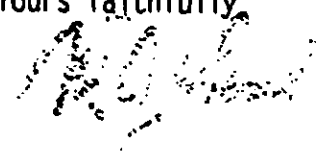


4. Separate consent for the works hereby given approval under the Planning Acts may be required by the Building Act 1984 and the Building Regulations 1991, and this approval does not imply that such consent will be given. The Director of Building Control, Council Offices, 102-108 Warwick Road, London, W14 8PT should be consulted before works commence. (I.21)
5. The development hereby permitted must comply with the Highways Act 1959-80. The Director of Transportation & Highways, Council Offices, 37 Pembroke Road, London, W8 6PW should be consulted on the positioning of buildings in relation to the highway, points of vehicle access and the width of the highway. (I.24)
6. Your attention is drawn to the statutory provisions relating to projections over the public highway. Doors and windows close to the edge of the public footway must be designed to open inwards. Projections over the highway of any kind are only approved in exceptional circumstances. The Director of Transportation & Highways, The Town Hall, Hornton Street, London, W8 7NX (0171-361-3238). (I.26)
7. You are advised to consult the Director of Waste Management and Leisure, Council Offices, 102-108 Warwick Road, W14 8PT on the provision of facilities for the storage and disposal of refuse. There is a code of practice available and advice can also be given on certain aspects of industrial and commercial waste as well as household waste. The Council operates a trade refuse service on a rechargeable basis. (I.29)
8. Demolition and building works are subject to the Environmental Protection Act, and appropriate controls over methods, noise and hours of work may be imposed by the Council. You are advised to consult the Director of Environmental Health, Council Offices, 102-108 Warwick Road, W14 8PT at an early stage. (I.30)
9. The Naming and Numbering Legislation requires that premises display their street number, and no name or number other than that formally assigned may be displayed. Requests for the assignment of names and numbers to new development should be made to the Executive Director of Planning and Conservation, Town Hall, Hornton Street, W8 7NX, well in advance of the completion of building. (I.39)
10. The applicant's attention is drawn to the fact that a small parcel of the site falls within the London Borough of Hammersmith and Fulham. Accordingly, a separate planning application will have to be made to that Authority prior to the implementation of any planning consent granted.

Yours faithfully,



Executive Director, Planning & Conservation

NOTTING HILL HOME OWNERSHIP

7 Swanscombe Road

London

W11

APPENDICES TO STATEMENT OF CASE

Appeal by Written Representations

Royal Borough of Kensington & Chelsea

(Application ref: PP/02/0901)

and

London Borough of Hammersmith and Fulham

(Application ref: 2002/1161/P)

SJ Berwin
222 Grays Inn Road
London WC1X 8XF
Tel: 020 7533 2222
Fax: 020 7533 2000

NOVEMBER 2002

EX DIR	HD6	FP	6A6	AB	GLU	AC AK
R.B. K.C.	25 NOV 2002				PLANNING	
N	C	SW	SE	APP	IO	REC
			ARB	FPLN	DES	FEE

22nd April 1999

Environment

LHDC (DEVELOPMENTS) LTD.
NIGHTINGALE HOUSE
1/7 FULHAM HIGH STREET
LONDON
SW6 3JH

London Borough of
Hammersmith and Fulham
Town Hall, King Street, Hammersmith
London W6 9JU
Telephone 0181-748 3020

Enquiries: 0181-576 5013
or: 0181 576 5056

Applicant:
NOTTING HILL HOME OWNERSHIP
GROVE HOUSE
27 HAMMERSMITH GROVE
LONDON
W6 0JL

Application number:
98/01643
Registered on:
23rd February 1999
Property reference:
01110311400070000

Town and Country Planning Act 1990

FULL PLANNING PERMISSION

Location and Description

THE SHEEPSHANK PUBLIC HOUSE, 7, SWANSCOMBE ROAD, LONDON, W11

Redevelopment of the site involving the demolition of the existing public house and the erection of 2 no. 3 bedroomed houses, 5 no. 2 bedroom flats and 6 no. 1 bedroomed flats together with the provision of 11 no. car parking spaces and associated landscaping.

Drg Nos; SWR/01B, SWR/02E, SWR/03E, SWR/04E, SWR/05A.

Rec. 15/10/99

Particulars of Decision

Full planning permission granted subject to the following condition(s):

- 1 The development hereby permitted shall not commence later than the expiration of 5 years beginning with the date of this planning permission.

Condition required to be imposed by section 91(1)(a) of the Town and Country Planning Act 1990.

- 2 The building development shall not be erected otherwise than in accordance with the detailed drawings which have been approved unless any material alteration to these approved details has first been submitted and approved in writing by the Council.

APPENDICES

- 1) Location plan of the appeal site
- 2) Photographs of the appeal site and its surroundings
- 3) RBKC decision letter refusing planning permission, dated 15 October 2002
- 4) The appeal scheme (application forms, drawings, design statement and RBKC acknowledgement letter)
- 5) Urban Design Analysis Drawings
- 6) Correspondence between the Appellant, the Appellant's Architects and RBKC officers
- 7) RBKC officer's reports to the Planning Services Committee dated 23 July 2002 and 3 September 2002
- 8) Minutes of Planning Services Committee dated 23 July 2002 and 3 September 2002
- 9) Correspondence between the Appellant, the Appellant's Architects and Hammersmith officers (including application forms and Hammersmith acknowledgement letter)
- 10) Relevant planning and conservation area consents (including approved drawings of scheme approved on 23 June 1999)
- 11) Extracts from the RBKC UDP (adopted May 2002)
- 12) Extracts from the Hammersmith proposed UDP Alterations (June 2000)
- 13) Extracts of RBKC's Conservation Area Policy Statement: Norland Conservation Area
- 14) Extracts from DoE Circular 6/98: Planning and Affordable Housing
- 15) ODPM Circular 01/02 (The Town and Country Planning (Residential Density) (London and South East England) Direction 2002) and the Deputy Prime Minister's Parliamentary Statement dated 18 July 2002
- 16) Extracts from PPG3: Housing
- 17) Extracts from PPG15: Planning and the Historic Environment
- 18) Extracts from the Mayor of London's draft London Plan dated June 2002
- 19) Extract from MORI tenant survey carried out for the Notting Hill Housing Trust
- 20) Relevant decisions of the Secretary of State and his Inspectors

In order to ensure full compliance with the planning application hereby approved and to prevent harm arising through deviations from the approved plans.

- 3 The development must not be commenced until particulars and samples of materials to be used in all external faces of the building(s), and surface treatments, have been submitted to and approved in writing by the Council.

To ensure a satisfactory external appearance and to prevent harm to the street scene.

- 4 Details (including drawings at a scale of 1:50) of the design and external appearance of the building(s) to be submitted to and approved by the Council before the development hereby approved is implemented and such details as approved shall be implemented prior to the occupation of the premises.

To ensure a satisfactory architectural appearance.

- 5 Details (including drawings at a scale of 1:20) of windows, external doors, window and external door heads and balconies to be submitted to and approved by the Council before the development hereby approved is implemented and such details as approved shall be implemented prior to the occupation of the premises.

To ensure a satisfactory architectural appearance.

- 6 Details of any proposed walls, fences or railings to be submitted to and approved by the Council before the development hereby approved is implemented and such details as approved shall be implemented prior to the occupation of the premises.

To ensure a satisfactory architectural appearance.

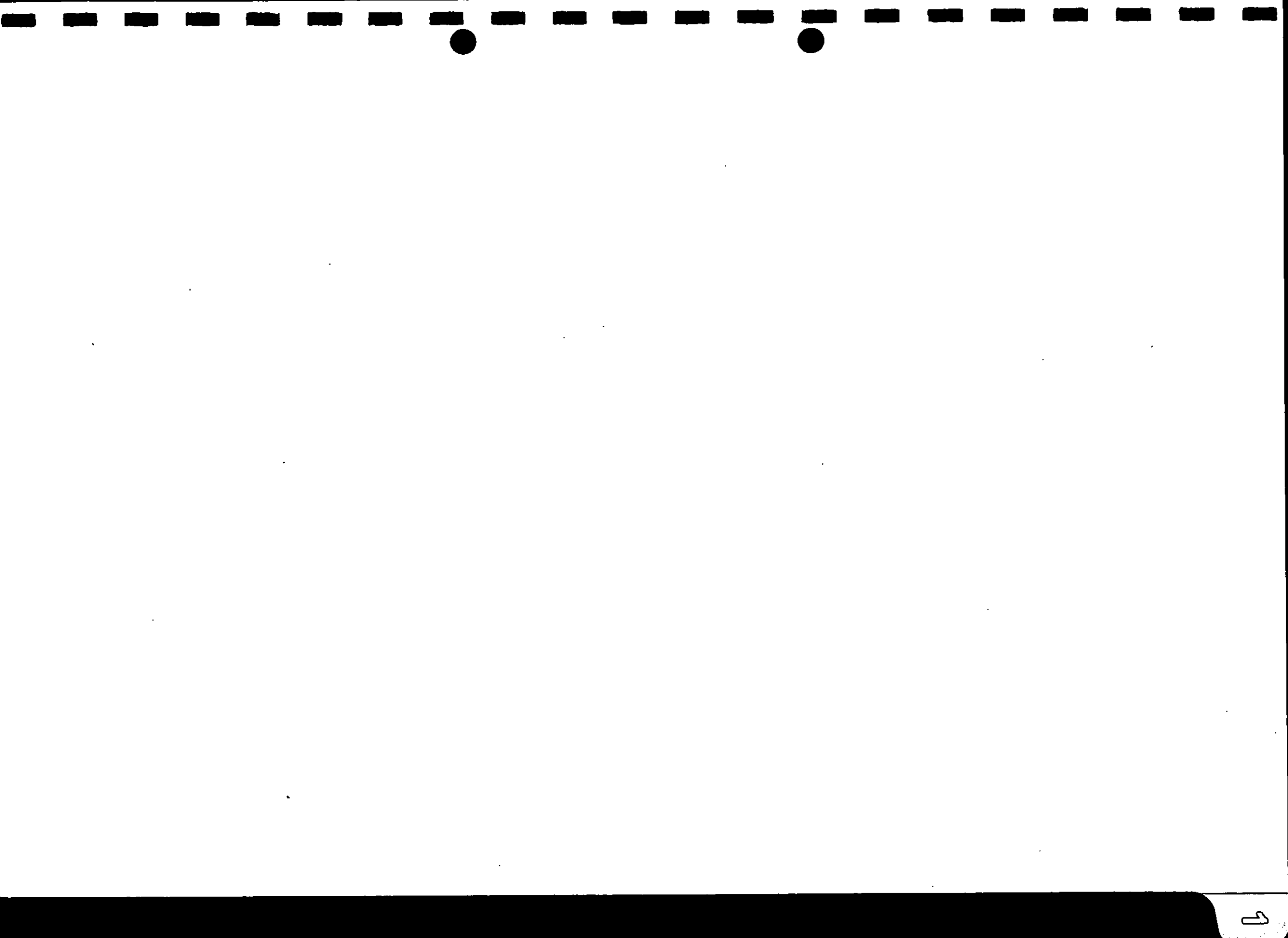
- 7 No plumbing, extract flues or pipes, other than rainwater pipes, may be fixed on any elevation of the building(s).

To ensure a satisfactory architectural appearance and to prevent harm to the street scene.

- 8 There shall be no water tanks, water tank enclosures or other structures erected above the level of the roof hereby approved.

To ensure a satisfactory architectural appearance and to prevent harm to the street scene.

- 9 The whole of the car parking space shown on the drawings hereby approved shall be provided before the dwellings are occupied and the spaces shall be permanently retained for use in connection with the residential use of the dwellings and for no other purpose.



To safeguard the amenities of the area and to ensure permanent retention of the parking space for parking purposes.

- 10 Where openings are to be formed in the external faces of the building, the parts of the structure above such openings must be supported by brick arches, brick faced lintels, or such other means as may be agreed in writing by the Council.

To ensure a satisfactory external appearance and to prevent harm to the street scene.

Stephen Macdonald

On behalf of Director of the Environment Department.

↳ Duly authorised by the Council to sign this notice.

Naming and Numbering of Streets and Buildings:

If this development involves either:-

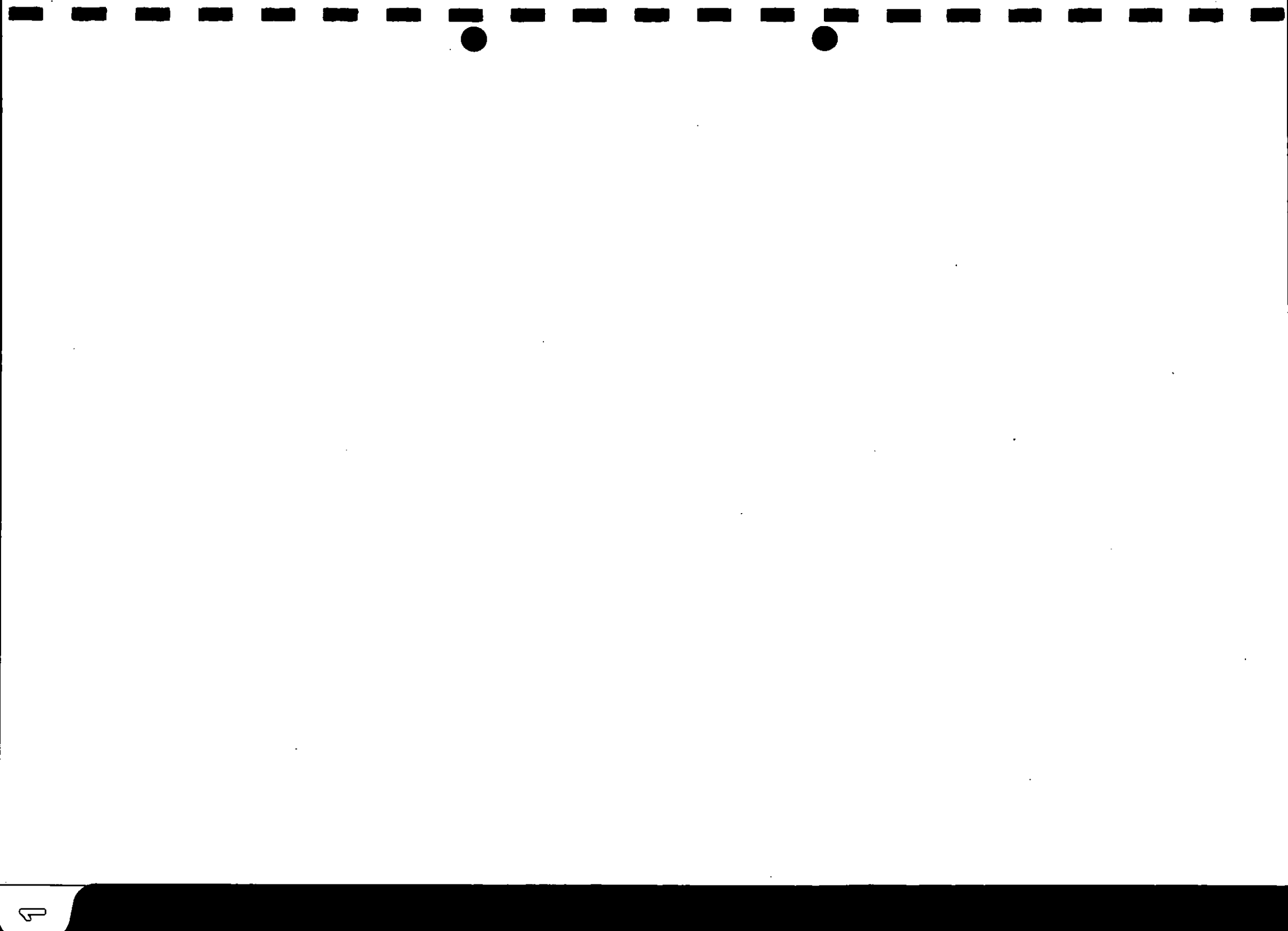
- 1) the creation of a new thoroughfare requiring a name; or*
 - 2) the construction of new buildings; or*
 - 3) any other development requiring new or amended addresses,*
- you should contact the Principal Process Officer, Stephen MacDonald Smyth, telephone 0181-576 5812 (direct line) for advice.*

You should be aware that the London Building Acts (Amendment) Act 1939 makes it an offence to display any address other than one which has been lawfully given or assigned. I enclose a copy of the relevant legislation and Council policy.

Notes:

This decision notice is a planning permission under Part III of the Town and Country Planning Act 1990 only. It must not be taken as implying that the Council will grant any other consent, permission or approval that may be necessary in connection with the development, whether under any other statutory powers or in any other capacity.

Refer to the statement of applicants' rights and general information enclosed.



PLANNING AND CONSERVATION

THE TOWN HALL • HORNTON STREET • LONDON W8 7NX

THE ROYAL
BOROUGH OF

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

Director of Planning Services



LHDC (Developments) Ltd.,
Nightingale House,
1-7 Fulham High Street,
London SW6 3JH

Switchboard: 0171-937 5464
Direct Line: 0171-361 3266

Facsimile: 0171-361 3463

23 JUN 1999

KENSINGTON
AND CHELSEA

My reference:

Your reference:

Please ask for:

DPS/PA/TP/98/1388/A/51/06

M. Starling.

North Area Team

Dear Sir/Madam,

TOWN AND COUNTRY PLANNING ACT, 1990
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER, 1988

Permission for development (Conditional) (TP6a)

The Borough Council hereby permit the development referred to in the under-mentioned Schedule, subject to the conditions set out therein and in accordance with the plans submitted, save insofar as may otherwise be required by the said conditions. Your attention is also drawn to the enclosed Information Sheet.

SCHEDULE

DEVELOPMENT

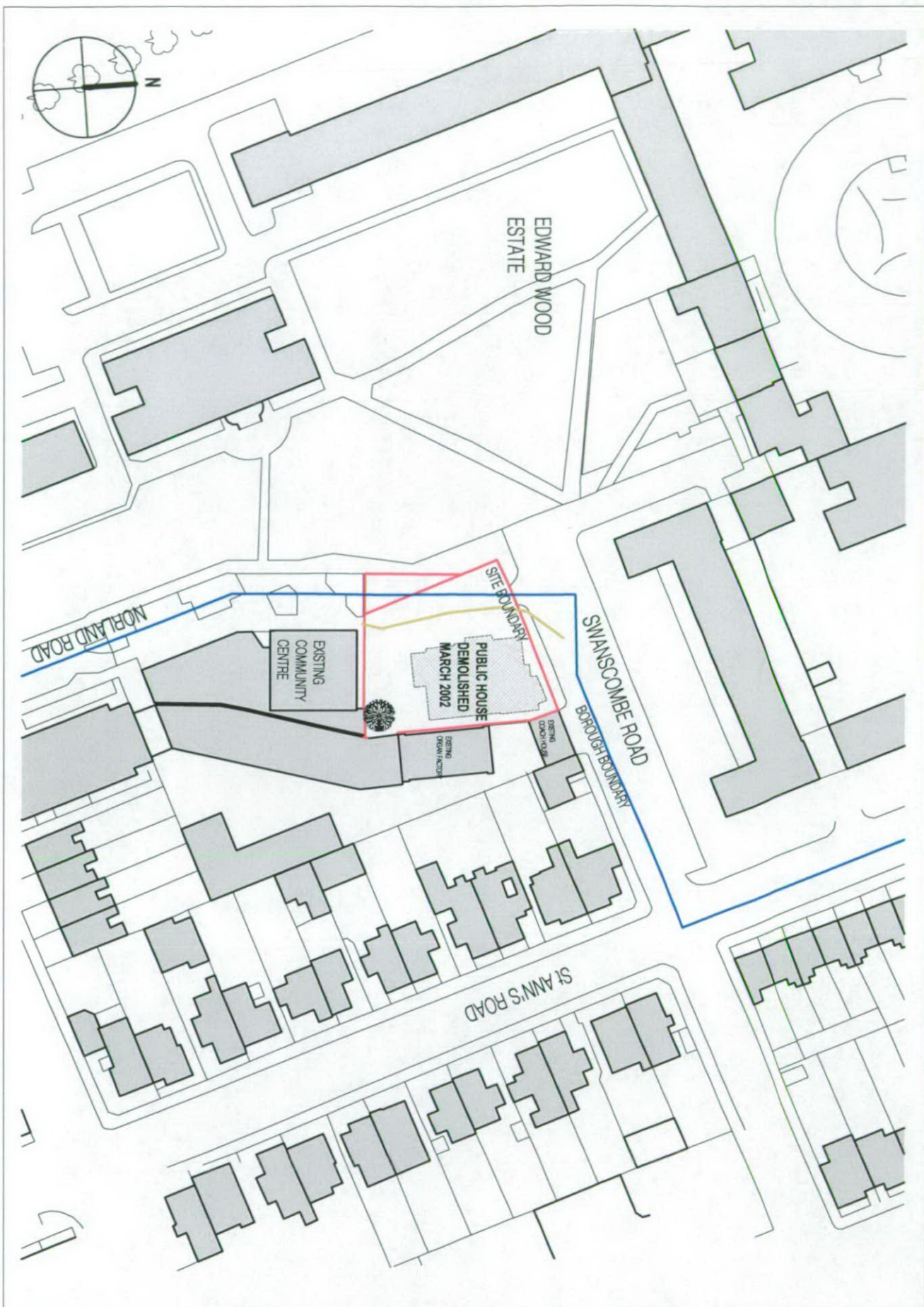
Residential development of 11 flats, two houses, with integral parking and 9 car parking spaces, at 7 SWANSCOMBE ROAD, KENSINGTON, W.11, as shown on submitted drawing(s) No(s). TP/98/1388/F, Applicant's drawing(s) No(s). SWR/01B, /02B, /03B, /04B and /05A, in accordance with your application dated 16/07/98, completed 22/07/98, revised 16/12/98.

/ CONDITIONS ...

CONDITIONS

1. The development hereby permitted shall be begun before the expiration of five years from the date of this permission. (C.1)
2. Full particulars of the following shall be submitted to and approved in writing by the local planning authority before the development hereby permitted commences and the development shall not be carried out otherwise than in accordance with the details so approved:
 - (a) the materials to be used on the external faces of the building(s);
 - (b) the design and external appearance of the building(s), at scale of 1:50;
 - (c) details of windows, external doors, window and external door heads, balconies and gates at scale 1:20;
 - (d) the treatment of the open land within the site including hard and soft landscaping;
 - (e) any proposed walls, fences or railings;
 - (f) the provision to be made for the storage and disposal of refuse;
 - (g) bicycle storage accommodation. (C.11)
 - (h) the layout, location, surface treatment and method of construction of car parking spaces 4, 5 and 6 as shown on the approved plans.
3. The development hereby permitted shall be carried out exactly and only in accordance with the drawings and other particulars forming part of the permission and there shall be no variation therefrom without the prior written approval of the local planning authority. (C.68)
4. All areas of render shall be smooth finished and painted in a colour to be submitted and approved in writing by the Executive Director, Planning and Conservation.
5. No demolition pursuant to this permission shall commence until a contract for the carrying out of the building operations hereby permitted has been completed. (C.69)
6. Notwithstanding the provisions of Article 3 and Part 1 Schedule 2 of the Town and Country Planning General Permitted Development Order 1995 no external alterations shall be carried out or extensions constructed to the premises the subject of this permission without the prior approval in writing of the local planning authority. (C.70)

/ 7. No water tank...



avanti architects

project
 7 SWANSCOMBE
 RD
 LONDON W11
 drawing
 Site Plan as
 Existing
 scale /size
 1:1000 @A4
 date
 November 2002
 reference

drawing no /rev
 0112-appeal-GA
 14

© Avanti Architects
 1 Torriano Mews
 London NW5 2RZ
 aa@avantiarchitects.co.uk
 f 020 7284 1555
 t 020 7284 1616

7. No water tank, lift motor room or other roof structure shall be erected which rises above the level of the roof hereby approved. (C.77)
8. No additional plumbing or pipes other than rainwater pipes shall be fixed on the external faces of the building without the prior written approval of the local planning authority. (C.85)
9. The whole of the car parking space shown on the drawings hereby approved shall be provided before the dwellings are occupied and the spaces shall be permanently retained for use in connection with the residential use of the dwellings and for no other purpose. (C.26)
10. The garage accommodation hereby permitted shall be available at all times for car parking and shall not be adapted for living, commercial or other purposes. (C.28)
11. Full particulars of the method(s), by which those trees on the site which are to be retained as indicated on Drawing No. SWR 01 B, are to be protected during building and other operations on the site shall be submitted to and approved in writing by the local planning authority before the development commences and the protection so approved shall be provided before development commences and maintained for the duration of building and other operations on the site. (C.22)
12. All planting, seeding and turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the first occupation of the development or the completion of the development whichever is the sooner and any trees or plants which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives its written consent to any variation. (C.18)
13. No tree within the curtilage of the site shall be lopped, topped or felled without the prior written approval in writing of the local planning authority. (C.23)
14. No excavations or change in ground levels shall take place within the canopy of the Sycamore tree situated in the South-western corner of the site.

