

Application form

Please Index As

File Number

TOWN & COUNTRY PLANNING ACT 1990

FORM TP1

APPLICATION FOR PERMISSION TO DEVELOP LAND AND / OR BUILDINGS IN GREATER LONDON

FOR OFFICE USE ONLY

Fee £ ARRANGED JOURNAL TRANSFER

Cheque / Postal Order / Cash Exp. Code X5089 0099

Receipt No. Issued

Borough Ref:
 Registered No.
 Date Received: 16 MAR 2000

COMPLETE

1

PLEASE READ CAREFULLY THE GENERAL NOTES BEFORE FILLING IN THE FORM

PART ONE	To be completed by or on behalf of all applicants as far as applicable	FEE (where applicable)	£ <u>£95=00.</u>
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1. APPLICANT (in block capitals)

Name ROYAL BOROUGH OF KENSINGTON & CHELSEA
 Address COUNCIL OFFICES
37 PEMBROKE ROAD
LONDON W8 6PW PP000666
 Tel. No. 0207 3415220

AGENT (if any) to whom correspondence should be sent

Name MISS ANNE SEXTON
 Address GROUP LEADER - CONSTRUCTION
DIRECTORATE OF TRANSPORTATION & HIGHWAYS
COUNCIL OFFICES, 37 PEMBROKE ROAD, LONDON W8 6PW
 Tel. No. 0207 3415220 Ref.

2. PARTICULARS OF PROPOSAL FOR WHICH PERMISSION IS SOUGHT

(a) Full address or location of the land to which this application applies 240 ACKLAM ROAD, W10
New replacement building to be located inside curtilage of site leased by KCCCT from the Council

(b) Site area

(c) Give details of proposal indicating the purpose for which the land/buildings are to be used and including any change(s) of use
Demolition of an existing storage building and construction of a new storage building. This is part of necessary ancillary works to the reconstruction of the Acklam Road Footbridge as agreed by the Highways & Traffic Committee on 26 October 2000. (COUNCIL'S OWN DEVELOPMENT)

(d) State whether applicant owns or controls any adjoining land and if so, give it's location.
The adjoining land is owned by RBK & C and is leased to Kensington & Chelsea Community Transport (KCCCT)

(e) State whether the proposal involves:- State Yes or No

RECONSTRUCTION OR EXTENSION(S) TO EXISTING BUILDING(S)						
EX DIR	EXT	SW	SE	ENF	AO	ACK
15 MAR 2000						
APPEALS	IC	REC	ARB	FWD PLN	CON DES	FEES

YES If "Yes" state gross floor area of proposed building(s). 25.8 (internal) m²

If residential development state number of dwelling units proposed and type if known, e.g. houses, bungalows, flats. /

NO If "Yes" state gross area of land or building(s) affected by proposed change of use (if more than one use involved state gross area of each use). /
 Hectares/m²

- (ii) Alterations..... YES NO
- (iii) Change of use..... NO
- (iv) Construction of new access to a highway } vehicular NO
 } pedestrian NO
- (v) Alteration of an existing access to a highway } vehicular NO
 } pedestrian NO

16 MAR 2000

Strike out whichever is inapplicable

3. PARTICULARS OF APPLICATION

State whether this application is for: **State Yes or No**

- (i) Outline planning permission NO
- (ii) Full planning permission YES
- (iii) Renewal of temporary permission or permission for retention of building or continuance of use without complying with a condition subject to which planning permission has been granted. NO
- (iv) Consideration under Section 72 only (Industry) NO

If "Yes" strike out any of the following which are not to be determined at this stage

- 1. Siting
- 2. Design
- 3. Landscaping
- 4. External appearance
- 5. Means of access

If "Yes" state the date and number of previous permission and identify the previous condition.

Date.....Number.....

The Condition.....

2

4. PARTICULARS OF PRESENT AND PREVIOUS USE OF BUILDINGS OR LAND

State :-

- (i) Present use of buildings/landSTORAGE BUILDING.....
- (ii) If vacant the last previous use and period of use with relevant dates.

