

**PLANNING SERVICES APPLICATION  
CONSULTATION SHEET**

13

APPLICANT:

The Colman Partnership,  
7/8 Midford Place,  
London W1P 9HJ

**OBJECTORS  
NOTIFIED  
17 DEC 1997**

Application No: DPS/DCN/TP/97/1749: **AP** 9757

Application dated 25/07/97

SITE: 119-131 LANCASTER ROAD,  
W.11

NATURE OF PROPOSAL: *Alterations and conversion into health and fitness centre including swimming pool and car parking facilities.*

Application complete 01/08/97  
Date to be decided by 26/09/97  
Date Acknowledged

13/10

196 Lanc Rd  
12

	Address to be consulted	Letter sent	Reply received	Observations		Decision letter sent
				For	Against	
1	158-194 Lancaster Rd, W11 158, 160(b-2nd), 162(1-4), 164(6(A-H)), 168(A-D)					
2	The London Lighthouse, 111-117 Lancaster Rd, W11 - 11	170(b-3rd)	172/4(1-8 + bsuit)		176(A-C)	
3	119-131 Lancaster Rd, W11 - 11	178 + bsuit (office)	180(A-D), 182, 184(R)			
4	Thos. James Primary School,	186(A-C)	188(A-D)		190(b-2nd)	
5	St Marks Rd, W11 131	192(A-C)	194(A-D), 194(BD)			
6	Thomas Darby Court, 133 Lanc. Rd, W11 = (1-12, 14-17, 19-40)					
7	14, 16 St Marks Rd - 1 each					
8	1-14, 16 St Andrew's Sq, W11 - 1 each					
9	43-65 St. Marks Rd. (odd) - 1 each					
10	196 Lancaster Rd = (shop)					

CHECK Section 65 certificate/Environmental Impact Statement

**CONSULT STATUTORILY (GDO)**

1. **HBMC**
  - (a) Circ. 8/87 (Para. 82) Listed Buildings
  - (b) Circ. 8/87 (Para. 28) Setting of Grade I or II
  - (c) Demolition in Conservation Area
2. Demolition Bodies - Circ. 8/87 (para 81)
3. Department of Transport
  - (a) Trunk Road - increased traffic
  - (b) Westway etc.
4. Neighbouring Local Authority
5. Strategic View Authorities
6. Department of Environment (Kensington Palace)
7. Civil Aviation Authority (over 300')
8. Development affecting Theatres (Theatre Trust)
9. National Rivers Authority
10. Thames Water
11. Crossrail Project Team
12. LRT - Chelsea/Hackney Line

**ADVERTISE**

- Effect on CA\*
  - Setting of Listed Building\*
  - Works to Listed Building\*
  - Demolition in CA\*
  - Departure from DPt
  - "Major" Development**
  - Environmental Assessment†
- Note:** \*Site Notice is required  
†Site Notice or Neighbour Notification required (GDO)  
A Site Notice will normally be produced if advert requested
- If no Site Notice required

**OTHER SITE NOTICES**

If Site Notice required for case not in above categories

**OTHER CONSULTATION**

1. Police
2. L.P.A.C.
3. British Waterways Board
4. Environmental Health

134  
13/10

12/8/97

(N)

(D)

# DEVELOPMENT CONTROL

## TECHNICAL INFORMATION

THE ROYAL  
BOROUGH OF



(14)

**KENSINGTON  
AND CHELSEA**

ADDRESS 119-131 Lancaster Road.

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- HB Buildings of Architectural or Historic interest
- AMI Area of Metropolitan Importance
- MDO Major Sites with Development Opportunities
- MOL Metropolitan Open Land
- SBA Small Business Area
- PSC Principal Shopping Centre (Core or Non core)

- LSC Local Shopping Centre
- AI Sites of Archeological Importance
- SV Designated View of St. Paul's from Richmond
- SNCI Sites of Nature Conservation Importance
- REG 7 Restricted size and use of Estate Agent Boards
- ART IV Restrictions of Permitted Development Rights

Conservation Area	HB	CPO	TPO	AMI	MDO	MOL	SBA	Unsuitable for Diplomatic use	PSC	LSC	AI	SV	SNCI	REG 7	ART IV
								<input checked="" type="checkbox"/>	CIN						

Density	
Site Area	
Habitable rooms proposed	
Proposed Density	

Plot Ratio	
Site Area	
Zoned Ratio	
Floor Area proposed	
Proposed Plot Ratio	

<b>Daylighting</b>	Complies	
	Infringes	

<b>Car Parking</b>	spaces required	
	spaces proposed	

**Notes**

y AP for info

2/ file TP/H.

**HOUSING AND SOCIAL SERVICES**

*Lesley,*

*for wife*

*Stc*

THE TOWN HALL HORNTON STREET LONDON W8 7NX

**THE ROYAL  
BOROUGH OF**

Executive Director T D BAMFORD

Director of Housing and Strategic Development T E ALAFAT



Mr. Geoffrey Murray  
Chief Executive  
Kensington Housing Trust  
354 Portobello Road  
LONDON W10 5XZ

Switchboard: 0171-937 5464  
Extension: 3181  
Direct Line: 0171-361 3181  
Facsimile: 0171-937 3364

**KENSINGTON  
AND CHELSEA**

29 July 1997

My reference: GW/GM

Your reference:

Please ask for: Stan Logan

Dear Geoffrey,

**Re: 119/131 Lancaster Road**

I am writing to update you on our position regarding this property following a meeting Gerald and I had with planning officers yesterday.

As previously mentioned the Planning view is dictated by the UDP. The current use of the building is for a Social and Community use. The Borough cannot pre-determine a change of use on the site. A change of use can only be achieved through a new planning application. In this instance an application for residential use would need to address the provisions of Policy SC2 of the UDP which states "To resist the loss of accommodation for social and community use".

Any application received by the planners would have to be determined and thus taken to a Planning Committee meeting. Any recommendations made would be based on the provisions of the UDP. Policy H2 of the UDP would be of assistance here. It states "To seek the development of land and buildings for residential use unless b) the land is required for the provision of social or community facilities to meet local needs". Also the provision to seek a minimum of 30% affordable housing in certain residential developments would apply. Anyone enquiring about the site for residential use is being informed of that.

As a Housing Department we would strongly support the provision of affordable housing on this site should there be any applications for residential use. I hope this letter clarifys our position and look forward to receiving any proposals you have.