REASONS FOR THE IMPOSITION OF CONDITIONS

1. As required by Section 91 of the Town and Country Planning Act 1990 to avoid the accumulation of unexercised planning permissions. (R.1)

/ 2. The particulars...



avanti architects

project
7 Swanscombe Rd, W11
drawing
Site Plan
scale /size
1/500(@A3)
date
June 2001
status
Conservation Area Consent Application for Demolition
drawing no
0112-001

© Avanti Architects
1 Torriano Mews
London NW5 2RZ
aa@avantiarchitects.co.uk
f 020 7284 1555
t 020 7284 1616

2. The particulars reserved are considered to be material to the acceptability of the development and the local planning authority wishes to ensure that the details of the development are satisfactory. (R.11)
3. The details are considered to be material to the acceptability of the proposals and to safeguarding the amenities of the area. (R.68)
4. To preserve and enhance the character and appearance of the Conservation Area. (R.72)
5. To ensure a satisfactory standard of external appearance, and to safeguard the visual amenities of the area. (R.69)
6. To ensure a satisfactory standard of external appearance, and to safeguard the visual and residential amenities of the area. (R.69)
7. To safeguard the appearance of the area. (R.77)
8. To preserve and enhance the character and appearance of the Conservation Area. (R.86)
9. To prevent obstruction of the surrounding streets and safeguard the amenities of the area. (R.26)
10. To prevent obstruction of the surrounding streets and safeguard the amenities of the area. (R.26)
11. To ensure that the trees are adequately protected and to safeguard the amenities of the area. (R.20)
12. To protect and enhance the amenities of the area. (R.18)
13. To ensure that the trees are adequately protected and to safeguard the amenities of the area. (R.20)
14. To ensure that the trees are adequately protected and to safeguard the amenities of the area. (R.20)

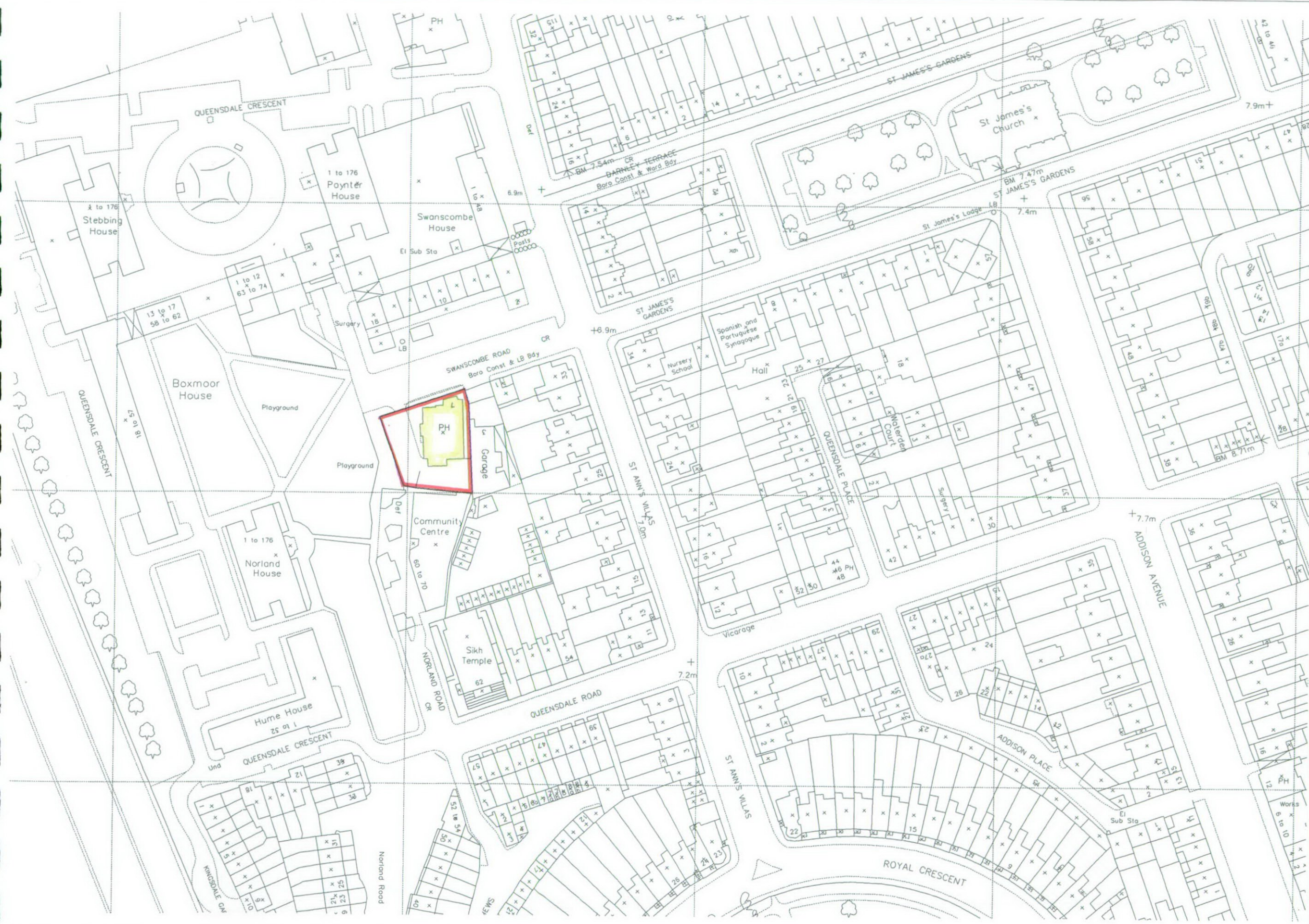
INFORMATIVES

1. In making your submission of details under Condition 2, you are requested to consider the recessing of the top floor at the southern end of the block on the Norland Road frontage in order to improve the amenity value of the adjoining communal garden in terms of improved light and reduced sense of enclosure.
2. The provision of separate kitchens to Flats 4 and 8 would be preferred.

/ 3. Approval under ...

3. Approval under the Planning Acts is hereby granted for the development as shown on the approved drawings and subject to the conditions. Any alteration to the approved scheme, resulting from the requirements of the Building Regulations or for any other reason, may require further approval. You are advised to consult the Directorate of Planning Services before commencing work. (I.9)
4. Your attention is drawn to the conditions of this approval and to the Council's powers of enforcement, including the power to serve a Breach of Condition Notice under the Town and Country Planning Act, 1990, as amended. (I.10)
5. Your attention is drawn to the Chronically Sick and Disabled Persons Act, 1970 and the Disabled Persons Act 1981 which place on developers and their representatives an obligation to provide easy access for the disabled. In the case of development for office, shop or factory purposes or for buildings or premises to which the public are admitted you should refer to the Code of Practice for Access for the Disabled to Buildings BS 5810:1979. In the case of university, college or school buildings you should refer to Design Note 18 "Access for the Physically Disabled to Educational Buildings". (I.14)
6. Your attention is drawn to the statutory provisions relating to projections over the public highway. Doors and windows close to the edge of the public footway must be designed to open inwards. Projections over the highway of any kind are only approved in exceptional circumstances. The Director of Transportation & Highways, The Town Hall, Hornton Street, London, W8 7NX (0171-361-3238). (I.26)
7. You are advised to consult the Director of Waste Management and Leisure, Council Offices, 102-108 Warwick Road, W14 8PT on the provision of facilities for the storage and disposal of refuse. There is a code of practice available and advice can also be given on certain aspects of industrial and commercial waste as well as household waste. The Council operates a trade refuse service on a rechargeable basis. (I.29)
8. Demolition and building works are subject to the Environmental Protection Act, and appropriate controls over methods, noise and hours of work may be imposed by the Council. You are advised to consult the Director of Environmental Health, Council Offices, 102-108 Warwick Road, W14 8PT at an early stage. (I.30)
9. The Naming and Numbering Legislation requires that premises display their street number, and no name or number other than that formally assigned may be displayed. Requests for the assignment of names and numbers to new development should be made to the Executive Director of Planning and Conservation, Town Hall, Hornton Street, W8 7NX, well in advance of the completion of building. (I.39)

/ 10. You are advised...



project
7 Swanscombe Rd, W11
drawing
Location Plan
scale /size
1/1250 (@A3)
date
June 2001
status
Conservation Area
Consent
Application for
Demolition
drawing no /revision
0112-000

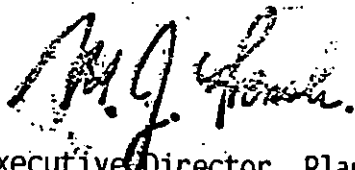
© Avanti Architects
1 Torriano Mews
London NW5 2RZ
aa@avantiarchitects.co.uk
f 020 7284 1555
t 020 7284 1616

10. You are advised that this planning permission relates only to that part of the site which lies within the Royal Borough of Kensington and Chelsea.
11. The Council hereby GRANTS CONSENT under Section 184 of the Highways Act 1980 for the construction of a vehicular pavement crossover.

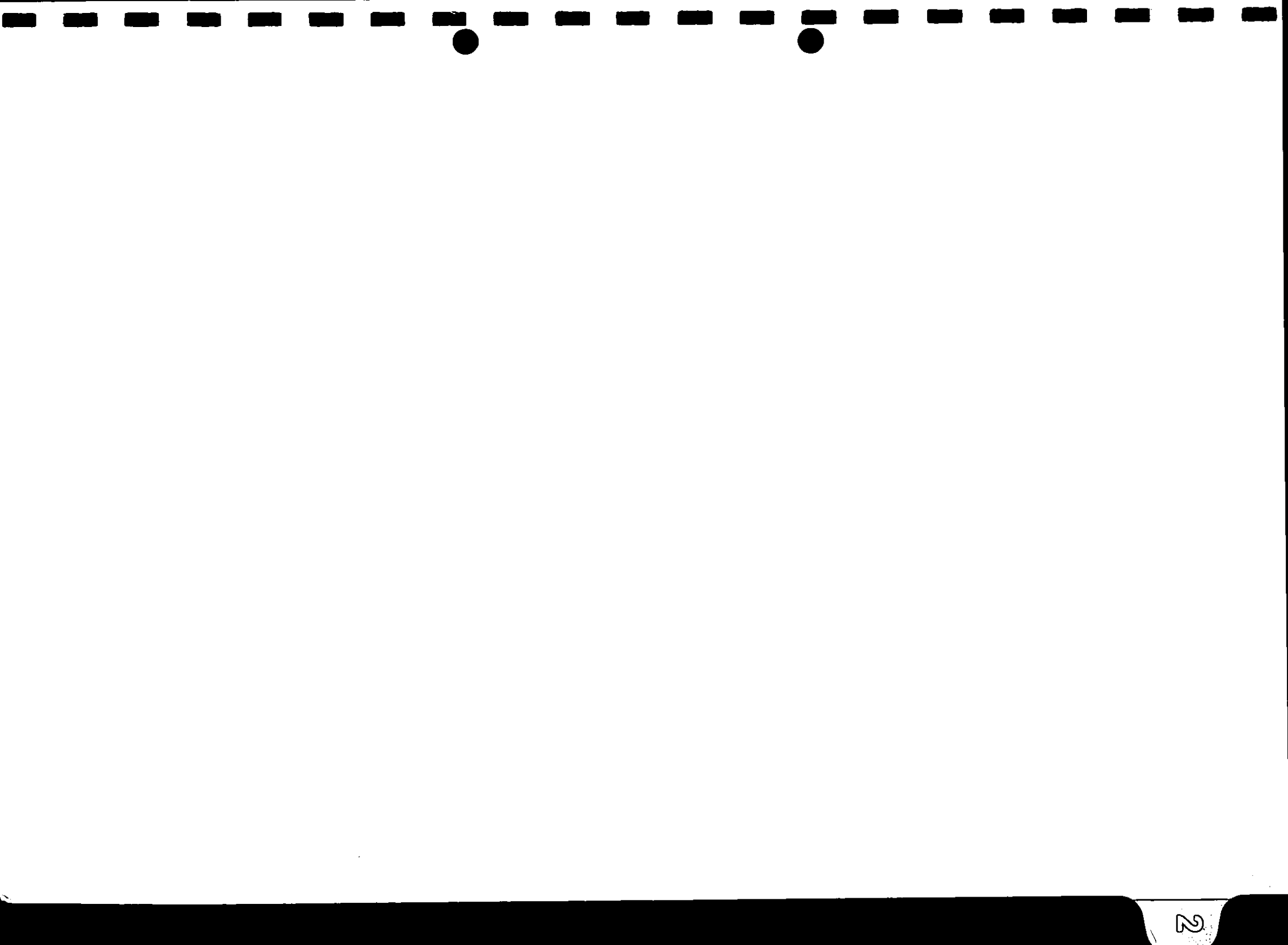
The crossover will be constructed by the Council's Director of Transportation & Highways upon receipt of a written request and payment of a deposit. The total cost of the work may include the cost of making good any existing redundant crossovers. An estimate of the cost can be obtained from the Director of Highways and Traffic, Council Offices, Pembroke Road, W8 6PW (0171-341-5240). It should be noted that sunken crossovers will not normally be allowed. (I.23)

12. In granting this permission the Council has had regard to Planning Obligation(s) under Section 106 of the Town and Country Planning Act 1990 as amended. (I.8)
13. Separate consent for the works hereby given approval under the Planning Acts may be required by the Building Act 1984 and the Building Regulations 1991, and this approval does not imply that such consent will be given. The Director of Building Control, Town Hall, Hornton Street, London W8 7NX, should be consulted before works commence. (I.21)
14. The development hereby permitted must comply with the Highways Act 1959-80. The Director of Transportation & Highways, Council Offices, 37 Pembroke Road, London, W8 6PW should be consulted on the positioning of buildings in relation to the highway, points of vehicle access and the width of the highway. (I.24)

Yours faithfully,



Executive Director, Planning & Conservation



Notes
All dimensions must be checked on site and not based from this drawing

Rev	Date	Revisions
1	10-11-98	ISSUED
2	10-11-98	FOR APPROVAL
3	10-11-98	FOR APPROVAL
4	24-11-98	FOR APPROVAL
5	24-11-98	FOR APPROVAL

Copyright

Client

GROUND FLOOR PLAN
TP 98/13 & F

Scale 1:100

Date 17.11.98

Drawn by

SWR 101 B



4521

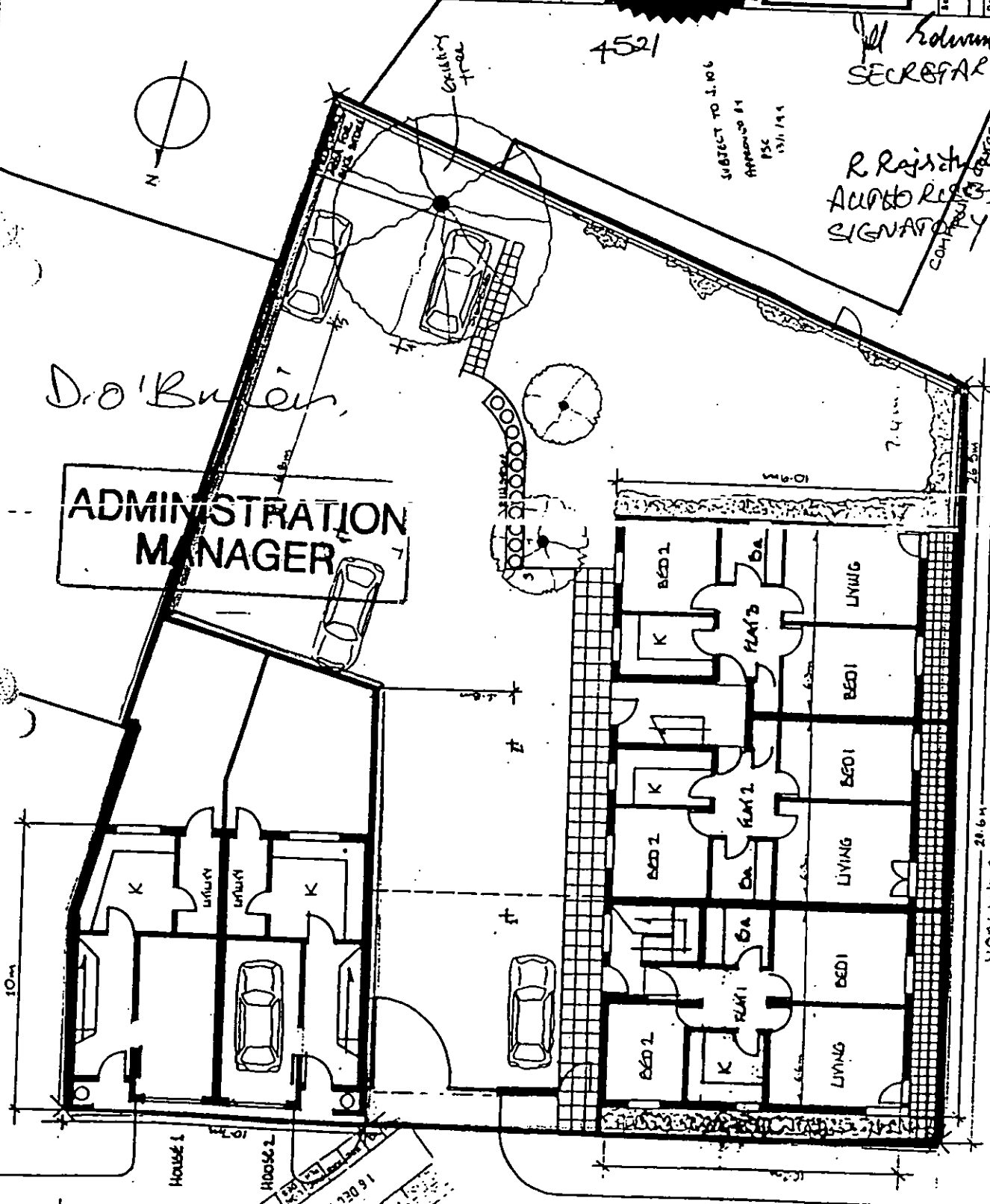
SUBJECT TO J.106
APPROVED BY
PSC
13/1/98

Rolando
SECRETARY

R Rajshree
AUTHORISED
SIGNATORY

Dr. B. B. B.

ADMINISTRATION
MANAGER



HOUSE 1
HOUSE 2
888 720 911
100% FINANCING
100% FINANCING
100% FINANCING

UNAPPROVED COPY



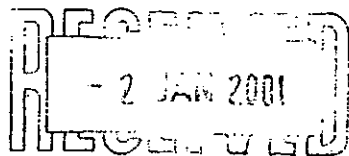
PLANNING AND CONSERVATION

**THE ROYAL
BOROUGH OF**

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

Avanti Architects,
1 Torriano Mews,
London,
NW5 2RZ



Switchboard: 020-7937-5464

Direct Line: 020-7361-2082

Extension: 2082

Facsimile: 020-7361-3463

21 DEC 2001



**KENSINGTON
AND CHELSEA**

My Ref: CC/01/01454/CAC

Please ask for: North Area Team

Dear Sir/Madam,

PLANNING (LISTED BUILDING AND CONSERVATION AREA) ACT 1990 - SECTION 7

DEMOLITION IN A CONSERVATION AREA (CONSERVATION AREA CONSENT)
(DC1)

The Borough Council hereby consent to the works referred to in the under-mentioned schedule, subject to the conditions set out therein and in accordance with the plans submitted, save insofar as may otherwise be required by the said conditions. Your attention is drawn to the enclosed Information sheet.

SCHEDULE

DEVELOPMENT: Complete demolition of Sheepshank Public House.

SITE ADDRESS: 7 Swanscombe Road, London, W11 4SU

RBK&C Drawing Nos: CC/01/01454

Applicant's Drawing Nos: 0112-001

Application Dated: 22/06/2001

Application Completed: 02/07/2001

**FULL CONDITION(S), REASON(S) FOR THEIR IMPOSITION AND INFORMATIVE(S)
ATTACHED OVERLEAF**

APPENDIX 2



Proximity of the now demolished Sheepshank Public House to the organ factory

View towards The Community Centre to the South



Proximity of the now demolished Sheepshank Public House to the organ factory

View towards Swanscombe Road to the North



View eastwards across the Appeal Site with the now demolished Sheepshank Public House in the foreground and to the right of the picture

CONDITION(S) AND REASON(S) FOR THEIR IMPOSITION

1. **The works hereby permitted shall be begun before the expiration of five years from the date of this Consent. (C301)**
Reason - As required by Section 74 of the Planning (Listed Buildings and Conservation Areas) Act, 1990, to avoid the accumulation of Consents. (R301)

2. **The sycamore tree existing in the south eastern part of the site shall be protected against damage during the course of demolition works by the erection of a 2m. high hoarding at a 3m radius from the trunk prior to commencement of demolition.**
Reason - To ensure that trees are adequately protected and to safeguard the amenity. (R020)

INFORMATIVE

You are advised that a number of relevant policies of the Unitary Development Plan and proposed alterations thereto were used in the determination of this case, in particular, Policies CD51 and CD76. (I51)

Yours faithfully,



Michael J. French
Executive Director, Planning and Conservation





VIEW 1



VIEW 4



VIEW 7



VIEW 2



VIEW 5



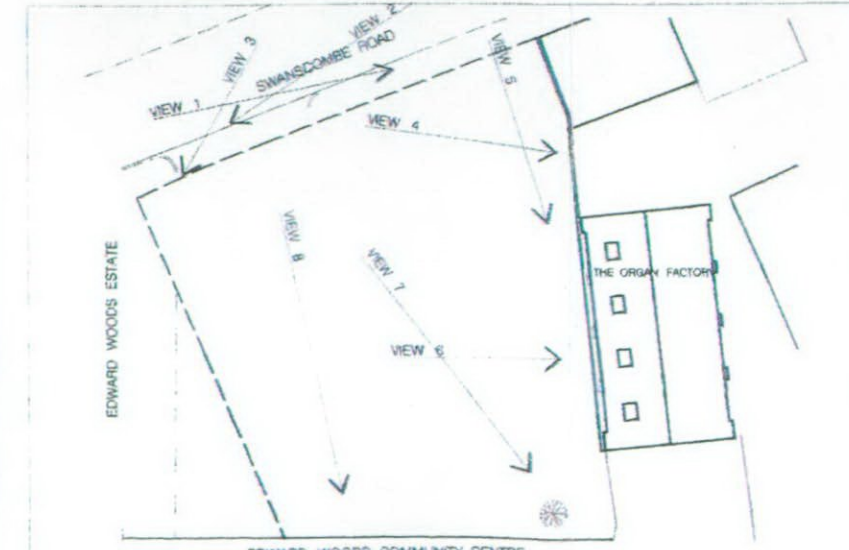
VIEW 8



VIEW 3



VIEW 6



KEY TO PHOTOGRAPHS

REV	DATE	NOTE

7 SWANSCOMBE ROAD, LONDON W11

A RESIDENTIAL DEVELOPMENT FOR NOTTINGHILL HOME OWNERSHIP

drawing SITE PHOTOGRAPH

scale: 50%
NTS (@A2)

date 19th APRIL 2002

drawing no / revision 0112-P-GA015

status PLANNING APPLICATION ISSUE

avant architects
1 Toriano Mews
London NWS 2RZ
t: 020 7284 1616
f: 020 7284 1555

aa@avantarchitects.co.uk



CHAPTER 4

CONSERVATION AND DEVELOPMENT

CONTENTS

GENERAL POLICIES

Part I Policies and Reasoned Justifications

LOCAL POLICIES

4.1 OBJECTIVES

4.2 PROTECTING AND OR ENHANCING AREAS OF EXISTING CHARACTER

AREAS OF METROPOLITAN IMPORTANCE

Thames Special Policy Area
Thames-side Vessels and Structures
Riverside Development
Royal Hospital
South Kensington Museums Area

METROPOLITAN OPEN LAND

Kensington Gardens
Holland Park
Cemeteries

STRATEGIC VIEWS

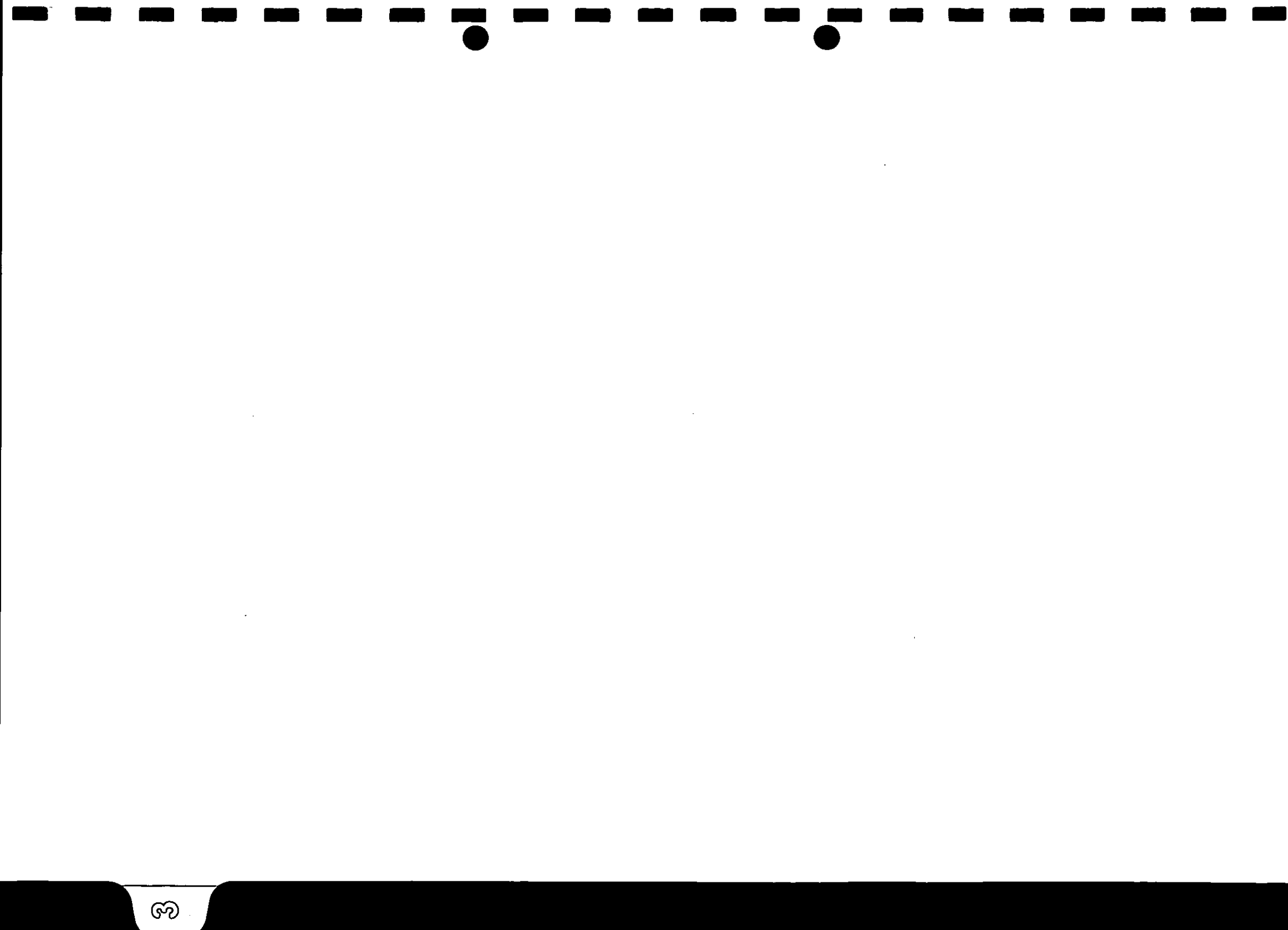
AREAS OF LOCAL CHARACTER

The Grand Union Canal
Public Open Space
Private Open Space
Garden Squares
Gardens of Special Historic Interest
Other areas of character

AREAS OF DEVELOPMENT

4.3 CONTROL OF DEVELOPMENT

Standards of Design
Urban Design
Energy Efficient Design
Infill Development
Backland Development
Subterranean Developments
Plot Ratio for Non-Residential Development
Sunlight and Daylight
Privacy



Sense of Enclosure
High Buildings, Views and Vistas
Landscaping
Security and Safety in Design
Noise
Access For All
Internal Access
Per Cent for Art
Development and Planning Standards

4.4 ALTERATIONS AND EXTENSIONS TO BUILDINGS

Additional Storeys and Roof Level Alterations
Roof Terraces
Extensions
Conservatories
Side Extensions and Gaps
Other Alterations
Plant and Equipment
Telecommunications Apparatus
Forecourt and Off-Street Parking
Mews
Artists' Studios

4.5 CONSERVATION AREAS AND LISTED BUILDINGS

Conservation Areas
Demolition
Development in Conservation Areas
Listed Buildings
Demolition of Listed Buildings
Works to Listed Buildings
Uses

4.6 SHOPFRONTS AND ADVERTISEMENTS

Shopfronts
Advertisements
Blinds, Awnings and Flags
Hoardings
Estate Agents' Boards

4.7 TREES

4.8 ARCHAEOLOGY AND ANCIENT MONUMENTS

4.9 CHURCHES AND OTHER PLACES OF WORSHIP

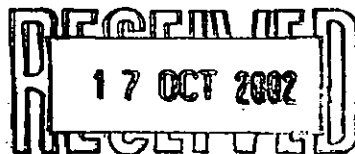
PLANNING AND CONSERVATION

**THE ROYAL
BOROUGH OF**

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

Avanti Architects,
No. 1 Torriano Mews,
London
NW5 2RZ



Switchboard: 020-7937-5464

Direct Line: 020-7361-2701

Extension: 2701

Facsimile: 020-7361-3463



**KENSINGTON
AND CHELSEA**

15 OCT 2002

My Ref: PP/02/00901/MAJD/52/A3
Your Ref: 0112

Please ask for: North Area Team

Dear Sir/Madam,

TOWN AND COUNTRY PLANNING ACT, 1990

**TOWN AND COUNTRY PLANNING GENERAL PERMITTED DEVELOPMENT
ORDER, 1995**

REFUSAL OF PERMISSION TO DEVELOP (DP2)

The Borough Council in pursuance of its powers under the above-mentioned Act and Order, hereby REFUSE to permit the development referred to in the under-mentioned Schedule as shown in the plans submitted. Your attention is drawn to the enclosed Information Sheet.