5. LIST ALL DRAWINGS, CERTIFICATES, DOCUMENTS, ETC; forming part of this application

- (1) Proposed Storage Facility for KCC T-General Arrangement & Details 24185/400/08/2401 B
- (2) " " " " - Elevations 24185/400/08/2402 A

6. ADDITIONAL INFORMATION

State Yes or No

- (a) Is the application for non-residential development YES If "Yes" complete PART THREE of this form (See PART THREE for exemptions)
- (b) Does the application include the winning and working of minerals NO If "Yes" complete PART FOUR of this form
- (c) Does the proposed development involve the felling of any trees NO If "Yes" state numbers and indicate precise position on plan
- (d) (i) How will surface water be disposed of ?.....Drainage System (existing).....
- (ii) How will foul sewage be dealt with ?.....N/A.....
- (e) Materials - Give details (unless the application is for outline permission) of the colour and type of materials to be used for:
 - (i) Walls. Staffordshire Blue Engineering Brickwork Class B
 - (ii) Roof. Flat roof - roofing membrane with granite chippings
 - (iii) Means of enclosure. existing fencing

We hereby apply for (strike out whichever is inapplicable)

- (a) Planning permission to carry out the development described in this application and the accompanying plans in accordance therewith
- (b) ~~Planning permission to retain the building(s) or work(s) already constructed or carried out, or a use of the land already instituted as described in this application and accompanying plans.~~

Signed Aune Sexton on behalf of Royal Borough of Ken & Chelsea Date 13/3/2000

AN APPROPRIATE CERTIFICATE MUST ACCOMPANY THIS APPLICATION (See Notes For Applicants)

Certificate A: Where all the land/building is owned* by the applicant

Certificate B: Where some or all of the land/building is owned* by the applicant but the name and address of the owner(s) is known.

Certificate C: Where some or all of the land is not owned* by the applicant and where the ownership of only part of the remainder is known.

Certificate D: Where some or all of the land/building is not owned* by the applicant and the applicant has not been able to find out who owns it.

* Freeholder or leaseholder with more than 7 years to run.

THE ROYAL BOROUGH OF KENSINGTON & CHELSEA
TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY PLANNING (GENERAL DEVELOPMENT
PROCEDURE) ORDER 1995
CERTIFICATE UNDER ARTICLE 7

3

Complete only one certificate, either A, B, C or D to accompany your application
(see notes for applicants)

PP000666

CERTIFICATE A

I certify that:

- No person other than the applicant was an owner (a) of any part of the land to which the application relates at the beginning of the period 21 days before the date of this application.
- None of the land to which this application relates constitutes or forms part of an agricultural holding.

Signed: *Anne Sexton*

On behalf of: *ROYAL BOROUGH OF KEN.* Date: *13/3/2000*
CHELSEA

This land is held by the Borough Valuers (contact Richard Carroll) and leased to Kensington and Chelsea Community Transport (KCCT).

*See below **

CERTIFICATE B

I certify that:

- I have/The applicant has given requisite notice to the persons specified below, being persons who on the day 21 days before the date of the application were owners (a) of any part of the land to which the application relates.
- None of the land to which the application relates constitutes or forms part of an agricultural holding.

Owner's name

Address at which notice was served

Date on which notice was served

Signed:

On behalf of:

Date:

** Works are being carried out as part of necessary ancillary works to the reconstruction of the Acklam Road footbridge. The new building has been agreed by KCCT and is proceeding under agreed terms with both the Council and KCCT.*

a. Sexton

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY PLANNING (GENERAL DEVELOPMENT PROCEDURE)
ORDER 1995
CERTIFICATE UNDER ARTICLE 7

4

CERTIFICATE C

I certify that:

- I/The applicant cannot issue a Certificate A or B in respect of the accompanying application.
- I have/The applicant has given the requisite notice to the persons specified below, being persons who on the day 21 days before the date of the application were owners (a) of any part of the land to which the application relates.

Owner's name	Address at which notice was served	Date on which notice was served
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- I have/The applicant has taken all reasonable steps open to me/him/her to find out the names and addresses of the owners (a) of the land, or of a part of it, but have/has been unable to do so. These steps were as follows (b):
- Notice of the application, as attached to this Certificate, has been published in the (c):

on (d):

Signed: _____ **On behalf of:** _____ **Date:** _____

CERTIFICATE D

I certify that:

- I/The applicant cannot issue a Certificate A in respect of the accompanying application.
- I/The applicant have/has taken all reasonable steps open to me/him/her to find out the names and addresses of everyone else who, on the day 21 days before the date of the application, was the owner (a) of any part of the land to which the application relates, but have/has been unable to do so. These steps were as follows (b):
- Notice of the application, as attached to this certificate, has been published in the (c):

on (d):

Signed: _____ **On behalf of:** _____ **Date:** _____

Notes:

(a) "owner" means a person having a freehold interest or a leasehold interest the unexpired term of which is not less than seven years.