Yours sincerely,

Stan Logan  
New Initiatives Manager

cc.Lesley Jones

Mike

119-131 LANCASTER ROAD W11

(16)

The site is currently used by the Westminster and Paddington colleges of further education. The building is located on the south side of Lancaster Road on its corner with St Marks Road. It comprises four floors and is a traditional educational building (red brick high ceilings etc and to the best of my knowledge covers a site area of appx 0.8 acres.

The Council's policies seek to retain Social Community uses in the Borough which this building is and stats 32 and policies SC2 and SC8 support the retention of such uses.

However, The Council as one of its main aims seeks to provide additional residential accommodation in the Borough and Strats 13 and 14 along with policy H2 support the provision of additional dwellings.

Policy H2 A supports housing with H2 B supporting but advising of the Council's Social and Community policies. The college is not based in the Borough and is a west London college as opposed to a Borough only use, this therefore dilutes the potency of the SC policies.

London Lighthouse occupy the adjoining site and if they were to use part of the site it would appear that the SC policies could be met if a housing scheme were then put on the remainder of the site.

Density for private housing should be no more than 100 hra (70-100) and affordable housing should be no greater than 140 hra (100-140). Policy H22 gives the Council's desire to give a proportion of a development site over to affordable housing. Given the issues it would be possible to negotiate between 35% -50% of the site for affordable housing.

Andrew

MEMORANDUM

17

From: EXECUTIVE DIRECTOR,  
PLANNING AND CONSERVATION

To: FOR FILE USE ONLY

My Ref: TP/97/1749/AP  
Room No. 322

Your Ref:  
Room No.

P.A.X.No. 2734

Date: 12/08/97

DEVELOPMENT

119-131 LANCASTER ROAD, W.11

Conversion into health and fitness centre including swimming pool and car parking facilities.

Would you please advertise the above development under:-

6. Town and Country Planning (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995 ("Major" development)

**M.J. FRENCH**  
EXECUTIVE DIRECTOR, PLANNING AND CONSERVATION

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# PLANNING AND CONSERVATION

THE TOWN HALL HORNTON STREET LONDON W8 7NX

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Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

Director of Planning Services

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COUNCIL NOTIFICATION OF DEVELOPMENT  
THE OCCUPIER  
FILE COPY

Switchboard: 0171 - 937 5464

Direct Line: 0171-361 2079/2080

Facsimile: 0171 - 361 3463

Date: 14/08/97

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THE ROYAL  
BOROUGH OF



KENSINGTON  
AND CHELSEA

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My reference:

Your reference:

Please ask for:

Planning Information Office

DPS/DCN/AP/TP/97/1749

## **THIS LETTER INVITES YOU TO COMMENT ON A PLANNING APPLICATION / LISTED BUILDING APPLICATION WHICH MAY AFFECT YOUR PROPERTY**

Dear Sir/Madam,

The Council has received a planning application for development at a property which is close to yours. The address of that property is set out below, together with brief details of the development for which permission is sought. The Council's Planning Applications Committee, in considering the proposal, will welcome comments, for or against the scheme from those who live in or own property nearby. I should therefore be pleased to know, in writing, if you as the occupier/owner of neighbouring property have any comments.

### **Address of application property**

119-131 LANCASTER ROAD,  
W.11

### **Proposal for which permission is sought**

Elevational alterations and conversion into health and fitness centre including swimming pool and car parking facilities.

Further details are printed overleaf.

Yours Sincerely,

M.J. FRENCH

Executive Director, Planning and Conservation

**TOWN AND COUNTRY PLANNING ACTS, 1990**

The Council is required by the Secretary of State for the Environment to consider all planning applications expeditiously. Any letter of support or objection should be received as soon as possible within 21 days of the date of this letter, although later objections, if received in time, will be reported to the Council Committee meeting which decides the application. An early response gives the Council's Officers the opportunity to encourage applicants to amend their plans in the light of objections received, and the application may therefore be amended before it is decided. If you cannot formulate your detailed objections within ~~14~~<sup>21</sup> days you should acknowledge this letter so that your interest can be noted.

The reasons for any objection should be clearly stated.

Objections relating to party walls and inconveniences which may be caused by building operations should however be taken up, either by yourself or your professional representative, with the applicant.

All correspondence received will be available to members of the determining Committee when the application is considered.

It must be clearly understood that any comments you may choose to make will be made available to the applicant, his agent and any other interested party, pursuant to the requirements of the Local Government (Access to Information) Act, 1985.

Should there be any tenants in the buildings of other persons likely to be affected by this application, would you please be good enough to bring this letter to their attention.

If you are not the owner of the property to which this notice is addressed will you kindly forward this letter to the owner.

**WHERE TO EXAMINE THE PLANS**

The plans and/or application details referring to this proposal may be inspected at the Planning Information Office on the 3rd floor at the Town Hall, Hornton Street, W8 7NX, between the hours of 9.00 a.m. and 4.45 p.m., Mondays to Thursdays and 9.00am to 4.15pm Fridays.

Alternatively, copies of all planning applications relating to:

- (a) the Chelsea area can be examined at the Reference Library, Chelsea Old Town Hall, King's Road, SW3. Tel. 0171-361-4157. Any questions you have regarding Planning matters should be directed to the Planning Department at the Town Hall, Hornton Street, W8. Tel. 0171-361-2079/2080
- (b) the postal areas W10, W11, or W12 can be examined at the 1st Floor, North Kensington Library, 108 Ladbroke Grove, W11. Tel. 0171-727 6583

Please telephone the Chelsea and Westway offices to check opening times.

Please quote the T.P. reference number on all written replies.

- Please note:**
- i) In the interest of economy, letters in agreement or without objections to the proposals will not be acknowledged.
  - ii) Should you be interested in attending the Committee Meeting at which the application is to be determined, you are advised to contact the Planning Information Office.

