

14/23/1

28 KELSO PLACE
LONDON W8 5QG
TEL: 020 7937 6017

RECEIVED BY PLANNING SERVICES									
EX DIR	HDC	N	J	SW	SE	ENF	AD ACK		
23 JAN 2001								(59)	
IO	REC	ARB	FWD PLN	CON DES	FEES				

19th January 2001.

Dear Sir,

With reference to your DPS/DCC/PP/02818/LR

No amount of minor amendments to the proposed expansion of the office at No 27 Kelso Place will meet my previously stated objections.

I object to the fact that the office is to be increased in size and that the archway is to be closed.

I further object to the proposed siting of the refuse bins at the front of the building. If the archway is not closed off this offensive and unsatisfactory measure would not be necessary.

My objections are based on a desire not to see any increase in traffic resulting from employees or visitors to the office and I should wish to preserve the current arrangement whereby a vehicle can

use the archway to reverse into, prior
to leaving Helso Place, on safety grounds.

Yours faithfully

Justine Ruth Cameron

@ DEC-CBS

@ CK

28/8
✓ 2/12/2

28 Kelso Place
London W8 5QG

20 February 2001

Royal Borough of Kensington & Chelsea
Planning and Conservation
The Town Hall
Hornton Street
London W8 7NX

Dear Sir

Re: Proposed development at 27 Kelso Place

The endless amendments to the original plans do not address the central issue, and that is the building is being extended to accommodate 75 or more people which exceeds the total of those living in the street.

This is in direct contravention of the Unitary Development Plan which restricts developments in purely residential areas. If the development were to be approved, and it has already been rejected by the Planning Committee, why have a Unitary Development Plan at all?

The residents are almost unanimous in their objection to this development, and it should be rejected once and for all.

Yours faithfully

Patrick Cameron

RECEIVED BY PLANNING SERVICES							
EX DIR	HDC	N	G	SW	SE	ENF	AO/ACK
(24)				21 FEB 2001			
APPEALS	IO	REC	ARB	FWD PLN	CON DES	FEEES	

PP10012818

LR

29 KELSO PLACE
LONDON W8 5QG
0171-938 3164

RECEIVED BY PLANNING SERVICES							
EX DIR	HDC	N	C	SW	SE	ENF	AS AOK
19 DEC 2000							
APPEALS	IO	REC	ARB	FWD PLN	CON DES	FEES	

S. 12.00

Dean S. (SB)

CT
19/12/2000

Proposed development at: 27 Kelso Place W8.

Thank you for your letter of 12 December. As a resident of Kelso Place I wanted to lend my support to the above application. I was concerned about some aspects of the original application but I now believe all these concerns have been addressed in the amended proposals.

I have always been supportive of the proposals for the facade of the building. The plans will greatly improve the look of no. 27 and enhance the entire street.

In particular I believe the proposals may
render it impossible to park on the
pavement outside the property and this
is something that would be a great
improvement.

Yours faithfully
Luke Ritter

(LUKE RITTER)

30 KELSO PLACE
LONDON W8 5QJ

28 January 2001

The Director of Planning and Conservation
RBKC
The Town Hall, Hornton Street
London W8 7NX

Yr reference: DPS/DCC/PP/02818/LR

Dear Sir

The amendments to the proposed expansion of the offices at 27 Kelso Place are so minor that they do not address my objections to the project.

I am strongly opposed to an increase of the office size as well as to the closing of the archway. The siting of the bins at the front of the building is inappropriate and is the result of closing the archway.

I should like to add that the narrow nature of the street makes it unsuitable for vehicular traffic. Many vehicles cannot turn around in our cul-de-sac and must back up into a very narrow T junction, causing congestion, beeping noise from reversing lorries and risks to pedestrians, particularly children. If the archway is removed delivery vehicles will lose an alternative way to reverse out.

The whole of Kelso Place is unsuited to deliveries by vehicles larger than cars. Cars even have problems getting in and out of Kelso Place because of the street's width and limited turning circles. The residents and offices current vehicular traffic is already very intense and we cannot cope with even the slightest increase in office traffic.

The De Vere area is very residential and an office development would be completely out of place. The removal of the archway and courtyard will be damaging to the architectural quality of the area and that would be in opposition to the concept of a Conservation area.

The proposed expansion would have an enormous negative impact on Kelso Place and I am categorically opposed to it.

Yours sincerely

J M CANGARDEL

RECEIVED BY PLANNING SERVICES							
EX DIR	HDC	N	C	SW	SE	ENF	AO/ACK
13				30 JAN 2001			
				APPLS	IO	REL	FWD PLN

(PK)

Director of Planning
The Town Hall
Hornton Street
W8 7NX

34 Kelso P,ace
London W8 5QP

30/12/00

Ref.DPS/DCC/PP/00/02818/LR

CT
3/1/2001

Dear Sir,

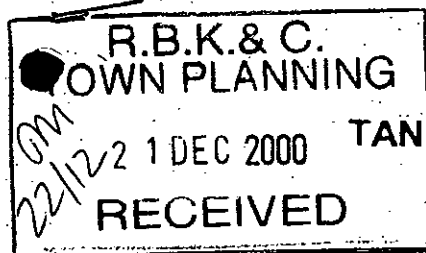
Proposed development at 27 Kelso Place W8 5QG

As a resident living in Kelso Place I object to the revised proposals for increased office capacity at the above. The lack of provision for off street parking for those employed and the many visitors who will be coming and going to the offices will cause havoc. Kelso Place is a narrow cul-de-sac with no turning space and the planning proposals intend to remove the present parking facility into no.27. The proposal to do away with the archway mean that all vehicles - delivery vans, post, couriers, cars etc will no longer be able to reverse into the archway to make their exit. The scale of enlargement to the building proposed by the applicant can only mean it is intended for future use by a much increased work force.

Kelso Place and the surrounding streets are, and always have been, residential, and the extra pressure caused by an increased commercial capacity would begin to destroy this Conservation area.

Yours faithfully,

Mrs.G.Foley



TANNER 46 KELSO PLACE LONDON W8 5QQ
20 DECEMBER 2000

Mr. M.J. French, Exec. Director
Planning & Conservation Dept.
RBof K&C
Town Hall, Horton Street
London W8 7NX

Ref: DPS/DCC/PP/00/02818/LR

Dear Mr. French,

Once attain we are writing to you regarding the planning application for number 27 Kelso Place, W8 5QG. We continue strongly to object to this application. We have previously stated our reasons to the RBKC's planning department; we repeat them in sum to you.

