

**ROYAL BOROUGH OF KENSINGTON AND CHELSEA
REPORT BY EXECUTIVE DIRECTOR,
 PLANNING AND BOROUGH DEVELOPMENT**

**APP NO. PP/08/01178/Q06
 Major Planning Development Committee 07/07/2009
 AGENDA ITEM NO. 2039**

SITE ADDRESS

| | | |
|---|---|---|
| Charles House 375 Kensington High Street & The Radnor Arms 247 Warwick Road LONDON W14 8QH | <u>APPLICATION DATED</u> | 25/04/2008 |
| | <u>APPLICATION COMPLETE</u> | 28/04/2008 |
| | <u>APPLICATION REVISED</u> | 07/04/2009 18/06/2009 24/06/2009 |

APPLICANT/AGENT ADDRESS

Gerald Eve
 7 Vere Street,
 LONDON W1G 0JB

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|-----------------------------------|----|------------------------------|-----|-------------|----------|
| <u>LISTED BUILDING</u> | No | <u>CONS. AREA</u> | N/A | WARD | Abingdon |
|-----------------------------------|----|------------------------------|-----|-------------|----------|

| | | | | | |
|--------------------|----|------------------------------------|-----|----------------|----|
| <u>CAPS</u> | No | <u>ENGLISH HERITAGE</u> | N/A | ART '4' | No |
|--------------------|----|------------------------------------|-----|----------------|----|

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|-------------------------|--------------------------|-----------------------|------------------------|------------------------|
| <u>CONSULTED</u> | <u>OBJECTIONS</u> | <u>SUPPORT</u> | <u>PETITION</u> | <u>COMMENTS</u> |
| 1108 | 39 | 0 | 0 | 0 |

| | |
|-------------------------|---------------------|
| <u>Applicant</u> | St Edward Homes Ltd |
|-------------------------|---------------------|

PROPOSAL: Outline planning permission:

SCHOOL COMPONENT:- The construction of a one form entry primary school (Use Class D1) of up to 4,800 sq m with matters reserved on appearance, landscaping, layout and scale.

RESIDENTIAL COMPONENT:- Development as set out in drawings for decision (approval sought for all matters): demolition of existing buildings and erection of 7 new buildings including buildings of up to 17 storeys in height; flexible Use Classes A1 (retail), A2 (financial and professional services), A3 (cafe/restaurant) and/or A4 (drinking establishment) up to 461 sqm; the provision of 467 market residential units and 63 affordable housing units; hard and soft landscaping works; highway and infrastructure works; engineering works including basement and lower basement excavation works; plant & equipment and all necessary associated and ancillary works (MAJOR APPLICATION)

RBK&C Drawing No(s):PP/08/01178 and PP/08/01178/B and PP/08/01178/C

Applicant's Drawing No(s): 15-01, P007 Rev C, P008 Rev C, P009 Rev C, P010 Rev C, P011 Rev C, P012 Rev C, P013 Rev C, P014 Rev C, P015 Rev C, P016 Rev C, P017 Rev C, P018 Rev C, P019 Rev C, P020 Rev C, P021 Rev C, P022 Rev C, P023 Rev C, P030 Rev C, P031 Rev C, 15 - 02 E001 Rev B, E002 Rev B, E003 Rev C, E004 Rev B, E005 Rev B, E007 Rev B, E008 Rev B, E009 Rev B E010 Rev B, E011 Rev B, E012 Rev B, E013 Rev B, E020 Rev B, 21-01 002 Rev B, 003 Rev B, 004 Rev B, 052 Rev B, 062 Rev B, 15-06 P001, 001, 002 003, 004, S001, S002, 21-01 501 Rev B and 502 Rev B

RECOMMENDED DECISION:

- (1) Subject to there being no Direction to the contrary by the Mayor of London, approve the grant of Outline Planning Permission for the development subject to conditions and the prior completion of a S106 Planning Obligation on the terms set out in this report.**

- (2) DELEGATE to the Executive Director, Planning and Borough Development the authority to negotiate the terms of the S106 (based on the obligations set out in this report or as may be amended at Committee) and issue the Planning Permission following the completion of the S106 Planning Obligation.**

CONDITIONS/REASONS FOR THE IMPOSITION OF CONDITIONS:

1. **The development hereby permitted shall be begun before the expiration of two years from the date of this permission. (C001)**
Reason - As required by Section 91 of the Town and Country Planning Act 1990, to avoid the accumulation of unexercised Planning Permissions. (R001)
2. **The development hereby permitted shall be carried out exactly and only in accordance with the drawings and other particulars forming part of the permission and there shall be no variation there from without the written approval of the Executive Director, Planning and Borough Development. (C068)**
Reason - The details are considered to be material to the acceptability of the proposals, and for safeguarding the amenity of the area. (R068)
3. **Prior to the commencement (save for works of demolition) of the school component, layouts, plans/sections and elevations detailing:**
 - (a) Appearance;
 - (b) Landscaping;
 - (c) Layout;
 - (d) Scale;**in relation to that component shall be submitted to and approved in writing by the Executive Director, Planning and Borough Development The school shall in all aspects be carried out in accordance with the approved plans unless agreed in writing by the Executive Director, Planning and Borough Development. (C011)**
Reason - The particulars hereby reserved are considered to be material to the acceptability of the development, and the Local Planning Authority wishes to ensure that the details of the development are satisfactory. (R011)
4. **Full particulars of the following details in respect of each relevant part of the development (save for the school element comprising Block H) shall be submitted to and approved in writing by the Executive Director, Planning and Borough Development prior to commencement of the relevant part (save for works of demolition) and the**

relevant part of the development shall not be carried out otherwise than in accordance with the details so approved:

- (a) details of the cycle route**
- (b) details of the cycle parking**
- (c) details of the means of external ventilation-including that to the basement car park**
- (d) all proposed boundary treatments including any proposed walls, fences or railings/balustrades**
- (e) the treatment of all open land within the site including hard and soft landscaping, this should include details of the type and size of trees within the site together with detailed drawings (at Scale 1:20) showing the associated tree pits.**

(C011)

Reason - The particulars hereby reserved are considered to be material to the acceptability of the development, and the Local Planning Authority wishes to ensure that the details of the development are satisfactory. (R011)

5. **Full particulars of the following in respect of each relevant part of the development shall be submitted to and approved in writing by the Major Planning Development Committee before the relevant part of the development hereby permitted commences (save for works of demolition) and the development shall not be carried out otherwise than in accordance with the details so approved and shall be so retained**

- (a) samples of the materials to be used on the external faces of all the buildings**
- (b) materials and detailed drawings (at Scale 1:20) of the fenestration, balustrades (including all terraces at main roof level) panelling and framing to all of the buildings**
- (c) samples of materials and detailed drawings (at Scale 1:20) of the penthouse floors to Blocks A, D and F showing a reduction in height**
- (d) details of all elevations, entrance and design of the roofs on Blocks A-G**
- (e) details of all elevations, entrance and design of the roof to Block H (the school)**

Reason - The particulars are considered to be material to the acceptability of the development and the Local Planning Authority wishes to ensure that the details of the development are satisfactory

6. **Noise emitted from all building services plant all operating together shall be 10dBA below the lowest existing measured background LA90 (10 min) level measured or predicted at 1.0 metres from the nearest residential window or at a height of 1.2 metres above any adjacent residential garden, terrace, balcony or patio at any time when the plant is operating. If the noise source exhibits tonality or other distinguishing characteristics then the noise emitted shall be 15dBA below the existing measured background LA90 (10 min) as above. Should the plant fail to comply with this condition at any time, it shall be switched off and not used again until it is able to comply.**

Reason - To protect the amenities of nearby occupiers

7. **The building services plant shall be supported on adequate proprietary anti-vibration mounts as necessary to prevent the structural transmission of vibration and regenerated noise within adjacent or adjoining premises, and these shall be so maintained thereafter. (C57f)**

Reason - To protect the amenities of nearby occupiers.

8. **Prior to commencement (save for works of demolition) work shall not begin on installing plant and equipment until a noise report has been submitted to and approved in writing by the Executive Director, Planning and Borough Development in consultation with the Director of Environmental Health. The report shall show how the installed plant and equipment and any noise mitigation system required shall comply with Condition 4 above. The report shall also have regard to the absolute noise levels at existing sensitive receptors as detailed in Table 6.14 of the Environmental Statement, Volume 1**

Reason - To safeguard the amenities of neighbouring properties

9. **Noise levels within habitable rooms of the residential dwellings shall comply with BS 8233: 1999 (revised) *Sound Insulation and Noise Reduction for buildings- Code of Practice*. Where achieving the recommended internal levels requires windows to be closed then passive or mechanical ventilation as necessary shall also be provided and thereafter maintained**

Reason - To safeguard levels of residential amenity

10. **The sound insulation performance and specification of glazing and facade insulation in respect of each relevant part of the development shall be submitted to and approved in writing by Executive Director, Planning and Borough Development, in consultation with the Director of Environmental Health prior to the commencement of the relevant part (save for works of demolition) the development. The glazing and facade insulation as approved shall be installed prior to occupation of the relevant part of the development and so retained.**
Reason - To safeguard levels of residential amenity
11. **Prior to the commencement of demolition works of each relevant part of the development a detailed Demolition Statement shall be submitted to and approved in writing by the Executive Director, Planning and Borough Development in consultation with the Director of Environmental Health. The Statement shall detail and advise of the measures in accordance with the best practicable means to be used to minimise demolition noise and vibration likely to affect adjacent residential premises**
Reason - To safeguard the amenities of neighbouring properties
12. **Prior to the commencement of construction works of each relevant part of the development a detailed Construction Method Statement shall be submitted to and approved in writing by the Executive Director, Planning and Borough Development in consultation with the Director of Environmental Health. The Method Statement shall detail and advise of the measures in accordance with the best practicable means to be used to minimise construction noise and vibration likely to affect adjacent residential premises**
Reason - To safeguard the amenities of neighbouring properties
13. **Prior to the commencement of each relevant part of the development (save for works of demolition) hereby permitted, a site investigation and a satisfactory risk assessment (including a conceptual model) approved in writing by the Executive Director, Planning and Borough Development in consultation with the Director of Environmental Health, based on the end use of the site and relating**

to the existing conditions on site, including asbestos, soil and shallow ground water, must be undertaken by a competent person. If contamination is identified, an appropriate remediation strategy must be devised to deal with any contamination and risk (s) identified in the site investigation and risk assessment report(s) and submitted to the Executive Director of Planning and Borough Development and the measures must be undertaken as required. On completion of any remediation works required the results shall be submitted to the Executive Director, Planning and Borough Development within an appropriate validation report

Reason - To comply with the requirements of PPS23 and ensure the land is suitable for the proposed use.

14. **The basement car parking space(s) (at a car parking ratio of 0.58 and motor cycle parking shown on the drawings for each relevant part of the development hereby approved shall be provided before the dwellings forming part of the relevant part of the development are occupied and the spaces shall thereafter be permanently retained for the parking of vehicles in connection with the residential use of the dwellings and for no other purpose. (C026) unless otherwise agreed in writing by the Executive Director of Planning and Borough Development**

Reason - To prevent obstruction of the surrounding streets and safeguard the amenity of the area. (R026)

15. **Details of electric charger points located in the basement car park shall be submitted to and approved in writing by Executive Director, Planning and Borough Development, prior to the occupation of the relevant part of the development. The electric charger points shall be installed prior to the occupation of the relevant part of the development and retained as so approved.**

Reason – In order to encourage energy efficiency and sustainability in accordance with policies in the Environment Chapter of the Unitary Development Plan (as amended)

16. **Prior to the commencement of demolition works of each relevant part of the development, a risk assessment shall be undertaken based on the guidance in the London Best Practice Guidance to**

control dust and emissions from demolition and shall be submitted to and approved in writing by Executive Director, Planning and Borough Development in consultation with the Director of Environmental Health

Reason - To comply with Policy 4A.19 of the London Plan (2008)

17. **Prior to the commencement of construction works of each relevant part of the development, a risk assessment shall be undertaken based on the guidance in the London Best Practice Guidance to control dust and emissions from construction and shall be submitted to and approved in writing by Executive Director, Planning and Borough Development in consultation with the Director of Environmental Health**

Reason - To comply with Policy 4A.19 of the London Plan (2008)

18. **Prior to commencement of the development hereby approved (save for works of demolition) an additional air quality impact assessment is required to be submitted to and approved in writing by the Executive Director, Planning and Borough Development in consultation with the Director of Environmental Health. The air quality assessment must show how air quality will change during the construction and operational phase of the development alone and in combination with other cumulative developments and include a baseline comparison. The London Councils 'Air Quality and Planning Guidance' should be reported in the recommended format. The report should detail the parameters and what steps will be taken to reduce the impact on the local environment. The assessment shall show any mitigation measures with regard to exposure to air pollution levels exceeding the national air quality objectives and how the impact of the development on the local environment will be reduced .Any such measures approved by the Executive Director, Planning and Borough Development shall be implemented in accordance with the approved assessment**

Reason - To comply with Policy 4A.19 of the London Plan (2008)

19. **No water tank, lift motor room, or other roof structure, shall be erected on top of the roof of any**

of the buildings hereby approved. (C077)

*Reason - To safeguard the appearance of the area.
(R077)*

20. **Notwithstanding the provisions of Article 3, Schedule 2, and Part 24 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended), no telecommunications equipment shall be erected on the roofs or facades of any of the buildings hereby approved without the prior approval in writing of the Executive Director, Planning and Borough Development. (C070)**

Reason - To safeguard the appearance of the buildings and surrounding area

21. **The uses (within Class A1, A2, A3 or A4) hereby permitted at ground floor level to Blocks A, D, F, and G shall not be carried out between 23:00 hours and 08:00. hours the following day. (C045)**

Reason - To safeguard the amenity of neighbouring property. (R042)

22. **The school and ancillary facilities shall not be occupied by members of the visiting public between 22.00 and 08.00 hours the following day.**

Reason - To safeguard the amenity of neighbouring property (R042).