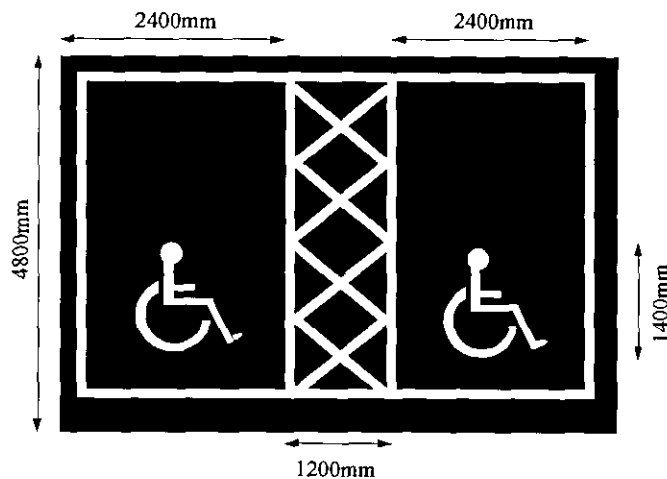
(20)

**Royal Borough of Kensington and Chelsea  
Directorate of Planning Services - Access Observations**

TP No: TP/97/1749	Address: 119-131 Lancaster Road	Date Received 28/08/97	Date of Obs. 29/08/97
UDP Paras/Policies		Obj.	No obj.
Development: Conversion into health and fitness centre including swimming pool and car parking facilities.	HMO?	No. of Existing	Dwelling Units Proposed
	D.C. Officer AP	Policy Officer AKS	

**Access Comments:**

There would appear to be 83 parking spaces in the proposed scheme (Drawing Number 9757/5). Department of Transport Traffic Advisory Leaflet 5.95 - 'Parking for Disabled People' advises that in recreation development with under 200 bays, 3 bays or 6% of the total (whichever is greater) should be disabled persons parking bays. In this case the number of bays would be 5. Table 5.1 of the UDP 'Parking and Servicing Provision' states that D2 uses should have a minimum of 1 disabled persons parking bay or 10% of the total number of spaces (8). I believe it is appropriate to allow the DoT guidelines to be satisfactory and leave the number at 5. The bays should conform to the diagram below.



It is unclear from the diagrams 9757/5 'Ground Floor proposed' and 9757/13 'Front Elevation proposed' as to nature of the proposed double doors. The entrance to the building should be flat and level or suitably ramped (see Part M of the Building Regulations or the designs as shown in Supplementary Planning Guidance - 'Access Design Guidance Notes').

Double doors can cause considerable problems for wheelchair users if each leaf does not have a minimum clearance of 800mm. The most preferable alternative would be to have electrically operated doors. The doors (whichever chosen) should comply with the designs as shown in Supplementary Planning Guidance - 'Access Design Guidance Notes'.

I am rather concerned to the apparent lack of facilities made available in this application with regards to disabled persons facilities. It must be said that the internal plans are not particularly detailed. I understand that is not a planning consideration, however, since the planning application has stated that the centre would benefit the community - I feel the developers/architects should be made aware that



**Royal Borough of Kensington and Chelsea  
Directorate of Planning Services - Access Observations**

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Accessible toilets,  
Access to all floors,  
Facilities for the Disabled in the Pool and Gymnasium,  
and Accessible Changing and Showering Facilities

Should be considered. Appropriate designs can be found in Supplementary Planning Guidance - 'Access Design Guidance Notes'.

The above comments reflect UDP policies STRAT11, STRAT31, STRAT32, CD36 and LR37

RG 11/9/97

**Royal Borough of Kensington and Chelsea  
Directorate of Planning Services - Policy Observations**

(22)

TP No: TP/97/1749	Address: 119 - 131 Lancaster Road, W11.	Date Received 21/8/97	Date of Obs. 3/9/97
UDP Paras/Policies		Obj.	No obj. *
	Development: Conversion into health and fitness centre including swimming pool and car parking facilities.	HMO? -	No. of Dwelling Units Existing Proposed - -
		D.C. Officer AP	Policy Officer CC

**Comments:**

**Existing Use**

educational use - land use survey records (1993) list occupants as City of Westminster College

**Planning History:** none relevant

**Proposed Use**

gym, studios, swimming pool, creche, sports clinic (3550m2)

82 car parking spaces

**Policy Issues**

The existing use is a social and community use, and policy SC2 resists the loss of accommodation for these uses. However, para 4.2 of the Social and Community Services Chapter notes that where such properties are vacant, other uses may be considered. If current occupants no longer require the site there are no objections. Whilst the site could be suitable for housing, H2 only "seeks the development of land and buildings for residential use".

Regarding the proposed use, there are no policies that deal specifically with health clubs, however, policy LR2 encourages provision of additional sports and recreation facilities. There may be some impact on amenity on residential properties opposite, e.g. if the health club has long hours. However, H4 which considers residential amenity, would be difficult to apply given the existing use, and the mix of uses in the area.

**No objection**

PH 3.9.97

# RBK&C TRANSPORTATION COMMENTS

T.P. Number: 97/1749	Address: 119 - 131 hamaster Road.	Date of obs. 4/9/97		
Development: COU → health club. (23)		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Obj. <input checked="" type="checkbox"/></td> <td style="width: 50%;">No obj. <input type="checkbox"/></td> </tr> </table>	Obj. <input checked="" type="checkbox"/>	No obj. <input type="checkbox"/>
Obj. <input checked="" type="checkbox"/>	No obj. <input type="checkbox"/>			
File Number: TM 202   L.	Obs. <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">INITIAL</span> FULL	Transportation officer: GP.		
Other Information: further info required (see below)		D.C. officer: AB.		

**Comments:**

In principle there is no objection to the location of a large health club at this site.

The amount of parking space is an issue to be balanced between

(a) a need to accommodate demand for parking so as to protect on-street spaces from excess demand and

(b) a <sup>car</sup>wish to limit reliance on the private, and encourage use of other modes.

In this case, we believe 82 spaces to be too many. The applicant provides no analysis of membership numbers, number of lockers etc, but based on calculations done for the Kensington High St site, the maximum number of cars generated is likely to be 47. at the peak time of 6.45pm. Therefore I suggest no more than 50 car parking spaces, some to be provided for disabled

uses, as described in the Access Officers comments. The car park layout is not very good in any case. I would like to see drawings @ 1:100 showing a good operational layout. I suspect that this will cut down the available number of spaces anyway.

### Bike park.

There is no drawing showing the bike park. This should be provided. We are keen that the bike park is implemented and would suggest a Section 106 to ensure its provision. Also we would like to have details of its operation and management.

NB. not more than 3 car parking spaces should be for staff - we do not wish to encourage commuting by car. (condition this).

### Summary

- 50 spaces, better drawing of layout
- bike park, drawing, details of operation

(Are you looking for any other S-106s for community benefits etc??)

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North Kensington Environment  
Forum

c/o 36, Cambridge Gardens, London, W10 5UD

(10)  
H  
59.