1. The application, if approved, would fundamentally alter the character of the entire surrounding area. OUR RESIDENTIAL AMENITY WOULD BE GREATLY IMPARED. THE LOSS OF AMENITY IS CONTRARY TO THE PURPOSE OF A CONSERVATION AREA.

Our neighbours and we are most fortunate to live in a very quiet residential, village-like community in the heart of Kensington. We believe it is a unique enclave. To allow a substantial office presence, we strongly believe, would change the character of the area totally.

2. VEHICULAR TRAFFIC: THERE ARE ONLY 2 WAYS OF ENTERING THE AREA BY CAR, BOTH PASSING INFANT SCHOOLS. BOTH OF THE ENTRY POINTS, VICTORIA ROAD AND KENSINGTON COURT PLACE ARE NOT WIDE ENOUGH FOR 2-WAY TRAFFIC. The traffic generated by a substantial office development would be more than the small roads leading into Kelso Place could bear. A large van, in order to exit from in front of 27 Kelso Place, has to back out all the way to Stanford Road and reverse into Stanford Road in order to clear the area.

TANNER 46 KELSO PLACE LONDON W8 5QQ

The Planning Inspectorate

4 December 2000

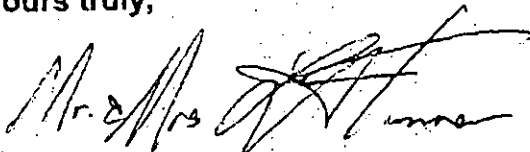
page 2

THERE ARE NO THROUGH ACCESS ROADS, AT ALL; the three branches of Kelso Place are served by only one narrow entrance/exit road from Stanford Road. This also serves residents of Cottesmore Court, as their under ground garage is accessible only via Kelso Place. It is already difficult and dangerous for incoming and outgoing vehicles to be aware and avoid each other at the junction of Kelso Place and Stanford Road. To add the services necessary to an office, such as deliveries, couriers, visitors, etc., would make it frighteningly worse. In addition, the plan submitted eliminates the current court yard space at number 27.

3. The plans submitted indicate that the numbers of people working in the planned office, plus those visiting it, would overwhelm the services of the area and the residents. They expect a very busy office, indeed.
4. **PARKING: With such a large office complex as is being applied for, parking spaces for real residents would become an even greater difficulty than it is now, and that is bad!**
5. **ARCHITECTURAL CHARACTER OF THE AREA: The architectural character of the enclave would be radically changed, were their plans to go through.**

WE GREATLY HOPE THAT THIS PLANNING APPLICATION WILL BE REJECTED.

Yours truly,



Mr. & Mrs. Louis A. Tanner

① BOK - CST
② LR
✓ 26/1

TANNER 46 KELSO PLACE LONDON W8 5QQ
24 JANUARY 2001

Mr. M.J. French, Exec. Director
Planning & Conservation Dept.
RBoF K&C
Town Hall, Horton Street
London W8 7NX

RECEIVED BY PLANNING SERVICES							
EX DIR	HDC	N		SW	SE	ENF	D ACK
26 JAN 2001							
	IC		HR	FWD PLN	CON DES	FEES	

Ref: DPS/DCC/PP//02818/LR

Dear Mr. French,

We have taken the trouble to view the amended plans for the proposed alteration of 27 Kelso Place. WE GREATLY HOPE YOU WILL DENY PERMISSION.

Even if all of the 35 workers planned for arrive on foot each day for their work, there will still be too much congestion in the area! Where would these people go to lunch, for example? Where do they stand when they go outside for a smoke? All this can do is to alter the area in a nasty way. As we pointed out in our previous letters, (attached) these, among other things, WOULD IMPARE OUR RESIDENTIAL AMENITY GREATLY!

Some of our neighbours have objected to the planned placing of refuse bins at the front of the building, due to their hoped-for closure of the archway. This, too, would change the atmosphere of the road and surroundings negatively.

The plans for this office create too much density for the neighbourhood. Their amended plans do not address the flow of traffic into and out of Kelso Place, a cul-de-sac served only by two small entry points from Kensington High Street, both of which pass infant schools, and both of which have stretches which do not permit 2-way traffic.

PLEASE DO NOT LET A COMMERCIAL ESTABLISHMENT SPOIL ONE OF THE LOVELIEST AND MOST SPECIAL OF KENSINGTON VILLAGES.

Yours sincerely,


Louis and Linda Tanner

enclosures

TANNER 46 KELSO PLACE LONDON W8 5QQ
20 DECEMBER 2000

Mr. M.J. French, Exec. Director
Planning & Conservation Dept.
RBof K&C
Town Hall, Horton Street
London W8 7NX

Ref: App/K56000/A/1052372

Gentlemen,

We are writing to you regarding the planning application for number 27 Kelso Place, W8 5QG. We continue strongly to object to this application. We have previously stated our reasons to the RBKC's planning department; we repeat them in sum to you.

1. The application, if approved, would fundamentally alter the character of the entire surrounding area. OUR RESIDENTIAL AMENITY WOULD BE GREATLY IMPARED. THE LOSS OF AMENITY IS COUNTRARY TO THE PURPOSE OF A CONSERVATION AREA.

Our neighbours and we are most fortunate to live in a very quiet residential, village-like community in the heart of Kensington. We believe it is a unique enclave. To allow a substantial office presence, we strongly believe, would change the character of the area totally.

2. VEHICULAR TRAFFIC: THERE ARE ONLY 2 WAYS OF ENTERING THE AREA BY CAR, BOTH PASSING INFANT SCHOOLS. ONE OF THE ENTRY POINTS, VICTORIA ROAD, IS NOT WIDE ENOUGH FOR 2-WAY TRAFFIC. The traffic generated by a substantial office development would be more than the small roads leading into Kelso Place could bear.

THERE ARE NO THROUGH ACCESS ROADS, AT ALL; the three branches of Kelso Place are served by only one narrow entrance/exit road from Stanford Road. This also serves residents of Cottesmore Court, as their under ground garage is accessible only via Kelso Place. It is already difficult and dangerous for incoming and outgoing vehicles to be aware and avoid each other at the junction of Kelso Place and Stanford Road. To add the services necessary to an office, such as deliveries, couriers, visitors, etc., would make it frighteningly worse.

In addition, the plan submitted eliminates the current court yard space at number 27 and vehicles arriving at number 27 would have to back up and do a 3-point turn.

TANNER 46 KELSO PLACE LONDON W8 5QQ

The Planning Inspectorate

20 December 2000

page 2

3. The plans submitted indicate that the numbers of people working in the planned office, plus those visiting it, would overwhelm the services of the area and the residents. they expect a very busy office, indeed.