23. **The multi-purpose sports facilities within the school development shall have all lights switched off between the hours of 22.00-07.00 hours the next day.**

Reason - To safeguard the amenity of neighbouring property (R042).

24.

The premises at ground floor level to Blocks F and G shall not at any time be used for the sale of hot food for distribution or for consumption off the premises. (C061)

Reason - To safeguard the amenity of the area, in particular the levels of amenity presently enjoyed by the occupants of neighbouring property. (R059)

25. **Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 and the Town and Country Planning (General Permitted Development) Order 1995, the use of Block H shall be as a school and for no other use within Class D1**
Reason - To safeguard the amenities of the area
26. **Prior to the construction of any floor of the permitted development to be occupied by residential dwellings a scheme of sound insulation, designed to prevent the transmission of excessive airborne and impact noise between the commercial use and the residential dwellings to the upper floors of the relevant part of the development (Blocks A, D, F and G) shall be submitted to and approved in writing by the Executive Director, Planning and Borough Development in consultation with the Director of Environmental Health. The sound insulation shall be installed and maintained only in accordance with the details so approved. The residential dwelling(s) of the relevant part of the development shall not be occupied until the approved scheme has been fully implemented for the relevant block. (C53b)**
Reason - To safeguard the amenity of neighbouring premises. (R53a)
27. **No music shall be played within the school and commercial premises at ground floor level to Blocks A,D,F and G so as to be audible outside the premises. (C048)**
Reason - To safeguard the amenity of neighbouring property. (R048)
28. **No loudspeakers or relay equipment, or musical instruments, shall be used in the commercial premises at ground floor level in Blocks A,D,F and G in such a manner as to cause noise nuisance to occupants of neighbouring property. (C049)**
Reason - To safeguard the amenity of neighbouring property. (R048)
29. **Not more than one restaurant shall be created pursuant to this permission at ground floor level to Block F , and this restaurant shall not provide more than 75 covers. (C051)**
Reason - To safeguard the amenity of neighbouring

property. (R048)

30. **Prior to the commencement of the development hereby permitted (save for works of demolition), impact studies of the existing water supply infrastructure shall be submitted to and approved in writing by the Executive Director, Planning and Borough Development, in consultation with Thames Water. These studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point**
Reason - To ensure that the existing water supply infrastructure has sufficient capacity to cope with the additional demand
31. **All planting, seeding and turfing, forming part of the approved details of landscaping, shall be carried out in the first planting and seeding season following the first occupation of the development or the completion of the development whichever is the sooner and any trees or plants which, within a period of 5 years from the first planting and seeding season referred to above, die, are removed, or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives its written consent to any variation. (C018)**
Reason - To protect the amenity of the area. (R018)
32. **No development shall take place until a Method Statement detailing how the proposed excavation is to be undertaken, and basement constructed, has been submitted to and approved in writing by the Executive Director, Planning and Borough Development. The Method Statement shall be prepared by a suitably qualified person, namely a Member of the Institute of Structural Engineers (M.I. Struct. E.) or a Member of the Institution of Civil Engineers (M.I.C.E.). The development shall only take place in accordance with the Method Statement so approved. (C103)**
Reason - To ensure adequate safeguard to the structural integrity of neighbouring buildings.
33. **The development hereby permitted shall not be implemented until a Construction Traffic Management Plan has been submitted to and**

approved in writing by the Executive Director, Planning and Borough Development, in consultation with the Director of Transportation and Highways. The statement should include:

- **routeing of demolition, excavation and construction vehicles;**
- **access arrangements to the site;**
- **the estimated number of vehicles per day/week;**
- **details of the vehicle holding area;**
- **details of the vehicle call up procedure;**
- **estimates for the number and type of parking suspensions that will be required;**
- **details of any diversion, disruption or other abnormal use of the public highway during demolition, excavation and construction works;**
- **work programme and/or timescale for each phase of the demolition, excavation and construction works; and**
- **where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements.**

The development shall be carried out in accordance with the approved Construction Traffic Management Plan.

Reason - In the interest of highway safety and to safeguard the amenity of the area.

34. **No development shall take place until the implementation of a programme of archaeological work in accordance with a written scheme of investigation submitted to and approved in writing by the Executive Director, Planning and Borough Development, has been secured. The development shall only take place in accordance with the detailed scheme so approved. The archaeological works shall be carried out by a suitably qualified investigating body approved in writing by the Executive Director, Planning and Borough Development. (C100)**
Reason - To minimise damage to any archaeological remains that may exist on site and to ensure satisfactory recording in accordance with the guidance contained in Planning Policy Guidance Note 16, and the Council's policies. (R100)
35. **The development shall be carried out in accordance with the Flood Risk Assessment (FRA) Stage C drainage report dated 1st February 2009 ref: 5113)**
Reason - To ensure that the proposal complies with the requirements of PPS23 and Policies 4A.12 and 4A.13 of the London Plan (2008)
36. **Prior to the commencement of the development (save for demolition) a surface water drainage scheme for the site in accordance with the sustainable urban drainage measures included in the Ramboll Whitbybird drainage report Stage C (dated 1st February 2009 ref: 5113) has been submitted to and approved in writing by the local planning authority. This scheme should also include details regarding the long term ownership and maintenance of the drainage system.**
Reason - To ensure the proposal complies with the requirements of Policy 4A.14 of the London Plan (2008)
37. **Full details of the single CHP system, single communal network and future proofing to provide the opportunity to link to adjacent sites in order to reduce the CO2 emissions of the residential units within the development by an overall 25% from the current requirement of Part L of the Building Regulations (2006) should be submitted to and approved in writing by the Executive Director, Planning and Borough Development prior to the commencement of the development hereby approved (save for demolition). The CHP and**

network shall be installed and maintained as so approved

Reason - To comply with Policies 4A.3, 4A.4, 4A.5, 4A.6 and 4A.7 of the London Plan (2008)

INFORMATIVES

1. I08
2. I09
3. I10
4. I29
5. I30
6. I31
7. I16
8. I18
9. I21
10. I22
11. I24
12. I39
13. I61
14. I63
15. I29B
16. The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994 which govern health and safety through all the stages of a construction project. The regulations require clients (ie those, including developers who commission construction projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Further information is available from the Health and Safety Executive infoline (Tel 0541 54400)

1.0 SITE

- 1.1 The site is located on the North- West side of Warwick Road at its junction with Kensington High Street. The site is bounded by Kensington High Street to the North, Warwick Road to the East, the Former TA site immediately to the South and the West London Line to the West. The residential blocks of St Mary Abbott's Court are located some 20 metres from the easternmost site boundary and the Hilton Olympia Hotel is located some 35 metres to the North of the site.
- 1.2 The site presents a frontage of some 120 metres in width to Kensington High Street and extends some 85 metres to the South of the site. There is a change in levels across the site of approximately one full storey in height. The total site area is 1.38 hectares. The site is currently occupied by a large 'superblock' building built in the 1950's. The building is currently in use as government offices, however, the lease will expire on these premises in June 2010.
- 1.3 The site also includes a three storey mid Victorian building located at the junction of Radnor Terrace and Warwick Road which was formerly in use as a public house, known as the 'Radnor Arms'.
- 1.4 There are no listed buildings within the site or within the immediate vicinity of the site. However, the boundary of the Holland Park Conservation Area lies to the North of the site and the boundary of the Edwardes Square, Scarsdale and Abingdon Conservation Area lies to the East of the site. The Olympia and Avonmore Conservation Area is situated on the opposite side of the railway line to the West within the London Borough of Hammersmith and Fulham.
- 1.5 The site is included as one of the four sites in the Warwick Road Planning Brief Supplementary Planning Document (SPD) which was adopted by the Council on 11th January 2008. The purpose of the Brief is to provide a framework for a comprehensive, cohesive development for the four sites in order to produce a primarily residential development with appropriate infrastructure to provide a sustainable mixed community.

2.0 **PROPOSAL**

2.1 The application is for a 'hybrid' outline planning permission which contains two separate components, which are as follows:

RESIDENTIAL COMPONENT:

The demolition of the existing buildings and the erection of seven buildings which will accommodate 530 residential units (467 market units and 63 affordable units) and 400 square metres (GIA) commercial floor space to be used in either Class A1 (retail), Class A2 (Financial and Professional services), Class A3 (Café), Class A4 (drinking establishment). The proposal will also provide 309 car parking spaces (including 31 disabled spaces) with 530 bicycle spaces and 56 motorcycle spaces.

This element of the proposal is being sought with all details and no matters being reserved.

SCHOOL COMPONENT

The erection of a single form entry primary school located at the junction of Warwick Road and Kensington High Street.

The application seeks only to agree the siting of the school building at this stage, with reserved matters regarding appearance, landscaping, layout and scale.

2.2 **SCHEDULE OF ACCOMMODATION**

MARKET HOUSING (table 1)

| Unit size | No of units | % | Habitable rooms | % |
|------------------|--------------------|-------------|------------------------|-------------|
| Studio | 1 | .2% | 1 | 0 |
| 1 bed | 135 | 29 % | 270 | 19% |
| 2 bed | 212 | 45 % | 636 | 46% |
| 3 bed | 108 | 23% | 432 | 31% |
| 4 bed | 11 | 2% | 55 | 4% |
| Total | 467 | 100% | 1394 | 100% |

AFFORDABLE HOUSING (table 2)

| Unit size | No of units | % | Social rented | | No of units | Shared ownership | |
|--------------|-------------|-------------|---------------|-------------|-------------|------------------|-------------|
| | | | Hab rooms | % | | Hab rooms | % |
| 1 bed | 0 | 0 | 0 | 0 | 25 | 50 | 70% |
| 2 bed | 8 | 26% | 32 | 20% | 7 | 21 | 30% |
| 3 bed | 9 | 29% | 45 | 28% | 0 | | |
| 4 bed | 14 | 45% | 84 | 52% | 0 | | |
| Total | 31 | 100% | 161 | 100% | 32 | 71 | 100% |

TOTALS FOR AFFORDABLE HOUSING (table 3)

| Total no of affordable housing units | No of units | % of units | Hab rooms | % |
|--------------------------------------|-------------|------------|------------|-------------|
| 1 bed | 25 | 40% | 50 | 22% |
| 2 bed | 15 | 24% | 53 | 23% |
| 3 bed | 9 | 14% | 45 | 19% |
| 4 bed | 14 | 22% | 84 | 36% |
| | | | | |
| Total | 63 | | 232 | 100% |

The scheme will offer a 14 % affordable housing provision calculated on the basis of habitable rooms and 12% calculated on the basis of total number of units provided.

2.3 The residential accommodation detailed above together with the 400 sq metres of commercial floor space will be contained within seven separate buildings within the site which are as follows:

2.3.1 Block A:

This building is located on the North West corner of the site directly fronting Kensington High Street and abutting the railway line to the West. The building will be 19 metres at its maximum width and 40 metres in depth and 31 metres in height to shoulder and 36 metres in height at the top of the penthouse storey where it fronts Kensington High Street and a maximum of 39 metres to the top of the penthouse

storey at the rear where it fronts the central courtyard space. This presents as a building with 10 principal storeys with two set back storeys. This building will provide a small commercial unit of 38 square metres (NIA) at ground floor level fronting Kensington High Street and 69 units of market housing. Many of these units will be dual aspect and most will have access to private external amenity space in the form of balconies or rear gardens at ground floor level. This block will be served by a single entrance from Kensington High Street. The lower ground floor of this building will incorporate plant and the access to the basement car park.