(25)

2 September, 1997

Mr M.J. French  
Executive Director  
Planning and Conservation  
Royal Borough of Kensington & Chelsea  
The Town Hall  
Hornton Street  
London W8 7NX

RECEIVED BY PLANNING SERVICES				
DC N	DC C	DC S	E	Ac Act
5 - SEP 1997				
Dir		Records	APP	Con Des
Appeals Office	IO	Files	Forward	Head DC

Dear Mr French

**Planning Application - DPS/DCN/AP/TP/97/1749**

NKEF wish to express its objection to one aspect of the above planning application for a health and fitness centre located in Lancaster Road. It is understood that the application includes car parking for up to 82 vehicles and NKEF consider this excessive in the light of a general move to restrict traffic growth in the capital. The provision of the car parking is counter to the aims of a health centre; easily available car parking encourages unnecessary car journeys and contributes to local air pollution. It is not compatible with RBKC's espousal of Local Agenda 21 and sustainable development.

It should be noted that the successful Portobello Fitness Centre, which is nearby, has no dedicated parking. Lancaster Road has good public transport access nearby.

NKEF recommend that car parking should be available for the disabled and a setting down area for other users.

Yours sincerely

Hugh Ellacott

# RBK&C TRANSPORTATION COMMENTS

Number: 971749	Address: 119-131 Lancaster Rd.	Date of obs. 14/10/97		
Development:  COV → health club.		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Obj. <input checked="" type="checkbox"/></td> <td style="width: 50%;">No obj. <input checked="" type="checkbox"/></td> </tr> </table>	Obj. <input checked="" type="checkbox"/>	No obj. <input checked="" type="checkbox"/>
Obj. <input checked="" type="checkbox"/>	No obj. <input checked="" type="checkbox"/>			
File Number: TM 202/C	Obs. INITIAL/FULL <i>fuller.</i>	Transportation officer: <i>GP.</i>		
Other information: <i>fuller info required</i>		D.C. officer: <i>AB</i>		

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Comments:  
See my previous obs 4/9/97.

① The COV park layout remains unsatisfactory from a geometry point of view. I have <sup>already</sup> requested a 1:100 plan showing a good quadrilateral layout (see 4/9/97). Sent - Bod

② ? Staff parking - no more than 3  credited.

③ ? disabled parking by credit

# RBK&C TRANSPORTATION COMMENTS

T.P. Number: 97/1749	Address: 131 119-Kamaster Rd W11	Date of obs. 10/97				
Development: Holmes Place Health Club.		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Obj.</td> <td style="width: 50%;">No obj.</td> </tr> <tr> <td style="text-align: center;">27</td> <td style="text-align: center;">✓</td> </tr> </table>	Obj.	No obj.	27	✓
Obj.	No obj.					
27	✓					
File Number: TM 202/L	Obs. INITIAL/FULL fuller	Transportation officer: gp				
Other information:		D.C. officer: AB				

Comments:

Car park layout looks OK  
 No disabled spaces shown?  
 Any answers to my other  
 queries? Bike park?

Gill

Holmes place  
Lancaster, MD

28

The Group de  
Car parking, for  
see above.

What do you think?

W

Mrs. ARGENTI  
Waiting your  
Reply.



# C

The **COLMAN Partnership**  
ARCHITECTS

RECEIVED PLANNING SERVICES						
EX	DC	C	SW	SE	ENF	AC
23 OCT 1997						
REC	ARB	FWD	CON	FEE		
		PLN	DES			

SENIOR PARTNER  
*Trevor Colman*  
 BA (Arch) (Hons) Dip Arch

SENIOR ASSOCIATE  
*Peter Brimelow*  
 BA (Hons) B Arch (Hons)

ASSOCIATES  
*Chris Corner*  
 BA in Arch. Dip Arch. R.I.B.A.

*David Liddell*  
 Bsc (Hons) B Arch R.I.B.A.

*Selwyn Lowe*  
 M.A. Dip Arch (Canab)

*Simon Hastings*  
 BA (Hons) Arch Dip Arch

*Book 2*

*29*

*23/10*

Royal Borough of Kensington & Chelsea  
 Town Hall  
 Horton Street  
 London  
 W8 7NX

Ref: 9757/EG/ZN/9757OCT21

Mr A Paterson

21 October 1997

Dear Mr Paterson,

**Re: Planning Application 119-131 Lancaster Road, W11**  
**Your Ref: DPS/DCN/TP/97/1749/AP9757**

*AP*  
*Copy of plan to*  
*20 please*

Please find enclosed 4 No. Copies of our revised car parking layout 9757/18. This is intended to be supplementary to our application. The revised layout replaces the car parking layout shown on drawing no. 9757/5A.

We have now increased the circulation space at the rear of the building to provide sufficient space to move and manoeuvre vehicles. The total number of car parking spaces remains unchanged.

I trust you find this information sufficient and useful. Should you need any additional information please do not hesitate to contact me.

Yours sincerely,  
**THE COLMAN PARTNERSHIP**

*Erik Go*  
**ERIK GO**

CC: Lawrence Alkin - Holmes Place Leisure Management

# RBK&C TRANSPORTATION COMMENTS

T.P. Number: 97/1749	Address: 119- <sup>131</sup> hamasteo rd will	Date of obs. 28.10.97				
Development: Holmes Place Health Club.		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Obj.</td> <td style="width: 50%;">No obj.</td> </tr> <tr> <td style="text-align: center;"><b>30</b></td> <td style="text-align: center;">✓</td> </tr> </table>	Obj.	No obj.	<b>30</b>	✓
Obj.	No obj.					
<b>30</b>	✓					
File Number: TM 202/1	Obs. INITIAL/FULL <i>fuller</i>	Transportation officer: <i>GP</i>				
Other Information:		D.C. officer: <i>AB</i>				

Comments:

GD park layout looks OK  
 No disabled spaces shown?  
 Any answers to my other  
 queries? Site plan?

# RBK&C TRANSPORTATION COMMENTS

T.P. Number: 97/1749	Address: 119 - 131 hamstead road	Date of obs. 26/11/97
Development:  COU → health club (Holmes Place)		Obj. <span style="float: right;">No obj.</span>
File Number: TM 202   C	Obs. INITIAL / FULL initial	Transportation officer: GP
Other Information:		D.C. officer: AI

31

Comments:  
This proposal is for 3716 sqm of health club.