4. PARKING: With such a large office complex as is being applied for, parking spaces for real residents would become an even greater difficulty than it is now, and that is bad!

5. ARCHITECTURAL CHARACTER OF THE AREA: The architectural character of the enclave would be radically changed, were their plans to go through.

WE GREATLY HOPE THAT THIS PLANNING APPLICATION WILL BE REJECTED.

Yours truly,



Mr. & Mrs. Louis A. Tanner

enclosed: area map

**TANNER ' 46 KELSO PLACE LONDON W8 5QQ
3 JULY 2000**

Mr. M.J. French
Exec. Director, Planning & Conservation
RBK&C
The Town Hall
Hornton Street
London W8 7NX

Dear Mr. French,

We are writing to you regarding the planning application for number 27 Kelso Place, W8 5QG. We wish to object to this application. Our reasons are as follows:

1. THE CHARACTER OF THE AREA: The application, if approved, would fundamentally alter the character of the entire surrounding area.

Our neighbours and we are most fortunate to live in a very quiet residential, village-like community in the heart of Kensington. We believe it is a unique enclave. To allow a substantial office presence, we strongly believe, would change the character of the area totally.

2. VEHICULAR TRAFFIC: The traffic generated by a substantial office development would be more than the small roads leading into Kelso Place could bear.

There are no through access roads, at all; the three branches of Kelso Place are served by only one narrow entrance/exit road from Stanford Road. This also serves residents of Cottessmore Court, as their under ground garage is accessible only via Kelso Place. It is already difficult and dangerous for incoming and outgoing vehicles to be aware and avoid each other at the junction of Kelso Place and Stanford Road. To add the services necessary to an office, such as deliveries, couriers, visitors, etc., would make it frighteningly worse.

Please note, too, that the only access to Stanford Road and thence to Kelso Place passes by two nursery schools, Lady Eden's and Thomas's, both of which have their own school-run problems, and one college, Richmond College.

In addition, under the plan submitted, which eliminates the current court yard space at number 27, vehicles arriving at number 27 could have no way to turn around and would have to back up and then do a 3-point turn.

TANNER 46 KELSO PLACE LONDON W8 5QQ

Mr. French

3 July 2000

page 2

3. NEIGHBORHOOD CONGESTION: The numbers of people working in the planned office, plus those visiting it, would overwhelm the services of the area and the residents. Judging by their three planned boardrooms, they expect a very busy office, indeed.

There are already thirty families living in this one small arm of Kelso Place, and to add so many new bodies would be onerous for all.

4. PARKING: With such a large office complex as is being applied for, parking spaces for real residents would become an even greater difficulty than it is now, and that is bad!

5. ARCHITECTURAL CHARACTER OF THE AREA: The architectural character of the enclave would be radically changed, were their plans to go through.

Their plans for an additional third floor on the building would change the roof lines of the rest of the street, and would set their roof line at a much higher level than any other buildings on that side of the road. The additional story they are asking for would also intrude on the privacy and light of their immediate neighbours to the sides and to the residents Kensington Green, behind.

We greatly hope that this planning application will be rejected.

Yours truly,

Mr. & Mrs. Louis A. Tanner

P.S. The anodyne planning application described on the yellow form hung on the property is, at best, economical with the truth. It comes across, however, as devious.

CC: Cclr. Andrew Dalton

Our Ref: DVH/gcz/27 Kelso Place

3rd January 2001

Executive Director
 Planning & Conservation
 Royal Borough of Kensington & Chelsea
 The Town Hall
 Hornton Street
 London
 W8 7NX

JSSPinnacle Limited
 JSSPinnacle House
 35 Battersea Square
 London SW11 3RA

Telephone: 020 7326 8888
 Facsimile: 020 7326 8899

E-mail: enquiries@jsspinnacle.com

Dear Sir

**RE: 27 KELSO PLACE, LONDON W8
 APPLICANT - MOUNTCASHE
 APPLICATION NO.002818**

In our capacity as Managing Agents on behalf of Kensington Green Management Ltd, head lessees of Kensington Green, Marloes Road, London W8, we write to record our objection to the above planning application, which is due to be considered by your officers in advance of being referred to the appropriate committee.

We have previously objected to planning application PP00/01400 that was subsequently refused planning consent, and is now the subject of a planning appeal.

The reasons that we provided with our earlier objection still apply, and we would wish to add the following:

- 1) There is an apparent expansion of the existing commercial floor space within a Permanently residential area, and which could in turn be prejudicial to the amenities of the area.
- 2) The additional windows and the height of the walls lead to an unacceptable increased service of enclosure and a reduction of privacy to those properties backing on the building and those situated in Kensington Green.

On behalf of our clients, we feel most strongly that this application be refused consent for all the reasons given.

We would ask that you keep us fully informed of any decision made.

Yours faithfully


D.V. Hahn. B.Sc., FRICS
 Associate Director
David.hahn@jsspinnacle.com

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82		- 8. JAN 2001					
		APPEALS	IO	REC	ARB	FWD PLN	CON DES

Cottesmore Court Management Company Limited

Kelso Place
Kensington
London
W8 5QL

The Director of Planning and Conservation
Royal Borough of Kensington & Chelsea
Town Hall
Horton Street
London W8

20th December 2000

Ref: DPS/DCC/PP/OO/02818/LR

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34		28		DEC 2000		DMJ 28/12	
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Dear Sir

Proposed Development at 27 Kelso Place, Kensington, London W8

I write as Chairman of the Board of Directors of Cottesmore Court Management Company Limited, representing the Leaseholders and families resident in the 67 flats in Cottesmore Court which stands at the junction of Kelso Place and Stanford Road, Kensington, W8.

When considering the above planning application please have full regard for the fact that all of the Cottesmore Court residents very strongly oppose the proposed development for the following considered and in our view, justified reasons:-

1. Kelso place lies within a Conservation Area which, with this one exception, is otherwise entirely residential. The mere fact that there is an existing commercial activity at 27 Kelso Place is the fortuitous result of wartime bomb damage. It must not be allowed to increase in size in this residential area.
2. Kelso Place is a cul-de-sac, in which there is no turning facility for vehicles. It and the surrounding streets are narrow. There are already serious parking problems for residents. The Royal Borough of Kensington & Chelsea is shortly due to extend parking restrictions in these streets in the hope this will go some way to relieving the enormous pressure on parking in this area. Any extension of commercial premises and activity will inevitably result in yet more traffic and added congestion in the neighbouring small streets.