2.3.2 Block B:

This block will be located some 60 metres to the South of Kensington High Street and will run parallel to the railway line to the West. The block will have a maximum width of 22 metres which tapers to 15 metres to the South. The building will have a depth of 51 metres and will be 27 metres in height to shoulder and 31 metres at maximum height. This presents as a building with 9 principal storeys with one set back storey. This building will provide a mix of affordable units (both social rented and intermediate) and market units. These units will be serviced by two internal cores and the block will have two separate entrances. There will be a total of 84 units in this block (63 affordable and 21 market). Many of the units are dual aspect and most have access to private amenity space in the form of balconies or private gardens at rear lower ground floor level. This is across all tenures in this block.

2.3.3 Block C: (Campanile)

This will be located adjacent to the railway line at the Southernmost point of the site where it adjoins the Former TA site to the South. This building has been designed to be identical to that on the Telephone Exchange site which was granted planning permission in 2008. The building will be 17 metres in width, 10 metres in depth and 55 metres in height which presents as a 17 storey building when measured from grade. This building will provide 11 units of market accommodation arranged as one unit per floor with a series of duplexes at 12th to 17th floors. This building will incorporate glazed panels with bronzed fins and stone framing which becomes more slender at the higher levels where the amount of glazing will be increased.

2.3.4 Block D:

This building directly fronts onto Kensington High Street and is fully linked with Block F at lower ground floor and ground floor levels and also partially linked at some of the upper levels in the form of

external terraces 'sky gardens' .At ground floor level this building presents as some 36 metres in width and incorporates the residential entrance and two small commercial units (providing a total of 195 metres) . The block will be a maximum depth of some 28 metres and forms part of a perimeter block arrangement with Blocks F, G and E. The building will be 30 metres in height to shoulder and 36 metres in height at the top of the penthouse storey where it fronts Kensington High Street. The building will be a maximum of 38 metres in height to the top of the penthouse storey at the rear where it fronts the central courtyard area. This presents as a building which is 10 principal storeys with two set back storeys . At lower ground floor level, to the front of the site, this building incorporates plant and storage with residential units to the rear where it fronts the central courtyard. This building will provide 86 units of market accommodation, many of the units are dual aspect and most will have access to private amenity space in the form of balconies, 'sky gardens' or large terraced areas to the penthouses at 11th floor level.

2.3.5 Block E:

This building forms part of the perimeter block together with Blocks D, F and G. This block will be situated in the Southern part of the site some 60 metres from Kensington High Street and some 70 metres from the Easternmost site boundary to Warwick Road. This block will be 36 metres in width, 25 metres in depth and 33 metres in height to shoulder and 36 metres in height to the top of the penthouse storey. This presents as a building with 10 principal storey with one set back storey. This building will provide 96 units of market accommodation with most of the units being dual aspect and having access to private amenity space in the form of either balconies, terraces or the 'sky gardens ' linking with Block F at some of the upper levels. This building has dual entrances from both the 'green finger' and the central courtyard area and incorporates light wells at lower ground floor level to the duplex units at this level.

2.3.6 Block F:

This building effectively forms the 'corner' of the perimeter block arrangement and is fully linked at lower ground and ground floor levels to Block D where it fronts Kensington High Street. This building (together with Block G) directly fronts onto the 'linear park' and the proposed school beyond. The building will be 25 metres in width, 36 metres in depth and 31 metres in height to shoulder and 36 metres to the top of the penthouse storey. This presents as a building with 10 principal and two set back storeys. At ground floor level, fronting Kensington High Street, this building will provide the management office, the entrance to the gym located at lower ground floor level and a small café (of 90 square metres). At lower ground floor level this

building will provide a private gym area including swimming pool to the front of the site, with residential accommodation to the rear of the building where it faces the central open space. This building is also linked with Block G at the upper levels in the form of the open terraced 'sky gardens'. The building will provide 89 units of market accommodation, many of which are dual aspect and have access to private external amenity space in the form of balconies, private terraces to the penthouses and the sky gardens.

2.3.7 Block G:

This building lies directly to the South of Block F and is fully linked at lower ground floor level with Block F and partially linked in the form of the sky gardens with this building and Block E at some of the upper levels. This building faces directly onto the linear park and can be accessed directly from the both the linear park and the central courtyard. The building is some 25 metres in width, 36 metres in depth and 33 metres in height to shoulder and 36 metres in height to the top of the penthouse storey. This presents as a building with 10 principal storeys and one set back storey. The building will provide a small café (75 square metres) at lower ground floor level at the south east corner of the block where it faces the proposed school building. The building provides 95 market units, most of which are dual aspect and have access to private external amenity space, in the form of balconies, terraces or sky gardens with the adjoining buildings.

2.3.8 The materials to be used on the external faces of the buildings will be cast stone, metal framing with bronze coloured anodized metal panels together with glass balustrades. This detailing will vary slightly across the buildings with a differing material to the solid panels being incorporated in Blocks D, E, F and G where they face into the central courtyard area. Details of all materials to be used on the external faces of the buildings will be subject to condition.

2.3.9 The scheme provides two levels of basement which extends under the entire site (save for the lower basement level which does not extend under the school building). The lower basement floor level provides 228 car parking spaces together with plant and storage areas with the upper level of basement providing 81 car parking spaces, cycle parking spaces, plant, tree pit storage and water tanks together with the lower floors of the duplex apartments to the blocks.

2.3.10 The proposal will provide a total of 3678 square metres of open space situated at lower ground and ground floor levels which includes the central courtyard area which will be available for use by all residents of the development across all tenures and the linear park which will form one part of an area of public open space which runs South through all of the sites which comprise the Warwick Road Planning Brief. There are further areas of play space within the development

located within part of the linear park, the green finger and between Blocks E and G, this will provide a total of 809 square metres of play space.

2.4 Following Officer advice, the scheme has been revised since originally submitted including the reduction in height of Block B by one storey, the 11th floor penthouses have been removed from Block G, alterations to the detailed design of the top storeys of the principle blocks and further amendments to landscaping.

2.5 The applicants have submitted as Environmental Statement (ES) in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999. The content of the ES was agreed with the Royal Borough in the issuing of its Scoping Opinion in February 2008. The ES contains studies which include (inter alia) the following topic areas:

- transport
- noise and vibration
- air quality
- ecology
- cultural heritage and archaeology
- ground conditions and contamination
- water resources (including flood risk)
- townscape and visual impact assessment
- microclimate (sunlight/daylight/overshadowing/wind)
- socio-economic
- sustainability

3.0 RELEVANT PLANNING HISTORY

3.1 Planning permission was granted in November 1948 for the erection of an office block

4.0 PLANNING CONSIDERATIONS

4.1 The main considerations in this case are:

4.1.1 The loss of the existing uses on the site and the provision of the new residential accommodation, commercial floor space and school in light of this Council's current planning policies

4.1.2 The layout, bulk, massing and design of the proposed blocks A – G and their attendant effect of the appearance of the surrounding area

4.1.3 The effect of the proposal on on street parking and pressure on the surrounding road and public transport networks

- 4.1.4 The effect of the proposal on the amenities of occupiers of surrounding properties, particularly in terms of sunlight, daylight, privacy, enclosure and noise
- 4.1.5 The environmental aspects of the scheme such as air quality, contaminated land, sustainability and micro climate
- 4.2 The relevant planning policies as contained in the Unitary Development Plan (as amended 28th September 2007) are as follows:

STRATEGIC POLICIES

STRAT 1 (protection and enhancement of residential character and amenity of the Borough)

STRAT 7 (to locate trip generating uses in areas well served by public transport)

STRAT 9 (to seek that all development preserves and enhances the residential character of the Royal Borough)

STRAT 11 (to promote high environmental and architectural design standards in new developments)

STRAT 25 (to improve pedestrian environment)

STRAT 26 (to promote cycling and provide for cyclists)

STRAT 44 (to protect and encourage social and community facilities which are easily accessible)

STRAT 47 (to maintain and increase the provision and quality of open space of local and metropolitan value)

HOUSING POLICIES

H2 (land /buildings for residential use)

H7 (provision of open space in new development)

H8 (require the provision of social and community facilities)

H15 (housing on major development sites)

H18 (mix of units in development)

H19 (seek an appropriate mix of units)

CONSERVATION AND DESIGN POLICIES

CD27 (high standard of design)

CD28 (urban design)

CD33 (loss of sunlight/daylight)

CD34 (ensure good light conditions)

CD35 (visual privacy)

CD36 (sense of enclosure)

CD38 (open space design)

CD39 (security of design)

CD40 (noise and disturbance)

CD41 (internal noise environment)
CD52 (installation of plant)
CD63 (views from/into Conservation Areas)
CD69 (setting of listed buildings)
CD80 (loss of trees)
CD81 (encourage planting of trees in new development)

TRANSPORTATION POLICIES

TR1 (high trip generating development)
TR3 (maintain and improve footways)
TR4 (encourage provision of new direct pedestrian routes)
TR9 (bicycle storage)
TR35 (new development on public transport infrastructure)
TR36 (increase in traffic/parking)
TR37 (contributions to service improvements)
TR38 (off street parking/non residential development)
TR41 (off street servicing)
TR42 (to provide off street parking)

LEISURE AND RECREATION POLICIES

LR12 (to encourage the creation of sitting out/amenity areas)
LR13 (to provide new rights of way where appropriate)
LR14 (to negotiate inclusion of open space where appropriate)
LR15 (amenity space/family housing)
LR16 (public access to all communal open space)
LR40 (adequate communal play provision/family housing)

SOCIAL AND COMMUNITY POLICIES

SC4 (to encourage the provision of social and community facilities to meet local needs)
SC6 (to negotiate community facilities)
SC8 (encourage shared use by local community/education facilities)

SHOPPING POLICIES

S4 (provision of shop units in development proposals)
S23 (cafes/public houses outside principal shopping centres)

ENVIRONMENT POLICIES

PU1 (to resist development unacceptable impact on air quality)
PU2 (to resist development leading to pollution)
PU3 (contaminated land)
PU4 (contaminated land/measures)

MONITORING POLICIES

MI1 (negotiate planning obligations)

The relevant London Plan policies are:

LONDON PLAN (Consolidated with alterations since 2004)

3A.1 (increasing London's supply of housing)

3A.2 (boroughs housing targets)

3A.3 (maximizing potential of sites)

3A.5 (housing choice)

3A.6 (quality of new housing provision)

3A.9 (affordable housing targets)

3A.10 (negotiating affordable housing)

3A.11 (affordable housing thresholds)

3A.18 (enhancement of infrastructure and community facilities)

3C.2 (matching development to transport capacity)

3C.17 (tackling congestion and reducing traffic)

3D.13 (children's play provision)

4A.1 (climate change)

4A.3 (sustainable design and construction)

4A.4 (energy assessment)

4A.5 (heating and cooling networks)

4A.6 (decentralized energy)

4A.7 (renewable energy)

4A.9 (climate change adaptation)

4A.11 (living roofs)

4A.12 (flooding)

4A.13 (flood risk management)

4A.14 (sustainable drainage)

4A.16 (water use)

4A.19 (improving air quality)

4A.20 (reducing noise)

4B.1 (design principles for a compact city)

4B.9 (tall buildings)

4B.10 (large scale buildings)

6A.4 (priorities in planning obligations)

6A.5 (planning obligations)

4.3 Weight has been given to the following Supplementary Planning Guidance:

- Warwick Road Planning Brief
- Housing Standards
- Transportation
- Subterranean development
- Construction Training
- Air Quality
- Public Art

4.4 As the proposal involves the erection of buildings in central London which provides more than 20,000 square metres of floor space, and

development which includes the provision of more than 150 houses or flats; under the provisions of the Town and Country Planning (Mayor of London) Order 2008, the application has been referred to the Mayor of London under Categories 1A.1 and 1B.1b. This procedure allows the Mayor the opportunity, within 14 days of being formally notified of the Council's decision to direct the Council to refuse permission. The comments of the Mayor as contained in his Stage 1 letter are included and addressed in Section 8 of this report.