Comparison with other clubs:

	houses nos.	Membership	Sqm.	m/sqm.	(known to be over crowded)
Chelsea	434	4000	1904	2.1	
Ealing	350	4000	2648	1.5	
H'smith	350	1800	1765	1.0	
Kingston	371	3100	2090	1.5	
Putney	346	2000	2044	1.0	
Bosnian	774	8800	5388	1.6	
Oxford st	409	3000	2090	1.4	
proposed Ken.	400	3500	2666	1.3	
This proposal	?	8000	3716	2.2	

This would be the biggest club (except the Bosnian) in terms of sqm and membership. Originally I grounded up the proposed Ken High St sqm to give a likely membership for hamstead road.

$$\frac{3716}{2666} = 1.39 \times 3500 = 4865,$$

and max number on the premises at any one time

$$165 \times 1.39 = 230 \times 20\% \text{ cars down} = 46 \text{ car parking spaces.}$$

Average daily arrivals at various clubs are as follows.

32

Chelsea 620

Ealing 614

Kingston 462

This proposal 800 (according to planning app)

Based on a trip rate of 0.153 daily trips per member

$$4865 \times 0.153$$

= 744 trips per day which

accords well with the 800 trips stated on the planning application.

On this basis I made my observations to the case officer on likely parking demand.

At the meeting on 24<sup>th</sup> November, the applicant informed me that a 8000 membership was proposed which would result in 1200 arrivals per day.

The letter from Colman Partnership 25<sup>th</sup> November states 1840 arrivals per day.

Based on the characteristics of Chelsea which has 4000 members, it is fairly straightforward to work out the impact of 8000 members

= 1840 arrivals per day

= 700 arrivals after 5.30pm

= 200 arrivals in the hour beginning 6pm

Assuming 20% car demand, this will result in 40 arrivals and 40 departures in the hour beginning 6pm. Lancaster Road carries 400 vehicles per hour 2 way at this time, so the arrivals will mean an additional 10%. In addition, there will be departures via St Marks Road, which will also route via

33

Lancaster Road. In itself these additional movements should not cause any operational difficulties on the road network as long as the access / egress operates as a one-way arrangement and adequate sight lines can be maintained. However, the Council is committed to a policy of sustainable development which seeks to reduce reliance on the private car and does not wish to see development of a scale which is not appropriate to the spirit of this policy.

Guidance from PP913 suggests that a local scale of health club serving the local community is entirely appropriate in this location. It is accepted that the nature of the use and clientele means that a high proportion of car drivers can be expected. The peak expected membership accumulation of 384 would produce 77 cars. The applicant would like an upper limit of 600 members on site at any one time to accommodate special events and circumstances eg. members watching Wimbledon final on TV. This would produce 120 parked cars. The car park would be full and excess cars would park on street.

The parking stress in this area is not as high as in some other areas of the Borough, but is nevertheless considerable.

Lancaster Road	80% occupied	- say 105 spaces available
St Marks Road	88% "	- say 15 space "
Commercial Way	78% "	- say 11 spaces "

I would not like to see additional parking pressure on street in the evening, which would

34

be detrimental to the amenity of local residents.

I would suggest that a compromise is reached so that arrivals are controlled at source by a limit on membership

eg 5,000 members = 125 arrivals + 125 departures at 6pm (1 hour)  
 = 240 max accumulation at 6.45pm, =  
 = 48 car drivers + 50 parking spaces.  
 = 375 absolute max on special events  
 = 75 car drivers.

- All of these could be accommodated on site with no overflow onto neighbouring residential streets
- No operational / safety difficulties would be caused on the local road network
- The scale of the club would be in keeping with the floorspace characteristics demonstrated by other Holmes Place clubs.  
 ie. 1.3m/sqm. (see page 1 of my ds)

A condition should be included which prevents the use of the car park by long stay users - ie. 2 hours max, no staff use.

Existing use.

I have looked at the operational details of the college. Of interest are (college 855 students 80 staff)  
 (a) there are 52 car parking spaces used

75

throughout the day with most activity between 9am and 5:30pm. Some evening classes took place Monday - Friday catering for some 85 students & presumably about 8 staff. The students were not particularly local with only 17% from RBKEC.

(b) the car park was used by model traders at the weekend.

Although the health club would undoubtedly cause more activity in terms of car arrivals/departures it is clear that the existing use had a constant and ~~was~~ considerable use during the weekdays until 9pm.

SUMMARY.

- ① Existing college use - plenty of activity around the car park.
- ② Membership levels - must be controlled to have impact on car driver numbers.  
5,000 = 50 spaces with buffer of 25 spaces for "emergencies".
- ③ Results in local use, not out of scale, no impact on local parking on-street.
- ④ ~~Other~~ characteristics of the club would be in line with others.



# The Colman Partnership

7/3 Midford Place London W1P 9HU  
Tel: 0171 383 3823 Fax: 0171 383 3813

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THE COLMAN PARTNERSHIP  
ARCHITECTS

## FAX TRANSMISSION SHEET

TO: Mr. A. Paterson	FROM: Chris Comer
COMPANY: Planners - Kensington + Chelsea	DATE: 26 November 97
FAX NO: 361-3463	JOB NO: 9757
NO. PAGES: 5	

REGARDING:

Re: 119-131 Lancaster Rd. - Holmes Place.

COPIES:	R.B.K.&C.
	TOWN PLANNING
	26 NOV 1997
	RECEIVED

Ref: DPS/BUN/TP/97/1749 AP9757.  
FOR THE URGENT ATTENTION OF:

Mr. Paterson,

- 1.0 further to Mondays meeting - herewith
  - i) Holmes Place - Fact Sheet.
  - ii) City of Westminster College - Fact Sheet.
- 2.0 A cover letter is in for typing and will be forwarded by fax as soon as its ready.
- 3.0 All information will be in the post tonight
- 4.0 Can you confirm that we are on next Tuesdays Agenda? Seymour  
Chris Comer



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Ladbroke Grove, Lancaster Road - Holmes Place

Fact Sheet

Question: What is a Holmes Place?

Answer: Holmes Place are a chain of clubs designed for the pursuit of Health and Fitness. The clubs have a limited membership to enable all members to have access to all the facilities at any time the club is open.

Question: What are the facilities?

Answer: Holmes Place comprise gymnasias, studios and cardio-vascular rooms where trained staff ensure that the correct routine is designed to suit the individual member.

Most Holmes Places have a swimming pool, sauna and therapy rooms to provide a comprehensive health and fitness Centre. Lancaster Road Holmes Place will have all these facilities.

In addition, all the clubs have a lounge for members to get to meet each other socially.

Question: Is this a Local Club?

Answer: Experience from other Holmes Place developments has shown that 75% of members are drawn from a three - quarter mile radius around the club (i.e 12 minute walk from home to the club). The remaining 25% are people who work local to the club and find it convenient to visit during their working day.