Residents in Kelso Place and Cottesmore Court already have frequent difficulty leaving the cul-de-sac on account of double parked vans and cars. Emergency Services already find access virtually impossible. Further, London Underground frequently require access to a number of special hatches located in Kelso Place in order to carry out maintenance to the Circle Line running underneath.

3. The proposed development compounds the off street parking problem in that it is proposed to block off the present inner courtyard thereby losing the existing parking spaces.
4. The residential character of Kelso Place would be jeopardised by the proposed significant increase in the size of the subject property. Moreover, the existing aesthetically pleasing archway would be lost and the increased height of the proposed building would deprive neighbours of light and privacy. The loss of this kind of amenity is contrary to the aims of a Conservation Area.

In all of the circumstances, we consider that the overall loss of amenity for residents of Kelso Place and Cottesmore Court should not be allowed, and we strongly urge that you should refuse planning permission for this proposed development at 27 Kelso Place.

Kindly acknowledge receipt of this letter and confirm that you will have full regard for the various objections raised when arriving at your decision.

Yours faithfully

A handwritten signature in black ink, appearing to read 'E C Skepper', written in a cursive style.

E C Skepper
Chairman

Mrs Jennifer Stern

Phone 0171 937 7076
Fax 0171 937 0438
Email geraldstern@bigfoot.com

10 Cottesmore Court
Stanford Road
London W8 5QL

18th December 2000

Mr M J French
Planning Services Committee
Planning & Conservation Department
The Town Hall
Hornton Street W8 7NX

Re: Planning Application for development of 27 Kelso Place
Ref DPS/DCC/PP/00/02818/LR

Sir,

I write to you as the Cottesmore Court representative of the Victoria Road Area Residents' Association. On behalf of our residents, I most vigorously object to the proposed extension and development of 27 Kelso Place. Most of the flats in Cottesmore Court face onto Kelso Place which is their only access.

Despite the several modifications to the proposals, the inescapable fact remains that Kelso Place is a narrow cul-de-sac and access for essential services, residents and refuse collection is already difficult.

Our principal objection to the extension of commercial premises within this otherwise completely residential conservation area remains totally unacceptable.

Yours faithfully

Jennifer Stern

RECEIVED BY PLANNING SERVICES							
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JOM				21 DEC 2000		(20)	
IC	REC	ARB	FWD	CON	PLN	DEB	FEE

Mrs Jennifer Stern

JG 24/1

Phone 0171 937 7076
Fax 0171 937 0438
Email geraldstern@bigfoot.com

10 Cottesmore Court
Stanford Road
London W8 5QL

The Director of Planning and Conservation
RB of K&C
The Town Hall
Hornton Street
London W8 7NX

18th January 2001

RECEIVED BY PLANNING SERVICES							
EX DIR	HDC	N	D	SW	SE	ENF	ACK
(RB)		24 JAN 2001					
APPEALS	IO	REC	ARB	FWD PLN	CON DES	FEEB	

Re; Planning Application for development of 27 Kelso Place
Ref. DPS/DCC/PP/028/LR

Dear Sir,

I write to you as the Cottesmore Court representative of the Victoria Road Area Residents' Association. On behalf of our residents, I must again vigorously object to the proposed -slightly modified- extension and development of the commercial premises at 27 Kelso Place. Most of the flats in Cottesmore Court face onto Kelso Place which is their only access. Any commercial expansion of activities in this narrow cul-de-sac will inevitably result in increased traffic and consequent difficulties for residents and access for essential services such as refuse collection. Our Association considers that the proposed business development in an otherwise completely residential Conservation Area totally unacceptable and trusts that once again your Committee will reject this application.

Yours sincerely

Jennifer Stern

Dr. Gerald Stern

Phone 0171 937 7076
Fax 0171 937 0438
Email geraldstern@bigfoot.com

10 Cottesmore Court
Stanford Road
London W8 5QL

18th December 2000

Mr M J Fréñch
Planning Services Commitee
Planning & Conservation Department
The Town Hall
Hornton Street W8 7NX

ref DPS/DCC/PP/00/02818/LR.

Re: Planning Application for development of 27 Kelso Place

Dear Sir,

I understand that this application is again coming before your Committee. Once again I feel obliged to object most strongly. I am sure that you will be aware that Kelso Place is a narrow cul-de-sac in an almost completely residential area . Access for essential services such as refuse collection is already difficult. Any extension of commercial premises is bound to be associated with increased traffic and congestion to the considerable disadvantage of residents .

I feel confident that your Committee will again wish to preserve the character and residential facilities of Kelso Place and adjacent area and reject this application .

Yours faithfully

Gerald Stern

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Dr. Gerald Stern

2818

Phone 0171 937 7076
Fax 0171 937 0438
Email geraldstern@bigfoot.com

10 Cottesmore Court
Stanford Road
London W8 5QL

18th January 2001

The Director of Planning and Conservation
RB of K&C
The Town Hall
Hornton Street
London W8 7NX

RECEIVED BY PLANNING SERVICES							
EX DIR	HDC	N	Q	SW	SE	ENF	AO/AGR
(16)		24 JAN 2001					
APPEALS	IO	REC	ARB	FWD PLN	CON DES	FEES	

Dear Sir
With reference to your DPS/DCC/PP/028/LR
Planning Application for development of 27 Kelso Place

I understand that this application - in slightly amended format - is again to be considered by your Committee and once again I must register my strong objection. This is based upon my concern arising from the consequent increase in traffic from the proposed development. As you are aware, Kelso Place is a narrow cul-de-sac in an almost completely residential area. Any expansion of the office at No27 will result in increased traffic congestion to the considerable disadvantage of local residents. I trust that the application will again be rejected for the same reasons.

Yours sincerely

Gerald Stern

47 COTTESMORE COURT, STANFORD ROAD, LONDON W8 5QW

TELEPHONE SERVICES			
RECEIVED BY PLANNING			
DATE	TIME	BY	ACK
27/12/2000	10:00	109	
27/12/2000		109	
27/12/2000		109	

John Lind 27/12/2000 109 02813/LR

27 Nelson Place, London W8 5QG

Further to my three letters on the subject above, I have no time or possibility to examine the plans in this regard. I am in complete opposition to extensions, forage out any sort of deviation, from page and existing office layout, which would mean more traffic of all sorts & damage to look for the worst effect of small private houses.

Mountcashel me, I think, directly
on the High Street & should look for
larger offices there & not try to
with a small & quiet residential area.