Land Use

- 4.5 The existing site is in use as offices (within Class B1). The floor space is largely occupied by HM Revenue and Customs. There are no current planning policies within the Unitary Development Plan (as amended) which seek to retain the existing use. Furthermore, following the adoption of the Warwick Road Planning Brief in 2008, the Council has identified this site (together with the three adjoining sites to the South) redeveloped primarily for residential use together with appropriate infrastructure. Therefore, the principle of the redevelopment of the site for residential use together with a primary school is supported by Policies H2, SC5 and H8 of the Unitary Development Plan (as amended) together with guidance contained in the Supplementary Planning Document, the Warwick Road Planning Brief. The two elements of the scheme will be examined in turn as follows:

RESIDENTIAL USE

- 4.6 The first element of the proposal for consideration is that of the proposed residential accommodation in light of current planning policy. A central aim of planning policies contained in both the Unitary Development Plan (as amended) and the London Plan (2008) is to increase the number of residential dwellings. The proposal will provide 467 market residential units and 63 affordable housing units (social rented and intermediate). The current guidance regarding suitable density for residential development is contained in Table 3A.2 of the London Plan (2008) where it indicates for developments of sites in Central locations with a Public Transport Accessibility Level (PTAL) 4-6 that the proposed density of development of these sites should be in range of 650-1100 hrha.
- 4.7 In this case, the Council considers the site to have a PTAL of 5. Policy 3A.3 of the London Plan (2008) develops the application of density ranges where it states that 'development proposals achieve the maximum intensity of use compatible with the local context'. This places emphasis on townscape being an important factor in determining appropriate density for development. The scheme proposes a density of 1176 hrha (using GLA methodology), this is marginally above the range identified in Table 3A.2 of the London

Plan. However, this should also be considered in light of the site specific framework for development of this site contained in the Warwick Road Planning Brief and the detailed townscape and design considerations that are set out in paras 4.22 to 4.33 of this report.

4.8 With regard to the suitability of the range of accommodation which will be provided by the proposal. The mix of market units is set out in Table 1 of this report . The proposal will provide a range of unit sizes from one bedroom to four bedroom units (together with a single studio unit). All of the proposed market units satisfy the Councils requirements with regard to unit sizes as contained in the Housing Standards SPG. All of the units will be built to Lifetime Homes Standards and 10% will be wheelchair accessible. Nearly half of the market units are dual aspect and most have access to private amenity space. The market housing provision offers 35% of the units being suitable for family housing (i.e. 3 bedroom or above). This Council's Housing Needs Survey (2005) indicates that in the Owner- occupied sector, the main shortfalls in supply are 3 to 4 bedroom homes. In addition, the Warwick Road Planning Brief seeks a minimum target of 25% of the units across the four sites as being suitable for family housing. This aspect of the proposal is considered welcome. This Council's Policies H18 and H19 are to seek a range of unit sizes in schemes for residential development subject to a number of criteria. In this case, the market element of the proposal provides a range of dwelling sizes from one to four bedroom units, with over 35% of the units being suitable for family accommodation. Therefore, the proposal is supported by Policies H18 and H19 of the Unitary Development Plan.

4.9 As the site has the capacity to provide over ten residential units, Policy 3A.11 of the London Plan is that 'Boroughs should normally require affordable housing provision'. Policy 3A.10 of the London Plan states that

' Boroughs should seek the maximum reasonable amount of affordable housing when negotiating on individual private and mixed use schemes, having regard to their affordable housing targets'. 'The need to encourage rather than restrain residential development and the individual circumstances of each site. Targets should be applied flexibly, taking account of individual site costs, the availability of public subsidy and other scheme requirements'

The proposal will provide 63 units of affordable housing as set out in Tables 2 and 3 of this report. This represents a provision of 11 % affordable housing measured on a unit basis and 14 % measured on a habitable room basis. The split between social rented and intermediate is 50/50 measured on a unit basis and 70/30 measured on a habitable room basis. This split accords with the requirements of Policy 3A.9 of the London Plan.

- 4.10 The affordable housing element of the proposal offers a range of unit sizes between one and four bedrooms, with 55% being suitable for family housing. With regard to the need for affordable housing, the Council's Housing Needs Study (2005) indicated that the shortfall in the Borough relates to larger family size units. In this case, the proposal will provide 74% of the social rented units as being suitable for family housing. The mix of units unit sizes across both tenures exceed those contained in the Housing Standards SPG and are considered acceptable by the Council's Housing Initiatives Officer. Most of the social rented units will have access to private external amenity space in the form of balconies and many will be dual aspect. All of the units will be built to Lifetime Homes Standards with 10% being wheelchair accessible.
- 4.11 With regard to the provision of open space, Policy H7 is 'to seek, where appropriate the provision of some outdoor space in new developments of over ten units'. Policy LR15 is to 'require that amenity space is provided for new family housing'. There is no specified amount of space identified in respect of either of these policies. The Warwick Road Planning Brief states that 'private garden space may include high level patios, balconies and roof terraces (para 5.16). The Brief goes on to state that children's play facilities should be provided at ground floor level. In terms of private amenity space, the majority of the units, across all tenures have access to private amenity space in the form of balconies or roof terraces. Furthermore, the site provides a large central courtyard space of some 800 square metres which will be open to all residents of the development (across all tenures). The proposal also includes a large area of open space between the proposed school building and Blocks F and G which forms the linear park. This area is public open space which will be adopted by the Council and forms part of a continuous area of public open space which runs parallel to Warwick Road to all the adjoining sites to the South which comprise the area covered by the Warwick Road Planning Brief. The open space provided within the site (excluding play space and roads) will be 3678 square metres.
- 4.12 With particular regard to the provision of play space. Policy 3D.13 of the London Plan (2008) is to ensure that developments that include housing make provision for play and informal recreation. The predicted child yield of the development is 96 children (14 under 5's, 48 5-11 and 35 12-16). With 62 children in the 0-11 age group current London Plan policy seeks a target provision of 620 square metres (based on 10 square metres per child) In this case, the proposal will be providing 809 square metres of play space of designated play space which will be located in a section of the linear park, doorstep play space between Blocks G and E. Therefore, the proposal can accommodate in excess of the target provision stated in the GLA SPG (Providing for children and young peoples play).

Furthermore, Holland Park is located within 800 metres of the site which offers play facilities for children over 12 in the development. In this case, the proposed development is considered to be capable of providing sufficient play space and open space.

- 4.13 It should be noted that when considering proposals involving the provision of affordable housing, Policy 3A.10 of the London Plan states that economic viability and the individual circumstances of each site have to be taken into account. This assessment can be demonstrated by using the 'Three Dragon's Toolkit'. In this case, the applicant submitted a Toolkit with the scheme as originally proposed which was subject to an independent assessment on behalf of the Council. Following the course of negotiations with the applicant a further Toolkit was submitted which included the full details of the current affordable housing offer together with the financial contributions which will be subject of the S106 Planning Obligation, most notably the contribution of the land and £6 million for the construction of the primary school. This was independently assessed by the DVO on behalf of the Council and it was concluded that the affordable housing provision was acceptable having regard to the other financial provisions being included as part of the S106 Planning Obligation in the current market conditions. Furthermore, it was recommended that the implementation of the planning permission could be restricted to a shorter period of two years (instead of three) in order that the viability of any future scheme could be assessed at a later date in light of the prevailing market conditions at that time. The applicant has agreed to a planning condition which will require the development to be implemented within two years and that an agreement regarding the definition of 'implementation' will be included within the S106 Planning Obligation.

4.14 Provision of primary school

The proposal development includes the provision of a one form entry primary school which will be located on the North East corner of the site facing Warwick Road. The application seeks approval for the siting of the school only with all other matters being reserved.

- 4.15 One of the central tenets of the Warwick Road Planning Brief was to provide a high quality residential quarter with appropriate infrastructure in order to produce a sustainable community. The Brief includes four sites which will be primarily residential developments. When all of these sites are developed, they will result in the provision of some 1500 units of accommodation, including a substantial provision of social rented housing. It should be noted that although the site further to the South at the junction of West Cromwell Road, (100 West Cromwell Road) was not included within the Brief sites, it is expected that this site will result in the provision of some 320

residential units including a proportion of social rented units. It is expected that the number of children of primary school age within these developments as a whole would be in the region of 240. This is equivalent to the size of a one form entry primary school with a nursery class of 30 children. Therefore, the developments on these sites together with that proposed at 100 West Cromwell Road would generate sufficient children to require the provision of a primary school for these sites alone.

- 4.16 Evidence provided by Family and Children's Services for the Borough indicates that there is no existing capacity at any of the community primary schools within two miles of Warwick Road. The only school with any capacity is Avondale Park which is being held against the likelihood of future major housing developments in the North of the Borough. Furthermore, this school is located in the North of the Borough which would involve mothers and/or unaccompanied children to undertake a journey involving the crossing of two major traffic arteries and having to walk some considerable distance as public transport links to this area are extremely poor. Given these circumstances, it is considered that to undertake this journey on a daily basis would be extremely impracticable and completely unacceptable given the age of the children involved.
- 4.17 The option of expansion of existing school sites to accommodate the children that will be generated by the Warwick Road sites has also been considered. However, this was found to be impracticable. With the exception of Avondale Park, none of the schools within the area could be extended to accommodate what would represent a doubling in size of these schools. Furthermore, at some of the existing sites, the amount of available play space already is below statutory minimums and this would preclude any possibility of further expansion of these sites.
- 4.18 Although the Warwick Road sites are in close proximity to the London Borough of Hammersmith and Fulham, the two schools that are within a reasonable distance of these developments, Addison and Avonmore are already at full capacity.
- 4.19 There is no site which would be suitable for a new school in the vicinity of the Warwick Road sites and there is little or no prospect of the Borough being able to find a suitable site at a realistic cost anywhere in the southern parts of the Borough or the accessible parts of the North. Given the density of the Borough together with the extraordinary high land values, to purchase any site, even if the land were available would not be a realistic option. Furthermore, if such a site were to be available, to acquire the site would seriously impair the ability of the Borough to carry out any necessary improvements to its existing school stock. Family and Children's Services have also confirmed that no funding would be available from Central

Government as all capital has been allocated to local authorities until 2011 and there is no case for any 'exceptional funding' and that any funding must come from the local authorities own resources or from the Primary Capital Programme (PCP) . The allocation for this is £8 million which would not only have to build and equip the school but would also have to fund the cost of buying the land. Therefore, this is not a feasible option in this case. The capital programme (which is a different programme from the PCP) is already fully committed by the rebuilding of Holland Park school and the completion of Chelsea Academy. Therefore, there is no scope for drawing on any of the Council's reserves in this respect. However, the Borough clearly accepts the cost of furnishing and equipping the new school would fall to the local authority and this is likely to be in the region of £1 million and provision would be made for this expenditure in the Borough's capital programme.

4.20 In conclusion, the Warwick Road sites will generate sufficient children of primary school age to require the provision of a new school. In particular, given the large proportion of social rented residential units that will be included in these developments. The Warwick Road Planning Brief identified this need and in para 5.21 of the Brief, it identified the Charles House site as being the most suitable for this purpose given its size, accessibility and availability for development. It has been demonstrated that the Borough cannot provide either the land or funds to construct the school that will be required. In this case, the proposal will provide both the land for the school and a significant proportion of the cost of building the school which will be secured as part of the S106 Planning Obligation. It should also be borne in mind that when the other sites are developed, they will also provide towards the cost of the school via S106 contributions which have already been negotiated on the adjoining sites to the South (Former TA site and Telephone Exchange). In this respect, the proposal provides infrastructure that will be key to the function of the highly sustainable and holistic community that is sought by the Warwick Road Planning Brief.

4.21 Commercial Uses

The proposal includes a modest amount of floorspace (461 square metres GEA) in the form of four small units fronting Kensington High Street and a small café adjoining the linear park opposite the primary school. These units provide an 'active frontage' to the High Street and will be uses within Classes A1, A2, A3 or A4 and are intended primarily to serve the residents of the development. These units will be located outside the Kensington High Street Principal Shopping Centre, however, given the modest size of floorspace involved, they are not considered to have any effect on the vitality and viability of the function of the existing centre.

Design Issues

- 4.22 The proposal is a 'hybrid' outline application. However, full details have been sought with regard to the residential component of the scheme. This element of the proposal should be considered with regard to its layout, massing, bulk, detailed design and its attendant effect on the appearance of the surrounding area, the adjoining conservation areas of Holland Park and Edwardes Square, Scarsdale and Abingdon together with the setting of the listed terraces of Earls Terrace and Edwardes Square.
- 4.23 The central tenet of the Warwick Road Planning Brief is to provide a co-ordinated and cohesive development across the four adjoining sites. The 'masterplan' which forms part of the Brief indicates a proposed layout or the development of the sites to allow permeability and sought an indicative scale of development. The indicative building heights for the application site are 10 principal + 2 storeys to the blocks which front Kensington High Street (Blocks A, D, E, F and G) , 9 principal storeys to the block to the West of the site adjoining the railway Line (Block B) , 14 storeys (Block C) . The school building fronting Warwick Road is to be a lower rise building no more than 7 storeys in height. However, only the siting of the school building forms part of the consideration of this application.
- 4.24 The Council's Senior Urban Design Officer has considered the proposal and the comments are as follows:

4.25 ***Demolition***

Charles House has a robust, restrained appearance, designed to reduce its bulk when viewed from Kensington High Street. It is not an unattractive building. It is, however, a 'superblock' with no visual or physical permeability, and offers no strong visual interest on this prominent site. The Radnor Arms public house, is an attractive, corner building, but of a domestic scale which contrasts with its immediate surroundings. Both buildings are not within a conservation area and their loss is not resisted.