SCHEDULE

<u>DEVELOPMENT:</u>	Construction of residential development of 17 residential units comprising one, two and three bed units and provision for 11 off-street parking spaces, including 11 units of affordable housing.
<u>SITE ADDRESS:</u>	Site at 7 Swanscombe Road, London, W11 4SU
<u>RBK&C Drawing Nos:</u>	PP/02/00901 and PP/02/00901/A
<u>Applicant's Drawing Nos:</u>	0112-GA/01, 02A, 03A, 04A, 05, 06A, 07, 08A, 09A, 10, 11, 12, 13 and 14
<u>Application Dated:</u>	19/04/2002
<u>Application Completed:</u>	29/04/2002
<u>Application Revised:</u>	16/07/2002

REASON(S) FOR REFUSAL OF PERMISSION ATTACHED OVERLEAF

4.10 PLANNING POWERS AND LOCAL AUTHORITY ACTIVITY

Planning Briefs and Guidelines

Environmental Improvements

Planning Obligations

Grants

Environmental Assessment

Street Furniture and Paving

REASON(S) FOR REFUSAL:

1. **The proposed development would be of a scale, bulk and detail that would relate poorly to nearby buildings and property and would harm the character and appearance of this part of the Norland Conservation Area. As such, the proposed development is contrary to Policies CD25, CD26, CD48, CD52 and CD53 of the Unitary Development Plan (as Modified).**

2. **This proposal to provide 17 residential units would produce a development with a habitable room density greatly in excess of Unitary Development Plan guidelines, and a parking provision falling short of Unitary Development Plan guidelines, and in consequence be contrary to Policies H11, H12 and TR46 of the Unitary Development Plan (as Modified).**

Yours faithfully,

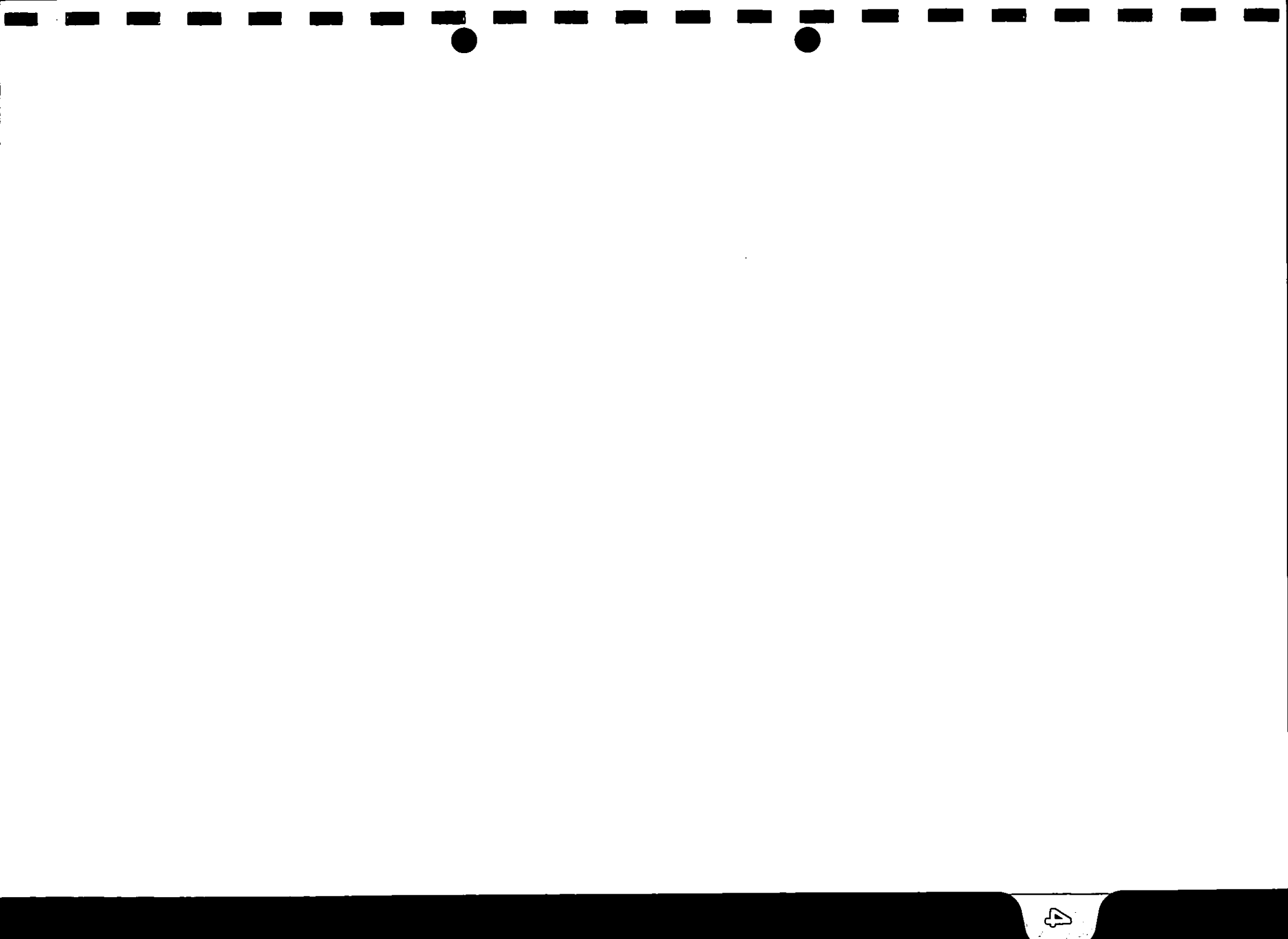


Michael J. French
Executive Director, Planning and Conservation

GENERAL POLICIES

Part I Policies and Reasoned Justifications

- 4.i. London's physical environment is diverse. Some areas are run down or heavily congested and in desperate need of improvement. At the other extreme, London boasts some of the finest buildings and urban landscapes in the world. The quality of London's physical environment is of great importance to people living in the Capital. It is also important in determining London's overall image as a city attractive to residents, visitors and investors.
- 4.ii. The importance of protecting and enhancing the overall quality of the environment is emphasised by both Regional Guidance for the South East (RPG9) and Strategic Guidance for London Planning Authorities (RPG3). The Royal Borough's unique residential character is a major contributor to London's diversity and vitality. A large part of the Borough derives its character and townscape from its heritage of eighteenth, nineteenth and early twentieth century buildings. The Council has designated 35 conservation areas, some centred on the major estates and on the many garden squares. Encompassing about 70% of the Borough, these conservation areas vary in character and their appeal often depends on subtle aspects of the local scene. The Borough also contains some 3,800 buildings which are listed for their special architectural or historic interest. The Council considers that this special character should be protected and that all new development should contribute to the enhancement of Kensington and Chelsea's environmental quality.
- 4.iii. Areas of distinctive architectural character and historic interest such as the strategically important view of St. Paul's Cathedral must be protected from obtrusive development (RPG3 paragraphs 8.18-8.19). The Proposals Map identifies those parts of the Borough to be protected under this policy.
- 4.iv. The strategic importance of the Thames and the functions it serves is recognised in Strategic Planning Guidance for the River Thames (RPG3B/9B), issued in 1997. This guidance emphasises the need to maintain and improve the quality of the built environment, to conserve and enhance the character of the natural and historic environments and to encourage and facilitate the use of the River and riverside for transport and recreational purposes.
- 4.v. The Council is concerned that people with special mobility needs are not prevented from using services or buildings to which the public have access, because of building design or location.
- 4.vi. As an historically rich city, London has a variety of archaeologically significant areas. Such areas are particularly sensitive to new developments. Therefore proposals likely to have an impact on such sites must take this into account.



- 4.vii. In order to contribute to London's overall environmental quality, the Council proposes the following strategic policies:

STRAT 5

TO SEEK TO ENSURE THAT ALL DEVELOPMENT PRESERVES AND OR ENHANCES THE RESIDENTIAL CHARACTER OF THE ROYAL BOROUGH.

STRAT 6

TO PROTECT LISTED BUILDINGS AND TO PRESERVE AND OR ENHANCE THE CHARACTER OR APPEARANCE OF CONSERVATION AREAS, AREAS OF METROPOLITAN IMPORTANCE, AREAS OF LOCAL CHARACTER, AND OTHER BUILDINGS OR PLACES OF INTEREST.

STRAT 7

TO PROMOTE HIGH ENVIRONMENTAL AND ARCHITECTURAL DESIGN STANDARDS IN NEW DEVELOPMENTS AND ALTERATIONS AND IN ADDITIONS TO EXISTING BUILDINGS.

STRAT 8

TO PROTECT LONDON'S SKYLINE AND STRATEGIC VIEWS, PARTICULARLY THE STRATEGIC VIEW OF ST PAUL'S CATHEDRAL FROM KING HENRY'S MOUND.

STRAT 9

TO PROTECT THE RIVER THAMES AND ITS SETTING, TO ENHANCE ITS CHARACTER AND AMENITY AND ENSURE THAT THE INTEGRITY OF THE RIVER'S FLOOD DEFENCES IS MAINTAINED.

STRAT 10

TO ENSURE THAT PEOPLE WITH SPECIAL MOBILITY NEEDS HAVE EQUALITY OF PHYSICAL ACCESS THROUGHOUT THE BOROUGH.

STRAT 11

TO PROTECT ANCIENT MONUMENTS AND SITES OF ARCHAEOLOGICAL INTEREST.



LOCAL POLICIES

4.1 OBJECTIVES

- 4.1.1 A large part of the Borough derives character and townscape value from its heritage of buildings of architectural and historic character, many of which also lie within areas designated as conservation areas. These are areas of special architectural or historic interest, the character and appearance of which it is desirable to preserve and ~~or~~ enhance.
- 4.1.2 The policies of this chapter are intended to ensure the provision of an environment which can satisfy the needs of modern life, whilst maintaining its quality, and to allow change in a sensitive way so that social and economic well-being is maintained.
- 4.1.3 There are four overall objectives for conservation and development:
- (A) To protect ~~or~~ and enhance areas of character throughout the Borough, both in terms of use and the physical environment.
 - (B) To ensure that all development respects local character, is of a high standard of design, takes into account people with special mobility needs and does not adversely affect residential amenity.
 - (C) To preserve ~~or~~ and enhance the Borough's conservation areas and listed buildings.
 - (D) To protect ~~or~~ and enhance the natural environment and to preserve the archaeology of the Borough.

4.2 PROTECTING ~~OR~~ AND ENHANCING AREAS OF EXISTING CHARACTER

- 4.2.1 As well as the Council's designated conservation areas and listed buildings, dealt with in detail in Section 4.5, there are Areas of Metropolitan Importance and Areas of Local Character which should be protected. This section includes policies for all areas of significance requiring protection. These areas are considered first as they set the general context within which many of the later policies should be considered.

AREAS OF METROPOLITAN IMPORTANCE

- 4.2.2 The following areas, as shown on the Proposals Map, are considered to be of special character with an importance which extends beyond the Borough's boundary. These are: the Thames ~~Speeial~~ Policy Area, (which includes Royal Hospital), and the South Kensington Museums Area. The following policies recognise their special character.

Thames ~~Speeial~~ Policy Area

- 4.2.3 By virtue of its character and appearance the Thames and foreshore constitutes one of the greatest of all London's areas of metropolitan importance. The boundary of the area has been enlarged to include Chelsea Creek and the Worlds End Estate. It is

1 Torriano Mews
 London NW5 2RZ
 www.avantiarchitects.co.uk
 aa@avantiarchitects.co.uk
 f +44 020 7284 1555
 t +44 020 7284 1616

Mr. Derek Taylor
 Royal Borough of Kensington and Chelsea
 Planning and Conservation
 The Town Hall
 Hornton Street
 London
 W8 7NX

19 April 2002

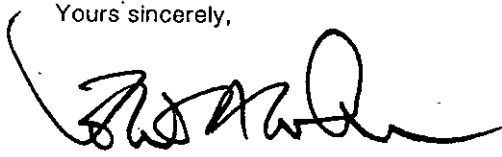
Dear Mr. Taylor

New Development at 7 Swanscombe Road, W11

I write further to our recent series of meetings with yourself and your colleagues regarding the above site, which effectively established that our amended proposals now meet with your general approval. We have incorporated all the points agreed in discussion into a final set of scheme drawings and now submit these together with the necessary supporting documentation as a formal planning application.

We shall be grateful if you will confirm the application has been formally registered and advise us when it may be expected to be put up for consent. Please contact us immediately if there are any further items of information you require.

Yours sincerely,



John Allan

Directors
 John Allan
 MA/Edin
 BA Hons Dip Arch
 MA/Sheff Architect
 Richard Barton
 BA Hons
 B Arch Hons/Ncle RIBA
 John Cooper
 BA Hons
 Dip Arch/Cantab RIBA
 Justin De Syllas
 AA Dip MSc/UCL RIBA
 Geraldine O'Riordan
 B Arch/UCD RIBA
 Associate
 Claudia Bloom
 BA Hons/Sheff
 Dip Arch Hons/PNI RIBA

List of enclosures:

1. A copy of the written description of the scheme
2. A copy of the accommodation schedule
3. A copy of drawing issue sheet
4. 4 x copies of the filled in appropriate forms
5. A cheque for £3230.00 (17x£190)
6. 4x copies of scaled drawings
7. 2 copies of the site photographs
8. 2 copies of Suh Path and Shadow Studies

CC Mr N Lane, Mr S Bhola Notting Hill Home Ownership
 Mr Finlayson The London Borough of Hammersmith & Fulham

Avanti Architects Limited
 Registered in England
 under the Industrial and
 Provident Societies Act 1965
 Registration 232708

also contiguous with those of the London Borough of Hammersmith & Fulham and Westminster City Council (see Map 3). It is also a site of metropolitan importance for nature conservation. The Council has designated the whole of the Thames within the Borough boundaries as a conservation area and produced a proposals statement. Its detailed guidance should be referred to in consideration of any proposals affecting the Riverside. The proposals statement will be updated to reflect the advice contained in RPG3B/9B. The Thames Strategy - Kew to Chelsea, is currently in preparation and the Council will consider its adoption as supplementary planning guidance in due course.

- 4.2.4 The greater part of the stretch of the Thames lying within the Borough is bounded by Chelsea Embankment which carries extremely heavy traffic. As opportunities arise, the Council will implement environmental improvement schemes, to enhance the setting of the Embankment.

CD1 TO PROTECT AND OR ENHANCE VIEWS AND VISTAS ALONG THE RIVERSIDE INCLUDING: RIVER VIEWS OF CHELSEA EMBANKMENT AND THE SETTING OF CHELSEA OLD CHURCH AND VIEWS FROM THE THAMES BRIDGES.

- 4.2.5 In considering proposals for Riverside development, the Council will also take account of views from the opposite bank of the Thames. It is equally important that adjoining Boroughs, in considering applications for development take account of views across and along the river from this Borough. The Council is concerned that development by virtue of its height, scale, bulk, massing and detailed design may adversely affect views from Chelsea.

CD1x TO RAISE OBJECTION TO DEVELOPMENT IN ADJOINING BOROUGHs WHICH IS CONSIDERED TO ADVERSELY AFFECT VIEWS FROM THE CHELSEA RIVERSIDE AND ITS ENVIRONS.

- 4.2.6 The Council will encourage a variety of appropriate riverside uses including transport links, recreation and servicing of boats, providing they are environmentally acceptable (see also Transportation Chapter). The Secretary of State for the Environment, Transport and the Regions has issued directions relating to Cremorne Wharf. In considering planning applications for this site, the Royal Borough will have regard to these directions which seek to maintain it for use as a wharf and require notification to the Secretary of State of any relevant planning applications. (see paragraph 12.5.11 of the Environment Chapter). In considering development proposals for adjacent sites the Council will seek to ensure that land uses are sensitively located to minimise conflict with wharf activities.

CD1a TO RESIST DEVELOPMENT WHERE IT WOULD RESULT IN THE LOSS OF CREMORNE WHARF.

NEW DEVELOPMENT AT 7 SWANSCOMBE ROAD, LONDON W 11

This report accompanies a Planning Application made on behalf of Notting Hill Home Ownership by Avanti Architects Ltd and should be read in conjunction with the drawings attached to the application.

Introduction

The site, formerly occupied by the Sheepshank Public House, lies substantially within the Royal Borough of Kensington & Chelsea with a small portion across the boundary with the London Borough of Hammersmith and Fulham. It has been the subject of a previous planning consent for a redevelopment scheme that proved technically unfeasible due to the discovery of significant underground services within the footprint of the proposed buildings. That scheme was accordingly abandoned, and the site owners Notting Hill Home Ownership, commissioned a fresh scheme by Avanti Architects.

The scheme submitted for Planning Consent has followed considerable detailed consultation with the Planning and Conservation Department of RBKC from summer 2001 through Easter 2002 and addresses all the issues covered in consultation to the satisfaction of the Department.

The site and its context

The site lies at the western end of Swanscombe Road at its intersection with the northern end of the now defunct Norland Road. It marks the point at which the 19th century Norland Estate fragments into the modern developments of the post-war period, and is dominated by three 24 storey tower blocks of the Edward Woods Estate alongside the West Cross Route (M41). The orderly urban pattern of the Norland Conservation Area effectively ends at the west edge of St Anne's Villas, such that the urban 'block' that includes the site is neither a complete unit of the Norland Estate nor fully absorbed by the Edward Woods Estate. In other words the site sits on an urban fault line.

The buildings immediately surrounding the site thus belong to no single period or style. Going anti-clockwise around the block, there are the 19th century neo-gothic villas in St. Anne's Villas, (described as 'eccentricities' in the Conservation Area Policy Statement), a fairly recent single house (No.1 Swanscombe Road) inserted into the back garden of the last villa (which significantly does not 'turn the corner' but stops with a plain gable wall), a recently completed workshop/ office in front of the former organ factory, itself now converted into an art gallery and private residence, the present site formally occupied by a pub, a 1970s community hall and its annex; a Sikh Temple, in an orientalist neo-Roccoco style, and the terrace of 19th century houses returning along Queensdale Road.

MAP 3 – Thames Policy Area

Please see Appendix 4

Opposite the site is the substantial 5 storey block of shops and flats of Edward Woods Estate leading towards the open space edged on the west and north by the main bulk of the rest of this estate. From this heterogeneous assortment it is clear that the piecemeal formation of the site context results from each element responding to the circumstances and requirements of its own development, with little or no relationship to adjacent buildings.

Interpreting the urban context

The proposed scheme seeks to gather these disparate ingredients together and make sense of the context through a combination of site layout, varying scale and architectural form. Apart from the wide variety of building sizes and styles the dominant aspect of the context is this intersection of different urban geometries. Specifically, these are represented a) by the extended axis of St. James Gardens and b) by the oblique line of the former Norland Road, routed ultimately from the large roundabout at the west end of Holland Park Avenue. These are the plan generators of the new development.

The proposed scheme - Urban Design

The proposed scheme takes the intersecting lines of these two geometries and binds them into a composite block, comprising 3 and 4 storey tranches, with a recessed penthouse level. The staircase and lift core are located between the two main elements. The old Norland Road axis is reflected in a north-south block that observes the building line of the adjacent Community Hall. The Swanscombe Road axis is continued in an abutting east-west block which points towards the 24 storey towers of Edward Woods Estate. It is terminated in a curved form to acknowledge its position as the final piece on the long east-west axis of St. James Gardens, and to mark the turning point at its apex. This pivotal urban position, and the greatly increased size of the buildings to the west and north, are factors to which the development seeks to respond as well as addressing the smaller scale buildings on the south-east side of Swanscombe Road.

At the north-east corner of the site the development is closely related in scale and modelling to the adjacent, recently built, gatehouse building on Swanscombe Road. The building reduces to three storeys to equate to the ridge line of the gatehouse and is set back at the 2nd floor level in order to be contained within its gable line. This effects a scale transition from the gatehouse westwards through the development towards the larger scale of the other buildings in the context. The main block is also raised on pillars, architecturally to enter into dialogue with the building opposite, and technically to bridge over and avoid disturbing the underground services. At eye level on the street this device also serves to proclaim the corner, signalling the large open space south-west of Swanscombe Road and allowing views under the block at the intersection of the two axes.

Thames-side Vessels and Structures

- 4.2.7 The River is an important transport route, and with its foreshore and banks is a unique open space with a special environmental character. Permanently moored vessels and structures can adversely affect this unique character and reduce the River's potential as a navigable waterway. The policy below will also apply to the extension of riverside sites into the River. In considering any applications the Council will take account of LPAC's Thames-side Planning Guidelines for vessels and structures.

CD2 TO RESIST PERMANENTLY MOORED VESSELS ON THE RIVER, EXCEPT WHERE THEY WOULD NOT HAVE:

- a) **A DETRIMENTAL EFFECT ON THE SPECIAL CHARACTER OF THE RIVER;**
- b) **A DETRIMENTAL EFFECT ON AMENITY ARISING FROM TRAFFIC GENERATION OR SERVICING NEEDS;**
- c) **AN ADVERSE AFFECT ON THE CHARACTER OR APPEARANCE OF THE EXISTING RESIDENTIAL MOORINGS AT BATTERSEA REACH.**

- 4.2.8 Floating structures relating to the River for transport purposes may be permitted. Cadogan Pier has potential for greater use by river traffic.

- 4.2.9 The only area of residential moorings within the Borough is that at Battersea Reach. Guidelines for the design of replacement boats and existing vessels are contained in the Thames Conservation Area Proposals Statement. The extension of the moorings area would be detrimental to the character of the Riverside particularly if the gap between the areas of moorings were encroached upon.

CD3 TO SEEK TO PROTECT AND ENHANCE THE ESTABLISHED AREA OF RESIDENTIAL MOORINGS AT BATTERSEA REACH.

Riverside Development

- 4.2.10 The character of the Riverside owes much to the buildings and open spaces which adjoin it. The Royal Hospital and its grounds, the Chelsea Physic Garden and the buildings on Cheyne Walk are of particular importance. The character changes to the west with the World's End Estate and industrial buildings on Lots Road. The high buildings of the World's End Estate are not in character with the remainder of the Riverside and should not be seen as a precedent for similar developments. Any new development should enhance the special character of the Riverside. To achieve this objective the Council will, on appropriate sites encourage developers to provide a mix of uses, including public uses, especially on the lower floors fronting the river. New development should also provide a safe and interesting environment. Design quality and sensitivity to local context are also important. Adequate pre-application consultation should be undertaken and design statements will be required with all applications, the content of which should follow the advice contained in RPG3B/9B.