As more Holmes Places are built the percentage of residents local to the club will increase as members move from clubs near to their work to clubs near to where they live.

Question: How big will the club be?

Answer: The building is 40,000 sq ft in area which enables the Lancaster Road Holmes Place to have a membership of 8,000.

From statistics generated from other Holmes Place clubs an average peak general level of around 300 people can be expected in the building rising to an absolute maximum of 600 people for special events.

Question: What about traffic generation?

Answer: Because this is a club for people concerned about their health and well being, walking to the centre is encouraged. Indeed as a large percentage have only a 12 minute walk to the club, the necessity of providing a large amount of parking is avoided.

However there are certain members who will prefer to travel by car (including disabled, senior citizens and women with young children) and therefore a minimum of 50 car parking places will be provided on the premises to minimise the need to park on the adjacent roads.

For the more energetic, an independently operated bike park is being provided in the basement of the new Holmes Place.

There will also be a facility to park motor bikes and scooters within the premises.

Question: Are the Holmes Places fully air conditioned?

Answer: Yes.

In order to maintain an attractive environment for health and fitness activities, it is necessary for the building to be totally air conditioned so that temperature & humidity are controlled throughout the building for the members comfort and well-being.

Question: But what about noise?

Answer: Because the buildings are air conditioned, windows have to be sealed for the system to work. All windows will have secondary glazing internally to prevent sound and air movement through the building fabric, so any noise generated in the gymnasias and cardio-vascular room is contained.

In order for the air conditioning equipment to be adequately maintained at all times, the plant will be enclosed within the roof structure with only intake and extract grilles visible from the outside.

Noise generation will be therefore no greater than that of a modern office block and far less than the adjoining primary school!

Question: What are the opening hours?

Answer: The proposed opening hours are:-

Monday-Thursday 7am - 11pm

Friday 7am - 10pm

Saturday and Sunday 9am - 9pm

Question: Will this generate employment in the neighbourhood?

Answer: Because of the length of opening hours, about 90 new jobs will be created.

Question: What other facilities are there at Lancaster Road?

Answer: Because of the size of the building and the expected make-up of the members, a crèche facility will be provided at the ground level adjacent to the reception enabling mothers to enjoy their facilities at ease whilst their children enjoy attention and entertainment.

As well as this there will be a hairdressing salon, a small sports-clothing shop, and a beautician counter.

Question: Then this is the use of a redundant building that will benefit the area?

Answer: Yes.

A Health & Fitness Centre in the now disused College of Westminster building in Lancaster Road will provide a much needed amenity to the area and will enable members to improve their lifestyle at their doorstep.



Principal: Paul Bellamy

- Paddington Centre 25 Paddington Green, London W2 1NB
- Maida Vale Centre Elgin Avenue, London W9 2NR
- Queens Park Centre Saltram Crescent, London W9 3HW
- Gateforth Street Centre Cockpit Theatre, Gateforth Street, London NW8 8EH
- Cosway Street Centre Cosway Street, London NW1 6TH

Main Tel No: 0171-723 8826  
Main Fax No: 0171-258 2700

Direct Line No: 0171-258 2786  
E-Mail: david.pigden@ewc.ac.uk  
Direct Fax No: 0171-258 2902

Handwritten initials 'da' in a circle.

Michael Nicholas  
Nelson Bakewell  
25 Sackville Street  
London W1X 2HQ

25 November 1997

Dear Michael

I understand that Kensington & Chelsea borough planners have raised a number of questions regarding this College's former usage of the Ladbroke Grove premises in connection with the application by Holmes Place for planning permission.

I thought it might be helpful to the prospective purchasers to know the answers to those specific questions and that it might serve to reassure them before finally committing themselves to the purchase. As you know, the Centre was vacated in Summer 1997 and therefore the figures shown below relate to the 1996/97 academic year.

1. Number of people using the Centre:

Staff	80
Students	855

2. Hours of Operation:

The College building was open during the following hours:

Monday to Thursday:	6.30 am to 9.00 pm
Friday:	6.30 to 9.00 pm

Most activity took place between 9.00 am and 5.30 pm, although evening classes were held on four evenings a week providing for some 10% of students.

On Saturdays and Sundays the car park was and continues also to be used by Portobello Road market traders in accordance with a specific agreement with the College.

3. Where the students came from:

Kensington & Chelsea	17%
Westminster	38%
Other Boroughs	45%



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4. *Age profile of students attending the Centre:*

Under 19	15%
19-24	24%
25-34	42%
35-50	17%
50+	2%

5. *Car Parking arrangements:*

Parking places for some 40 cars and 12 minibuses are fully utilised on weekdays by staff vehicles and by visitors to the site, including staff based primarily at the College Centres. At weekends, in addition to accommodating the minibuses, the car park is, by arrangement, used by Portobello Road market traders for the parking of 25 cars.

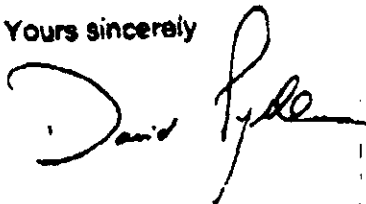
6. *How long had the Centre been part of the College:*

The Centre was made available to the College in 1982. Prior to that time, it had been a school building.

I hope this information is helpful. The responses set out above will shortly be conveyed to the Kensington & Chelsea borough planners to assist them in their consideration of the current, or any subsequent, planning applications.

In the meantime, as you are aware, I have instructed the College's solicitors to withdraw the papers for the sale of the property and to proceed immediately to exchange contracts with the alternative purchaser, unless Holmes Place exchange contracts by end of play tomorrow (26<sup>th</sup>) on the basis of a completion of the sale on 18 December 1997.

Yours sincerely



DAVID PIGDEN  
Vice Principal (Resources)



The **COLMAN** Partnership  
ARCHITECTS

Directorate of Transportation and Highways  
Royal Borough of Kensington and Chelsea  
The ~~Town~~ Hall  
Hornton Street

Attn: Gillian Palmer

Dear Ms. Palmer.

Re: Holmes place Health Club, 119 - 131 Lancaster Road

Further to our meeting with yourselves yesterday, we provide the following assessment of traffic generation at the proposed club.

The assessment of traffic generation at Lancaster Road is based on information collated from the existing Holmes Place club at Chelsea. Both clubs are in the Royal Borough of Kensington and Chelsea, both clubs are situated in predominantly residential areas, both clubs are in areas where the borough-wide parking permit scheme applies.