4.26 ***Layout***

The proposed urban structure is generally welcome, being mainly in line with the indicative site layout contained in the Council's adopted planning brief. It provides a good network of streets and open spaces that are permeable and connect well with the adjacent permitted TA development and the wider masterplan area to the south. There are no dead-ends or 'left-over' spaces and the development is not a gated community, though agreement should be secured to maintain public full access, adopting the streets and linear park as public highway.

The central blocks #D, #E, #F and #G are arranged as a perimeter

block that reinforces the public realm, offering continuous, active frontages to Radnor Terrace, the linear park and especially Kensington High Street, and enclose a new communal garden square. The perimeter block is 'broken' to the west by a new route into the site from Kensington High Street, which is itself lined by blocks #A, #B and #C. Vehicle access is along this route, with the entrance to the basement car park provided between blocks #A and #B. Vehicle access is also provided east-west by an extended Radnor Terrace, which runs alongside a new 'finger' of green open space. These routes also provide pedestrian access in addition to the new linear park.

The linear park is welcomed in principle, though its location and size are of concern. The new open space is pushed westwards by the land-take of the proposed new school (block #H) located between the park and Warwick Road frontage, and does not align with the permitted public open space on the neighbouring TA Centre and Telephone Exchange sites. The outcome is a disjointed linear park with restricted visual integration. In addition, the useable open space is 15m wide which is some 5m less than that achieved on the neighbouring developments, giving the space a compressed feel. Discussions are underway with TfL regarding giving over highway space to allow an eastward shift of the school that would overcome both problems. This approach is strongly welcomed, though the matter is beyond consideration here.

The new school (block #H) is an outline application only, indicating its location and general size. The location is highly visible and accessible to visitors. It has the potential to animate the linear park, as well as enjoy a good aspect onto the park. Its prominent location offers the opportunity for a distinctive, landmark building that would also terminate views looking southwards along Warwick Road (north). There are shortcomings, notably its land-take (see above); any potential amenity and traffic implications of its close location to a busy roadway (see elsewhere); and limited potential for ground floor openings on the Warwick Road frontage, relying on the architecture to enliven the street.

There is a gradient across the existing site: the grade level steps down from Kensington High Street to the rear, and the ground falls away from Warwick Road towards the railway. Blocks #D and #F internalise the change in grade effectively; Warwick Road and the new north-side roadway ramp down fairly gently to the south, whilst a series of steeper ramps are incorporated into the landscaping leading from Kensington High Street to the linear park. Some excavation of the site is proposed, which allows a new grade at what is effectively lower ground floor level to blocks #E, #G, #B and #C. Spot heights indicate that there should be no other significant changes in height across the site and particularly adjoining the TA site, ensuring an integrated public realm, though this should be ensured by condition.

4.27 **Scale (Height)**

The revised scheme generally follows the building height guidelines set out in the planning brief, with the applicants making use of the changes of ground level across the site to create additional floors. Block #A, #D and #F are 10 principle storeys (30m) above grade level of Kensington High Street with two additional rooftop storeys setback from the parapets (36m total). The main parapet height generally reflects the building height on the opposite side of Kensington High Street (28m), providing a reasonably well-balanced and enclosed street, and sits comfortably within the wider townscape with minimal impact upon views from Edwardes Square or along eastwards along Kensington High Street.

The planning brief states that the scope for the additional setback additions needs to be demonstrated in terms of their effect on the visual bulk and massing of the building (see below) and surrounding townscape. Despite revisions, however, the double-storey penthouses remain prominent features when seen from a distance, appearing in long views out of neighbouring conservation areas, disrupting the townscape and settings of listed buildings. The roof additions rise above the general roofline of the grade II western terrace of Edwardes Square when viewed from the eastern terrace (view #14); are partly visible on the skyline when viewed from Holland Park (view #3); are prominent features on the skyline when viewed westwards along Kensington High Street (view #13); and impact upon the attractive silhouette of the grade II Edwardes Place when viewed westwards along the grade II Earls Terrace (view #12).

Blocks #G and #E maintain the parapet height of blocks #D and #F, effectively incorporating an additional 'lower ground' storey at grade level of Radnor Terrace. The parapet height is 2m higher than the permitted parapet height of the adjoining TA development, though this is not so significant as to unbalance the street enclosure in Radnor Terrace. However, any balconies or roof terraces above parapet level should be set well back to avoid any further encroachment in this narrower street.

Earlier designs for blocks #G and #E included double-height roof additions, which have subsequently been revised to single storey structures, allowing the overall height of the development to step down in height from Kensington High Street to the south, which is welcome in principle. The revised single storey roof additions are set back 4m from the parapet, largely obscuring their appearance in near-by views. They are also largely obscured from view by foreground buildings in longer views from Holland Park (view #3), Earls Terrace (view #12) and Kensington High Street (view #13), though the roof addition to block #G will rise above the roofline of Edwardes Square (view #14) as a single mass.

Block #B is a 9-storey building above grade with a single, set-back additional storey. The change in height brings some variety to the development and emphasises the height of the adjacent block #C. The latter is a residential tower, designed as a townscape feature that rises above the new urban context and terminates the view along Radnor Terrace and the new elongated garden. It is conceived as one of a pair of 'campaniles', the other being part of the permitted redevelopment of the near-by Telephone Exchange site, effectively setting a precedent. The guidelines refer to a taller structure at this point, suggesting 14 storeys at Kensington High Street grade (i.e., 15 storeys at local grade), but subject to verification of its wider townscape impacts. The amended proposals include 2 further storeys, but with reduced floor to ceiling heights of 3.2m throughout, with the exception of a 4m ground floor, producing a 55m tower. This is indeed taller than its proposed context, though not so tall as to be unsympathetic, appearing more as a local landmark than as a tall building as such. At this height, however, the tower is visible over a wider context, impacting upon views out of the neighbouring conservation areas. The main effects are on Edwardes Square, where the building punctuates the general roofline (view #14), and similarly on Holland Park (view #2). The visual impacts, however, are not considered harmful, given the proportions and slender appearance of the tower (see below) and that it will form one of an attractive and distinctive pair. From Russell Road (view #7) it presents its wider flank elevation, though the impact is marginal and is largely obscured from view by block #A. The tower is not visible from Kensington Gardens/ Hyde Park. LB Hammersmith and Fulham has raised no objections to the visual impacts of the proposals upon its neighbouring conservation area, where the upper-half of the tower dominates the skyline when viewed along Gorleston Street.

Block #H, the new school, is indicated to be the equivalent of 6½ residential storeys in height (19m). Its 'suppressed' height is welcome, following the guidelines and other permitted blocks fronting onto Warwick Road of avoiding a canyon effect to the Warwick Road, and masking the increase in scale of the development behind to passers-by.

4.28 **Scale (Massing)**

The proposed layout generally follows the indicative layout contained in the planning brief, with a large 'u' shaped central development wrapping around a central communal garden. Whilst the brief conceived narrow but rather deep recesses within a 'superblock', the proposals break the development into 4 blocks (#D, #F, #G and #E) with infills at grade between #D, #F' #G and distinctive 'skygarden' links on occasional upper floor levels. The effect of the physical and visual breaks is strongly supported, helping to reduce the massing considerably, though the impact could be improved by increasing the

set-back of the skygardens from the building lines by an additional 1m or so. In themselves, each block is well proportioned, with the roof additions set well back as to reduce their perceived impact on bulk. Each block is arranged around a central core, with many of the flats enjoying a corner location and the double aspect this brings.

Blocks #A and #B are more slab block in shape, with their longer sides on a north-south axis, set against the railway line. This orientation presents a shorter face of block #A onto Kensington High Street and limits the visual experience of pedestrians to oblique views rather than experiencing the slab blocks head on. The angled north façade of block #B marginally reduces the sense of bulk, but works primarily to improve daylight and sunlight to the communal garden square. Internally they rely on longer corridors accessing from central core, though the block #B benefits from an additional core.

Block #C is conceived as a 'campanile' structure with a relatively small residential footprint of 1 flat per floor (11x16m) projected over its 17 floors. The narrower east and west elevations present the more public facades, facing onto Radnor Terrace and across to Gorleston Street (H&F). From these perspectives the building has an elegant, slim profile with a height to width ratio of 5:1. The flank elevations are wider and have a 3.4:1 ratio, which is visually less impressive, though the elevational treatment works to maintain the structure's strong verticality and sense of slenderness (see below).

The bulky appearance of block #H (school) is off-set by its comparatively low height, but could be further ameliorated through detailed design when submitted as a full application.

4.29 Architectural appearance

The proposals have a contemporary identity that offers a new, distinctive character to this part of the Warwick Road. The architectural language, however, reflects much of the borough in drawing from the classical style, albeit in a simplified form. The building facades are divided into several horizontal elements: an extended ground floor that forms the base; a middle section that contains the main floor space; a double storey loggia that concludes the street plane; and above this the rooftop accommodation set back from the building line. The penthouses has been revised, being setback further and brought down in height, which addresses the rather top-heavy appearance to the building, which could have overwhelmed the grand order. Overall, the elevations are simple, unassuming, but balanced and effective. The use of projections and recesses to express individual units within the blocks add variation and design interest, as do the sky gardens arranged between the blocks. The expression of a double storey commercial arcade onto Kensington High Street is particularly effective, as is the use of good quality materials (cast stone, anodised bronze or PPC metal and glass

balustrades). The proposed use of different coloured metal panels on the courtyard facades of blocks #D, #E, #F and #G provides some variety of appearance among the blocks and avoids an overwhelming sense of sameness, given the consistent architectural language. It is notable and welcome, however, that this language and quality of materials is taken through to the treatment of block #B (affordable housing).

The 'campanile' (block #C) shows potential for a visually intriguing, contemporary residential tower. Good floor-to-floor heights, the visual pairing of floors and the provision of some duplex apartments give a loftier feel to the tower than the 55m suggests. This is augmented by the vertical stonework which becomes more slender as it rises through the building, adding to the building's verticality but increasing its transparency. Bronze fins and framing compliment the stonework. The approach has great merit, resulting in a potentially elegant, slender tower that could provide an attractive termination to views along the new highway and possible elongated garden square. Further detailed work is required, however, to ensure an outstanding design that meets the ground well, sits comfortably within its site and works in the round.

Block #H is indicative, with all matters relating to design of the building being reserved.

4.30 **Entrances and connectivity**

The provision of commercial floor space on Kensington High Street is logical and useful. Pedestrian access to the residential buildings is direct from the public realm into staffed lobbies and not via private courtyards, helping to activate adjacent public realm. Blocks #D and #E have an entrance centred in the façade, which links directly or indirectly through to the courtyard behind. Blocks #F and #G are treated as a single entity, with an entrance centred between them from the linear park through to the courtyard behind, as well as a further entrance centred in the north elevation of block F, from Kensington High Street. Again, these entrances are considered prominent and logical and are acceptable in terms of legibility and connectivity. An additional entrance has been provided in block #B, helping to bring more interest and life to the new public route. Similarly, the main entrance to blocks #F and #G, the new café and potentially the new school are positioned to activate the linear park. The residential entrances are made especially legible by the use of double-height or triple-height glazed entrance lobbies throughout.

4.31 **Landscaping**

The proposed layout provides for a public linear park, a private communal garden to the rear of blocks #D, #F, #G and #E, and an element of public open space within Radnor Terrace that forms the

beginning of the new elongated garden square. All the spaces make provision for tree planting which benefit from tree pits placed within the basement car park. The provision of semi-mature trees and pits are conditioned to ensure the landscape quality and contribution to amenity value and townscape in general. For much of elsewhere adequate soil depth is provided, allowing good quality soft landscaping where appropriate. The linear park is not gated and has 24 hour access, which is welcome given its important use as a pedestrian through-route and access points to buildings. The space is overlooked by the new residential and commercial uses, providing informal surveillance. Details of the final landscaping of the ramping up to Kensington High Street should be conditioned. It is disappointing, however, that the linear park is compressed in width and disjointed in its alignment compared to the segments of linear park planned for the neighbouring sites, reducing its function and visual contribution to the townscape. However, the rear communal courtyard garden and elongated gardens in Radnor Terrace provide visual amenity to the areas, as well as play space. All boundary treatments, eventual landscaping and the provision of some public art should be conditioned to ensure high quality.

The provision of basement private courtyard space to the rear of block #B is questioned in terms of their amenity value. Depending on the quality of residential amenity of the accommodation itself, there may be more merit in deleting the accommodation and providing private garden space at grade. Similarly, the quality of the communal roof gardens is questioned, where there appears to be insufficient head-room to allow any sizeable planting or feeling of space, though this could be improved by adjusting the positioning of the skygardens above

4.32 Conclusion

As with all the sites covered by the Warwick Road planning brief, a high quality architectural and urban design is important on this site if it is to accommodate a high density residential development that successfully integrates into neighbouring development sites and this part of Kensington. In this instance the proposals have an architectural quality that is contemporary and adds distinction. It provides a welcome variety and interest that has a sense of place, but also draws upon the qualities of the Borough's more traditional architecture, albeit in a simplified way, helping the scheme to integrate with the wider surroundings. The elevational designs and materials are well considered.