Yours faithfully,
Helena Oliver

RECEIVED BY PLANNING SERVICES

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22~~nd~~ DEC 2000

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MRS. MARK OLIVER, 47 COTTESMORE COURT, STANFORD ROAD, LONDON W8 5QW
 TELEPHONE: +44 (0)171-937 1816

13.2.01

Ref. DPS/DCC/PP/00/02818/L
 20 Kelso Place, London W8

RECEIVED BY PLANNING SERVICES

EX DIR	HDC	N	C	SW	SE	ENF	ADK

Dear Sirs,
 I am unable to go to the
 requirements, but I am
 to my office building, whether
 is it not suitable in a quiet, shall residential
 vol. de p. 20

(15) FEBRUARY of 12. 1901
 will to examine the low

Yours faithfully
 H. Oliver

MRS. MARK OLIVER, 47 COTTESMORE COURT, STANFORD ROAD, LONDON W8 5QW
 TELEPHONE: +44 (0)171-937 1816

1 AUGUST @ LR

19/1/01

Ref. DPS/DCC/PP/00/02818/LR

- Kelso Place

Dear Sirs

Further to your letter of 16th inst. I have
 nothing more to add to my objections made in 3
 previous letters. I totally object to any increase
 extensions of office etc. in a small residential quiet
 road, which is a large office with all the noise pro-
 blems it would cause.
 Yours sincerely,
 H. Oliver

7 STANFORD ROAD
LONDON W8 5PP
071-937 2308

Jg off

THE DIRECTOR
OF PLANNING & CONSERVATION
RB OF K.C.
THE TOWN HALL
HORNTON STREET
LONDON W8 7NX.

RECEIVED BY PLANNING SERVICE							
EX	RDC	N	C	SW	ISE	ENF	AD ACK
(68)		18 JAN 2001					
18/1/2001							
PLN	IO	REC	ARB	FWD	CON	FEE	
				PLN	DES		

Dear Sir,

REFERENDE DPS/ICC/PP/02818/LR.

As you know, the local residents are very concerned about this Planning Application.

The enlargement of an office in a residential area, is bound to bring an increase of traffic. The road into KILSO PLACE is quite narrow and was not designed to carry more than round head cars.

We believe that there will be a considerable number of visitors to the office - as well as the servicing that will be needed.

As you probably know at peak times there is a large increase in traffic from Thomas's School - and it is often very difficult to get up Stamford Road.

We object to the continued amendments to this proposed expansion at No 27 KELSO PLACE - believing the site is quite unsuitable for further expansion.

Yours sincerely,

ROBERT & MORELLA GATTAM.

50 Stanford Road
London W8 5PZ

The Director of Planning and Conservation
RB of K& C
The Town Hall
Hornton Street
London W8 7NX

① ACK - CBS
② LR
1/22/01

RECEIVED BY PLANNING SERVICES							
EX DIR	HDC	N	C	SW	SE	ENR	AD ACK
22 JAN 2001							
APPLS	IO	REC	ARB	FWD PLN	CON DES	FEES	

18 January 2001

Dar Sir,

With reference to your DPS/DCC/PP/02818/LR

No amount of minor amendments to the proposed expansion of the Office at 27 Kelso Place will meet my previously stated objections.

I greatly object that the office is to increase in size and to the fact the archway is to be closed up.

To site the refuse bins at the front of the building would be a real eyesore and even a health hazard.

I do not think that that street and this quiet residential area can take any more traffic which will certainly be the case if this change is allowed.

It is very hard that a developer such as this can persist and persist with slightly changed applications while the residents have to write letter after letter restating what they said, quite reasonably in my opinion, in the beginning. The Planning Committee were quite right to turn it down and persistent commercial pressure should not be allowed to prevail over the views of the residents.

Sincerely,

Nancy S Maitland (representing Stanford Road on the committee of the

Victoria Road Residents Association)

**50 Stanford Road
London W8 5PZ**

Director of Planning and Conservation
The Town Hall
Hornton Street
London W8 7NX

December 18, 2000

My Ref. DPS/DCC/PP/00/02818/LR

Dear Mr. French,

We continue to object to the planning application for 27 Kelso Place both in the previous and now in the revised form. Kelso Place and the surrounding area and adjacent streets are simply too small and narrow to accommodate any additional development. The loss of the off street parking places through the filling in of the courtyard in the proposed development will cause a serious knock on effect in Kelso Place and Stanford Road where there are already more cars belonging to residents than there are spaces available. There will be no place for service and delivery vehicles to turn and there will be more backing in what is a narrow residential street. The "Travel Plan" submitted with the revised application makes no mention of the couriers, minicabs, taxis and deliveries that the office will require.

It is an anachronism that this commercial development exists at all here. The best thing would be to return it to residential use.

Sincerely,

Nancy Maitland

Peter and Nancy Maitland

Maitland

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BY	DATE	TIME	INITIALS	SW	SE	ENF	AD	ARK	
DM	27/12								
22 DEC 2000									
APPROVE	IO	REC	ARB	FWD	CON	FFRS			
				PLN	DE				

54 Stanford Road
London
W8 5PZ

M. J. French FRICS, Dip TP, MRTPI, Cert TS
Executive Director
Planning and Conservation
The Town Hall
Hornton Street
London W8 7NX
Fax: 020 7361 3643

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Re: 27 Kelso Place
DPS/DCC/PP/00/02818/LR

19 December 2000

Dear Sir:

We are writing again to strongly oppose acceptance of the current (revised) proposal for development at the address above. We know that the revisions have changed some of the features of the external appearance of the proposed building but that they do not address our main concerns, repeated below.

We must emphasise again that we know that if the development at 27 Kelso Place were to go ahead it would have a major impact on our neighbourhood. It is already unusual to find a business in the midst of our community (we do have shops and schools but no other offices). Doubling the size of the building at this address and removing the current parking spaces will have several implications to those of us who live very close:

- 1) There will be increased traffic where drivers will have little respect for the residential nature of the neighbourhood. Some will drive quickly which is obviously dangerous for the large number of children in the neighbourhood.
- 2) Disruptions will be caused by removals, deliveries and turning onto Kelso Place, which is a very narrow street. The streets, which feed it, are also narrow which will certainly cause congestion and possible accidents. A Travel Plan has been presented with the proposal but it does not address this point at all and is based only on travel methods of the existing staff and extrapolates this to a very small number of additional staff. Also given the design of the archway for the building it will not be possible for vehicles to reverse into the building to make their exit. Therefore vehicles will be forced to reverse down Kelso Place which is a very dangerous exercise as visibility for the driver is restricted. These drivers will in many cases, not easily notice young children.
- 3) Doubling the size of the building and removing the existing parking spaces will put an additional strain on the already crowded parking conditions. These are residential parking spaces for those who live nearby - not for commercial concerns.