The Chelsea club has a total membership of 4000. Survey results of membership taken on Monday 10th February 1997 and traffic generation figures provide the following data:

- Total number swipes during the day 925 (23% of total membership)
- Swipes before 17.30 573 (62% of daily)
- Swipes after 17.30 352 (38% of daily)
- Peak membership accumulation (at 18.45) 192 (4.8% of total membership)
- 71% of members live within 12 minutes walk of the club
- 29% of members work within 12 minutes walk of the club
- 21% of members travel to the club by car

It should be noted that the survey was carried out on a Monday at the beginning of the year, which is one of the busiest times of the year for the club, and on a winter's day when car use can be expected to be higher than normal. In addition, the Lancaster Road club is more accessible by public transport than Chelsea for people coming to the club on their way to or from work. Lancaster Road will also have cycle and motorcycle facilities for its members to encourage them to use these modes of transport. However, for the purposes of this report we assume that 20% of members will use their cars to travel to the club.

The size of club at Lancaster Road and proposed facilities will, according to Holmes Place's analysis, sustain a membership of 8000. Applying the above data from Chelsea provides us with the following:

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<b>SENIOR PARTNER</b> <i>Trevor Colman</i> BA (Arch) (Hons) Dip Arch	<b>ASSOCIATES</b> <i>Chris Corner</i> BA (Arch) Dip Arch R.I.B.A.
	<i>David Liddell</i> Bsc (Hons) B Arch R.I.B.A.
<b>SENIOR ASSOCIATE</b> <i>Peter Brimelow</i> BA (Hons) B Arch (Hons)	<i>Selwyn Louis</i> M.A Dip Arch (Contab)
	<i>Simon Hastings</i> BA (Hons) Arch Dip Arch

9757/2.0/AA/CC

25th November 1997



The **COLMAN** Partnership  
ARCHITECTS

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<b>SENIOR PARTNER</b>	<b>ASSOCIATES</b>
<i>Trevor Colman</i> BA (Arch) (Hons) Dip Arch	<i>Chris Corner</i> BA (Hons) Arch Dip Arch R.I.B.A.
	<i>David Liddell</i> BA (Hons) B Arch R.I.B.A.
<b>SENIOR ASSOCIATE</b>	<i>Suzann Lowe</i> M.A. Dip Arch (Contab)
<i>Peter Brimelow</i> BA (Hons) B Arch (Hons)	<i>Simon Hastings</i> BA (Hons) Arch Dip Arch

- Total number swipes during the day 1840
- Swipes before 17.30 1140
- Swipes after 17.30 700
- Peak membership accumulation (at 18.45) 384
- Peak time traffic generation of 76 cars (20%)

Applicants 24/11/91 meeting  
800 1200  
600  
600  
30%

The site can accommodate in excess of this number of cars, and if permission is granted for a club with 76 spaces then this will not result in any additional pressure on on-street parking in the immediate area.

We trust the above is sufficient for your purposes. However, should you wish to discuss any of the above further then please do not hesitate to contact us.

Yours sincerely,  
**THE COLMAN PARTNERSHIP**

**CHRIS CORNER**  
Associate

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LONDON RESEARCH CENTRE 0171 627 9682  
Environment & Transport Department  
Traffic Surveys Unit

Kensington & Chelsea

Site : JC109-1995  
Survey date : Tuesday, 13/02/96

Place : Ladbroke Grove / Lancaster Road

Street 1 north : Ladbroke Grove  
Street 2 east : Lancaster Road  
Street 3 south : Ladbroke Grove  
Street 4 west : Lancaster Road  
Interval length : 15 min

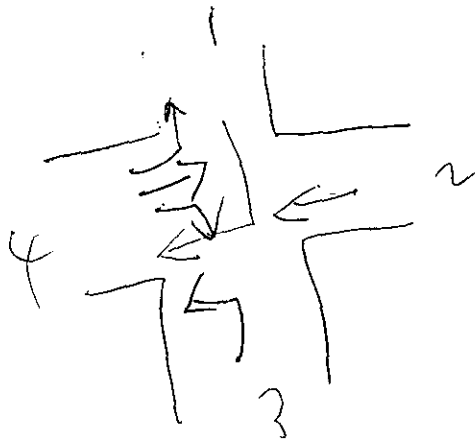
Survey time : 7.30 - 9.30, 11.30 - 13.30, 16.00 - 18.00 hrs  
Weather : am : WET ; midday & pm : DRY

16.00 - 18.00

East

4-1 56  
4-2 184  
4-3 124

364  
182  
2 | 364



West

1-4 - 80  
2-4 - 184  
3-4 - 185  
453

226

2 way  
K08

Average  
16.00 - 18.00

13/02/96 JC109-1995 12 from : Ladbroke Grove north  
to : Lancaster Road east

Time	Lt.	MGV	HGV	BUS	M/C	P/C	vehicles
7.30 - 8.00	9	1	2	0	0	0	12
8.00 - 8.30	11	4	0	0	0	0	15
8.30 - 9.00	12	2	0	0	0	2	16
9.00 - 9.30	20	0	0	0	0	0	20
Count period total :							
7.30 - 9.30	52	7	2	0	0	2	63
11.30 - 12.00	31	2	0	0	4	1	38
12.00 - 12.30	39	3	0	0	0	2	44
12.30 - 13.00	27	3	0	0	4	3	37
13.00 - 13.30	28	2	0	0	0	0	30
Count period total :							
11.30 - 13.30	125	10	0	0	8	6	149
16.00 - 16.30	31	0	0	0	0	0	31
16.30 - 17.00	33	3	0	0	2	0	38
17.00 - 17.30	33	1	0	0	0	1	35
17.30 - 18.00	34	1	0	0	1	0	36
Count period total :							
16.00 - 18.00	131	5	0	0	3	1	140
Total	308	22	2	0	11	9	352

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13/02/96 JC109-1995 13

from : Ladbroke Grove north  
to : Ladbroke Grove south

Time	Lt.	MGV	HGV	BUS	M/C	P/C	vehicles
7.30 - 8.00	179	52	10	23	3	8	275
8.00 - 8.30	217	17	2	20	8	8	272
8.30 - 9.00	255	12	0	17	8	11	303
9.00 - 9.30	235	14	0	21	15	13	298
Count period total :							
7.30 - 9.30	886	95	12	81	34	40	1148
11.30 - 12.00	216	16	0	18	7	2	259
12.00 - 12.30	231	14	1	15	6	10	277
12.30 - 13.00	194	19	1	17	8	3	242
13.00 - 13.30	198	11	2	17	10	8	246
Count period total :							
11.30 - 13.30	839	60	4	67	31	23	1024
16.00 - 16.30	251	12	1	26	8	6	304
16.30 - 17.00	260	11	0	18	19	4	312
17.00 - 17.30	243	8	0	19	18	8	296
17.30 - 18.00	230	10	0	16	8	6	270
Count period total :							
16.00 - 18.00	984	41	1	79	53	24	1182
Total	2709	196	17	227	118	87	3354