The overall scheme is large scale and dense and generally well accommodated within the planned layout. Its urban structure allows for good physical and visual integration, working with existing routes and providing new routes that are addressed by buildings and well activated by ground floor entrances and uses. The development

creates new building lines and a coherent form to the linear park, gardens, an extended Radnor Terrace and new street. The exception is the linear park, which because of the location and land-take of the school does not align with the main sections of the linear park already permitted on the neighbouring sites. It is also compressed in size.

In terms of scale, the bulk and massing the built form that is compatible with the surrounding context of the Warwick Road (north). However, the building heights remain challenging. The principal heights of the blocks are acceptable, and the variety brought by the block #B, block #C and potentially block #H are welcome, particularly where the school avoids creating a canyon effect on Warwick Road. The high-rise residential tower is a well-conceived 'campanile' structure that has precedence on the neighbouring Telephone Exchange site. It is of reasonable height and mass as to offer an elegant, slender profile without too wide and negative a visual impact. It is visible from within neighbouring streets, but contributes to an interesting skyline and provides an attractive local landmark that terminates the axial view into the site, particularly when paired with the permitted 'campanile' on the Telephone Exchange Site.

It is unfortunate that the additional height brought by the rooftop penthouses to the main blocks detracts from the overall quality of the scheme and its visual integration with surrounding townscape. The roof additions appear prominent in views from the neighbouring conservation areas and affect the setting of Edwardes Square, its listed residential terrace, Earls Terrace and long distance views from Kensington High Street and Holland Park. The development would benefit from the deletion of the penthouses or a reduction in the height of the main buildings themselves.

- 4.33 With regard to the reduction in width of the linear park by the position of the school building, it should be noted that there have been discussions with TfL regarding the possible realignment of the Warwick Road/Kensington High Street junction which would allow the school building to be resited further East in order that the linear park can be increased in width so that it can align more fully with the site to the South (Former TA site). The applicants have agreed to pay a sum of £500,000 in respect of these works, this would be secured by a S106 Planning Obligation. However, the current proposal which provides a linear park of some 15 metres in width which will be adopted by the Council is still considered acceptable in terms of its layout
- 4.34 With regard to the heights of the proposed buildings, it should be noted that are fully compliant with the heights of the buildings identified in the Warwick Road Planning Brief. However, the Design Officer raises concern regarding the height of the penthouses to the main blocks. In this case, it is considered appropriate to attach a

condition requiring further details of the double height penthouse elements of the main buildings.

- 4.35 With particular regard to trees. The proposed development will result in the loss of street trees to both Warwick Road and Kensington High Street together with trees in the grounds of Charles House. However, the proposal includes the provision of a large number of new trees to the site. The Council's Arboriculturist has reviewed the proposal and considers that the loss of the existing trees is acceptable given that the landscaping included as part of the development will represent an improvement to the existing situation.

Transportation and Highways Matters

- 4.36 The proposal should be considered with regard to its effect on traffic generation, pressure on on street parking and safety of the surrounding road network.
- 4.37 The Council's Director of Transportation and Highways has considered the proposal and comments as follows. It should be noted that the additional comments regarding the submission of the revised scheme and further information have been included in italics after the relevant paragraph.

4.38 Location of the site

The nearest tube station to the site is Olympia which has a limited District line service and is 400m distant. This station also gives access to the West London Line. Earls Court is the nearest station that has a decent frequency of service and is around 1000m or at least 12.5 minutes' walk. West Kensington station is also around 1000m distant and Kensington High Street is 1200m distant. The site is located in close proximity to a number of bus routes however including the 9, 10, 27, 28, 49, 328, C1, and C3. Taken together this gives the site a good PTAL of 4 (it should be noted that this is not a site specific measurement). The development is considered consistent with TR1. The applicant states that the site has a PTAL of 6a. In WSP's scoping report a PTAL of 5 was given. Clarification is required on this point.

Further information has been submitted by the application and the site has been confirmed as having a PTAL of 5. In this case, the site is still considered an appropriate location for the development.

The access to public transport of this site would be improved by the extension of bus services, for example the C3, north along Warwick Road. In order to achieve this contributions towards new bus stops may be required as set out below. In addition a modest contribution is required, as will be requested of the other Warwick Road developments, to fund a feasibility study into the conversion of the

section of Warwick Road north of Fenelon Place to two way working. This is consistent with the Warwick Road Planning Brief SPD

This financial contribution will be included as part of the S106 Planning Obligation

4.39 **Residential application**

Parking

Car parking

The Council's maximum parking standards would allow up to 478 car parking spaces for the residential component of the site (397 for market residential units and 81 for affordable). No car parking would be expected for commercial elements of the scheme. The Area Brief provides further guidance on parking and states that "no off-street parking for non-residential uses or visitors will be sought" and that "significantly less off-street parking will be expected than the maximum standards quoted in the UDP". The applicant is proposing to provide 334 car parking spaces which equates to 0.64 spaces per unit. This level of parking is consistent with the nascent Transportation SPD as well as the area planning brief and is welcome. However, the applicant has not made clear how much parking will be assigned to the private and how much to the affordable housing. If a level of affordable parking is proposed below the private level the applicant will need to justify it.

The revised proposal has been reduced to 309 spaces or 0.58 per unit. This reduction is welcome and the level of parking is considered acceptable. The allocation of spaces for the affordable housing provision will be included as part of the S106 Planning Obligation

The design of the car park is considered acceptable subject to the points related to cycle parking set out below being addressed and confirmation that the gradient of the ramp is no greater than 1:10.

The revised proposals clarify this point and the proposal is considered acceptable in this respect.

The application refers to agreeing to a residents' parking permit-free agreement for all units in the planning statement. This should form part of any future S106 agreement.

The applicant has confirmed that this will be included as part of the S106 Planning Obligation

The applicant refers to the provision of electric charging points but no

detail has been provided. More information regarding their intended level of provision is required, I would expect all bays to have access to an electric charging point. Similarly the applicant refers to two car club bays but their location is not shown within either basement levels.

The electric car charging points will be subject of a condition. The two car club bays will be contained within the car park management plan which will be included as part of the S106 Planning Obligation.

4.40 *Bicycle parking and access*

The applicant wishes to provide 522 cycle parking spaces within the first basement level. This level of parking is consistent with Council's minimum standard however the space set aside by the applicant does not appear to be sufficient to accommodate the number of bikes intended. More detail is required on this point. Double stacking bicycle parking is unlikely to be acceptable given the difficulty of using it and the fact that it can damage the bikes parked within it. The rooms set aside for the cycle parking are also relatively secluded with no overlooking. Ways of improving this should be considered such as use of cages rather than walls, CCTV etc.

The applicant has revised the proposal to provide 530 cycle spaces, further details will be secured by condition.

Ten spaces are to be provided for visitors within the linear park which is welcome.

The brief also talks of a cycle link through the brief sites on Warwick Road to Russell Road to link in with the LCN. The applicant has referred to this but no location is shown for the link. I assume the link will pass through the site on the Kensington High Street access.

Further work is required before the application is considered consistent with TR9.

The cycle route details will be secured by condition

4.41 *Motorcycle parking*

Forty-one motorcycle parking spaces have been provided. These spaces appear to be of suitable dimensions and will not conflict with adjacent car parking or pedestrian access. This level of provision is considered acceptable. The retention of these spaces should be conditioned.

4.42 **Trips generated by the proposed development**

The vehicle, public transport and walking trip generation rates used in the Transport Assessment (TA) have been agreed with the Director of Transportation and Highways and are drawn from the averages of a number of comparable sites across London. The assumptions for generation of traffic, walking and public transport trips are therefore considered to provide a robust assessment of the likely impact of the site.

The applicant has surveyed the existing office use at the site in order to establish the level of car trips generated. This survey measured 25 cars in the AM peak and 22 in the PM. The applicant believes these are not representative given the level of car parking available (160 spaces). This assumption appears reasonable given the spaces available, the proportion of people working in the area who drive (25% according to the 2001 census) and analysis of sites in TRAVL which, although having much lower levels of car parking provision, generate higher car trip rates than Charles House. Therefore the applicant has assumed that the spaces will be full over the course of the day. Maximum parking accumulation is between 14:00-14:30, therefore the AM peak generates 89 trips and 31 in the PM.

The applicant has also removed trips from the network due to the removal of the Homebase store and its associated car park as part of the redevelopment of that site. This is acceptable. However, no detail is provided on the level of trips removed and on any surveys the reduction is based upon. This information is required before the reduction can be confirmed as reasonable.

The distribution of the resultant trips on the local road network has been based on 2001 census 'travel to work' data from the area surrounding the site. This approach is considered reasonable.

4.43 **Impact of the estimated trip rates**

Road network

The applicant has undertaken post congestion charge surveys of traffic on the local road network in order to establish reliable baseline traffic figures. Added to this the applicant has assessed the impact of a number of development scenarios on the local road network, including traffic from the Earl's Court Northern Access Road, the White City development and the site at 100 West Cromwell Road. However, further information is required on the trips removed from the highway network as set out above. I am concerned that as a result of these deductions the applicant has not undertaken any modelling of the West Cromwell Road / Warwick Road junction which is a key pinch point on the local road network in terms of spare capacity. However, further work is on-going regarding the impact of the area brief sites on this junction which should be concluded

shortly. At this stage no further work is required from the applicant.

The most sensitive time of day for additional traffic is the AM peak when up to 124 vehicle trips are estimated to be generated (including the school). If the trips generated by the existing office use are removed from this the net addition in traffic is 35 vehicles in the AM peak and 51 in the PM peak.

The applicant has undertaken LINSIG modelling of the Kensington High Street / Warwick Road junction to assess the impact of this extra traffic on the local highway network baseline traffic flows. Consistent with previous modelling undertaken at this junction the model demonstrates there is sufficient spare capacity to accommodate this traffic and the extra traffic generated by the other Warwick Road sites, the Earl's Court northern access road and White City.

4.44 *Public transport network*

The development will result in an overall reduction in public transport trips in the AM and PM peaks although the direction of travel will be reversed in comparison to the existing office use. The assessment of impact of the Warwick Road developments on public transport has been undertaken to the Council's satisfaction for the application at 245 Warwick Road and therefore the acceptability of the proposals is considered to be established. No further work is required on this.

4.45 *Pedestrian facilities*

The applicant has undertaken Fruin analysis of local footways to establish the capacity available. This analysis suggests that there is sufficient capacity to accommodate demand on footways surrounding the site. Fruin analysis does not consider factors such as the attractiveness of the public realm and provision of facilities such as crossings. Significant work has been undertaken by the applicant for 245 Warwick Road, the Council and TfL regarding works required in the local area to improve pedestrian facilities. Proposals for which contributions are required include changes to the West Cromwell Road / Warwick Road and Kensington High Street / Warwick Road junctions, lighting and streetscape improvements along the full length of Warwick Road between West Cromwell Road and Kensington High Street, a new pedestrian crossing facility close to the footpath to Warwick Gardens and improved pedestrian crossing facilities, including crossings on all arms of the Warwick Road / Pembroke Road junction.

The location of the access to the development from Kensington High Street is to be relocated 17.5m west of its existing location. This will require an existing pedestrian crossing to be moved 9m west.

Although this is not ideal as it will move the crossing slightly further off the main pedestrian desire line, the change is not considered to be a significant reduction in service for pedestrians and therefore no objection is raised to this change. The cost of moving the crossing including repaving where necessary will be met by the applicant.

Subject to the modifications above being agreed as part of a S106 no objections are raised to the development and it is considered to comply with policies TR3 and TR37

The applicant has agreed the contributions which will be included as part of the S106 Planning Obligation

4.46 **Servicing**

The TA states that up to 20 servicing vehicles will be generated by the proposed development per day and up to two of those vehicles will access the site during the AM peak hours and one in the PM peak. This estimate appears reasonable and is based on survey work undertaken by the applicant's transport consultants at a number of London flat based developments. The profile of servicing activity suggests that there are unlikely to be more than four service trips generated per hour. The proposed servicing facilities are sufficient to cope with this level of demand. Refuse collection will take place from within the site with refuse being left by the site management in a central store area for collection.

All servicing will take place off the public highway. This would need to be managed through a servicing management plan. This should form part of the S106.

In order to reduce the number of abortive servicing trips with benefits to the operation of the servicing areas in the site and on the general road network the applicant should set aside storage space for a central delivery area for residents.