We feel that at this time we must also comment on the methods employed by the developer to obtain planning permission. It is clear that he is attempting to "wear down" the residents and thus obtain planning consent through persistent application to the council. We know that all of our previous comments stand but here we are with little change to the planning application and we are writing our third letter. In addition, this current application was placed during the busy Christmas period and notice received after the closure of some of the schools meaning that some families have left for their holidays already. The deadline for comments is 1 January 2001 (before some of these families will return thus not giving a reasonable chance for all to respond) and the post is not working particularly efficiently at this time (hence our fax in addition to posting).

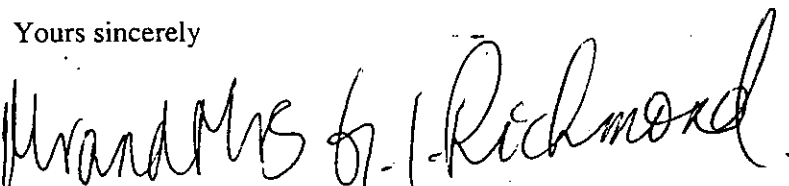
We have always admired the strength of the Planning and Conservation Department's commitment to a balanced approach to development in Kensington and Chelsea. The Victoria Road area is a testament to a commitment to pleasant living space in the midst of a busy urban area and is an example for all cities to follow.

We must ask you to recognise that our two young children walk down our street daily in addition to many others. We know after conversations with other parents that our views represent theirs: that our neighbourhood is a safe place for our children and that we must do everything to maintain that level of safety. We will write as many letters as is needed to protect their interests. However, it has become clear now that this development cannot be done in a way that serves in the interest of the owner of the building (i.e. he cannot expand his building to suit his needs) and the interests of the neighbourhood. Therefore he must abandon this project and leave the building as it is. There are other commercial buildings in Kensington and if more space is needed, he must seek other premises for his business.

We understand that maintaining a proper balance between residential and commercial concerns is a difficult problem. However, in the case of 27 Kelso Place it is clear that any development at that address will have a serious and uncharacteristic impact on the neighbourhood and thus we must continue to strongly protest its development.

We await your response.

Yours sincerely


Mr. and Mrs. G. I. Richmond

cc: Victoria Road Residents' Association

54 Stanford Road
London
W8 5PZ

① ACK - COT
② LR
JG 22/1

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22 JAN 2001									
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M. J. French FRICS, Dip TP, MRTPI, Cert TS
Executive Director
Planning and Conservation
The Town Hall
Hornton Street
London W8 7NX
Fax: 020 7361 3643

Re: 27 Kelso Place
DPS/DCC/PP/00/02818/LR

19 January 2001

Dear Sir:

We are writing again to strongly oppose acceptance of the current (revised) proposal for development at the address above. Once again the Developer has proposed minor adjustments. We feel that we must make it very clear that no amount of minor adjustments will meet our previously stated objections:

- 1) We object to the fact that the office is to be increased in size and that the archway is to be closed.
- 2) We object to the proposed siting of the refuse bins at the FRONT of the building. If the archway were not to be closed then this potentially hazardous measure would not be necessary.
- 3) We object to any measures that increase and change the traffic patterns of the neighbourhood as it currently stands. It will significantly undermine the safety of this neighbourhood for all of the children who are walking around it daily.

We must remind you that our two young children walk down our street daily in addition to many others. Just above our house they MUST cross the intersection which will carry all of the traffic in and out of Kelso Place. In our row of terraces (10 houses) there are at least 16 children who must cross the same intersection. In addition there are many, many children in Kelso Place, Eldon Road, Cottesmore Court and Cottesmore Gardens as well as those attending Thomas's who must pass through the same intersection.

We know after conversations with other parents that our views represent theirs: that our neighbourhood is a safe place for our children and that we must do everything to maintain that level of safety. We will write as many letters as is needed to protect their interests. We strongly feel that the developer is trying to circumvent the process by submitting as many applications as possible with small changes in the hopes that his persistence will pay off. This cannot be allowed to happen.

To conclude, it has become clear now that this development cannot be done in a way that serves in the interest of the owner of the building (i.e. he cannot expand his building to suit his needs) and the interests of the neighbourhood. Therefore he must abandon this project and leave the building as it is. There are other commercial buildings in Kensington and if more space is needed, he must seek other premises for his business. Any development at that address will have a serious and uncharacteristic impact on the neighbourhood and thus we must continue to strongly protest its development.

We await your response.

Yours sincerely

Mr and Mrs G. I. Richmond

Mr. and Mrs. G. I. Richmond
cc: Victoria Road Residents' Association

Mountcashel plc

Alterations, Extension &
Refurbishment of Existing Office
Building, 27 Kelso Place, London, W8

Appeal Statement of Case – Traffic and Highways

DETR Reference: App/K5600/A/00/1052372

January 2001

Savell Bird & Axon
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London W1P 4JS

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REPORT CONTROL

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Client: Mountcashel plc
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Contributor:	Initialed:
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Review By: David Bird	Initialed:
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Issue date: Status:

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2	08/01/01	Final
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APPENDICES

- Appendix A - RBKC Decision Notice
- Appendix B - TRAVL Database output

1. INTRODUCTION & OVERVIEW

- 1.1 Savell Bird and Axon are appointed by the appellant, Mountcashel plc, to submit information supporting their appeal against the refusal of the Royal Borough of Kensington and Chelsea ("the Council") to grant permission for proposed alterations, extension and refurbishment of existing office buildings at 27 Kelso Place, London, W8.
- 1.2 This statement is supplementary to the Appeal Statement submitted on the appellant's behalf by GVA Grimley and addresses issues raised in the Council's Statement and Documents, in particular the Statement and Appendices with regard to Transportation Issues.

Proposed Development

- 1.3 The appellant applied for planning permission on 2 June 2000 to carry out proposed alterations, extension and refurbishment of the existing office buildings at 27 Kelso Place in order to suit the appellant's requirements as a single occupier of the building.

Reasons for Refusal

- 1.4 The Council have stated two reasons for refusing the application. The Council's decision notice, dated 26 October 2000, (LPA Reference: PP/00/01400/CHSE) is attached at **Appendix 1**. Those grounds with relevance to traffic and transportation issues are:

1. *The proposal would result in a significant expansion of the existing commercial floorspace of the office within this primarily residential cul-de-sac, to the detriment of the levels of amenity that nearby residents should reasonably expect to enjoy. As such, the proposal is contrary to policies of the Unitary Development Plan and the Proposed Alterations to it, in particular Policies E2, E6, TR39 and CD52.*

2. EXISTING CONDITIONS

- 2.1 The appeal site and its local environs are fully described in other documents. A brief description of the key characteristics is set out below.