Insert:

- (b) description of steps taken
- (c) name of newspaper circulating in the area where the land is situated
- (d) date of publication (which must be not earlier than the 21 days before the date of the application)

ENVIRONMENTAL SERVICES
INTERNAL MEMORANDUM

5

TOWN PLANNING
15 MAR 2000
RECEIVED

TO: PLANNING SERVICES ROOM NO: 322, TH
CC:
FROM: ANNE SEXTON, CONSTRUCTION, ROOM NO: 378, CO
TELEPHONE TRANS&HIGHWAYS CONNECT: PLNAS
DATE: 13 March 2000 REF: KCCT/CON/AMS
SUBJECT: PLANNING APPLICATION FOR NEW STORAGE BUILDING WITHIN KCCT SITE AT
240 ACKLAM ROAD, W10

PP000666

Please find enclosed planning application for a new storage building within the Kensington & Chelsea Community Transport (KCCT) Site to replace the existing building which will be demolished as part of the necessary ancillary works for the reconstruction of the Acklam Road Footbridge as agreed by the Highways and Traffic Committee on 26 October 1999. The location of the new building only varies slightly from that of the existing building.

NOTED BR. - SEE SITE PLAN AS EXTCG.

I enclose the following documents:

- 4 copies of Drawing No. 24185/400/0B/2401B - General Arrangement & Details
- 4 copies of Drawing No. 24185/400/0B/2402A - Elevations
- 4 copies of Location Plan
- 4 copies of Form TP1 completed. Please note that I have included an Expenditure Code to cover the fee payable.
- 4 copies of Certificate A completed.
- 1 copy of Highways and Traffic Committee Report dated 26 October 1999.

The contract for the bridgeworks will commence on 3 April 2000 and the contract period is twelve weeks. The existing storage building will need to be demolished as soon as the contract starts and the new building will be constructed as soon as the new bridge abutment is complete and in conjunction with the remaining bridgeworks. The site is owned by the Council (Valuers Department) and leased to KCCT. Discussions have and are continuing between the Council and KCCT and it is imperative that the new building is complete by the end of June 2000.

It is therefore important that this planning application is processed as quickly as possible. I understand from a recent memo from your Mr Thompson that the process will take 6-8 weeks. I would be most grateful if you could deal with this application as fast as possible and let me know immediately if you have any queries re the proposed development.

Thank you.

Regards

Anne Sexton

Anne Sexton
Group Leader
Construction

HIGHWAYS AND TRAFFIC COMMITTEE - 26 OCTOBER 1999

REPORT BY THE DIRECTOR OF TRANSPORTATION AND HIGHWAYS

ACKLAM ROAD FOOTBRIDGE

6

This report advises the Committee of the current situation regarding the Acklam Road footbridge, and requests agreement to progress the scheme. (Golborne and Colville Wards)

FOR DECISION

1. BACKGROUND

PP 000666

- 1.1 A brief report was presented to the Highways and Traffic Committee on 16 March 1999, advising of progress on the project to widen Acklam Road footbridge (paper A7). This stated that tender results would be reported to the June Committee and that the project was dependent on funding from the London Cycle Network (LCN) package allocation.
- 1.2 On receipt of the tenders, the total cost of the work including consultant's fees, LUL (London Underground Limited) costs and service diversions was estimated to be £350,000. By June it was also apparent that the anticipated allocation of £200,000 from the LCN budget had reduced to only £50,000.
- 1.3 The intended report to the Highways and Traffic Committee was presented to the Environmental Services Committee on 22 June 1999, with a recommendation that the lowest tender be provisionally accepted, subject to the financial arrangements being resolved.
- 1.4 The subsequent Policy and Resources Committee on 29 June 1999 agreed to fund the £350,000 from the Car Park Reserve. Officers have subsequently been working to achieve an improved scheme through provision of better lighting and the removal of the slight "dog-leg", introduced to avoid an existing building.

2. CURRENT SITUATION

- 2.1 The lowest tenderer has agreed to extend the validity period of his tender, but may require a small increase in line with construction price indices. He has also been advised of possible changes to the tendered scheme and is prepared to negotiate on the effects to the cost and programme.
- 2.2 The "dog-leg" in the tendered scheme was necessary to ensure that the proposed wider bridge did not clash with an existing building on the Kensington and Chelsea Community Transport site. It is a disused electricity sub-station which has been adapted for use as a storage facility.