The composite block creates two external spaces, a communal garden area (edged by gardens for the townhouses) open to the west, and a mews courtyard to the east contained by the existing wall of the adjacent former organ factory. The western foreground of the scheme is treated as a new landscaped area with grass, shrubs and trees, and although secured with railings at the site boundary, will merge visually with the larger area of public gardens in front of the Edward Woods blocks. The courtyard is reached under the archway of the link block.

The proposed scheme - Accommodation and Architectural Design

The development contains a total of 17 units in a variety of dwelling types and sizes. The units range from family townhouses with private gardens, to 1-, 2-, and 3 bedroom apartments (all with balconies) and a rooftop penthouse. 11 units of affordable housing, including a disabled access unit, are included in the dwelling mix, and all units have habitable rooms of good sizes and proportions. (See Accommodation Schedule.)

Two units have direct access from Swanscombe Road - the link block next to the gatehouse, and the disabled unit at ground floor, thereby giving a measure of passive surveillance to the scheme at street level. The remaining development is approached from a secure access point on Swanscombe Road leading under the link block firstly to a covered entrance porch and lift hall serving the flats, then on to the three townhouses. At upper levels the lift/stair core, which receives natural light from the west, serves three units per floor on the first and second floor levels, four units on the third floor level, and two units on the fourth floor. Habitable rooms are generally arranged to face outwards, with only service rooms on the east elevation to avoid any problems of overlooking to or from the neighbouring properties on this side. The development also complies with the relevant requirements in respect of light angles in relation to all neighbouring properties.

A variety of exterior materials is proposed, both to reflect the composite identity of the block and to relate to the range of materials found in the neighbouring buildings, which includes brickwork, tile, render and panelling. The building plinth from ground to first floor level will be of brickwork, while the main block will be faced with modular rainscreen tiles, with render elsewhere. This treatment serves to articulate the different sections of the building form and also give a sense of scale to the development as a whole. Velfac metal sheathed timber windows are proposed, and architectural metalwork trims will be in powder coated aluminium.

Parking and External Works

Provision is made for 11 off-street parking spaces to meet the prescribed Borough policy, 3 bays being located under the block along Swanscombe Road where there is an existing

CD4 TO REQUIRE ANY DEVELOPMENT ON THE RIVERSIDE TO PRESERVE AND OR ENHANCE THE WATERFRONT CHARACTER, PROTECT OR IMPROVE PHYSICAL AND VISUAL LINKS BETWEEN THE RIVER AND THE REST OF THE BOROUGH, AND BE OF A HEIGHT NO GREATER THAN THE GENERAL LEVEL OF EXISTING BUILDING HEIGHTS TO THE EAST OF BLANTYRE STREET.

4.2.11 The Thames Path National Trail is a long distance walking route formally opened by the Countryside Commission in July 1996 in accordance with its statutory responsibilities and approved by the Secretary of State for the Environment, Transport, and the Regions. The Council supports the designation of the Thames Path and will ensure, as the opportunity arises, that this path is provided westward to the Borough boundary (from the east side of Battersea Bridge, including a path beneath that bridge). Consideration will also be given to the provision of a bridge over Chelsea Creek to link up with the Riverside Walk at Chelsea Harbour. In implementing the Path proposals the Council will seek to achieve the standards and guidance set out in The Thames Path National Trail Interim Development Strategy 1998-2001 produced by the Countryside Commission. The Council will also encourage separate provision for cyclists to be incorporated alongside the riverside walkway, subject to practicability and safety considerations, and promote completion of the Sustrans Thames Cycle Route. (See also Policy LR18 of the Leisure and Recreation Chapter.)

CD5 TO ENSURE THE PROVISION OF A RIVERSIDE WALK WITHIN APPROPRIATE DEVELOPMENTS.

Royal Hospital

4.2.11a The area is dominated by Wren's magnificent Royal Hospital and its grounds. However, the surrounding late Georgian and Victorian terraces and adjacent open spaces also make an important contribution to this part of the Royal Borough. (See paragraph 11.3.1 and Policy LR7 of the Leisure and recreation Chapter.)

CD5a TO PROTECT IMPORTANT VIEWS AND VISTAS IN AND AROUND THE ROYAL HOSPITAL.

4.2.11b Important views and vistas include the following:

- (a) along Chelsea Embankment and from the Embankment northwards towards the Royal Hospital and its ancillary buildings;
- (b) along Royal Avenue from King's Road to the Royal Hospital; and
- (c) along St. Leonards Terrace, Franklins Row, Royal Hospital Road and Ormonde Gate.

crossover and where building is in any case prevented by the underground services. A further 5 spaces are laid out in the rear courtyard, with 3 more being integral with the townhouses.

The site area will be secured with custom designed metal railings, and controlled gated access and will be laid out with a full scheme of hard and soft landscaping and planting. The refuse enclosure will be constructed in brickwork matching the base of the main block. A secure storage facility for bicycles is also provided at the rear of the courtyard. Tree and shrub planting will be introduced along the west edge of the site where this is not inhibited by the underground services.

CD5b TO PROTECT THE OPEN SPACES SURROUNDING THE ROYAL HOSPITAL FROM INAPPROPRIATE DEVELOPMENT BOTH IN THE LANDSCAPED AREAS THEMSELVES AND IN THE NEIGHBOURING STREETS.

South Kensington Museums Area

4.2.12 The Area of Metropolitan Importance (see Proposals Map) also contains the South Kensington Museums, Imperial College, Brompton Oratory, and views of the Albert Hall, which is within the City of Westminster.

CD6 TO PROTECT IMPORTANT VIEWS AND VISTAS IN AND AROUND THE SOUTH KENSINGTON MUSEUMS AREA.

4.2.13 Important views and vistas include the following:

- (a) From the west: through Kynance Mews from Launceston Place; and from Victoria Road along Victoria Grove.
- (b) From the north: from the axial flight of steps south of the Albert Hall.
- (c) From the south: from Harrington Road up Queensberry Place; up the east side of Onslow Square towards the Natural History Museum; from the front of Melton Court up Cromwell Place to the tower of the Natural History Museum and the Colcutt Tower; and from Pelham Place and Thurloe Square towards the tower of the Victoria and Albert Museum.
- (d) From the east: from Princes Gate Mews; and from Fairholt Street and Cheval Place (partly within Westminster).

4.2.14 The area has a precinct character, but is generally outward-looking rather than enclosing its own space. This makes the preservation and ~~or~~ enhancement of the area particularly difficult, not least because of the presence of major roads. The area may be defined by its predominantly cultural and institutional character, stemming from the museums and Imperial College. There are residential uses in close proximity and there is very little commercial intrusion.

CD7 TO PRESERVE AND ~~OR~~ ENHANCE THE PRECINCT CHARACTER OF SOUTH KENSINGTON MUSEUMS AREA BY:

- a) SAFEGUARDING SKYLINES AND VISTAS TO THE NATURAL HISTORY AND VICTORIA AND ALBERT MUSEUMS, THE COLCUTT TOWER AND BROMPTON ORATORY;
- b) SEEKING REINFORCEMENTS OF THE AXIAL LAYOUT FORMED BY THE TOWER OF THE NATURAL HISTORY MUSEUM, THE COLCUTT TOWER AND THE ROYAL ALBERT HALL IN ANY REDEVELOPMENT ON THE SITE OF IMPERIAL COLLEGE;

No 7 Swanscombe Road, London W11
A New Housing Development by NHHO

Handwritten notes: 19, 29+, 22, 51, 15, 4

Schedule of Accommodation For the new Proposed Scheme of 17 units on Ground plus 4 storeys. Plus 11 Parking Spaces

Access Level & Block	Unit Number	Type	Net Area in Sq m	No Habitable Rooms	Affordable Homes
Block A GF	1	1 bed wheel	61	2	yes
Block A 1st	2	1bed	45.6	2	yes
Block A 1st	3	1bed	45.7	2	yes
Block A 1st	4	2bed	65.74	3	yes
Block A 2 nd	5	1bed	45.6	2	yes
Block A 2 nd	6	1bed	45.7	2	yes
Block A 2 nd	7	2bed	65.74	3	yes
Block A 3 rd	8	1bed	45.6	2	yes
Block A 3 rd	9	1bed	45.7	2	
Block A 3 rd	10	2bed	65.74	3	yes
Block A 4 th	11	3 bed	103.8	4	
Block B	12	3bed maisonette	94.7	5	
Block B	13	3 bed maisonette	94.7	5	
Block B	14	3 bed maisonette	94.7	5	
Block B 2 nd	15	2 bed	69.5	3	yes
Block B 3 rd	16	2 bed	63.8	3	yes
Link Flat Block A	17	2 bed Maisonette	65.17	3	

* Block A refers to block along Swanscombe Road

- c) ENCOURAGING BETTER CONDITIONS FOR VIEWING THE MAIN FACADES WITHIN THE PRECINCT AREA AND PROPOSING ENVIRONMENTAL IMPROVEMENT SCHEMES WHERE APPROPRIATE;
- d) SEEKING IMPROVEMENTS IN SETTING-DOWN FACILITIES FOR COACH-BORNE VISITORS (SEE ALSO TRANSPORTATION CHAPTER);
- e) ENCOURAGING GREATER USE OF THE SOUTH KENSINGTON PEDESTRIAN TUNNEL FOR AFFORDING ACCESS TO AND CIRCULATION WITHIN THE PRECINCT AND PROPOSALS TO MAKE IT MORE ATTRACTIVE; AND
- f) MAINTAINING A PEDESTRIAN ARCADE WITH DIRECT ACCESS TO SOUTH KENSINGTON STATION.

4.2.15 The importance of the wider area is recognised and includes parts of Imperial College and the Albert Hall within the City of Westminster. The institutions, particularly the museums, are keen to promote improvements to the area. The Council will promote proposals for enhancement of the Museums Area particularly Exhibition Road and the foot tunnel, to include traffic management, pedestrian circulation and environmental improvements.

METROPOLITAN OPEN LAND

4.2.18 RPG3 refers to areas of Metropolitan Open Land (MOL), originally defined in the GLDP as strategic open land of value to the whole of London or part of London stretching over several Boroughs. These areas provide attractive breaks in the built-up area, provide open air facilities and contain features or landscapes of historic, recreational, or natural importance. Each area of MOL contains particular leisure uses which the Council will protect and enhance. The Council seeks to protect its areas of MOL (Kensington Gardens, Holland Park and Brompton and Kensal Green Cemeteries) by the following policies. (See STRAT 35)

CD10 TO RESIST DEVELOPMENT ON METROPOLITAN OPEN LAND AND TO PROTECT AND ENHANCE ITS EXISTING USES.

Kensington Gardens

4.2.19 Kensington Gardens, together with Hyde Park, is managed by the Royal Parks Agency. It is a Site of Metropolitan Importance for Nature Conservation. The skyline of buildings around it is particularly important. Kensington Gardens was included in the Royal Parks Review for the Secretary of State for the Environment. The Council supports the proposals in the Review to preserve and enhance the special character of Kensington Gardens.



CD11 TO REQUIRE NEW BUILDINGS AND EXTENSIONS TO EXISTING BUILDINGS IN THE ROYAL BOROUGH, WHICH CAN BE SEEN FROM KENSINGTON GARDENS AND HYDE PARK, TO BE DESIGNED SO AS NOT TO EXCEED THE GENERAL HEIGHT OF BUILDINGS EXCLUDING POST WAR BLOCKS AND TO PAY REGARD TO THE TREE LINES.

CD12 TO ENSURE THAT NEW BUILDINGS DO NOT IMPOSE THEMSELVES AS AN UNSYMPATHETIC BACKCLOTH TO KENSINGTON PALACE, PARTICULARLY WHEN VIEWED FROM THE EAST ACROSS THE ROUND POND.

Holland Park

4.2.20 Holland Park, which is owned by the Council, is of particular historic and landscape value. A management strategy has been prepared for the park. It is also included within a conservation area for which there is a proposals statement.

CD13 TO RESIST PROPOSALS THAT WOULD ENCROACH UPON OR ADVERSELY AFFECT THE SETTING OF HOLLAND PARK.

Cemeteries

4.2.21 Two other principal open spaces in the Royal Borough are the cemeteries, dating back to the 1830's and designated as Metropolitan Open Land. They were conceived as places of beauty, of botanic and other interest. Both have been designated as conservation areas. They are social and historic "documents", also worthy of conservation as nature reserves, botanic gardens and sculpture parks. The Council will promote their appreciation by, for example, encouraging improved access, landscaping, paths, signs and visitor information, but at the same time ensure that their character is not unduly affected by greater numbers of visitors or new visitor facilities.

CD14 TO PROMOTE OPPORTUNITIES FOR THE APPRECIATION OF KENSAL GREEN AND BROMPTON CEMETERIES WHILST PROTECTING THEIR SPECIAL CHARACTER.

STRATEGIC VIEWS

4.2.22 Strategic Guidance requires the Council to protect and enhance the designated strategic view of St. Paul's seen from King Henry's Mound in Richmond Park. Protection and enhancement will be achieved by height limitations within the defined areas between view points. The protected field of view is shown on the Proposals Map and further details may be found in Strategic Guidance for London Planning Authorities (RPG3), Annex A of Supplementary Guidance for London on the Protection of Strategic Views and the Secretary of State's Direction dated 22nd May 1992. (See also policy STRAT 8).

CD15 TO PROTECT THE LONG-DISTANCE VIEW FROM KING HENRY'S MOUND (RICHMOND PARK) TO ST PAUL'S. AREAS OF LOCAL CHARACTER

- 4.2.23 Areas of Local Character contribute to the diversity and interest of the Borough and are found both inside and outside existing conservation areas, and have a distinct character which the Council will seek to preserve and ~~or~~ enhance.

The Grand Union Canal

- 4.2.24 The Grand Union Canal in the north of the Borough provides a welcome break in the built-up area. It has a unique character which should be protected. It is also a Site of Metropolitan Importance for Nature Conservation. The opportunity will be taken, in connection with any development, to improve the visual appearance of canalside areas, in a manner sensitive to the type of development and the character of the canal. The canal and its towpath also have further potential for transport and leisure activities. These will be encouraged, providing they are not environmentally damaging.

CD16 TO RESIST DEVELOPMENT THAT WOULD ADVERSELY AFFECT THE SETTING OF THE CANAL.

CD17 TO ENCOURAGE USE OF THE CANAL FOR THE MOVEMENT OF FREIGHT AND PASSENGERS AND FOR RECREATION.

CD18 TO ENCOURAGE CANALSIDE DEVELOPMENT WHICH RELATES TO WATER-BASED ACTIVITIES AND RECREATION.

CD19 TO ENCOURAGE IMPROVED ACCESS TO THE CANALSIDE.

- 4.2.25 Residential moorings can provide life and colour to the canalside scene, but they should not conflict with other canal users or local amenity.

CD20 TO PERMIT RESIDENTIAL MOORINGS ON THE GRAND UNION CANAL PROVIDED THAT:

- a) **THERE ARE ADEQUATE SERVICES FOR PERMANENTLY MOORED VESSELS;**
- b) **OTHER CANAL USERS (BOTH WATER AND LAND-BASED) ARE NOT ADVERSELY AFFECTED; AND**
- c) **LOCAL RESIDENTIAL AMENITY IS NOT AFFECTED.**

Public Open Space

- 4.2.26 Parks and gardens under the control of the Council and the Royal Parks Agency provide a valuable amenity, wildlife and recreational resource. It is important that all public open space is protected. (See also Leisure and Recreation Chapter).

TOWN AND COUNTRY PLANNING ACT 1990

FORM TPI / PART 1

APPLICATION FOR PERMISSION TO DEVELOP LAND AND / OR BUILDINGS

FOR OFFICE USE ONLY

Fee £.....
 Cheque/Postal Order/Cash
 Receipt No.

PRELIMINARY DISCUSSIONS

If you have had previous discussions or correspondence with the Department regarding this proposal, please tell us who you spoke to..... MR DEREK TAYLOR.....

APPLICANT (in block capitals) **AGENT** (if any) to whom correspondence should be sent
 Name NOTTING HILL HOMEOWNERSHIP Name..... AVANTI ARCHITECTS
 Address GROVE HOUSE, 27 Address..... NO 1 TORRIANO MEWS
HAMMERSMITH GROVE W6 0JL LONDON NW5 2RZ
 Tel No. 0208 357 4444 Tel No. 0208 284 1616 Ref. 0112

PARTICULARS OF PROPOSAL FOR WHICH PERMISSION IS SOUGHT

a) Full address or location of the land to which this application applies NO 7 SWANSCOMBE ROAD
LONDON W11

b) Site area 859 sq m

c) Give full details of proposal A RESIDENTIAL DEVELOPMENT
SEE ACCOMPANYING TEXT

d) State whether applicant owns or controls any adjoining land and if so, give its location. NO

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

(i) New building(s) or extension(s) to existing building(s)	<input checked="" type="checkbox"/> YES	▶ If "Yes" state gross floor area of proposed building(s).	<input type="text" value="1,296. — m²"/>
		If residential development state number of dwelling units proposed and type if known, e.g. houses, bungalows, flats.	<input type="text" value="17 UNITS
SEE ACCOMPANYING
TEXT & ACCOMMODATION
SCHEDULE"/>
Alterations Internal	<input type="text"/>		
External	<input type="text"/>		
Change of use	<input type="text"/>	▶ 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).	<input type="text"/>
Construction of new access to a highway vehicular	<input checked="" type="checkbox"/> YES		<input type="text" value="Hectares/m²"/> Strike out whichever is inapplicable
pedestrian	<input type="text"/>		
Alteration of an existing access to a highway vehicular	<input checked="" type="checkbox"/> YES		
pedestrian	<input type="text"/>		

Private Open Space

- 4.2.27 In addition there are other important open spaces not under the Council's control which contribute significantly to the quality of the urban environment. They are valuable not only because some public access may be afforded, but also for their history, wildlife value and visual amenity. They include some of the Royal Hospital grounds, Burton's Court, the Chelsea Physic Garden, Chelsea Rectory garden, the Moravian Burial Ground, Kelfield Gardens, the grounds of the Duke of York's Headquarters and the grounds of the College of St. Mark and St. John, Chelsea. (See also Leisure and Recreation Chapter.)
- 4.2.27a Small areas of private open space and gardens also make a significant contribution to local character. In this intensively developed part of London, such areas have an amenity value to residents which far outweighs their limited size. The Council is concerned that new buildings, extensions to existing buildings and other works including helicopter facilities (See Policy TR50 of the Transportation Chapter) and swimming pools should not be allowed to intrude into private open space or gardens, which on their own or together with neighbouring gardens, are important to the character of the particular area or to the general character of the urban scene. (See Policy LR7 and LR13 of the Leisure and Recreation Chapter).

CD21 TO PROTECT AND ENHANCE, AND TO RESIST THE LOSS OF EXISTING PUBLIC AND PRIVATE OPEN SPACE WHICH MAKES, OR IS CAPABLE OF MAKING, A CONTRIBUTION TO AN AREA'S CHARACTER OR APPEARANCE; AND TO RESIST PROPOSALS WHICH WOULD ADVERSELY AFFECT ITS SETTING.

Garden Squares

- 4.2.28 There are over 100 garden squares in the Borough, which are major elements in its character providing welcome contrast to the densely built-up townscape. The mature trees, shrubs and other planted areas combine with boundary railings to give areas which are attractive, secluded, relatively peaceful and can provide wildlife habitats. This rather fragile character may be destroyed by even the most minor development. In particular, the provision of underground car parking can have detrimental effects due to the provision of ramps, retaining walls, entrances, pedestrian stairs and means of ventilation and signage. It can also result in reduced soil depth and consequent restrictions on planting. The Council considers that protection of their special character is of great importance. See also policies TR46 and LR7. Minor proposals relating to the gardens' use as open space will be treated on their merits.

CD22 TO RESIST DEVELOPMENT IN, ON, OVER OR UNDER GARDEN SQUARES, IN ORDER TO PROTECT THEIR SPECIAL CHARACTER; AND TO PROMOTE PROPOSALS FOR THEIR ENHANCEMENT.

Gardens of Special Historic Interest

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

State:-

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

A PUBLIC HOUSE DEMOLISHED (MARCH 2002) IN ACCORDANCE WITH PLANNING CONSENT REF NO. CC/01/0454/ CAC DATED 21/12/2001

4. PARTICULARS OF APPLICATION

State whether this application is for:

State Yes or No

(i) Outline planning permission

(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

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

1. Siting	4. External appearance
2. Design	6. Means of access
3. Landscaping	

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

Date	Number	The Condition

ATTACH ALL DRAWINGS, CERTIFICATES, DOCUMENTS, ETC; forming part of the application

SEE ATTACHED DRAWING ISSUE SHEET

6. ADDITIONAL INFORMATION

State Yes or No

(a) Is the application for non-residential development

If "Yes" complete PART THREE of this form

(b) Does the proposed development involve the felling of any trees

 YES

If "Yes" state numbers and indicate precise position on plan

(c) Materials - Give details (unless the application is for outline permission) of the type and colour of materials to be used for

Walls... SEE ACCOMPANYING TEXT Means of Enclosure... SEE ACCOMPANYING TEXT

Roof....."....."....."..... Windows (existing & proposed).....".....".....".....

(d) How will surface water be disposed of?

CONNECTION TO EXISTING PUBLIC SYSTEMS

(e) How will foul sewage be dealt with?

FEE ENCLOSED WITH THIS APPLICATION

£ 3230

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

OR (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 [Signature] on behalf of AVANTI ARCHITECTS Date 19/04/02

AN APPROPRIATE SEPARATE 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 not 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 the land/building is not owned by the applicant and the applicant has not been able to find out who owns it.

- 4.2.29 The following gardens and open spaces are included in the Register of Parks and Gardens of Special Historic Interest in England compiled by English Heritage: The Boltons, Brompton Cemetery, Cadogan Place, Chelsea Physic Garden, 100 Cheyne Walk, Edwardes Square, Hans Place, Holland Park, Kensal Green Cemetery, Kensington Gardens, Ladbroke Square Gardens, Royal Hospital, Chelsea and Ranelagh Gardens, St. Luke's Gardens, the Commonwealth Institute Gardens and The Roof Gardens at 99 Kensington High Street (see Map 4).

CD23 TO PROTECT PARKS AND GARDENS OF SPECIAL HISTORIC INTEREST FROM DEVELOPMENT WHICH WOULD HAVE AN ADVERSE EFFECT ON THE SITE, SETTING OR ENJOYMENT OF ANY PART OF THEIR GROUNDS AND TO ENCOURAGE THE MAINTENANCE OF THEIR HISTORIC CHARACTER.

Other areas of character

- 4.2.30 The Council has identified other areas of character. All are of interest, but conservation area designation is not necessarily applicable in every case. These are: The Earls Court Road area; Portobello and Golborne Roads; King's Road; and Kensington High Street.
- 4.2.31 Supplementary Planning Guidance and proposals for these areas will be prepared as the need arises. When adopted, non-statutory guidance will be applied to all development within the area concerned. The Council has prepared studies for King's Road and Kensington High Street.

AREAS OF DEVELOPMENT

- 4.2.32 As the majority of the Borough is within conservation areas or the areas of character defined above, the opportunities for development are limited and confined to a number of small sites rather than large areas. Areas of opportunity include vacant land and sites not yet developed under the Westway and areas which are environmentally poor and contain badly maintained buildings caused by blight or lack of investment.
- 4.2.33 It is in these areas in particular that the Council will look for the provision of new land uses, facilities and amenities to meet needs identified in other parts of the Plan, such as new housing (see Housing Chapter), recreational facilities (see Leisure and Recreation Chapter), and local industry and small offices for new services (see Offices and Industry Chapter). However, because of the limited development land available it will not be possible to cater for all these needs.

CD24 TO ENCOURAGE THE IMPROVEMENT OF LAND WHICH IS ENVIRONMENTALLY POOR AND BUILDINGS IN POOR CONDITION BY INVESTMENT AND REFURBISHMENT OR NEW DEVELOPMENT.

- 4.2.34 However, the Council will have regard also to the value to the community of those activities, often small-scale, generally service or craft orientated, whose economic existence depends on a pool of low-cost property. (See Offices and Industry Chapter).

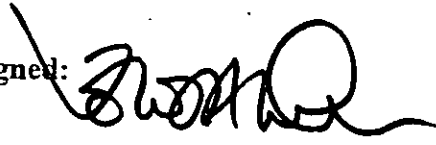
TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY PLANNING (GENERAL DEVELOPMENT
PROCEDURE) ORDER 1995
CERTIFICATE UNDER ARTICLE 7

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

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: 

On behalf of:
AVANTI ARCHITECTS
NOTTING HILL HOME OWNERSHIP

Date:
19/04/02

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:

MAP 4 – Parks and Gardens of Special Interest

Please see Appendix 4

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

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

- 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)

4.3 CONTROL OF DEVELOPMENT

4.3.1 The policies below apply in all parts of the Borough.

Standards of Design

4.3.2 The Council is concerned that the quality of architectural design of development in all areas of the Borough should be of a high standard. Development may also provide opportunities for environmental benefits such as sitting-out, sports or landscaped areas.

CD25 TO ~~SEEK~~ ENSURE THAT ALL DEVELOPMENT IN ANY PART OF THE BOROUGH IS TO A HIGH STANDARD OF DESIGN AND IS SENSITIVE TO AND COMPATIBLE WITH THE SCALE, HEIGHT, BULK, MATERIALS AND CHARACTER OF THE SURROUNDINGS.

Urban Design

4.3.2a Quality in urban design is an essential component in the control of development. It includes the relationship between different buildings; the relationship between buildings and the streets, squares, parks, trees and other vegetation, waterways and other spaces which make up the public domain; the nature and quality of the public domain itself; the relationship of one part of a city with other parts; and the patterns of movement and activity which are thereby established.