Kelso Place

- 2.2 Kelso Place is a cul-de-sac approximately 90 metres in length and running in a north-south direction. Period style (1820-1850) houses exist on the eastern side of Kelso Place and to the north of the appeal site on the western side. The appeal site is approximately one-third of the way down Kelso Place.
- 2.3 The houses on the western side of Kelso Place, south of the appeal site have integral garages with short forecourts. Vehicles parked in front of the garages are observed to overhang the public footpath, reducing its width in some cases to less than 0.5 metres.
- 2.4 The footpath on both sides of Kelso Place is typically 1.5 metres wide.

Parking

- 2.5 Parking restrictions apply along the western side of Kelso Place for its full length. An on-street parking bay for resident parking permit holders is marked out along the eastern side of the road. This measures approximately 77 metres and is capable of accommodating approximately 13 parked cars.
- 2.6 The kerb-kerb width of Kelso Place is typically 5.8 metres, with the resident's parking bay reducing the effective width to 3.8 metres.
- 2.7 At the southern end of Kelso Place parking is controlled by double yellow lines. These restrictions maintain an area suitable for medium sized cars and car derived vans (such as a Ford Escort van) to turn around, although a "five-point" turning manoeuvre is necessary.

- 1.5 This statement considers the proposed development against Policy TR39, the UDP definition for which is:

To resist development which would result in any significant increase in congestion, or any significant decrease in safety, on the roads or on public transport.

- 1.6 This statement shows that the changes in traffic flow as a result of development are not material and that, consequently, there will not be an increase in congestion or decrease in road safety.

- 1.7 The remainder of this statement is as follows:

Section 2: This sets out the existing traffic and transportation situation at 27 Kelso Place.

Section 3: This sets out the application proposals

Section 4: This reports the result of assessment, considers the practical effect of the proposed development and considers the importance of that effect.

Section 5: This summarises the report and sets out the conclusions.

Appeal Site

- 2.8 The appeal site, 27 Kelso Place, comprises a two-storey block of offices dating from the 1960's. The accommodation is arranged into four office units offering a total floor area of approximately 577m².
- 2.9 A 3.0m wide by 3.5m deep pavement crossover provides access through an archway to a small courtyard. Pedestrian access to the existing office units is taken from the courtyard.
- 2.10 The previous occupant of the building (the building was vacated in December 2000) was frequently observed by local residents to park up to 7 vehicles on the site. This comprised up to four vehicles on the courtyard (including the access under the arch) with a further three vehicles parking on the forecourt area to the front of the building. Evidence of this is presented in the Council's Statement and Documents.
- 2.11 Evidence is also presented that shows a service vehicle parked on the footway, a service vehicle blocking the road and vehicles reversing down the street in order to leave.
- 2.12 Residents have provided the Council with the results of a survey of deliveries made to the site and a comparison with the TRAVL database is made (Trip Rate Assessment Valid for London). The resident's observations indicate 12 deliveries made by car or van in addition to 3 motorcycle couriers between 06:00 and 14:00.
- 2.13 The Council acknowledge that the survey does not necessarily represent the activities of the proposed occupier and suggest that the premises might expect up to 12 deliveries per day during office hours.

Public Transport

- 2.14 The site is an 8-10 minute walk from Kensington High Street London Underground station (for District and Circle Lines), with Gloucester Road station (for Piccadilly, District and Circle Lines) approximately 12-15 minutes distant. Additional public transport links are provided by the eight bus routes serving Kensington High Street, also within a 10 minute walking distance.
- 2.15 The site should therefore, in our view, be considered to have reasonable accessibility to public transport.

3. APPLICATION PROPOSAL

3.1 It is proposed to increase the office floorspace by 185m² to provide a total of 762m². Vehicular access to the courtyard area will be removed as a result of the infilling of the arch to provide the new pedestrian entrance and reception area. Consequently the facility to park vehicles on-site will be removed.

3.2 The report of the Executive Director of the Planning and Conservation Department, dated 9 August 2000, recommended that planning permission be granted.

3.3 In this report the officer considered the proposed increase in floorspace and commented that:

“The additional office area of 185 square metres, or approximately 32%, is considered to be acceptable because it represents a relatively small increase in the office use. This is not considered to detract substantially from the residential amenity of the area.”

3.4 With regard to the front ground level infill, and the loss of on-site parking, the officer commented that:

“... this provision is not considered to be essential and in this instance is not desired, given the residential nature of the area.”

3.5 The officer recommended an Informative, advising that the crossover should be removed and the footway made good at the applicant's expense. The appellants have stated in writing that they are prepared to do this.

3.6 Therefore, the relevant officers, having given due consideration to the merits of the case, concluded that the proposals should be supported. Specifically they did not consider there would be an affect on residential amenity such as to justify the refusal of planning permission.

4. EFFECT OF DEVELOPMENT

Deliveries

- 4.1 Notwithstanding the officer's report, in the Council's Appeal Statement and Appendices it is now contended that:

“the significant expansion of the office use and the associated loss of the servicing courtyard will inevitably lead to an increase in the activity on street at the location.”

- 4.2 Whilst the existing courtyard in theory offers a facility for deliveries to be made off-street, the courtyard has been used to provide off-street parking and has not been used for the purpose of receiving deliveries. As is documented by resident's observations, vehicles are parking on the pavement crossover to deliver goods. The larger of these vehicles (Transit type vans) are reversing back up Kelso Street approximately 30 metres to turn around.
- 4.3 From our experience this is often the case with service yards of this nature. The size of delivery vehicle and duration of stay is such that drivers find it quicker and more convenient simply to stop kerbside and deliver the post, office supplies, etc.
- 4.4 The Council present delivery information from an existing office development site within the TRAVL database with a floor area similar to that proposed at the appeal site. In addition to delivery information TRAVL also provides information about parking and staff numbers. TRAVL contains data at two other office developments with similar characteristics to the appeal site. Extracts from the TRAVL database are attached at **Appendix B**.

TRAVL database - site I

- 4.5 The Council refer to a 930m² office in Camden occupied by Usborne Publishing who employ 100 people. In common with the appeal site, there is no car parking provided on site. A total of 15 deliveries (10 car derived vans, 5 transit type vans) were observed to this site between 08:00 and 18:30. Based on a ratio of deliveries to floor area, the 762m² proposed at the appeal site would be expected to generate 12 deliveries per day.

TRAVL Database – site ii

- 4.6 BT Power Engineering occupy a 610m² office building in Islington employing 10 staff. A total of 3 deliveries were observed between 06:00 and 18:00. Based on a ratio of deliveries to floor area, the 762m² proposed at the appeal site would be expected to generate 4 deliveries per day.