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13/02/96 JC109-1995 14 from : Ladbroke Grove north  
to : Lancaster Road west

46

Time	Lt.	MGV	HGV	BUS	M/C	P/C	vehicles
7.30 - 8.00	5	2	1	0	0	0	8
8.00 - 8.30	7	0	0	0	0	0	7
8.30 - 9.00	3	1	0	0	0	0	4
9.00 - 9.30	12	0	0	0	0	0	12
Count period total :							
7.30 - 9.30	27	3	1	0	0	0	31
11.30 - 12.00	13	2	0	0	0	0	15
12.00 - 12.30	11	0	0	0	1	1	13
12.30 - 13.00	9	4	0	1	0	0	14
13.00 - 13.30	11	0	0	0	1	0	12
Count period total :							
11.30 - 13.30	44	6	0	1	2	1	54
16.00 - 16.30	10	0	0	0	1	1	12
16.30 - 17.00	18	1	0	0	2	0	21
17.00 - 17.30	24	1	0	0	1	1	27
17.30 - 18.00	19	0	0	0	0	1	20
Count period total :							
16.00 - 18.00	71	2	0	0	4	3	80
Total	142	11	1	1	6	4	165

13/02/96 JC109-1995 21

from : Lancaster Road east  
to : Ladbroke Grove north

47

Time	Lt.	MGV	HGV	BUS	M/C	P/C	vehicles
7.30 - 8.00	6	0	0	0	0	0	6
8.00 - 8.30	12	0	1	0	0	0	13
8.30 - 9.00	17	0	0	0	0	0	17
9.00 - 9.30	21	0	0	1	0	0	22
Count period total :							
7.30 - 9.30	56	0	1	1	0	0	58
11.30 - 12.00	15	0	0	0	0	0	15
12.00 - 12.30	11	0	0	0	0	0	11
12.30 - 13.00	9	0	0	0	0	0	9
13.00 - 13.30	11	0	0	0	0	0	11
Count period total :							
11.30 - 13.30	46	0	0	0	0	0	46
16.00 - 16.30	10	0	0	0	1	0	11
16.30 - 17.00	10	0	0	0	1	0	11
17.00 - 17.30	8	1	0	0	0	0	9
17.30 - 18.00	6	0	0	0	0	0	6
Count period total :							
16.00 - 18.00	34	1	0	0	2	0	37
Total	136	1	1	1	2	0	141

13/02/96 JC109-1995 23

from : Lancaster Road east  
to : Ladbroke Grove south

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Time	Lt.	MGV	HGV	BUS	M/C	P/C	vehicles
7.30 - 8.00	8	1	0	1	0	0	10
8.00 - 8.30	4	2	0	0	0	0	6
8.30 - 9.00	12	0	0	0	0	1	13
9.00 - 9.30	13	0	0	0	1	0	14
Count period total :							
7.30 - 9.30	37	3	0	1	1	1	43
11.30 - 12.00	19	1	1	0	2	0	23
12.00 - 12.30	12	2	0	0	0	0	14
12.30 - 13.00	13	0	0	0	0	0	13
13.00 - 13.30	6	0	0	0	0	0	6
Count period total :							
11.30 - 13.30	50	3	1	0	2	0	56
16.00 - 16.30	14	0	0	0	0	0	14
16.30 - 17.00	11	0	0	0	2	0	13
17.00 - 17.30	17	0	0	0	3	0	20
17.30 - 18.00	13	1	0	0	0	1	15
Count period total :							
16.00 - 18.00	55	1	0	0	5	1	62
Total	142	7	1	1	8	2	161

13/02/96 JC109-1995 24 from : Lancaster Road east  
to : Lancaster Road west

49

Time	Lt.	MGV	HGV	BUS	M/C	P/C	vehicles
7.30 - 8.00	25	1	0	0	0	0	26
8.00 - 8.30	39	0	0	0	1	1	41
8.30 - 9.00	45	1	0	0	0	0	46
9.00 - 9.30	55	3	0	0	1	3	62
Count period total :							
7.30 - 9.30	164	5	0	0	2	4	175
11.30 - 12.00	40	2	0	0	1	2	45
12.00 - 12.30	19	2	0	0	0	1	22
12.30 - 13.00	38	2	0	0	0	5	45
13.00 - 13.30	30	3	0	0	2	1	36
Count period total :							
11.30 - 13.30	127	9	0	0	3	9	148
16.00 - 16.30	48	1	0	0	1	0	50
16.30 - 17.00	39	0	0	1	0	1	41
17.00 - 17.30	49	2	0	0	0	0	51
17.30 - 18.00	44	1	0	0	0	1	46
Count period total :							
16.00 - 18.00	180	4	0	1	1	2	188
Total	471	18	0	1	6	15	511



13/02/96 JC109-1995 31 from : Ladbroke Grove south  
to : Ladbroke Grove north

Time	Lt.	MGV	HGV	BUS	M/C	P/C	vehicles
7.30 - 8.00	102	13	2	16	2	6	141
8.00 - 8.30	142	15	3	16	7	4	187
8.30 - 9.00	142	12	1	24	2	5	186
9.00 - 9.30	222	20	2	19	4	6	273
Count period total :							
7.30 - 9.30	608	60	8	75	15	21	787
11.30 - 12.00	167	32	3	15	8	5	230
12.00 - 12.30	174	27	1	13	7	4	226
12.30 - 13.00	149	15	1	17	13	4	199
13.00 - 13.30	180	16	1	15	7	2	221
Count period total :							
11.30 - 13.30	670	90	6	60	35	15	876
16.00 - 16.30	187	7	1	17	12	5	229
16.30 - 17.00	212	19	0	22	18	9	280
17.00 - 17.30	233	10	0	17	15	8	283
17.30 - 18.00	194	9	1	18	11	10	243
Count period total :							
16.00 - 18.00	826	45	2	74	56	32	1035
Total	2104	195	16	209	106	68	2698