4.3.2b The policy below is intended to reinforce and enhance the traditional urban pattern of the Royal Borough in a number of ways: ~~First,~~

- By maintaining free movement, particularly of pedestrians, through the streets of the Borough (permeability); ~~Second,~~
- By preserving and creating features which contribute in a positive way to the legibility of the built environment (that is, the way the urban environment is recognised and understood) including landmarks, building lines, open spaces, views, vistas and key locations such as important cross roads, shopping centres or public gathering places; ~~Third,~~
- By ensuring visually interesting and secure streets by the provision of active frontages in appropriate locations, the maintenance of defensible space, and the provision of appropriate uses and design of upper floors to ensure informal surveillance of the public realm; ~~Fourth,~~
- By preserving and creating those features which contribute to the special character of the Royal Borough.

CD25a TO REQUIRE DEVELOPMENT TO BE PHYSICALLY AND VISUALLY INTEGRATED INTO ITS SURROUNDINGS BY:

- a) **PRESERVING EXISTING PUBLIC ROUTES, CREATING NEW ROUTES WHERE APPROPRIATE, AND EXTENDING LINKS TO MAINTAIN A HIGH LEVEL OF ACCESSIBILITY, (See Transportation Chapter)**

1 Torriano Mews
London NW5 2RZ
www.avantiarchitects.co.uk
aa@avantiarchitects.co.uk
f +44 020 7284 1555
t +44 020 7284 1616

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

24th April 2002

Dear Mr Roche

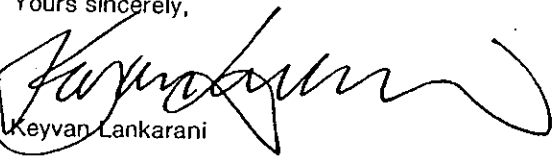
Your ref: TP/PEND/BR
Our ref: New Development at 7 Swanscombe Road, W11

I refer to our conversation of today regarding the required fee for the above application. We enclose an additional cheque to cover the increase in the planning fees which came into effect on the 1st April 2002. The cheque is for £510 which covers the difference in the increase from £190 to £220 multiplied by the number of units (17x£30). Please also find enclosed an additional 2 sets of the planning drawings as requested.

I also refer to our conversation regarding the parallel application to the London Borough of Hammersmith & Fulham. I confirm your assertion that the full planning fee paid for the application to the RBKC covers the fee for the secondary application to the LBH&F as the majority of the development falls within the RBKC.

I trust the above is in order. Please do not hesitate to call us if you need any further information.

Yours sincerely,



Keyvan Lankarani

List of enclosures:

- 1. A cheque for £510
- 2. 2x copies of scaled drawings

CC Mr N Lane, Mr S Bhola Notting Hill Home Ownership

Directors
John Allan
MA/Edin
BA Hons Dip Arch
MA/Sheff Architect
Richard Barton
BA Hons
B Arch Hons/Ncle RIBA
John Cooper
BA Hons
Dip Arch/Cantab RIBA
Justin De Syllas
AA Dip MSc/UCL RIBA
Geraldine O'Riordan
B Arch/UCD RIBA
Associate
Claudia Bloom
BA Hons/Sheff
Dip Arch Hons/PNL RIBA

Avanti Architects Limited
Registered in England
under the Industrial and
Provident Societies Act 1965
Registration 23270R

- b) ENSURING THAT THE APPEARANCE OF BUILDINGS FORM A PATTERN WHICH REFLECTS THE TRADITIONAL URBAN FORM OF THE BOROUGH, BY MAINTAINING AND CREATING NEW BUILDING LINES AND GIVING A COHERENT FORM TO THE SPACES ENCLOSED BY NEW BUILDINGS. BUILDINGS AND FEATURES SHOULD ALSO BE DESIGNED TO EMPHASISE THE RELATIVE IMPORTANCE OF MAIN ROUTES, AND OF KEY LOCATIONS SUCH AS IMPORTANT CROSS-ROADS, SHOPPING CENTRES, OR OTHER PUBLIC GATHERING PLACES;
- c) MAINTAINING A CLEAR DISTINCTION BETWEEN PRIVATE AND PUBLIC SPACE, AND ENSURING THE PROVISION OF ACTIVE BUILDING FRONTAGES, PARTICULARLY AT GROUND FLOOR LEVEL IN APPROPRIATE LOCATIONS, AND THE INCORPORATION OF DOORS AND WINDOWS TO PROVIDE PHYSICAL AND VISUAL LINKS BETWEEN BUILDINGS AND THE PUBLIC DOMAIN;
- d) PRESERVING AND CREATING THOSE ASPECTS OF ARCHITECTURE AND URBAN FORM WHICH CONTRIBUTE TO LOCAL DISTINCTIVENESS AND CHARACTER SUCH AS PLOT WIDTHS, BUILDING LINES, ROOFSCAPE AND OPEN SPACE.

Energy Efficient Design

- 4.3.2c One of the objectives of sustainable development in the Borough is to promote energy conservation through building design where appropriate. Technology is rapidly changing in this area of building construction, and includes improvements in insulation and the use of devices such as solar panels. However, energy efficient buildings are more difficult to design in a densely built-up area such as the Royal Borough, because there is more overshadowing and orientation is less flexible. Conservation area and listed building policies may also restrict the use of some energy saving proposals. The re-use and up-grading of existing buildings rather than redevelopment should always be considered as an option where appropriate. (See paragraph 2.5.12 of the Context Chapter 'Sustainable Development Objectives', Policy PUG of the Environment Chapter and Advice Note Supplementary Guidance 'Conserving Energy by Design')

CD25b TO ENCOURAGE ENERGY EFFICIENCY THROUGH THE SITING, LANDSCAPING, DESIGN, USE AND RE-USE OF MATERIALS, ORIENTATION AND LIGHTING OF BUILDINGS.

Infill Development

- 4.3.3 Infill development is more common than large-scale redevelopment in the Borough. If sensitively handled it may reinforce local character. Its form should therefore largely be determined by its townscape context. Local height, bulk, scale, building lines and materials should be carefully considered in developing appropriate designs.

CD26 TO REQUIRE INFILL DEVELOPMENT TO:

- a) CONFORM TO THE EXISTING BUILDING LINES AND OVERALL SCALE AND CHARACTER OF THE AREA;
- b) HAVE RESPECT TO THE FORM AND MATERIALS OF ADJOINING BUILDINGS; AND
- c) HAVE REGARD TO OPEN SPACES WHICH ARE IMPORTANT TO THE PROPOSED DEVELOPMENT AND THE SURROUNDING AREA.

Backland Development

- 4.3.4 The development of "backland" sites is inevitably difficult to achieve successfully. A backland site is land, often not built over which is surrounded by other development and which has either a very limited or no street frontage. Access is a major problem and the amenities of adjoining properties need to be protected. The open and landscaped character of the land may be detrimentally affected.

CD27 TO RESIST THE DEVELOPMENT OF BACKLAND SITES IF:

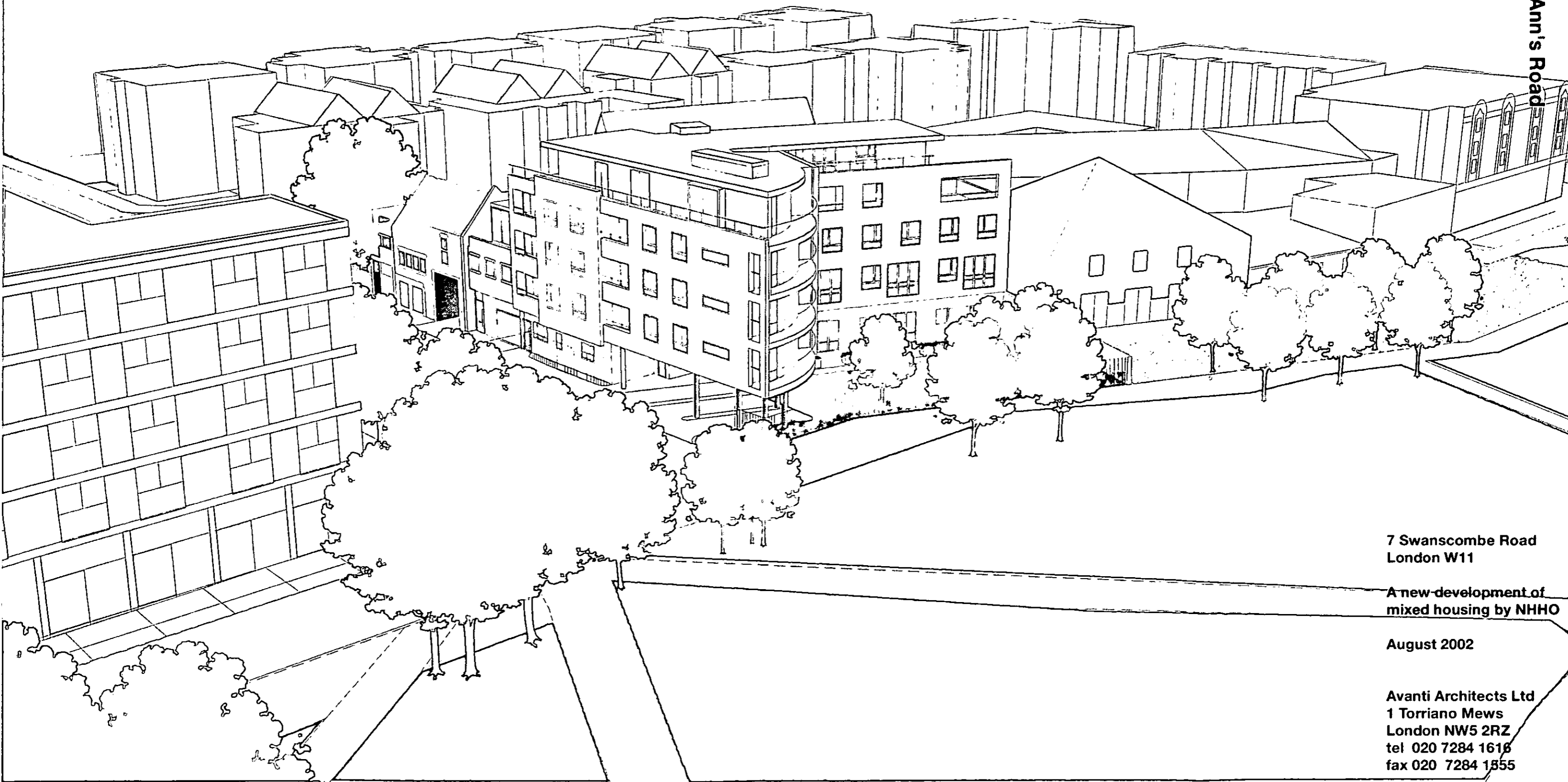
- a) THERE WOULD BE INADEQUATE VEHICULAR ACCESS, OR
- b) THE AMENITY OF ADJOINING PROPERTIES WOULD BE ADVERSELY AFFECTED, OR
- c) THERE WOULD BE A LOSS OF OPEN SPACE, OR
- d) THE CHARACTER OF THE AREA WOULD BE HARMED.

Subterranean Developments

- 4.3.4a A shortage of development land and high land values have resulted in increasing pressure to build new structures below ground. It is important that such development does not harm the amenity and character of the surrounding area, or the structural stability of surrounding buildings and in particular of listed buildings and buildings within Conservation Areas.

CD27a TO RESIST SUBTERRANEAN DEVELOPMENTS WHERE:

- a) THE AMENITY OF ADJOINING PROPERTIES WOULD BE ADVERSELY AFFECTED; OR
- b) THERE WOULD BE A MATERIAL LOSS OF OPEN SPACE; OR
- c) THE STRUCTURAL STABILITY OF ADJOINING OR ADJACENT LISTED BUILDINGS OR UNLISTED BUILDINGS



7 Swanscombe Road
London W11

A new development of
mixed housing by NHHO

August 2002

Avanti Architects Ltd
1 Torriano Mews
London NW5 2RZ
tel 020 7284 1616
fax 020 7284 1555

WITHIN CONSERVATION AREAS WOULD MIGHT BE HARMED PUT AT RISK; OR

- d) **A SATISFACTORY SCHEME OF LANDSCAPING INCLUDING ADEQUATE SOIL DEPTH HAS NOT BEEN PROVIDED; OR**
- e) **THERE WOULD BE A LOSS OF TREES OF TOWNSCAPE OR AMENITY VALUE.**
- f) **THERE WOULD BE A LOSS OF IMPORTANT ARCHAEOLOGICAL REMAINS**

Plot Ratio for Non-Residential Development

- 4.3.5 Plot ratio is used to assess the maximum quantity of accommodation which may be provided in non-residential developments, and is a planning tool which can indicate building bulk and levels of activity likely to be generated by development of a site. Plot ratio is not an exact control. In assessing what would be an acceptable building bulk for a site, the plot ratio standard will be the starting point. However, it cannot of itself be the determining factor, because, for example, a building with above average floor-to-ceiling heights will have a greater building bulk, but will have the same plot ratio as a lower building. The emphasis will be on the design and compatibility with adjoining buildings, the effect on the character and amenity of the area and on traffic. The Council is concerned that development to high plot ratios allowed in the past has had harmful consequences for the character and environment of the Borough. The Council will therefore be seeking lower plot ratios in new development in order to achieve a reduction in the intensity of development and thereby protect the residential character and quality of environment of the Borough. In all cases critical examination of the massing, traffic generation, access to public transport and employment density of the scheme will also be undertaken.
- 4.3.6 No standard could be expected to be universally applicable, however a plot ratio of up to 2:1 will normally be acceptable. In areas which derive their character from low intensity of building, a plot ratio lower than 2:1 will be expected; on the other hand plot ratios of up to 2.5:1 may be appropriate in areas of more intensive existing development. Over 2.5:1 may be justified only on townscape grounds.
- 4.3.7 This plot ratio assessment may also apply to extensions to existing buildings.
- 4.3.8 Guidance on the calculation of plot ratio is contained in the Planning Standards Chapter.

Sunlight and Daylight

- 4.3.9 Sunlight and daylight are valued elements in a good quality living and working environment. This is particularly the case in the Borough, where historic patterns of development have resulted in buildings often very close together. This helps to give the Borough its special character, but means less light within buildings and also within gardens and open spaces.

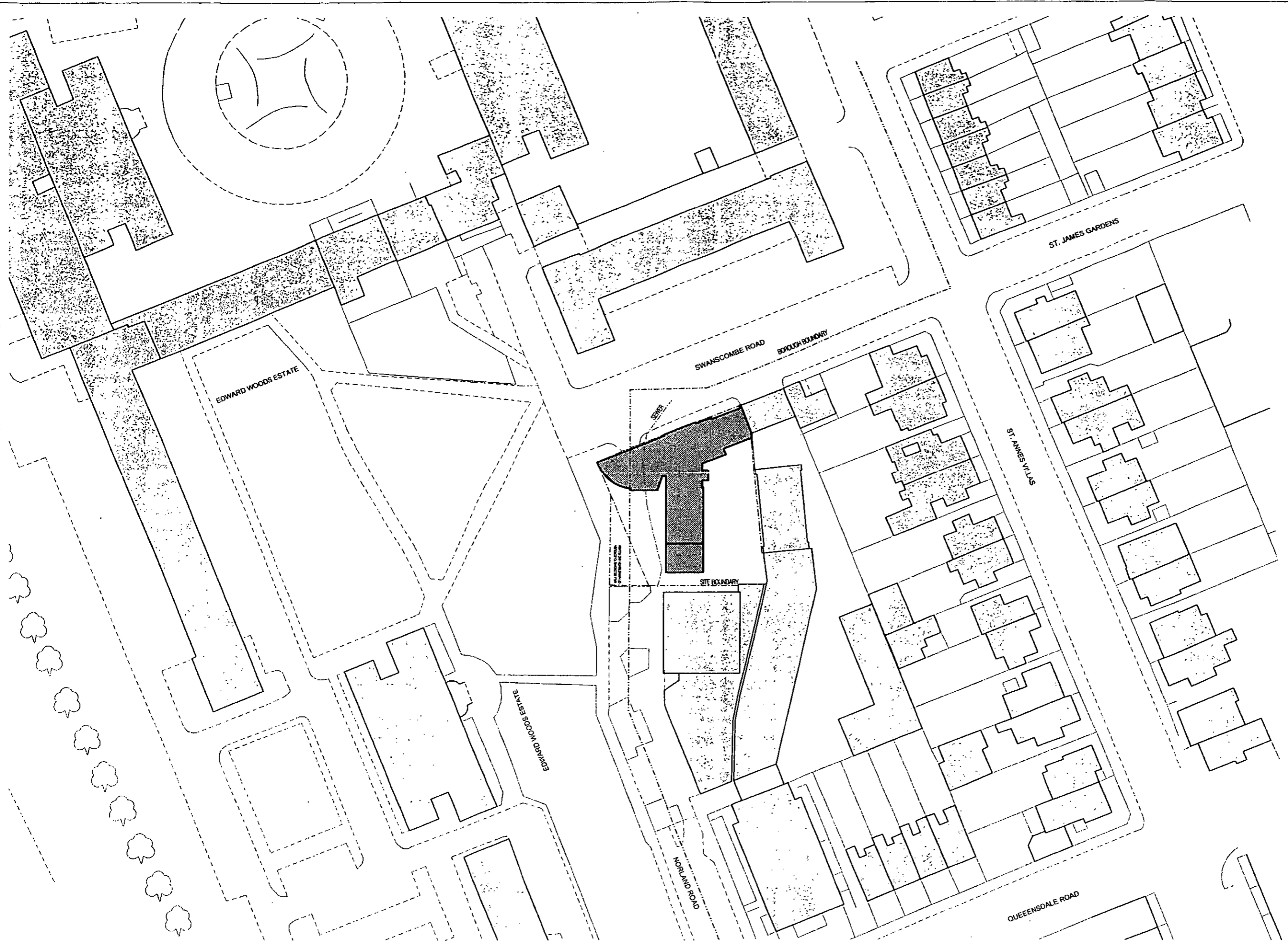


7 Swanscombe Road
London W11

A new development of
mixed housing by NHHO

August 2002

Avanti Architects Ltd
1 Torriano Mews
London NW5 2 RZ
tel 020 7284 1616
fax 020 7284 1555



rev	dated	note

**7 SWANSCOMBE ROAD
LONDON W11**

A RESIDENTIAL DEVELOPMENT FOR NOTTING HILL HOME OWNERSHIP

drawing
SITE PLAN

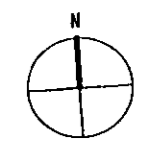
scale / size
1/500 (@A2)

date
19th APRIL 2002

drawing no / revision
0112-P-GA01

status
PLANNING APPLICATION ISSUE

REFERENCE FILES



avant1 architects

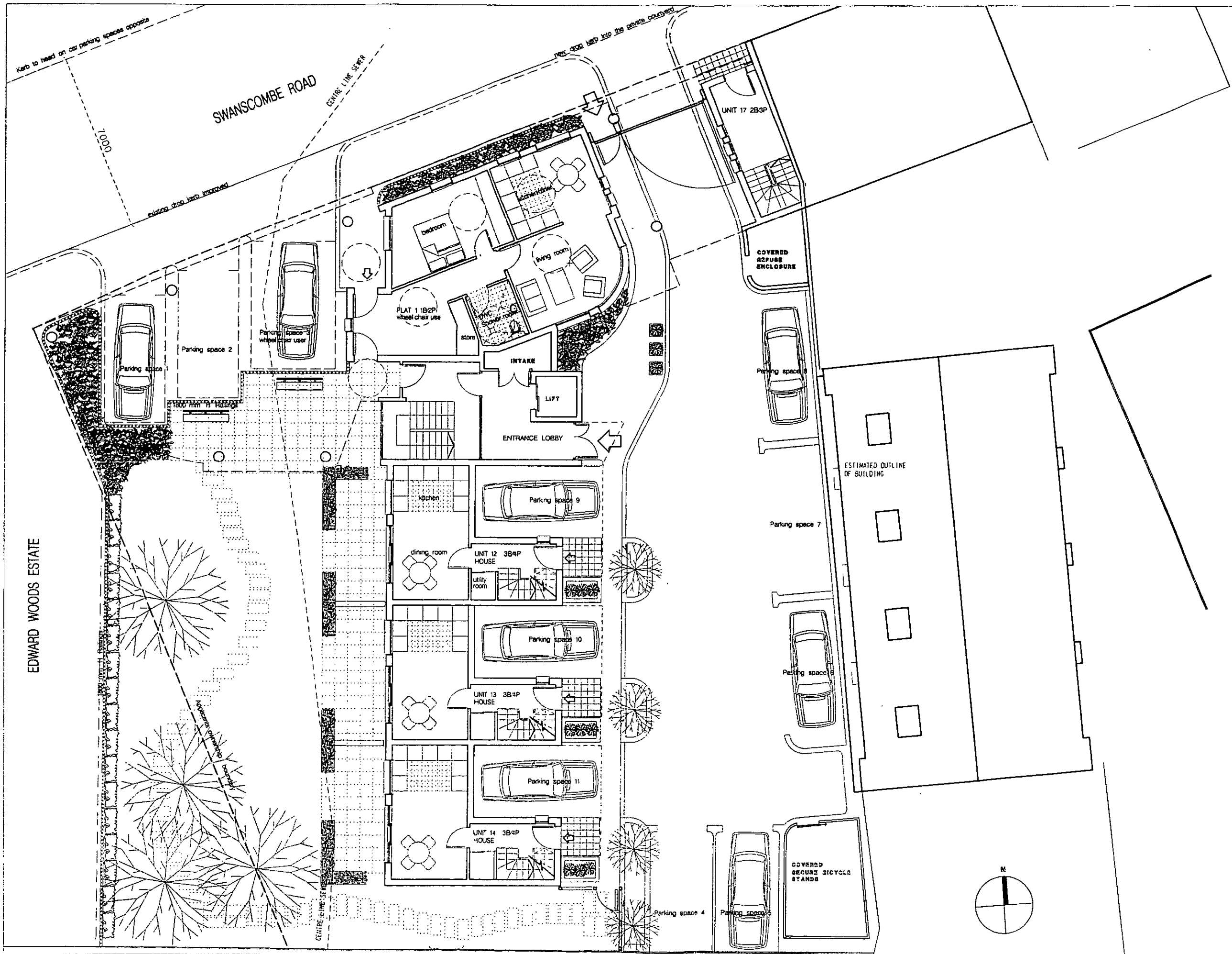
1 Torriano Mews
London NW5 2RZ
t 020 7284 1616
f 020 7284 1555

aa@avant1architects.co.uk

- 4.3.15 In assessing developments, the Council will, where necessary, have regard to the guidelines in "Site Layout Planning for Daylight and Sunlight: a Guide to Good Practice", published by the Building Research Establishment BRE. A summary of the most relevant parts of the BRE guide is contained in the Planning Standards Chapter.

