04-08	Private	Level 4	2B4P+	829.8	77.09
										1				D-04-09	Private	Level 4	3B6P	1045.3	97.12
BLOCK E (PRIVATE)										1				E-01-01	Private	Level 1	3B6P	1038.5	96.48
						1								E-01-02	Private	Level 1	2B4P	812.1	75.44
										1				E-01-03	Private	Level 1	3B6P	1033.7	96.04
										1				E-02-01	Private	Level 2	3B6P	1038.5	96.48
						1								E-02-02	Private	Level 2	2B4P	812.1	75.44
										1				E-02-03	Private	Level 2	3B6P	1033.7	96.04
										1				E-03-01	Private	Level 3	3B6P	1038.5	96.48
						1								E-03-02	Private	Level 3	2B4P	812.1	75.44
										1				E-03-03	Private	Level 3	3B6P	1033.7	96.04
										1				E-04-01	Private	Level 4	3B6P	1038.5	96.48
						1								E-04-02	Private	Level 4	2B4P	812.1	75.44
										1				E-04-03	Private	Level 4	3B6P	1033.7	96.04
TOTAL	16	53	4	16	7	13	6	66	16	12	46	10	9	RESIDENTIAL NIA				198206.9	18,414
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