Subject to the conditions set out above the proposed development is considered consistent with TR41.

4.47 **Access**

As set out in the adopted Warwick Road Planning Brief the Council wishes to adopt all access roads within the brief area as highway. This is still the Council's intention and has been agreed for the other sites within the brief area.

The general vehicle access arrangements in terms of location, safety and dimensions are considered acceptable. The access onto Kensington High Street is likely to accommodate less traffic than it

currently does given the link through to Radnor Terrace.

The detailing is not considered appropriate. For example a series of collapsible bollards are proposed to control access to the residential element of the scheme. Such a proposal is contrary to the Council's streetscape guidance and will also concentrate traffic for the school into too small an area, requiring vehicles to perform U-turns directly adjacent to the vehicle access for the TA site thereby increasing the potential for vehicle conflict. The Council's preferred approach would be for Radnor Terrace to be two way along the south of the site with a no entry restriction on the northern arm between block B and block E for motor vehicles. The northern section could then be one way south bound below the access to the courtyard between block D and block E. This approach would not require any excessive traffic management measures such as bollards, would allow unhindered access to the parking and servicing areas and would ensure that rat running does not take place.

I note that the landscaped area to the south of the site below block E is positioned in such a way that access from the vehicle ramp into the TA site car park would not be possible directly from Radnor Terrace. This needs to be revised to ensure access can be obtained from the TA site onto Radnor Terrace directly from the car park.

Pedestrian accesses are located off Kensington High Street and Radnor Terrace. I note that a number of the pavements provided are less than 2m wide and in some places, for example south of the school building, only 1m. The minimum width of footway should be 2m and a greater width is encouraged where practical.

The issue of adoption and the design of the access roads within the site need to be discussed in more detail. The Council wishes to retain in situ (depending on the broader design of the new roads) or reuse elsewhere the granite setts in Radnor Terrace.

The revised proposals are now considered acceptable in this respect and the main road within the development will be adopted by the Council. This will be included in the S106 Planning Obligation.

4.48 **Travel Plan**

A residential Draft Travel Plan has been prepared in order to provide information, encouragement and facilities to reduce car trips to and from the site. This will form part of the S106. The draft contains some positive measures such as discounted use of car club but does not contain any strong incentives to use non-car modes such as free or discounted travel cards, free bicycle purchase grants etc. Such measures should be included.

This has been agreed by the applicant

4.49 **Road accidents**

The applicant has assessed road traffic accidents in the area for the three years to April 2007. There were no identifiable patterns to the accidents that have occurred and it is not considered that this development, including the school, and the other developments in the area will result in any worsening of road safety. The pedestrian measures set out above should improve safety in the area.

4.50 **School element of the application**

The school element of the application is submitted for outline approval and therefore there are few details. The general location of the school is provided, along with proposed arrangements for managing traffic. No car parking is provided for staff or visitors which is welcome and consistent with TR38. I note that reference is made in the draft School Travel Plan to mini-bus parking. No such parking is shown on the plans and more information is required on this.

The trip rates used by the applicant to estimate the likely impact of the school on the road and public transport networks are based on LEA primary schools within the borough and are considered robust. It is anticipated that the school will generate 25 car trips in the AM peak. The PM peak for the school does not coincide with the PM peak on the local road network. The impact of the school on the local road and public transport networks are considered along with the residential development and the other Warwick Road sites above. The impact is considered to be acceptable.

Three drop off areas are proposed to the south of the school block. It is proposed that vehicles will access the school from Radnor Terrace, perform a U-turn in front of block G and pull into the drop off areas before exiting via Radnor Terrace. As set out above I have concerns that this arrangement is concentrating too much vehicle activity in too small an area. The drop off areas also reduce the pedestrian footway width to 1m, which is not considered acceptable. This arrangement needs to be reconsidered.

The revised proposal is considered acceptable in this regard and will be included in the S106 Planning Obligation

The Council is discussing with TfL and Design for London the potential for moving the school at least 5m east by building on what is currently highway and realigning the Warwick Road carriageway. This would provide more space for the linear park and a better connection to that portion of the park south of Radnor Terrace.

4.51 **Non-residential uses**

The applicant has assumed that all users of the commercial elements of the development will be local residents or those passing by the site and therefore that no new trips will be generated. This assumption depends on the type of use proposed. If a large A3 use is proposed it may draw in visitors by car adding to parking demand on-street. The largest commercial unit will be 212m² (now reduced to 133 m²). The size of any A3 use will need to be restricted in order to manage on-street parking demand. This is consistent with the adopted Warwick Road Planning Brief SPD . A condition should be applied restricting the maximum number of seats to 75 in any A3 use.

It is anticipated that the commercial units will generate up to 10 servicing trips a day. Servicing of the units will take place from the servicing bays within the site. Servicing of the units should be managed via a Servicing Management Plan. The requirement for which will form part of the S106.

The applicant has not specified that cycle parking and shower and changing facilities will be available for the commercial units. This should be confirmed and details provided.

This will be secured by condition

- 4.52 Therefore, subject to the inclusion of specified items in the S106 Planning Obligation and the imposition of conditions, the Council's Director of Transportation and Highways considers the proposal to be acceptable.

Amenity Considerations

- 4.53 The proposal should be assessed with regard to its effect on the residential amenities of existing and future occupiers of properties surrounding the site in terms of loss of sunlight/daylight, privacy or increased sense of enclosure and microclimate. The proposed development should also be considered with regard to the standards of amenity afforded to future occupiers of the development.

4.54 Sunlight/daylight

A sunlight/daylight assessment was included in the Environmental Statement which compared existing and proposed light levels to surrounding properties and to those buildings which would occupy the adjoining site to the South (the Former TA site). The conclusions are as follows:

4.55 373 Kensington High Street

The study analysed points at first, second, third and fourth floors to this building which concluded that there would be no material loss of sunlight or daylight to this building

1- 66 St Mary Abbott's Court

The study analysed points at windows at first, second, third and fourth floor levels which concluded that there would be no material loss of sunlight or daylight to this building

245 Warwick Road

The study assessed the levels of daylight to the proposed buildings on this site which comply with the details of the masterplan included within the Warwick Road Planning Brief. This was calculated using the ADF method which is appropriate in this case.

The study concluded that the ADF levels complied with BRE guidelines. However, there were some low levels of daylight to the main building by virtue of the existing deep balconies to this building. This condition would exist if this scheme were to be built out with the existing Charles House building in situ.

1-25 Welbeck Court (LBH & F)

This building was assessed with regard to loss of daylight at points at ground and first floor levels. The study concluded that there would be no material loss of daylight to the windows of this building

1-9 Addison Bridge Place

These buildings were assessed with regard to loss of daylight at points at ground floor level which demonstrated that the proposal would not result in any material loss of daylight to these buildings.

- 4.56 The proposal has also been assessed with regard to the levels of light which will be afforded to the new accommodation (using the ADF method). This concludes that 100% of the habitable rooms in Blocks A, B and C comply with the BRE guidelines. The figures for the remaining blocks are reduced to an average of 95% largely due to the inclusion of the balconies and skygardens. The majority of the rooms which do not reach full compliance will be bedrooms. Given that the balconies and sky gardens offer a valuable amenity space in themselves, given that the majority of the accommodation is BRE compliant, the scheme is considered to comply with Policy CD34.

4.57 Overshadowing

The BRE guidelines state that in assessing the likely effect of shadowing, if an area of amenity space has less than two fifths (40%) of its area in permanent shadow on March 21st (spring equinox) then it will be well sunlit and be capable of providing suitable levels of amenity for users of those spaces.

The various areas of open space within the development were analysed with regard to shadowing which indicates that the central courtyard space would be 12%, the children's play space to the Northern section of the linear park would be 3% and the Southern section would be 21%. However, the older children's doorstep play space does not achieve the guidelines recommendation with 95.5% being in shadow on March 21st, although the figure improves nearer the summer solstice. This is as a result of the layout of blocks in the masterplan and the inclusion of the sky gardens. However, given the available amount of amenity space and play space, the shadowing to this small area is not considered unacceptable in this case.

4.58 Climate/Wind

London Plan policy 4B.10 states that (inter alia) they should be sensitive to their impact on microclimates – including wind. The ES includes a microclimate assessment employing the Lawson pedestrian comfort and safety criteria using hourly wind data from the meteorological station at Heathrow over the period 2002-2006 to assess average wind speed. Baseline modelling and proposed scenarios were adopted. In this case, the study concluded that the proposed development would not have any material effect on amenities in terms of pedestrian comfort and safety.

4.59 Privacy

With regard to privacy, given the distance of the residential buildings to the East of the site to St Mary Abbott's Court being sited some 35 metres from the proposed development, or the properties to the rear on the opposite side of the railway line being sited some 40 metres from the development, it is not considered that the proposal would result in any material loss of privacy to occupiers of surrounding properties.

4.60 Enclosure

Given the distances of the proposed buildings from the existing buildings surrounding the site, it is not considered that the proposal would result in any material increase in sense of enclosure to occupiers of surrounding properties.

4.61 Noise/Vibration

The proposed development will provide 530 new units of residential accommodation together with a one form entry primary school and small commercial units to the Kensington High Street frontage. These uses will generate levels of both pedestrian and vehicular activity which will be in excess of those being generated by the existing use as offices. However, given the proposed uses are those sought by the Warwick Road Planning Brief for this site together with the existing ambient noise levels in the surrounding area, it is not considered that the proposal would result in any increase in levels of noise or activity that would result in a material loss of amenity to occupiers of surrounding properties.

4.62 The proposed development includes three Blocks (A,B and C) which are located in close proximity to the railway line to the rear of the site. The effect of any noise or vibration from both the railway and Warwick road has been assessed as part of the ES and has been considered by the Director of Environmental Health. He concludes that vibration from the adjacent railway should not impact on the amenity of the proposed dwellings and raises no objection subject to a number of conditions.

4.63 Air Quality

The whole of the Borough is included within an Air Quality Management Area. The applicants have submitted an Air Quality Assessment as part of the ES. The Director of Environmental Health has considered the proposal and requires further details in respect of the modelling together with a risk assessment in respect of dust and noise emissions during construction. These matters can be dealt with by condition.

4.64 Contaminated Land

A desk top study was included as part of the ES as given the previous uses on the site, there could be risk of land contamination. The Director of Environmental Health considered the proposal acceptable subject to a number of conditions in respect of an agreed risk assessment and remediation strategy.

4.65 Sustainability

The proposal incorporates a number of measures with respect to sustainable urban drainage, green roofs and the use of CHP. These matters will be dealt with by condition.

4.66 Flooding

Current advice contained in PPS25 (Development and Flood Risk) states that applicants must avoid inappropriate development in areas at risk of flooding to reduce the adverse consequences of flooding on the receptors (people, property, infrastructure, habitats and statutory sites). In this case, the site is not included within a designated flood risk area. The applicants submitted a Flood Risk Assessment in respect of the proposed development which concludes that the site is at a low risk of flooding (less than 0.1%). As the site area covered by the proposed development exceeds 1 hectare, the Environment Agency have been consulted regarding the proposal. They comment that the run off leaving the developed site achieves greenfield run off rates which represents a significant reduction when compared to the existing scenario and this is considered to comply with London Plan policy 4A.14. In this case, they raise no objection on sustainable drainage grounds subject to the imposition of conditions in respect of the submission of a surface water drainage scheme for the site and that the development should be carried out in accordance with the approved flood risk assessment.