2.3 Following a meeting on site in July, the Council's consultants were requested to investigate again the feasibility of constructing a straight new bridge without the need to demolish part of this building.

2.4 Option 1:

The consultants have concluded that it is just possible to build over the edge of the building but the existing roof parapet must be removed. In addition it is likely that part of the existing concrete roof may be affected to provide necessary clearance for construction. One of the bridge supports must be completely redesigned and long-term maintenance could be problematic. Changes to the structural design of the bridge would require formal approval again from LUL, and this can be a very time consuming process.

2.5 Option 2:

The preferred option to achieve a new straight bridge is to remove about 20%, of the existing building. The originally designed pier foundation and bearings can be used to support the bridge with no structural redesign to be approved. The arrangement for long term maintenance of the bridge and buildings is improved and construction works are easier to carry out.

2.6 The estimated additional costs are;

Option 1: £15,000 with possibly several months delay

Option 2: £23,000 - £28,000

Although Option 2 is the more expensive, it provides a better engineering solution and avoids delays in obtaining further technical approvals from L.U.L. It is therefore, on balance, the preferred option.

2.7 Officers have presented these options to the Director of Kensington and Chelsea Community Transport (KCCT) who would obviously prefer not to have any loss of use of the storage facility. Constructive discussions led to a suggested third option, of demolishing the existing building completely and providing a new facility for KCCT.

2.8 It is considered that the cost of this would not be significantly different to Option 2 and it would facilitate easier construction of the bridge. The Department of Planning Services has confirmed that both rebuilding the existing structure, or building a new facility would require planning permission. A temporary storage facility would be required by KCCT between demolition, and construction of a new building.

3. CONCLUSION

3.1 Agreements have been reached with London Underground Limited, subject to formal signing, and adjacent property owners. The Contractor whose tender has been provisionally accepted has indicated his willingness to

proceed with a revised design. Subject to suitable arrangements being agreed with Kensington and Chelsea Community Transport it is considered that work could still be programmed to commence in February 2000.

8

4. FINANCE

- 4.1 As stated earlier this project was progressed on the understanding that funding would be available from the London Cycle Network, but there is currently only £50,000 which can be allocated to the Royal Borough.
- 4.2 The project is eligible for funding from the Car Park Reserve and the total estimated cost is now approximately £400,000.

5. RECOMMENDATION

- 5.1 The Committee is RECOMMENDED to agree that:-
- (a) the scheme is progressed, subject to agreement with the Kensington and Chelsea Community Transport regarding their building

and

 - (b) action under Standing Order 47 be taken to approve additional funding from the Car Park Reserve.

FOR DECISION

Craig Wilson,
Director
Transportation and Highways.

Michael Stroud,
Executive Director
Environmental Services.

Background papers

Highways and Traffic Committee - 16 March 1999 (Report A7)
Highways and Traffic Committee - 11 March 1998 (Report A19)

These documents may be inspected by prior appointment with Mrs. Jane Kent, Transportation and Highways Department, Hornton Street, London, W8 7NX. (tel. 0171-361 3374).

9

the UDP, nor did it accord with the current regulations for issuing resident parking permits as set out in the Traffic Management Order. It was therefore agreed that a report should be submitted to a future meeting setting out the implications of changing the policy.

Therefore, the Committee agreed to amend the recommendations on page 7 of the report by deleting the sixth bullet point (which read *it agrees that the residential units can be provided without off-street parking and that it raises no objection to the provision of "permit free" residential development in Phase 1*) and by deleting the first line of the seventh bullet point and adding *any* before *residents* in the next line so that the bullet point read *it agrees that any residents off-street parking spaces are located so as not to require access from Cheltenham Terrace.*

RESOLVED-

That the recommendations, as amended, be adopted.

Action by: DTH

A7 ACKLAM ROAD FOOTBRIDGE

RESOLVED-

That the scheme be progressed based on the third option, ie demolishing the existing building completely and providing a new facility, subject to the agreement of KCCT, and that action under Standing Order 47 be taken to approve additional funding from the Car Park Reserve.

Action by: DTH

A8 A SUMMARY OF ROAD ACCIDENTS IN 1998 IN THE ROYAL BOROUGH

The Committee noted that a report on the effectiveness of the road safety strategy would be submitted to the February 2000 meeting.

Action by: DTH

The report was received and noted.

A9 LADBROKE GROVE - POSSIBLE SEGREGATED CYCLE LANES AND PROPOSED PEDESTRIAN CROSSING

RESOLVED-

That the recommendations be adopted.