TRAVL Database – site iii

- 4.7 The third development site in the TRAVL database is the Gordon House Business Centre in Gospel Oak, Camden. A total of 731m² of office space is provided although at the time of the survey only 11 of the 18 companies were open for business, with 29 staff present. A total of 6 deliveries were observed between 08:30 and 18:30. Based on a ratio of deliveries to floor area, and taking account of the partial occupation of the building, the 762m² proposed at the appeal site would be expected to generate 10 deliveries per day.

Deliveries at the Appeal Site

- 4.8 Based on a comparison with the above developments, the appeal site would be expected to generate between 4 and 12 deliveries each day, of which approximately one-third would be expected to be transit type vehicles.
- 4.9 Consideration of the worst case figure in this range of values is acknowledged by the Council to compare with the existing level of activity at the appeal site, as observed by local residents.

- 4.10 Therefore, on the basis of the TRAVL database analysis, the development proposal would not result in an increase in the number of delivery vehicles.
- 4.11 The existing building has previously been generating a range of vehicular activity, recognised by the Council to be, for example:
- Royal Mail
 - Couriers
 - Taxi arrivals / departures
 - Cleaners
 - Building Maintenance
 - Stationary and Equipment
 - Office Equipment
 - Food, Bottled Water
 - Washroom
- 4.12 The evidence from the TRAVL database is that there is not a direct correlation between floorspace and number of deliveries. In other words increasing the floorspace by 30% will not lead to a 30% increase in delivery vehicles. In fact it may lead to no increase at all.
- 4.13 This is common sense. The majority of trip types described above are already being made to the appeal site and would not be expected to increase as a result of the proposed redevelopment. For example, Royal Mail would be expected to make the same number of trips but to deliver more mail per trip. Similarly, deliveries of office supplies or bottled water would not be expected to be made more frequently, but simply delivered in larger quantities.
- 4.14 Extensive work undertaken by Savell Bird and Axon at hotel developments has demonstrated the same pattern i.e. increasing the floorspace does not necessarily lead to an increase in servicing vehicles.
- 4.15 We therefore conclude that there is likely to be a negligible increase in vehicular activity to the site as a result of the proposed extension.

Turning Manoeuvres

- 4.16 Taxis, cars and car-derived vans are able to turn in the area provided at the southern end of Kelso Place, a practice presumably adopted by local residents.
- 4.17 Larger, transit type, vans will continue to reverse along Kelso Place in order to exit, but with no greater frequency than with existing size of building.

Loss of Off-Street Parking

- 4.18 The proposed redevelopment will result in the loss of off-street parking. Up to 7 vehicles have previously been observed to park at 27 Kelso Place. These vehicles are likely to be parked long-term and hence associated with trips being made to and from Kelso Place during traditional peak periods, i.e. morning (08:00-09:00) and evening (17:00-18:00).
- 4.19 The loss of off-street car parking will have at least two benefits. Firstly vehicular movements to Kelso Place will be reduced by at least 14 per day leading to amenity benefits for residents. Secondly, removal of commuter parking is in accordance with both central and local government policies on sustainable development.

Practical Effect on Kelso Place

- 4.20 Vehicles delivering to the appeal site will be required to wait at the kerbside and hence restrict the carriageway width. This is already an existing characteristic of the office use in Kelso Place.
- 4.21 Should the carriageway be blocked when a resident wishes to pass along Kelso Place it is necessary for the resident's vehicle to wait for the delivery vehicle to depart. This may necessitate a short wait or require the driver to enter the premises to locate the driver of the van. Whilst this may be considered inconvenient this is the existing situation that has been taking place for many years and the evidence suggests there would be no material increase in delay. We do not consider that this delay could be defined as congestion (see Policy TR39) which would more normally refer to extensive delay to a significant number of people.

The second issue referred to in Policy TR39 is safety. We are not aware of any evidence of a poor safety record in Kelso Place and as described earlier there is unlikely to be any material increase in delivery activity. On the contrary the number of vehicles visiting the site will decrease as a result of the removal of parking.

**Greater London Authority - Trip Rate Assessment Valid for London
Deliveries Summary.**

Predictions

Number of sites considered	1
Predicted Gross Floor Area	10,000
Total Gross Floor Area	610

Predictions	In	Out
Car	16	16
Transit Type Vehicle	33	33

The prediction figures have been calculated by aggregating the delivery vehicle trips by type for all surveys selected, dividing these figures by the aggregated Gross Floorspace of the sites and multiplying the product by the Predicted Floorspace.

**Greater London Authority - Trip Rate Assessment Valid for London
Deliveries by Time.**

Predictions

Number of sites considered	1
Predicted Gross Floor Area	10,000
Total Gross Floor Area	610

Predictions	In	Out
Car	16	16
Transit Type Vehicle	33	33

The prediction figures have been calculated by aggregating the delivery vehicle trips by type for all surveys selected, dividing these figures by the aggregated Gross Floorspace of the sites and multiplying the product by the Predicted Floorspace.

**Greater London Authority - Trip Rate Assessment Valid for London
Public Transport Accessibility Details.**

B.T. Power Engineering	Offices	
Unit 3, Engineering Works		
Station Road, Tufnell Park		Easting 529497
Islington	N19	Northing 186220

Survey: 10/06/1992 Wednesday 06:00-18:00

Public Transport Accessibility Level : 2

Total Accessibility Index: 6.20

Mode	Route/Station	Distance	Frequency (Monday - Friday peak am.)
Bus	134	628	7.5
Bus	135	628	6.0
Underground	Tufnell Park	609	20.0

Greater London Authority - Site /Survey Report

Trip Rate based on : Gross Floor Area 0 per 100 m2

Name
Business
Address
District Easting 0
Borough Northing 0
Post Code
Parking Total 0 Disabled 0 Visitors 0 Employees 0
Location
Class B1 - Office
Area Site (sq. m) 0 Gross Floor (sq. m) 0 Retail Floor (sq. m) 0
Public Transport Accessibility Level 0

Monday Tuesday Wednesday Thursday Friday Saturday Sunday
Opening Hrs
Mang Parking On Street Parking Control
Loading Bays 0 Part Timers 0 Full Timers 0

Survey Date / /	Survey Hours 1			Survey Hours 2
	Origin & destination			
	Home	Work	Else	
Home:	0	0	0	
Work:	0	0	0	
Else:	0	0	0	

Site Notes

No Site Notes Recorded

Survey Notes

No Survey Notes Recorded

Facilities available to the public

No Site Facilities Recorded