5.0 PLANNING OBLIGATIONS

- 5.1 Policy M1 of the Unitary Development Plan (as amended) states that, where appropriate, the Council will negotiate planning obligations in order to ensure satisfactory development.
- 5.2 As part of the development proposal, a number of benefits have been agreed which will be incorporated into a planning obligation under S106 of the Town and Country Planning Act 1990 (as amended). The Heads of Terms of this agreement include the following:
 - 5.3 The provision of 63 units of affordable housing as set out in Table 3 of this report.
 - 5.4 A financial contribution of £6 million towards the cost of constructing the school together with the transfer of the relevant part of the land to the Royal Borough
 - 5.5 A financial contribution of £600,000 in respect of highway contributions towards the funding of the following:
 - Warwick Road improvement between West Cromwell Road and Kensington High Street including the junction study into options for implementing cycling, streetscape and walking improvements including investigation into possible locations for a new crossing

on Warwick Road

- Junction improvements at West Cromwell Road and Kensington High Street – junction capacity study and implementation at these signal controlled junctions and Holland Park Roundabout

A4 streetscape pilot- comprehensive streetscape enhancements focused on improving conditions for cyclists and pedestrians

- 5.6 A financial contribution of £500,000 to TfL for the junction realignment works at Warwick Road/Kensington High Street to accommodate relocating the school and widening the linear park
- 5.7 A financial contribution of £100,000 for site specific works to the highway including alterations to access points and repaving.
- 5.8 Submission and implementation of agreed Green Travel Plans
- 5.9 A financial contribution of £41,000 in respect of off site health care facilities. This figure is based on an amount identified the Kensington and Chelsea PCT needed to upgrade existing facilities as a result of the developments on Warwick Road.
- 5.10 A financial contribution of £200,000 in respect of off site social and community facilities located in any of the following Wards: Abingdon, Holland, Campden, Queen's Gate, Earl's Court and Redcliffe.
- 5.11 The provision of public art on the site that meets the Council's approval of a cost of £100,000
- 5.12 Measures (including a financial contribution of £50,000) in relation to construction training in line with the Council's SPG 'Construction Training and S106 Agreements' together with training and employment initiatives that may be required by the GLA
- 5.13 The provision of a linear park which will be adopted by the Royal Borough and available for public access at all times and maintained to this Council's standards
- 5.14 The provision of areas of play space, the layout details and surface treatment to be agreed by the Council
- 5.15 The occupiers of all of the residential units provided by the development will not be able to be issued with residents car parking permits
- 5.16 A car park management plan including the levels of parking for the social rented units

- 5.17 The provision of an access road from Warwick Road/Kensington High Street which will be adopted by the Royal Borough and maintained to the Council's standards
- 5.18 Traffic management measures in connection with the implementation of a one way vehicle traffic system (subject to agreement with the owners of the Former TA site to the South). This will be dependent on the completion of the redevelopment of the adjoining site to the South
- 5.19 The submission and implementation of a Servicing Management Plan which will include the following:
- how delivery vehicles and servicing will be managed at the site
 - the hours of deliveries and servicing
 - how deliveries will be controlled to ensure that the development does not adversely affect the highway
 - details of the controls on the types and sizes of vehicles accessing the site to ensure that they are appropriate to the local area and environmentally acceptable in terms of exhaust and noise emissions
 - the Plan should comply with the London Lorry Control Scheme, operated by London Councils and with any other heavy goods vehicle controls
- 5.20 Agreement regarding definition of 'implementation' of development

6.0 PUBLIC CONSULTATION

- 6.1 One thousand and eight letters of notification of the proposal were sent to occupiers of neighbouring properties in Warwick Road, Kensington High Street and to properties in the London Borough of Hammersmith and Fulham, to date 39 letters of objection have been received from occupiers of St Mary Abbott's Court, Durrells House, Kenton Court together with occupiers of properties in the adjoining Borough and can be summarised as follows:
- 6.2 The proposal would result in a loss of sunlight/daylight to neighbouring properties.

A sunlight/daylight study of properties surrounding the site (including those in the adjoining Borough) was included as part the Environmental Statement. The methodology for this study is considered robust. The study concludes that there will be no material loss of either sunlight or daylight to neighbouring properties as a result of the proposal.

- 6.3 The proposal would result in increased traffic, pressure on parking and public transport, particularly with the 'school run'

A detailed study of the impact of the proposed development together with scenarios for the cumulative impact of the development with the neighbouring sites on Warwick Road and the vicinity (including Westfield). Director of Transportation and Highways has reviewed the proposal and considers that subject to certain conditions and measures to be included in the S106 Planning Obligation, the proposal is acceptable and would not result in any significant increase in traffic, parking or public transport.

- 6.4 The proposal would result in demands on local facilities such as hospitals and does not include any facilities

The proposed development includes the provision of a one form entry primary school together with a series of financial contributions in respect of health and social and community facilities. In this case, the proposal is considered to offer significant benefits in order to mitigate the effect of the increase in population that will result from the proposal.

- 6.5 The proposal does not include a school playing field

The proposed primary school will incorporate a MUGA (multi use games area) to the roof of the building which will be fully compliant with BB99 and Sport England requirements.

- 6.6 The buildings are overbearing and unneighbourly

The height and layout of the buildings are as included in the Warwick Road Planning Brief. Given the height and scale of the existing office building, the proposed development is not considered to be overbearing. Furthermore, the proposed layout of the site offers increased permeability to that provided by the existing 'superblock'

- 6.7 The proposal would result in structural instability by virtue of the basement excavation

The proposal will be subject to conditions requiring the submission of a construction method statement prepared by a qualified engineer.

- 6.8 The proposal will result in a loss of privacy

Given the distance of the proposed buildings from neighbouring

properties in Warwick Road, Kensington High Street and the properties on the opposite side of the railway line in London Borough of Hammersmith and Fulham, it is considered that the proposal would not result in any material loss of privacy to occupiers of these properties.

6.9 The proposal would result in increased pollution

The Director of Environmental Health has reviewed the air quality assessment that was submitted with the proposal which included modelling for cumulative impacts of the other developments in Warwick Road. The proposal is considered to not to result in any increase in the levels of pollution that would result in an unacceptable impact on amenity

6.10 The proposal would result in an increase in nighttime noise

Given the ambient noise levels to the surrounding area, it is considered that the proposed development would not generate any significant increase in the levels of noise and activity which would result in any material loss of amenity to occupiers of surrounding properties.

6.11 A letter was received from the Open Spaces Society who consider that the small areas of open space provided by the development are of little practical benefit to the public at large. They go on to state that if the proposals are approved, conditions must be imposed to ensure that these open space areas are laid out, maintained and managed to make them as welcome as possible for the public

The proposal includes the provision of a linear park which will be adopted by the Council and will be available to members of the public.

7.0 MAYORS COMMENTS

7.1 The proposal as originally submitted was referred to the Mayor for comment. The Stage 1 Letter was issued on 11 June 2008 (a copy of which is attached to this report)

7.2 The Mayor raised concerns regarding the off set of affordable housing provision in connection with the provision of the school and requires further evidence regarding the current funding programme and that the level of investment provided by the

Council will need to be made explicit.

This is the subject of ongoing discussion

- 7.3 The Mayor raised concerns regarding the number of core to Block B and the ground floor playspace to the rear of this Block and Block A

The scheme has been revised to remove the playspace and to incorporate a second core in Block B

- 7.4 Further details were required in respect of energy and is the subject of a condition

- 7.5 The issues regarding the reduction of parking levels and financial contributions to TfL's highway improvement schemes have been addressed by the revised proposal

8.0 ARCHITECTURAL APPRAISAL PANEL

- 8.1 The Council's Architectural Appraisal Panel was established in order to review key development proposals and offer support and advice to Council Officers, the Urban Design Champion and applicants in order to deliver high quality architecture. The proposal was presented on 12th June 2008 to seek their views.

- 8.2 *The Panel issued the following comments on the application.*

Charles House Site

The Panel is not convinced by the proposed location of the school on the corner of Kensington High Street/ Warwick Road. A 'public' building on this important corner is a good notion, but a primary school is thought too sensitive a use and the site too constrained. The raised playground may cause noise problems for residents opposite. The building's lower scale reduces the civic scale of the busy corner. The school's relocation to the western edge next to railway tracks is suggested; or more evidence be presented to a future meeting of the AAP to justify the current site and how the consequent functional issues are resolved.

The 'school' site itself offers the opportunity for a mixed use block that could reinforce this important urban corner, with an appropriate scale and form that relates better to its context and to the proposed linear blocks fronting onto Warwick Road. The school's current location and/or form pushes the replacement Charles House building too far westwards. Extending the site eastwards and removing the kink in the linear park should be pursued.

The replacement buildings would benefit from a reduction in height, especially to the south and west, improving daylighting to its central open space and relationship to neighbouring site and campanile. Greater variation of building heights between blocks would be welcomed. The architectural treatment of the facades could be more responsive (e.g., variations to the courtyard elevations expressing the individual blocks).

The campanile, if retained, must work as a pair together with the other on the Telephone Exchange site. Their proposed height is supported with caution (subject to emerging Council policy on tall buildings), though the height of the neighbouring buildings should be suppressed to realise the desired visual effect. Their appearance 'in the round' is important and the 'almost' blank walls on these structures are not desirable.

The recycling of materials from the demolition of Charles House is encouraged

- 8.3 The scheme has been revised since it was presented to the Panel in response to these comments. The height of Block B has been reduced to allow more light and openness to the central courtyard area, the facades to the courtyard elevation which include variation and this will be subject of condition. The campanile has been amended to match that approved to the Telephone Exchange site. With regard to the location of the school, this has been the subject of lengthy negotiation with the Council at pre application stage and the current location is considered the most suitable. With particular regard to the extending the site eastwards, this is currently the subject of discussions with TfL and the applicant has agreed to fund the junction realignment works as necessary.

9.0 RECOMMENDATION

9.1 **INFORM** the Mayor of London of the intention to grant outline planning permission in accordance with the requirements of Article 5 of the Town and Country Planning (Mayor of London) Order 2008

9.2 Subject to no Direction being received to the contrary by the Mayor of London , **GRANT** outline planning permission subject to the prior completion of a S106 Planning Obligation with the terms set out in this report.

DAVID PROUT
EXECUTIVE DIRECTOR, PLANNING AND BOROUGH DEVELOPMENT

List of Background Papers:

The contents of file PP/08/01178 save for exempt or confidential information in accordance with the Local Government (Access to Information) Act 1985.

Report Prepared By: AJF
Report Approved By: DP
Date Report Approved: 25/06/09

PSC/AJF.REP

25/06/2009 20:35:09

Outline planning permission:

SCHOOL COMPONENT:- The construction of a one form entry primary school (Use Class D1) of up to 4,800 sq m with matters reserved on appearance, landscaping, layout and scale.

RESIDENTIAL COMPONENT:- Development as set out in drawings for decision (approval sought for all matters): demolition of existing buildings and erection of 7 new buildings including buildings of up to 17 storeys in height; flexible Use Classes A1 (retail), A2 (financial and professional services), A3 (cafe/restaurant) and/or A4 (drinking establishment) up to 461 sqm; the provision of 467 market residential units and 63 affordable housing units; hard and soft landscaping works; highway and infrastructure works; engineering works including basement and lower basement excavation works; plant & equipment and all necessary associated and ancillary works (MAJOR APPLICATION)

SUMMARY OF REASONS FOR DECISION

You are advised that this application was determined by the Local Planning Authority with regard to the policies in the Council's Unitary Development Plan 2002, as amended 28th September 2007, and was considered to comply with these policies. In particular, the following policy/policies were considered:

- H02 (residential development)
- H07 (provision of outdoor space in new development)
- H08 (social and community facilities within major residential schemes)
- H15 (housing on Major Development Sites)
- H18 (small units)
- H19 (dwelling mix)
- CD27 (ensure high standards of design and compatibility with scale and character)
- CD28 (require physical and visual integration)
- CD33 (resist significant loss of sun/daylight)
- CD34 (ensure good internal light conditions)
- CD35 (protect privacy levels enjoyed by neighbours)

- CD36 (prevent significant increases in sense of enclosure)
- CD38 (ensure good standards for open spaces)
- CD39 (take account of safety and security)
- CD40 (resist noise disturbance)
- CD41 (ensure adequate internal noise conditions within development)

- CD52 (resist installation of plant equipment where harm or nuisance caused)
- CD63 (assess effects of development adjoining Conservation Areas)
- CD69 (protect setting of Listed Buildings)
- CD81 (encourage planting of new trees)
- TR01 (trip generation)
- TR03 (footways)
- TR04 (to protect footpaths and encourage provision of pedestrian routes)
- TR09 (bicycle parking)
- TR35 (impact of development on the highway)
- TR36 (development and traffic/parking/congestion)
- TR37 (to negotiate improvement to transport services/facilities & pedestrian environment)
- TR38 (limit non-residential off-street parking to essential needs only)
- TR41 (off-street service space)
- TR42 (off-street parking for residential development)
- LR12 (creation of sitting-out and amenity areas)
- LR13 (public rights of way)

- LR14 (inclusion of open space where appropriate in association with new development)
- LR15 (provision of amenity space)
- LR16 (open space)
- LR40 (communal play provision for family housing)
- SC04 (new community facilities)
- SC06 (social/community facilities in association with developments)
- SC08 (use of purpose-built education facilities)
- PU01 (to resist development which would have unacceptable impact on air quality)
- PU02 (development leading to pollution)
- PU03 (contamination)
- PU04 (measures to protect future users or occupiers of contaminated land)
- S04 (seek shop units in development)
- S23 (development for sale of hot foods outside principal shopping centres)

The London Plan was taken into consideration. No policies were considered of particular relevance to this application.

The material circumstances of the case, including site history, location, and impact on amenities were considered.

In addition, consideration was given to the results of public consultation.

It was concluded that there was no impact upon the amenities of adjoining occupiers, or upon the character or appearance of the area, that would justify a refusal in this case.

The full report is available for public inspection at the Planning Information Office, Ground Floor, Town Hall, Hornton Street, London, W8 7NX.

**ONE SET OF
APPROVED DRAWINGS**