Privacy

- 4.3.16 The Borough has the highest residential density in Great Britain, and where good standards of privacy exist, within buildings and open spaces, it is a highly valued amenity. In assessing development proposals the Council will seek to protect the existing privacy of residents and, where appropriate, the working population and to ensure good standards of privacy within new development. Buildings in the Borough, however, are often close together and some loss of privacy as a result of development may be unavoidable. Where particular owners or occupiers will experience a loss of privacy, this will be material to the consideration of the proposal. However the aim of the Council's policies is to safeguard those amenities which deserve to be protected in the public interest.
- 4.3.17 In considering development proposals the Council will not be seeking to ensure that they meet any particular minimum or maximum standard. Where proposals, including extensions to existing buildings, affect the privacy of adjoining property, the extent to which they involve a significant and unreasonable worsening of overlooking to those properties will be assessed, taking account of the prevailing general standards of privacy in that local environment.
- 4.3.18 In some situations it will be appropriate to take the opportunity offered by development to achieve an improvement in privacy conditions where these presently fall below the standard generally prevailing in the area, or where it would otherwise be appropriate to do so. The 'good neighbourliness' of an existing property will also be relevant, for example some buildings are situated very close to the property boundary and would impose significant and unreasonable constraints on adjoining properties if standards were rigidly applied.
- 4.3.19 Within new developments, the Council will be seeking good standards of privacy for future occupants, taking into account the general levels of privacy in the immediate area, and the character of its built form and spaces, as well as the fact that people generally look for better standards of privacy now than in the past. A distance of about 18 metres between opposite habitable room windows reduces inter-visibility to a degree acceptable to most people. This distance may be reduced if windows are at an angle to each other. A lesser distance is normally acceptable where windows face the public highway.
- 4.3.20 A common cause of loss of privacy, in the Borough is the construction of terraces or balconies above garden level. Where existing levels of privacy are good, development involving new, direct overlooking from a balcony or terrace into an adjoining habitable room window or private garden below should be avoided, especially at first floor level. Where residential accommodation already has access to a garden this will be taken into account in considering the proposal to add a balcony or terrace. Generally, the size,



rev	dated	note

7 SWANSCOMBE ROAD,
LONDON W11

A RESIDENTIAL DEVELOPMENT FOR NOTTINGHILL HOME OWNERSHIP

drawing
SITE AND GROUND FLOOR PLAN

scale /size
1/100 (@A2)

date
19th APRIL 2002

drawing no /revision
0112-P-GA02

status
PLANNING APPLICATION ISSUE

avanti architects

1 Torriano Mews
London NW5 2RZ
t 020 7284 1616
f 020 7284 1555

aa@avantiarchitects.co.uk

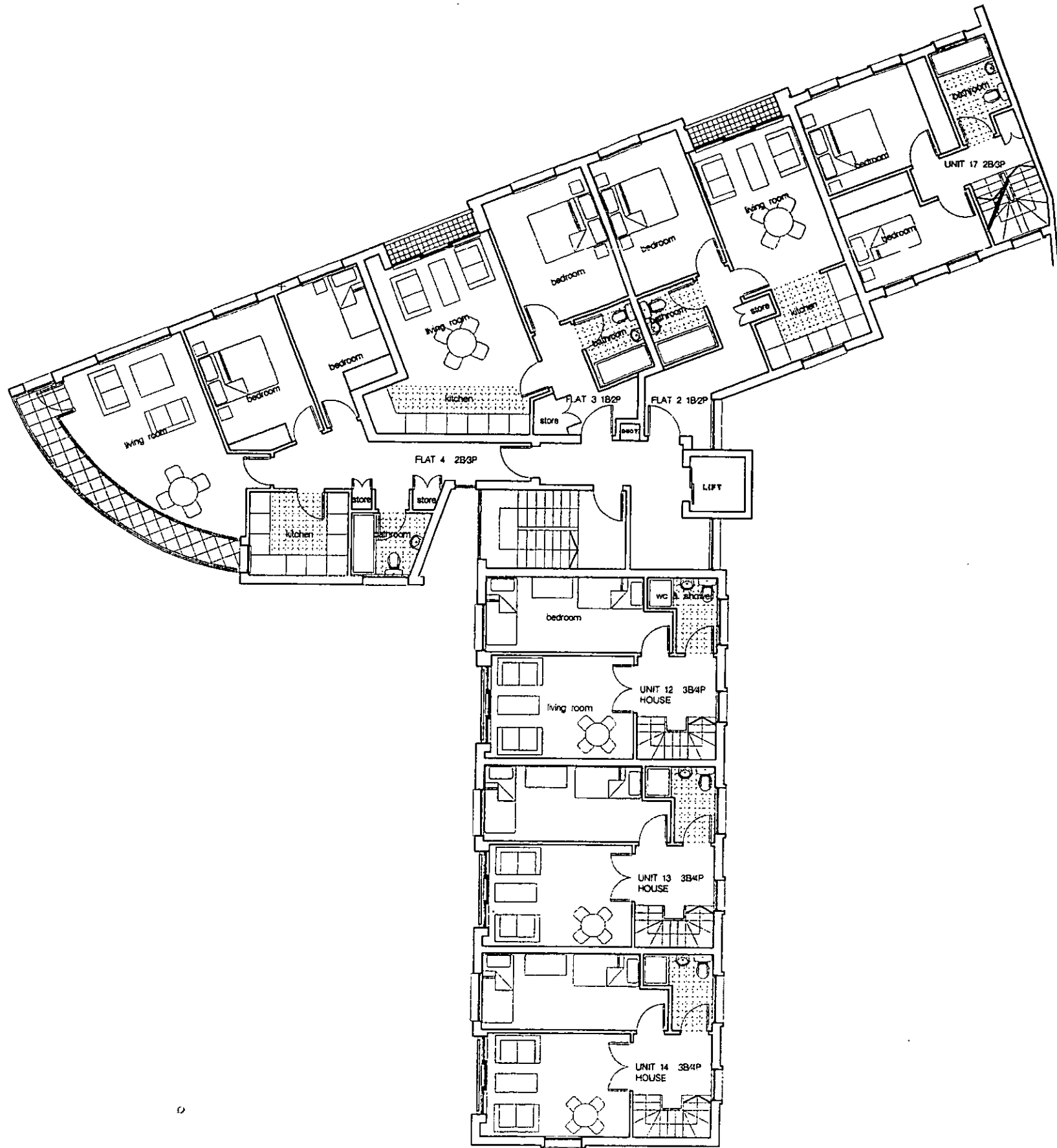
- position and angle of view into adjoining properties and gardens will be taken into account, along with the existing levels of privacy.
- 4.3.21 These policy aims do not stand in isolation and must be weighed with other planning objectives. Conservation and design considerations will often justify closer spacing of buildings to protect the traditional character and close-knit urban fabric of the Borough.
- 4.3.22 In the case of non-residential development, existing and proposed, it will be necessary to assess whether the proposed occupants have a reasonable expectation of a particular standard of privacy. Privacy, is also important to the enjoyment of gardens and open spaces, and these will normally be included in the assessment.

CD30 TO REQUIRE DEVELOPMENT TO BE DESIGNED TO ENSURE SUFFICIENT VISUAL PRIVACY OF RESIDENTS AND THE WORKING POPULATION.

- 4.3.23 Where appropriate the Council will attach conditions to planning permissions to ensure that developments do not significantly reduce the privacy enjoyed by adjoining properties. These include requiring the use of obscured glass, prohibitions on the insertion of windows in particular facades, requiring windows to be kept fixed shut, and the provision of planting boxes on terraces.

Sense of Enclosure

- 4.3.23a ~~In the same way that the proximity of buildings in the built up environment of the Borough will generally mean that a certain degree of overlooking must normally be expected, a certain degree of "sense of enclosure" will often be experienced by occupants of property. As with daylight and sunlight, and privacy, whilst some reduction can be tolerated as a result of new development there will normally be a critical point beyond which such reduction in amenity should be deemed unacceptable. In some cases, even where a proposed development meets technical daylight and sunlight standards it might still increase the sense of enclosure to a property by a material and unacceptable degree. Such an effect can be particularly severe where the affected accommodation comprises only one or two habitable rooms; if these rooms are both significantly affected then there would be a consequent reduction in the enjoyment of the dwelling as a whole. Similarly, flats at lower levels in buildings or opening onto lightwells can already suffer a great sense of enclosure and even a small increase in this might be intolerable. Mathematical calculation is inappropriate in these situations; on-site judgement will always be the best starting point for assessment. A certain degree of "sense of enclosure" will often be experienced by occupants of property. This can relate to both the public and the private domain. There may become a point where a proposal for development would result in an increase in enclosure so that it becomes an unacceptable burden on the occupiers of adjacent property. This could occur where the amount of adjoining habitable accommodation within a dwelling unit is limited, or is situated within the lower floors of buildings with openings on to light wells. Mathematical calculation to assess daylighting and sunlighting may be an inappropriate measure in these situations; on site judgment will be the best starting point for assessment.~~



rev	dated	note

7 SWANSCOMBE
ROAD,
LONDON W11

A RESIDENTIAL
DEVELOPMENT FOR
NOTTINGHILL HOME
OWNERSHIP

drawing

FIRST FLOOR PLAN

scale / size

1 / 100 (@A2)

date

19th APRIL 2002

drawing no / revision

0112-P-GA03

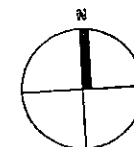
status

PLANNING APPLICATION
ISSUE

avanti architects

1 Torriano Mews
London NW5 2RZ
t 020 7284 1616
f 020 7284 1555

aa@avantiaarchitects.co.uk



CD30a TO RESIST DEVELOPMENT WHERE IT WOULD RESULT IN A HARMFUL INCREASE IN THE SENSE OF ENCLOSURE TO NEARBY RESIDENTIAL PROPERTY

High Buildings, Views and Vistas

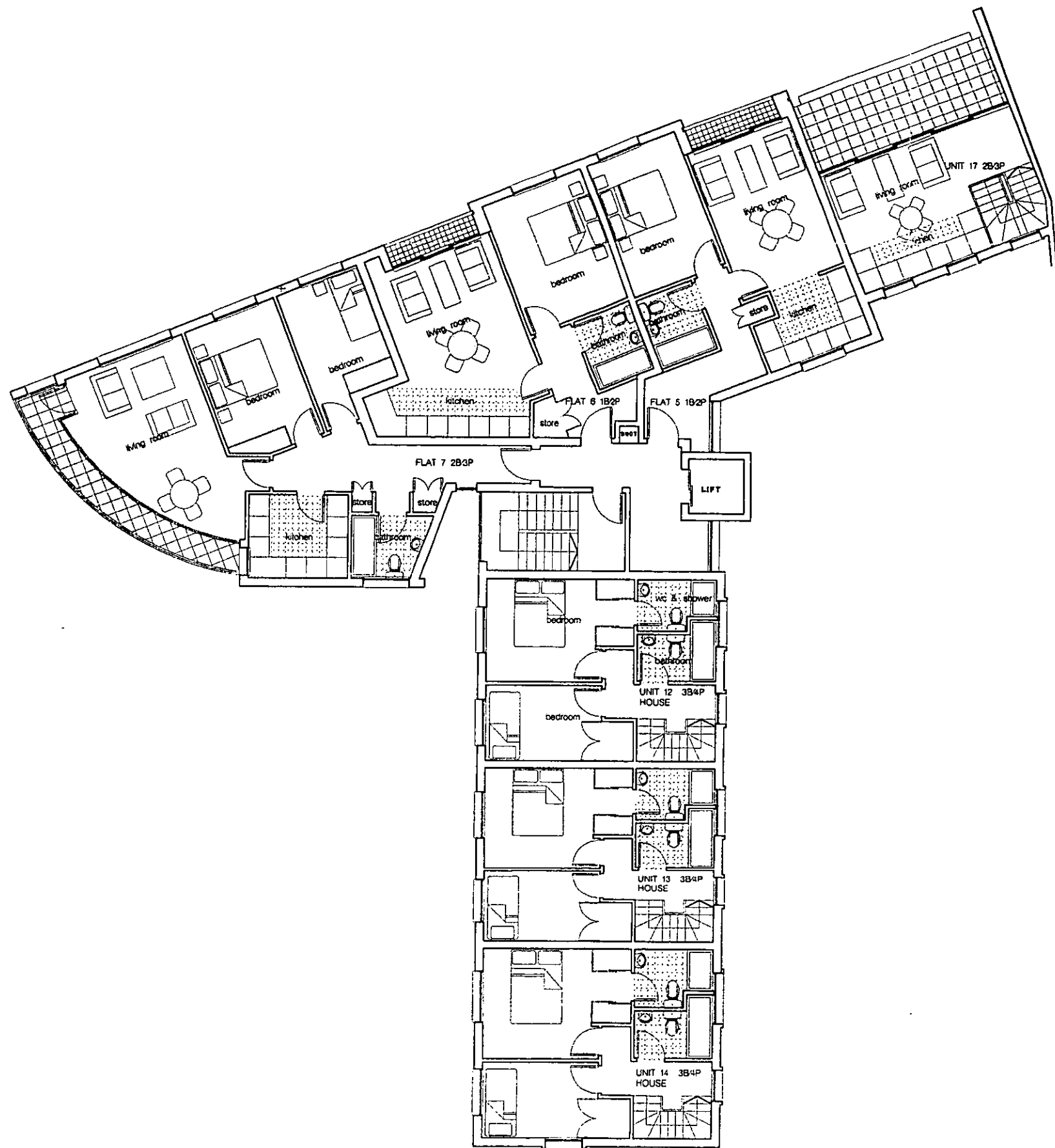
- 4.3.24 The skylines and roofscape of large areas of the Royal Borough are sensitive to ill-considered change. Existing high buildings will not be considered as precedents. LPAC has published a study of high buildings in London as a guide to draft strategic planning advice. In considering proposals for high buildings, the Council will have regard to this advice. Policy CD31 will be applied to extensions to existing high buildings as well as new development.
- 4.3.25 The Council's policies on views and vistas are contained in other sections of the Conservation and Development Chapter. While not intended to be exhaustive, these policies are: CD1, CD5a, CD6 (Areas of Metropolitan Importance); CD11, CD12, CD13, CD15 (Metropolitan Open Land); CD16 (Areas of Local Character); CD54, CD61 (Conservation Areas and Listed Buildings) and CD81 (Archaeology and Ancient Monuments). In applying these policies, account will be taken of circumstances where the subject of a view or vista may be compromised by a new development immediately to one side or behind as much as a building constructed in front. The Council will produce Supplementary Planning Guidance for those areas where skylines and vistas are important to the Borough's townscape and historic character.

CD31 TO RESIST A NEW HIGH BUILDING WHICH WOULD SIGNIFICANTLY EXCEED THE HEIGHT OF NEIGHBOURING BUILDINGS AND WHICH WOULD HARM THE SKYLINE.

- 4.3.27 The Council will also take account of:
- (a) the effect on aviation. (The Council is required to consult with the Secretary of the Civil Aviation Authority in respect of any proposed building, structure, erection or works exceeding 90 metres in height within the area shown on the safeguarding map for London (Heathrow));
 - (b) wind turbulence;
 - (c) disruption of telecommunications beam channels;
 - (d) the proximity of high chimneys;
 - (e) the location of existing underground tunnels and proposed routes for new Underground lines which might affect the potential siting or depth of deep foundations. (See also Transportation Chapter).

Landscaping

- 4.3.28 The Council considers that open spaces, both large and small, make a vital and significant contribution to the character of the Borough. It is important that where open



rev	dated	note

7 SWANSCOMBE
ROAD,
LONDON W11

A RESIDENTIAL
DEVELOPMENT FOR
NOTTINGHILL HOME
OWNERSHIP

drawing

SECOND FLOOR PLAN

scale / size

1/100 (@A2)

date

19th APRIL 2002

drawing no / revision

0112-P-GA04

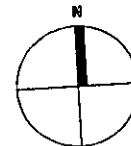
status

PLANNING APPLICATION
ISSUE

avant architects

1 Torriano Mews
London NW5 2RZ
t 020 7284 1616
f 020 7284 1555

aa@avantarchitects.co.uk



space forms part of a development, it is landscaped to a high standard. Landscaping may be defined as the treatment of space around and between buildings. This includes all the components of external spaces - hard and soft surfacing, boundaries, street furniture, lighting and service provision, trees and other planting. The aim of good landscaping should be both to enhance the appearance of a development and to minimise its impact on the surrounding area. Where appropriate, the Council will require that Planning Obligations are entered into in order to achieve implementation of landscaping.

CD32 TO ENSURE THAT WHERE OPEN SPACE FORMS PART OF A PROPOSAL IT IS DESIGNED AND LANDSCAPED TO A HIGH STANDARD.

4.3.29 As well as displaying aesthetic benefits, landscaping should be functional. It can serve a variety of purposes - minimise vandalism, increase privacy, improve safety and security, reduce maintenance, provide sitting-out areas, make efficient use of space, provide protection from the effects of weather and microclimate, provide wildlife habitats and minimise the intrusiveness of noise and air pollution. With thought given at the outset to the intended function of a particular area, features, materials and species can be chosen that fulfil the desired role. Developments in the past have often left small areas unbuilt upon. These can be eliminated to a large degree by good design. Where unavoidable these areas should be landscaped to a high standard.

4.3.30 A well-designed open space should take into account all characteristics of the site and surrounding influences. Existing features can add maturity, visual continuity and act as wildlife habitats in a development. Wherever possible such features should be retained and utilised fully in the new design.

Security and Safety in Design

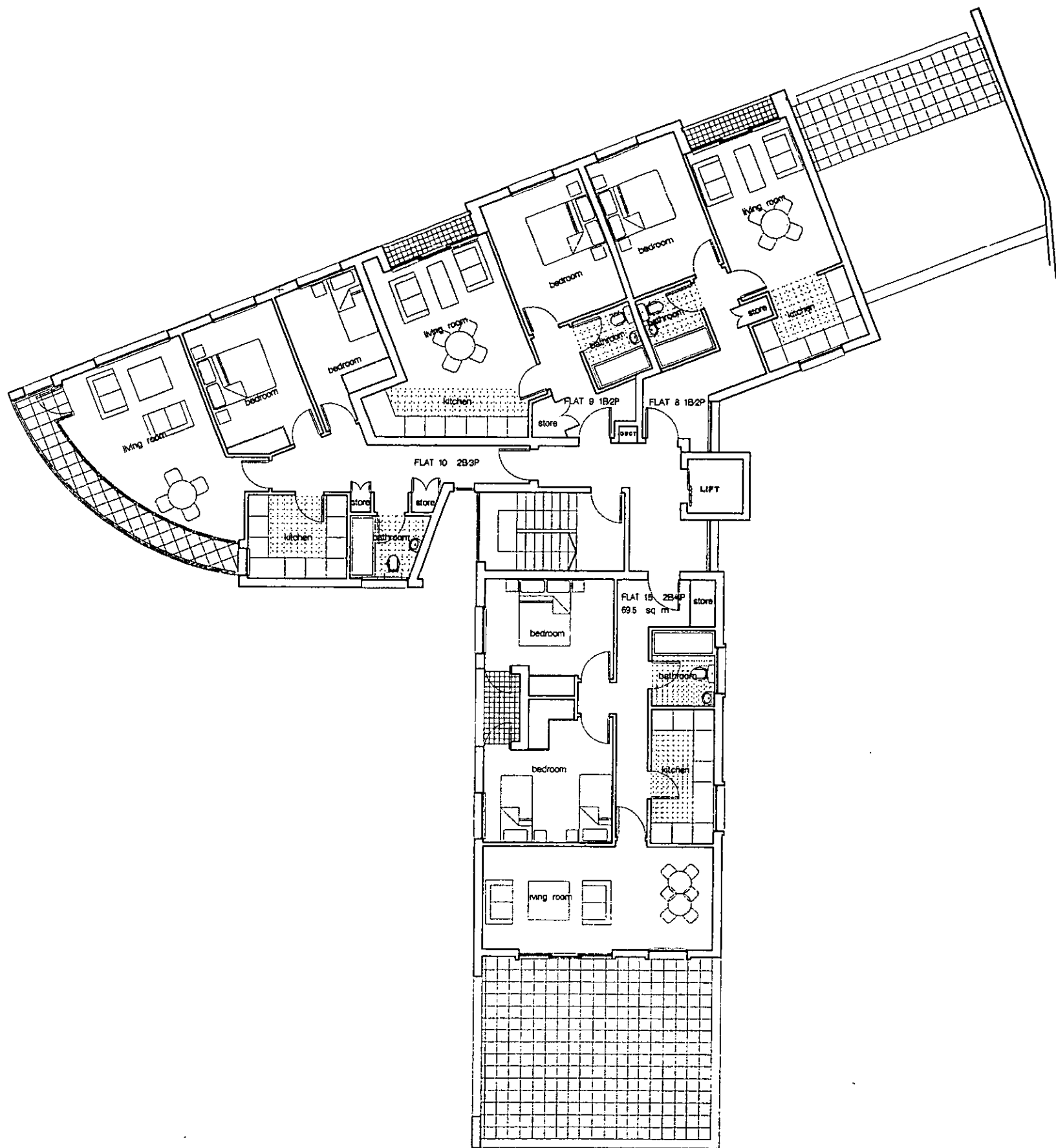
4.3.31 The Council will require that development takes user safety into account. This will include consideration for proper street lighting, traffic and parking provision, and the location and design of pedestrian access routes.

CD33 TO REQUIRE THAT THE DESIGN OF NEW AND ALTERED BUILDINGS OR AREAS ADEQUATELY TAKES INTO ACCOUNT THE SAFETY AND SECURITY OF THE USERS OF THE FACILITIES AND THAT OF NEIGHBOURING RESIDENTS.

4.3.32 The Council will also have regard to the standards set out in the Police Architectural Liaison Manual of Guidance published by the Home Office Police requirement 'Secured by Design' and advice in Circular 5/94: 'Planning Out Crime'.

Noise

4.3.33 The residential amenity of the Borough can be adversely affected by various sources of environmental disturbance, including noise and vibration, from certain types of development. Dwellings may also suffer noise nuisance from external sources such as roads, railways or by the transmission of noise through walls, and floors, from other



rev	dated	note

7 SWANSCOMBE
ROAD,
LONDON W11

A RESIDENTIAL
DEVELOPMENT FOR
NOTTINGHILL HOME
OWNERSHIP

drawing

THIRD FLOOR PLAN

scale /size

1/100 (@A2)

date

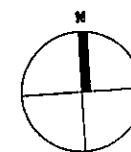
19th APRIL 2002

drawing no /revision

0112-P-GA05

status

PLANNING APPLICATION
ISSUE



avanti architects

1 Toriano Mews
London NW5 2RZ
t 020 7284 1616
f 020 7284 1555

aa@avantiaarchitects.co.uk

dwellings. Commercial properties may also adversely affect residential amenity, particularly food and drink establishments (A3 uses), through mechanical equipment and noise and disturbance. Environmental disturbance is a matter of concern to a great many people as it affects everybody one way or another. Whilst most people accept that some sources of environmental disturbance in a modern society are inevitable they also expect it to be mitigated wherever possible.

- 4.3.34 The Council will seek to ensure that all development with noise nuisance potential is sited away from residential and other noise sensitive areas. In considering planning applications for new mechanical equipment, the Council may impose conditions or seek planning obligations to moderate the noise mechanical equipment emits, and restrict the hours of operation of plant and equipment. The Council will have regard to the advice in PPG24 'Planning and Noise'. (See also Shopping, Environment and Planning Standards Chapters).

CD34 TO RESIST PROPOSALS WHERE THE NOISE GENERATED BY THE USE OR ACTIVITY WOULD CAUSE MATERIAL DISTURBANCE TO OCCUPIERS OF SURROUNDING PROPERTIES.

CD35 TO ENSURE THAT RESIDENTIAL DEVELOPMENTS INCLUDE ADEQUATE PROTECTION OF THE INTERNAL ENVIRONMENT FROM THE EFFECTS OF NOISE.

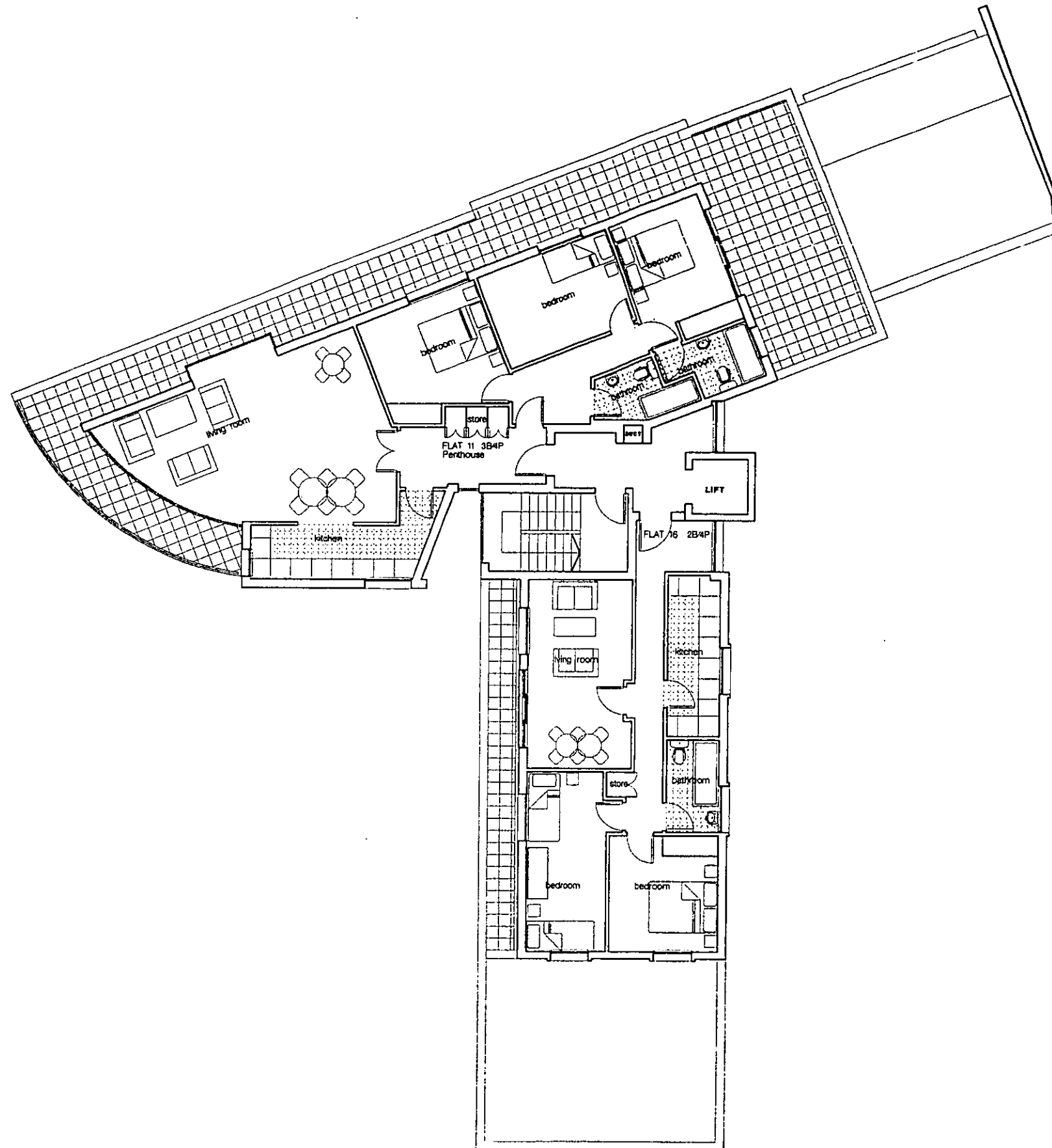
- 4.3.35 The Council will ensure that Policy CD35 is applied to proposals for the subdivision of existing buildings for residential purposes.

Access For All

- 4.3.36 The Council will ensure that all non-domestic developments (see Glossary) are designed and built to mobility and wheelchair standards. The provision of features such as wide doors, ramps and lifts enables all members of the community to make use of the development whether they have a disability, are elderly, pushing a pram, or carrying a heavy weight. Wherever possible such considerations will also apply to changes of use, alterations and extensions to such buildings. Car parking associated with the development should include bays of appropriate width and be suitably close to the development. (~~See Planning Standards Chapter~~). The Council will also seek mobility and wheelchair standard housing in housing developments. (See Policy H28 of the Housing Chapter).

CD36 TO REQUIRE THAT ALL NON-DOMESTIC DEVELOPMENTS, INCLUDING WHERE POSSIBLE, CHANGES OF USE, ALTERATIONS, AND EXTENSIONS TO EXISTING BUILDINGS ARE ACCESSIBLE TO PEOPLE WITH SPECIAL MOBILITY NEEDS, INCORPORATING LEVEL ACCESS INTO THE BUILDING.

- 4.3.37 Exceptions may be allowed for on listed buildings and some buildings in conservation areas to avoid damage to their architectural or historic interest.



rev	dated	note

7 SWANSCOMBE
ROAD,
LONDON W11

A RESIDENTIAL
DEVELOPMENT FOR
NOTTINGHILL HOME
OWNERSHIP

drawing

FOURTH FLOOR PLAN

scale /size

1/100 (@A2)

date

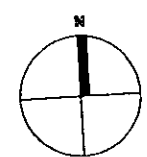
19th APRIL 2002

drawing no /revision

0112-P-GA06

status

PLANNING APPLICATION
ISSUE



avanti architects

1 Torriano Mews
London NW5 2RZ
t 020 7284 1616
f 020 7284 1555

aa@avantiarchitects.co.uk

4.3.38 The Council will ensure that in its own works adequate access and facilities for people with special mobility needs will be provided.

4.3.39 People with special mobility needs include those with physical disabilities and/or sensory impairment; the elderly; and people with small children, prams and buggies. (See Planning Standards Chapter for details of designing for access).

Internal Access

4.3.40 The Council will encourage internal access in buildings which are open to the public or used for employment or education purposes for people with special mobility needs, through negotiations and Part M of the Building Regulations together with other relevant legislation. Developers should refer to the Director of Building Services for more information on internal provision.

Per Cent for Art

4.3.41 The Council's policy for Per Cent for Art is contained in the Leisure and Recreation Chapter (see Policy LR30 and paragraph 11.4.12 of the Leisure and Recreation Chapter).

Development and Planning Standards

4.3.42 The Council will use the standards set out in the Planning Standards Chapter to assess whether development proposals are in accordance with the policies of the Plan.

CD37 TO HAVE REGARD TO THE STANDARDS SET OUT IN THE PLANNING STANDARDS CHAPTER IN DETERMINING APPLICATIONS FOR DEVELOPMENT.

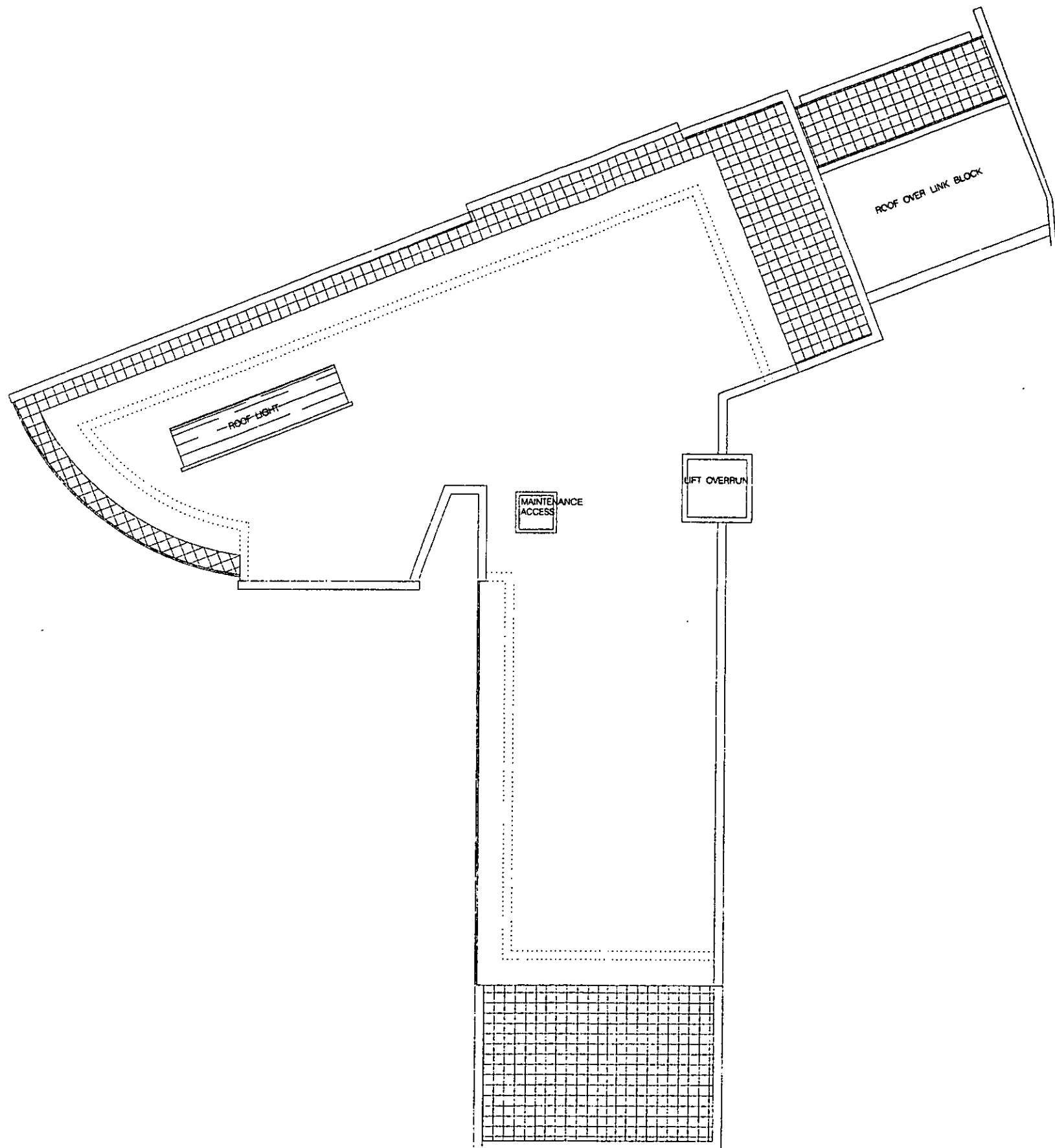
4.3.43 The standards set out are those which the Council consider will be likely to achieve development in accordance with the policies of the Plan and will in appropriate cases provide the basis for deciding planning applications and for determining conditions attached to planning permissions.

4.4 ALTERATIONS AND EXTENSIONS TO BUILDINGS

4.4.1 The majority of planning applications received by the Borough are for alterations and extensions to buildings. This section sets out the policies which will be applied when considering such applications. These policies apply in addition to those in the "Control of Development" section.

Additional Storeys and Roof Level Alterations (See also High Buildings, Views and Vistas).

4.4.2 Additional storeys and roof level alterations will very often have an adverse effect on the character and appearance of buildings, on the skyline and may conflict with policies relating to car parking. Such proposals will, therefore, be judged in relation to:



rev	dated	note

7 SWANSCOMBE
ROAD,
LONDON W11

A RESIDENTIAL
DEVELOPMENT FOR
NOTTINGHILL HOME
OWNERSHIP

drawing

ROOF PLAN

scale /size

1/100 (@A2)

date

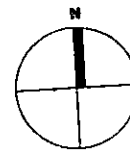
19th APRIL 2002

drawing no /revision

0112-P-GA07

status

PLANNING APPLICATION
ISSUE



avanti architects

1 Toriano Mews
London NW5 2RZ
t 020 7284 1616
f 020 7284 1555

aa@avantiaarchitects.co.uk

(a) their effect upon the character of the street or terrace, the skyline as seen from neighbouring houses and streets, and daylighting and sunlighting to neighbouring houses and gardens; and

(b) the design relationship of any additional storey to the building.

The Council's policies on additional storeys and roof level alterations are generally restrictive and CD38 indicates those circumstances in which planning permission will be refused. CD39 gives the limited circumstances in which permission may be granted. Policies CD38 and CD39 should therefore be read as a pair.

CD38 NORMALLY TO RESIST ADDITIONAL STOREYS AND ROOF LEVEL ALTERATIONS ON:

- a) COMPLETE TERRACES OR GROUPS OF BUILDINGS WHERE THE EXISTING ROOF LINE IS UNIMPAIRED BY EXTENSIONS, EVEN WHEN A PROPOSAL INVOLVES ADDING TO THE WHOLE TERRACE OR GROUP AS A CO-ORDINATED DESIGN;
- b) BUILDINGS OR TERRACES THAT ALREADY HAVE AN ADDITIONAL STOREY OR MANSARD;
- c) BUILDINGS THAT INCLUDE A ROOF STRUCTURE OR FORM OF HISTORIC OR ARCHITECTURAL INTEREST;
- d) BUILDINGS WHICH ARE HIGHER THAN SURROUNDING NEIGHBOURS;
- e) BUILDINGS OR TERRACES WHERE THE ROOF LINE OR PARTY WALLS ARE EXPOSED TO LONG VIEWS FROM PUBLIC SPACES, AND WHERE THEY WOULD HAVE AN INTRUSIVE IMPACT ON THAT VIEW OR WOULD IMPEDE THE VIEW OF AN IMPORTANT BUILDING OR OPEN SPACE BEYOND;
- f) BUILDINGS WHICH, BY THE NATURE OF THE ROOF CONSTRUCTION AND ARCHITECTURAL STYLE ARE UNSUITABLE FOR ROOF ADDITIONS, E.G. PITCHED ROOFS WITH EAVES;
- g) MANSION BLOCKS OF FLATS WHERE AN ADDITIONAL STOREY WOULD ADD SIGNIFICANTLY TO THE BULK OR UNBALANCE THE ARCHITECTURAL COMPOSITION;
- h) TERRACES WHICH ARE ALREADY BROKEN ONLY BY ISOLATED ROOF ADDITIONS.

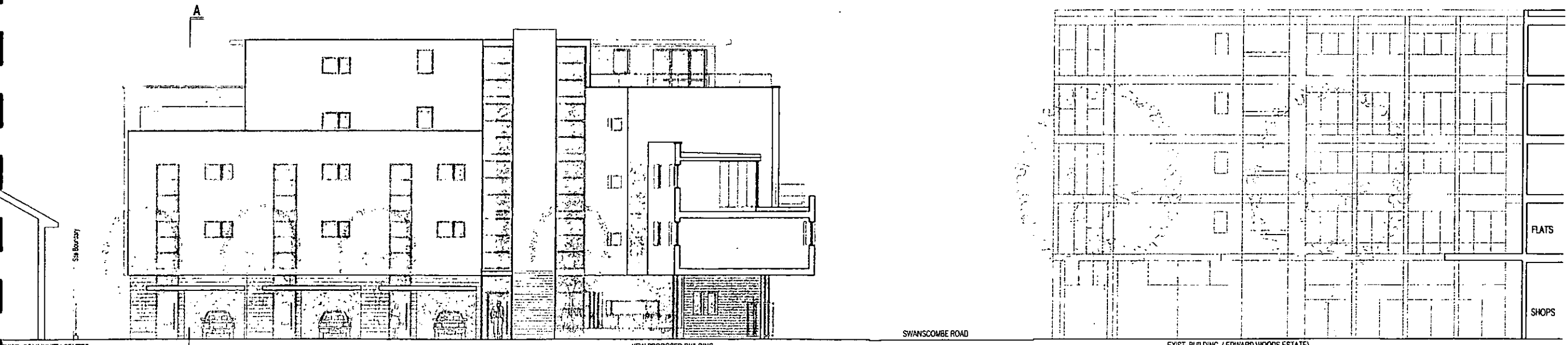


NORTH ELEVATION
SWANSCOMBE ROAD

EXIST BUILDINGS NEW PROPOSED BUILDING

D

B



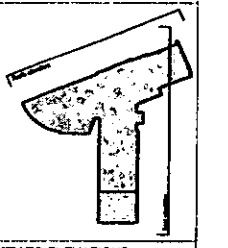
EAST ELEVATION
COURTYARD

NEW PROPOSED BUILDING

SWANSCOMBE ROAD

EXIST. BUILDING (EDWARD WOODS ESTATE)

FLATS
SHOPS



KEY TO ELEVATIONS

7 SWANSCOMBE ROAD
LONDON W11

A RESIDENTIAL DEVELOPMENT FOR NOTTING HILL HOME OWNERSHIP

drawing

NORTH / EAST ELEVATION

scale 1:50

1/100 (BA1)

Date

19th APRIL 2002

drawing no / revision

0112-P-GA08

status

PLANNING APPLICATION ISSUE

REFERENCE FILES

avanti architects

1 Torrioni Mews
London NW5 2RZ
1 020 7284 1616
1 020 7284 1555

aa@avantiarchitects.co.uk

- 4.4.3 Terraces that change their architectural style, character or height but are joined are considered as separate terraces. Roof extensions on one are not regarded as precedents for the adjoining terrace.

CD39 ~~NORMALLY~~ TO PERMIT ADDITIONAL STOREYS AND ROOF LEVEL ALTERATIONS IN THE FOLLOWING CIRCUMSTANCES:

- a) **WHERE THE CHARACTER OF A TERRACE OR GROUP OF PROPERTIES HAS BEEN SEVERELY COMPROMISED BY A VARIETY OF ROOF EXTENSIONS AND WHERE INFILLING BETWEEN THEM WOULD HELP TO RE-UNITE THE GROUP; AND**
- b) **THE ALTERATIONS ARE ARCHITECTURALLY SYMPATHETIC TO THE AGE AND CHARACTER OF THE BUILDING AND WOULD NOT HARM ITS APPEARANCE.**

- 4.4.4 The Council will continue to produce detailed non-statutory guidance on roof additions and alterations in Conservation Area Proposals Statements and other reports.

- 4.4.5 Principles for the design of roof additions are illustrated in figures 2.6 and 2.7 in the Planning Standards Chapter.

Roof Terraces

- 4.4.6 Terraces on roofs of main buildings or extensions can provide a valuable small area of open space for residents. They can also result in serious intrusion into the privacy and quiet enjoyment of neighbouring residential properties, and be visually intrusive. It is normally inappropriate to set back a mansard roof to provide a terrace.

CD40 TO RESIST THE INTRODUCTION OF ROOF TERRACES IF:

- a) **SIGNIFICANT OVERLOOKING OF, OR DISTURBANCE TO, NEIGHBOURING PROPERTIES OR GARDENS WOULD RESULT; OR**
- b) **ANY ACCOMPANYING ALTERATIONS OR ROOF ALTERATIONS ARE NOT TO A SATISFACTORY DESIGN, WOULD BE VISUALLY INTRUSIVE OR WOULD HARM THE STREET SCENE.**

- 4.4.7 Account will be taken of whether the residential unit has access to any other amenity space.

Extensions

- 4.4.8 Buildings in the Borough are frequently difficult to extend without offending the light, privacy and outlook of adjoining buildings. The rear and sides of some buildings may also be distinguished architecturally. Where, for example, they overlook communal



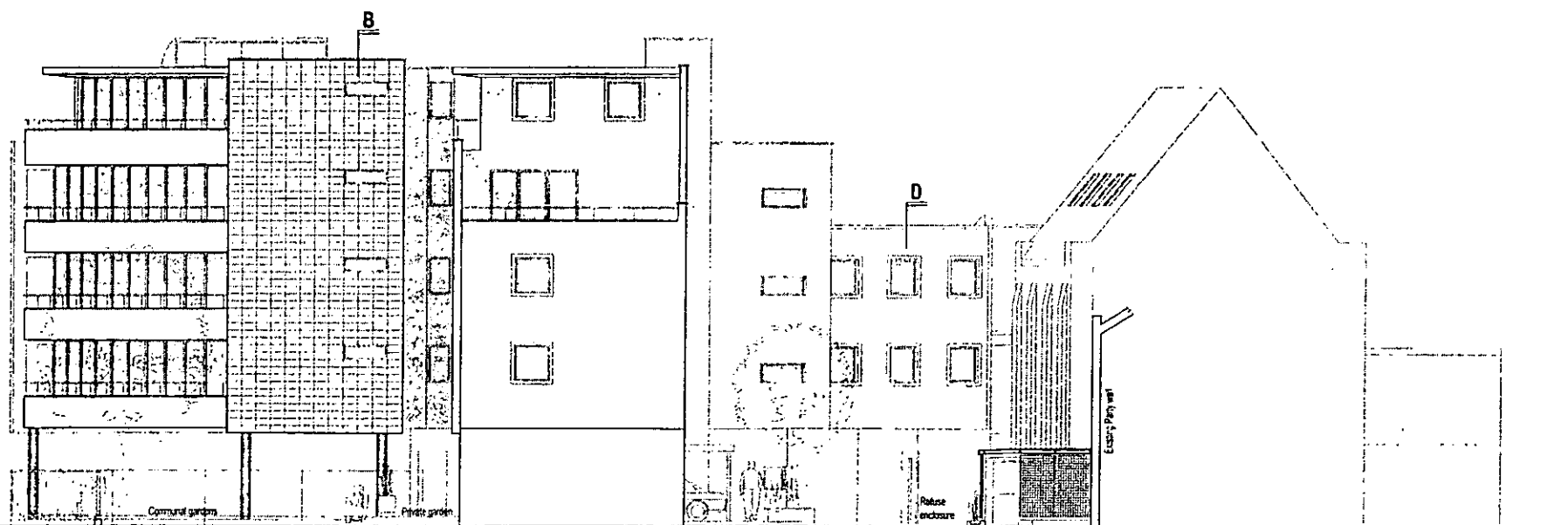
WEST ELEVATION

SWANSCOMBE ROAD

EXIST BUILDINGS

NEW PROPOSED BUILDING

EXISTING COMMUNITY CENTRE

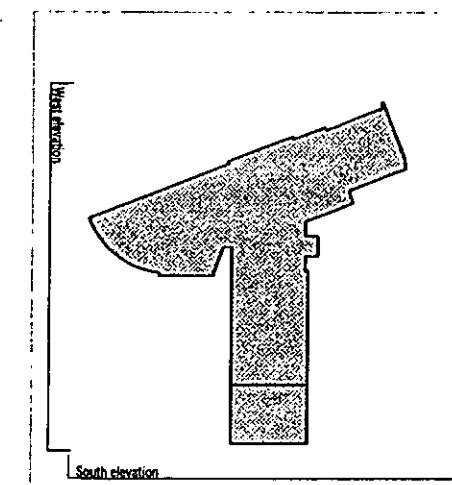


SOUTH ELEVATION

NEW BUILDING

EXIST. ORGAN FACTORY

APPROX. POSITION OF SEWER



KEY TO ELEVATIONS

REV	DATE	BY

**7 SWANSCOMBE ROAD
LONDON W11**

A RESIDENTIAL DEVELOPMENT FOR NOTTING HILL HOME OWNERSHIP

drawing

SOUTH / WEST ELEVATION

scale ratio

1/100 (BA1)

date

19th APRIL 2002

drawing no / revision

0112-P-GA09

status

PLANNING APPLICATION ISSUE

REFERENCE FILES

avant1 architects

1 Tomiano Mews
London NW5 2RZ
t 020 7284 1616
f 020 7284 1555

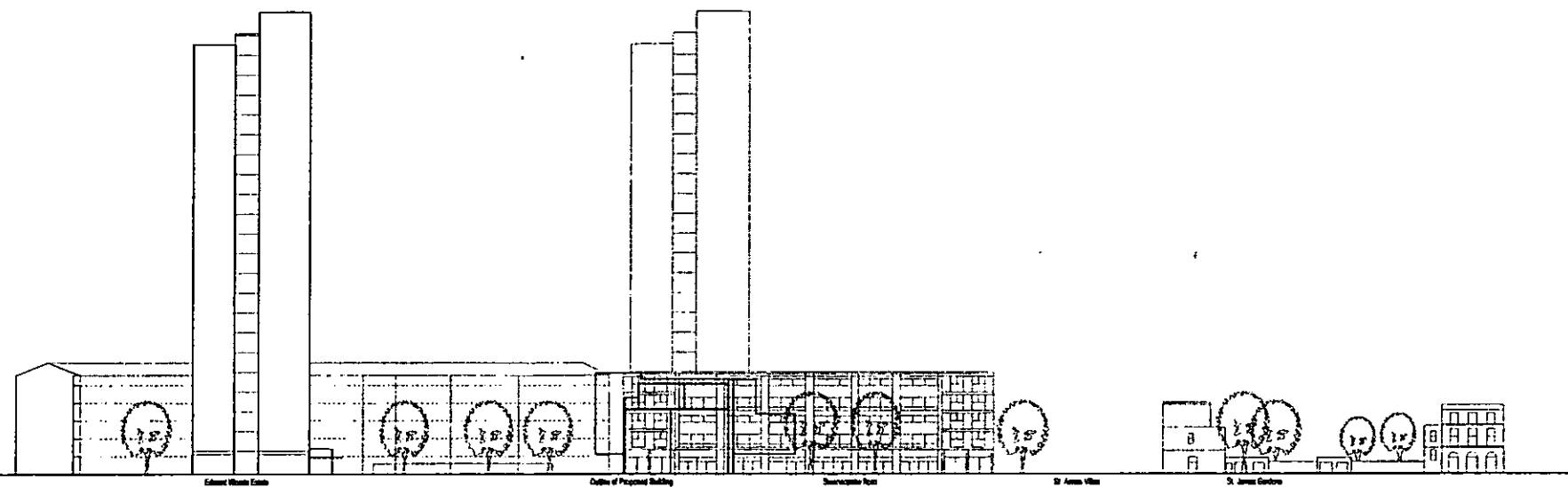
aa@avant1architects.co.uk

gardens, these elevations may be of as much importance as the front. Whilst these elevations of buildings are generally subordinate to the front, they often have a simple dignity and harmony which makes them attractive.

- 4.4.8a The following policies are applicable to development involving extension to buildings other than additional storeys and roof extensions (see CD38 and CD39). Policy CD41 is applicable to all proposed extensions with policies CD42 and CD43 indicating additional circumstances applying specifically to conservatories and side extensions respectively.

CD41 ~~NORMALLY~~ TO RESIST PROPOSALS FOR EXTENSIONS IF:

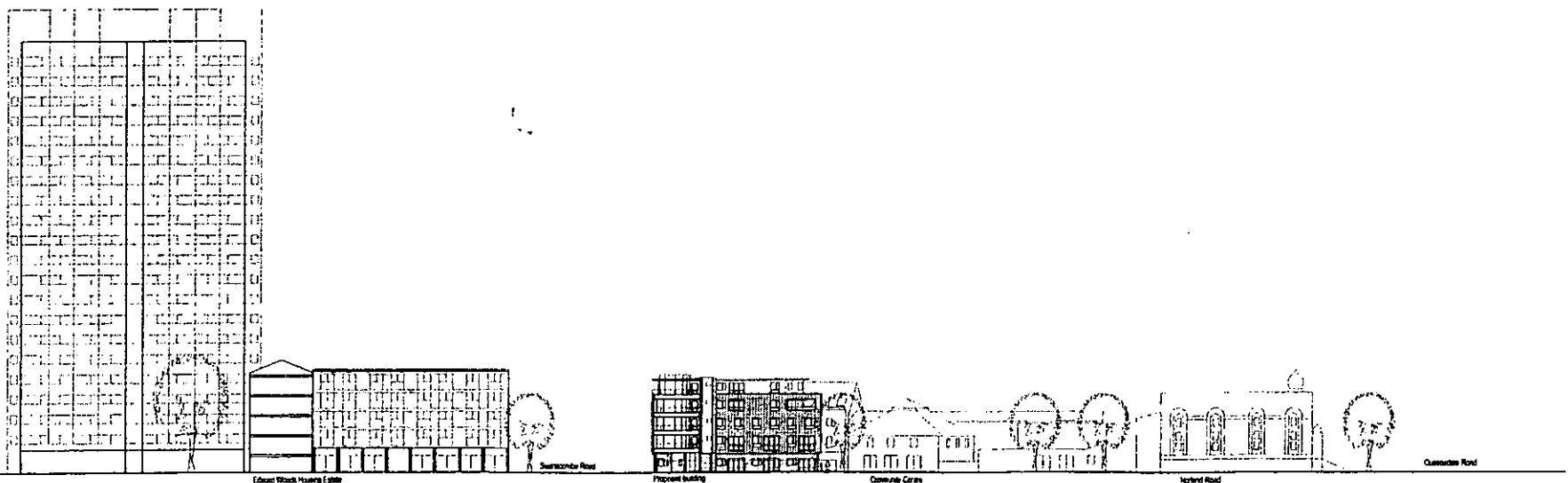
- a) **THE EXTENSION WOULD EXTEND REARWARD BEYOND THE EXISTING GENERAL REAR BUILDING LINE OF ANY NEIGHBOURING EXTENSIONS;**
- b) **THE EXTENSION WOULD SIGNIFICANTLY REDUCE GARDEN SPACE OF AMENITY VALUE, OR SPOIL THE SENSE OF GARDEN OPENNESS WHEN VIEWED FROM PROPERTIES AROUND (See also Policy CD72);**
- c) **THE EXTENSION WOULD RISE ABOVE THE GENERAL HEIGHT OF NEIGHBOURING AND NEARBY EXTENSIONS, OR RISE TO OR ABOVE THE ORIGINAL MAIN EAVES OR PARAPET;**
- d) **THE EXTENSION WOULD NOT BE VISUALLY SUBORDINATE TO THE PARENT BUILDING;**
- e) **ON THE SITE BOUNDARY, THE EXTENSION WOULD CAUSE AN UNDUE CLIFF-LIKE EFFECT OR SENSE OF ENCLOSURE TO NEIGHBOURING PROPERTY;**
- f) **THE EXTENSION WOULD SPOIL OR DISRUPT THE EVEN RHYTHM OF REAR ADDITIONS. FULL WIDTH EXTENSIONS WILL NOT USUALLY BE ALLOWED;**
- g) **THE ADEQUACY OF SUNLIGHT AND DAYLIGHT REACHING NEIGHBOURING DWELLINGS AND GARDENS WOULD BE IMPAIRED, OR EXISTING BELOW STANDARD SITUATIONS MADE SIGNIFICANTLY WORSE (See Planning Standards Chapter);**
- h) **THERE WOULD BE A SIGNIFICANT INCREASE IN OVERLOOKING OF NEIGHBOURING PROPERTIES OR GARDENS;**
- i) **THE DETAILED DESIGN OF THE ADDITION, INCLUDING THE LOCATION OR PROPORTIONS OR DIMENSIONS OF FENESTRATION OR THE EXTERNAL MATERIALS AND**



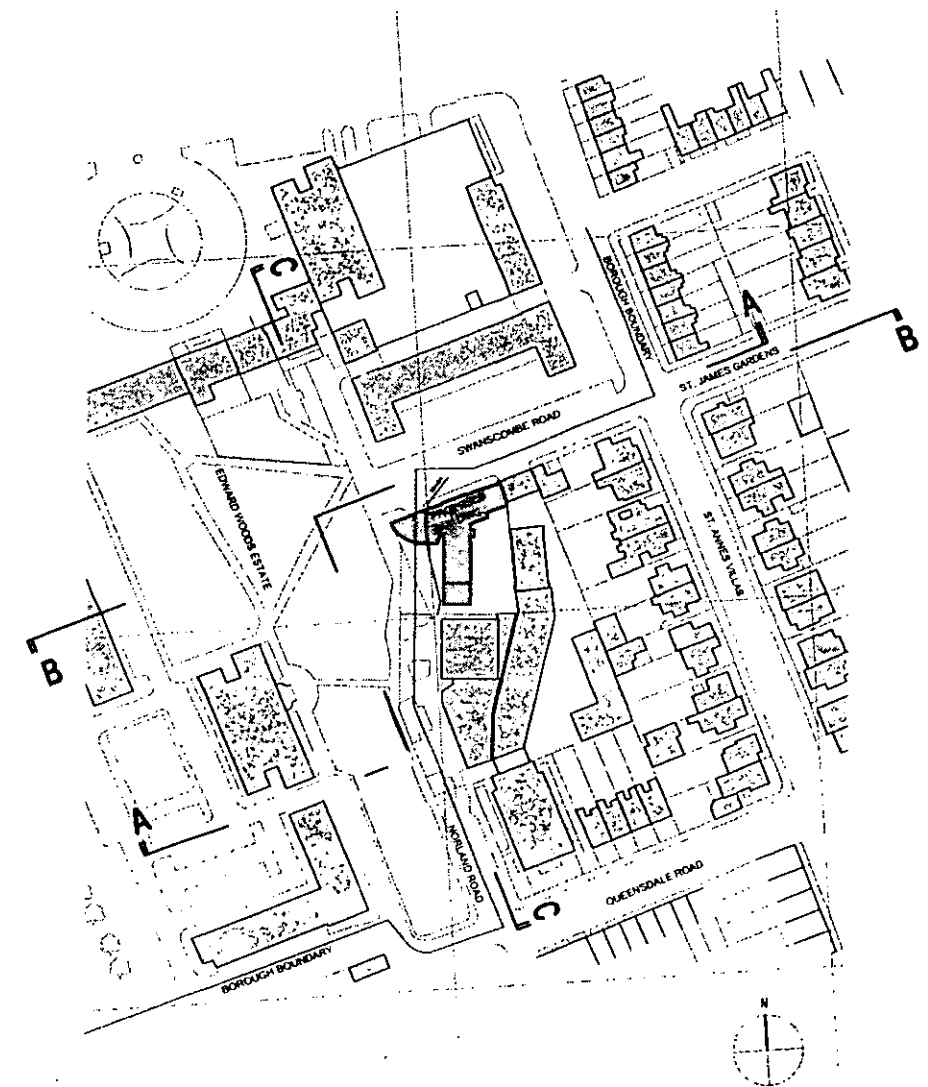
ELEVATION A-A (LOOKING NORTH)



ELEVATION B-B (LOOKING SOUTH)



ELEVATION C-C (LOOKING EAST)



SITE PLAN AND KEY TO ELEVATIONS

SCALE 1/1000

Rev	Issue	Date

**7 SWANSCOMBE ROAD
LONDON W11**

A RESIDENTIAL DEVELOPMENT FOR NOTTING HILL HOME OWNERSHIP

drawing
STREET ELEVATIONS

scale ratio
1/500(A1)

date
18th APRIL 2002

drawing no / revision
0112-P-GA10

status
PLANNING APPLICATION ISSUE

REFERENCE FILES

avant architects

1 Torrione Mews
London NW5 2RZ
t 020 7284 1616
f 020 7284 1555

aa@avantarchitects.co.uk

FINISHES, WOULD NOT BE IN CHARACTER WITH THE EXISTING BUILDING (SOME EXCEPTION MAY BE ALLOWED AT BASEMENT LEVEL).

- j) THE EXTENSION WOULD BREACH THE ESTABLISHED FRONT BUILDING LINE;**
- k) AN IMPORTANT OR HISTORIC GAP OR VIEW WOULD BE BLOCKED OR DIMINISHED.**

Conservatories

- 4.4.9 In recent years, conservatories have become an increasingly popular way of adding to domestic accommodation. A small conservatory at garden level at the rear of a property may be considered to be an appropriate garden feature. However, it is important that such proposals fit in with the historic character of the Borough. In considering applications for conservatories their location in relation to the building and garden, their impact on neighbouring properties, their size and detailed design will be considered.

CD42 ~~NORMALLY~~ TO RESIST PROPOSALS FOR CONSERVATORIES IF:

- (a) LOCATED AT ROOF LEVEL;**
- (b) LOCATED SIGNIFICANTLY ABOVE GARDEN LEVEL;**
- (c) COVERING THE WHOLE WIDTH OF THE PROPERTY;**
- (d) LOCATED ON A CORNER SITE;**

Side Extensions and Gaps

- 4.4.10 Many streets in the Borough are characterised by the presence of mature rear gardens. This greenery softens the dense urban scene and provides relief and visual interest when viewed from the street through gaps between buildings or when a corner building has an open return frontage. A similar pleasant contrast may occur by a view of the sky or rear elevations of nearby properties. Gaps are often a planned feature of the layout of a Victorian estate. Side extensions may have an unfortunate effect in unbalancing an otherwise symmetrical elevation of a terrace, detached or semi-detached property. Conservation Area Proposals Statements will, where appropriate, identify important gaps and vistas where infilling would be inappropriate. The policy below also applies to free-standing buildings in gaps.

CD43 ~~NORMALLY~~ TO RESIST SIDE EXTENSIONS TO BUILDINGS IF:

- (a) THE ARCHITECTURAL SYMMETRY OF A BUILDING, TERRACE OR GROUP OF BUILDINGS WOULD BE IMPAIRED;**
- (b) THE ORIGINAL ARCHITECTURAL FEATURES ON A FORMAL FLANK ELEVATION WOULD BE OBSCURED;**

rev	dated	note



STAINLESS STEEL
HANDRAIL

POWDER COATED
PRESSED METAL COPINGS

MODULAR TERRACOTTA
RAINSCREEN TILES

POWDER COATED
ALUMINIUM WINDOW
SYSTEM

PRESSED ALUMINIUM
CILLS, ACCESSORIES AND
TRIMS

SELF FINISHED INSULATED
RENDER SYSTEM

STACK BONDED FACING
BRICK WALL

PURPOSE MADE STEEL
RAILING (H=1800 mm)
MOUNTED ON CONCRETE
PLINTH

SELF FINISHED INSULATED
RENDER SYSTEM

SWANSCOMBE ROAD
ELEVATION

**7 SWANSCOMBE
ROAD
LONDON W11**

A RESIDENTIAL
DEVELOPMENT FOR
NOTTING HILL HOME
OWNERSHIP

drawing
**TYPICAL ELEVATIONAL
TREATMENT**

scale / size
1/50 (@A2)

date
19th APRIL 2002

drawing no / revision
0112-P-GA11

status
PLANNING
APPLICATION ISSUE

REFERENCE FILES

avanti architects

1 Torriano Mews
London NW5 2RZ
t 020 7284 1616
f 020 7284 1555

aa@avantiarchitects.co.uk

**(c) ACCESS TO THE REAR OF THE PROPERTY OR OF THOSE
ADJOINING WOULD BE LOST OR REDUCED.**

- 4.4.11 Single storey side extensions at garden level may be permitted where they would not conflict with the above policy, are in a style sympathetic to the original building, and are set back from the original front and rear building lines.

Other Alterations

- 4.4.12 Alterations and extensions are often necessary to modernise, adapt or extend the life of a building. If unsympathetically carried out they may individually spoil the appearance of buildings or collectively be detrimental to the townscape.

**CD44 TO PERMIT ALTERATIONS ONLY WHERE THE EXTERNAL
APPEARANCE OF BUILDINGS OR THE SURROUNDING AREA
WOULD NOT BE HARMED.**

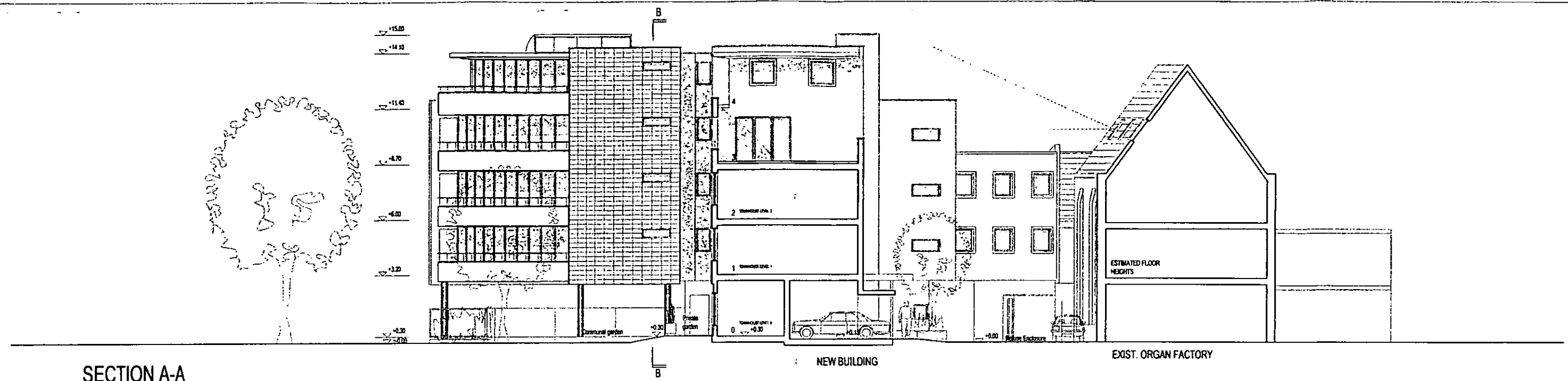
- 4.4.13 Such alterations may include the following: the replacement of windows or glazing patterns; the replacement of panelled front entrance doors; the repair or replacement of stucco other than to the original design; the permanent removal of projecting mouldings; balustrades, chimneys or other architectural details; the permanent fixing of any form of equipment or structure to the facade; the rendering or painting of a brick-faced building; security works including alarms and cameras; shutters or grilles; ventilation/extract ducts and plant; front walls and railings; and signs which are not advertisements.

- 4.4.13a The Council will pay particular regard to those unsympathetic small-scale developments and extensions which may cause harm to the street scene, and the residential character or amenity. and The whose significance of these lies in the incremental and cumulative effects which can so easily be detrimental to the local environment.

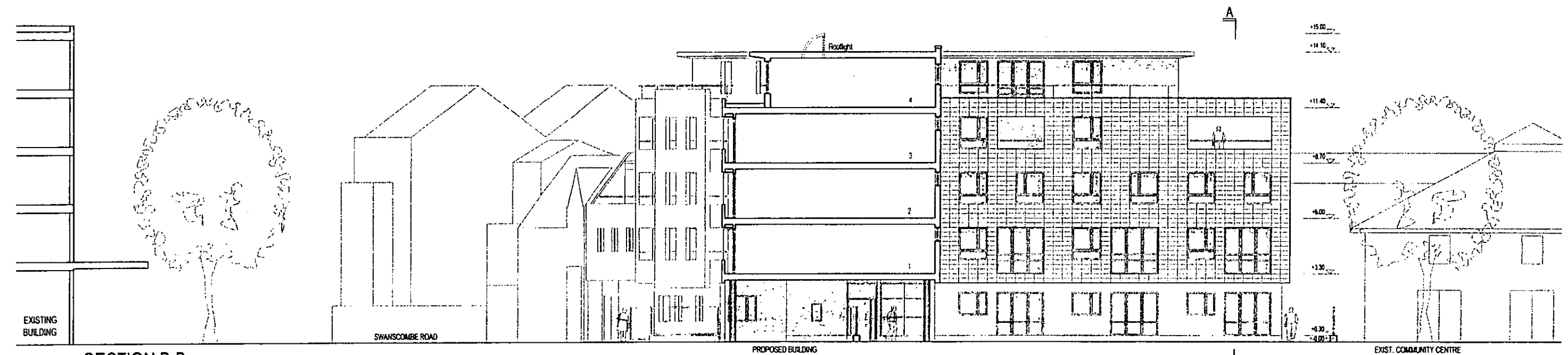
**CD44a ~~NORMALLY~~ TO RESIST UNSYMPATHETIC SMALL-SCALE
DEVELOPMENTS WHICH IN THEMSELVES CAUSE HARM AND
WHERE THE CUMULATIVE EFFECT OF A NUMBER OF SIMILAR
PROPOSALS WOULD BE DETRIMENTAL TO THE CHARACTER
OF THE AREA.**

Plant and Equipment

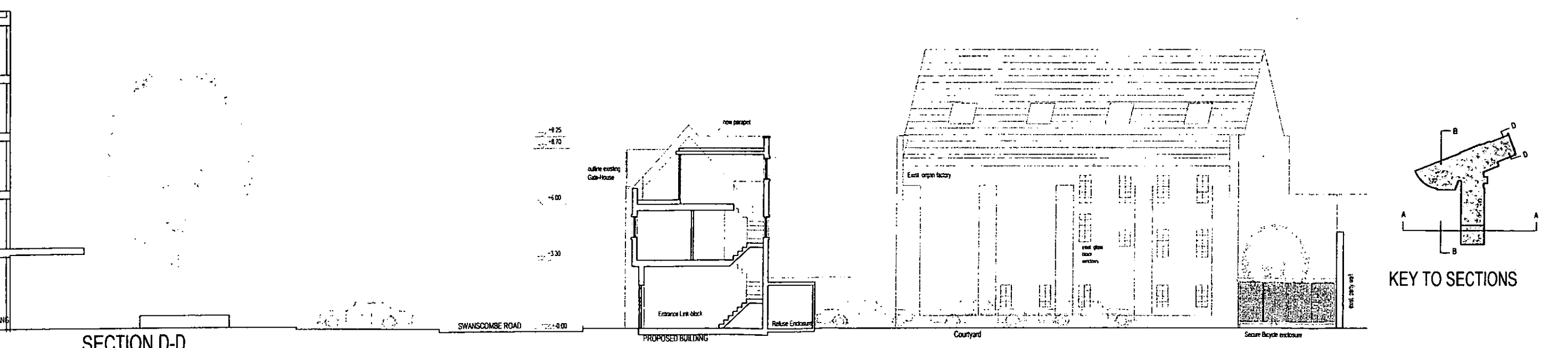
- 4.4.13b Increasingly buildings are incorporating air conditioning, and ventilation equipment, both on new buildings and as alterations to existing buildings. Not only can this equipment be unsightly, but it can cause harm to nearby residents by reason of noise and odours. It is important that all new plant and equipment is incorporated in a sympathetic manner. Ideally they should be incorporated inside the building, and any vents should be located so that they do not cause problems to residents or other occupiers of nearby buildings. Where plant and equipment is to be added to existing buildings, they should be sympathetically located so that they do not cause material harm to the building, or to the amenity of nearby residents. Where appropriate, the



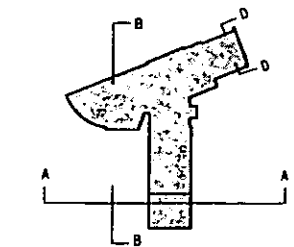
SECTION A-A



SECTION B-B



SECTION D-D



KEY TO SECTIONS

REV	DATE	BY	CHKD	NOTE

**7 SWANSCOMBE ROAD
LONDON W11**

A RESIDENTIAL DEVELOPMENT FOR NOTTING HILL HOME OWNERSHIP

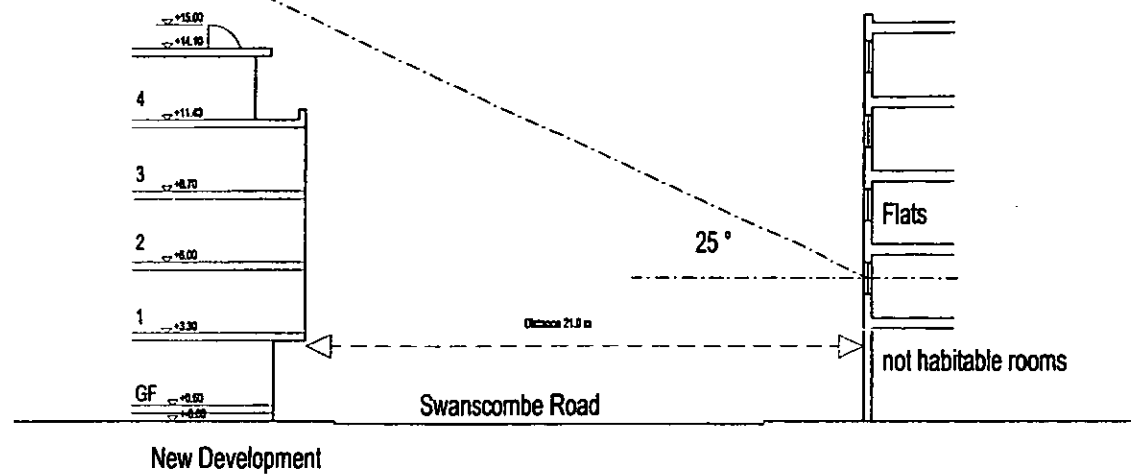
drawing
SECTIONS
scale 1/500
1/100 (@A1)
date
19th APRIL 2002
drawing no / revision
0112-P-GA12
status
PLANNING APPLICATION ISSUE

REFERENCE FILES

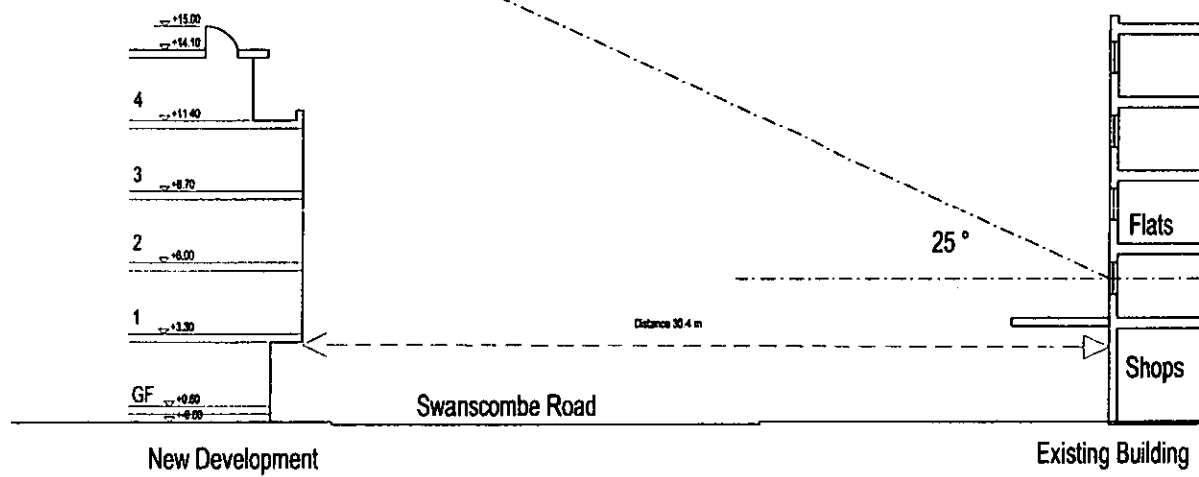
avanti architects
1 Torriono Mews
London NW5 2RZ
t 020 7284 1616
f 020 7284 1555
aa@avantiarchitects.co.uk

use of planning conditions/obligations will normally be used to control the noise levels of new plant and equipment. (See also paragraph 4.3.33 of this chapter).

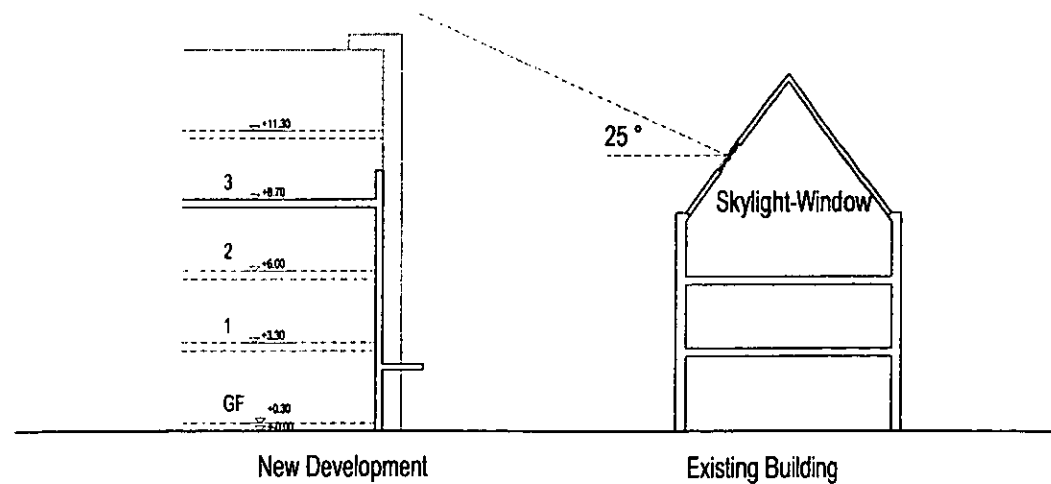
rev	dated	note



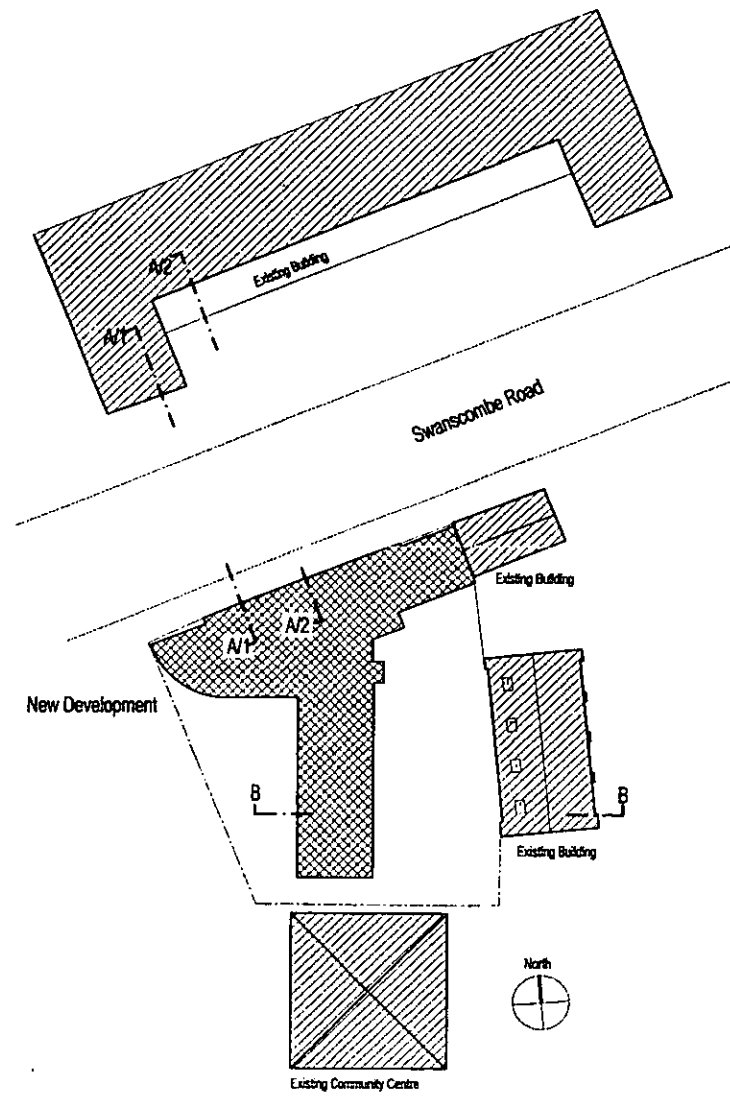
SECTION A1-A1



SECTION A2-A2



SECTION B-B



KEY TO SECTIONS (SCALE 1/500)

**7 SWANSCOMBE ROAD
LONDON W11**

A RESIDENTIAL DEVELOPMENT FOR NOTTING HILL HOME OWNERSHIP

drawing
LIGHT ANGLE STUDIES
scale / size
1/200 (@A2)

date
19th APRIL 2002

drawing no / revision
0112-P-GA13

status
PLANNING APPLICATION ISSUE

REFERENCE FILES

avanti architects

1 Torriano Mews
London NW5 2RZ
t 020 7284 1616
f 020 7284 1555

aa@avantiarchitects.co.uk

CD44b NORMALLY TO RESIST THE INSTALLATION OF PLANT AND EQUIPMENT WHERE:-

- a) **THEY WOULD CAUSE MATERIAL HARM TO THE APPEARANCE OF THE BUILDING OR THE CHARACTER OF THE AREA, OR**
- b) **NOISE OR VIBRATION GENERATED WOULD CAUSE MATERIAL DISTURBANCE OR NUISANCE TO OCCUPIERS OF SURROUNDING PROPERTIES, OR**
- c) **ODOURS WOULD CAUSE MATERIAL DISTURBANCE OR NUISANCE TO OCCUPIERS OF SURROUNDING PROPERTIES.**

Telecommunications Apparatus

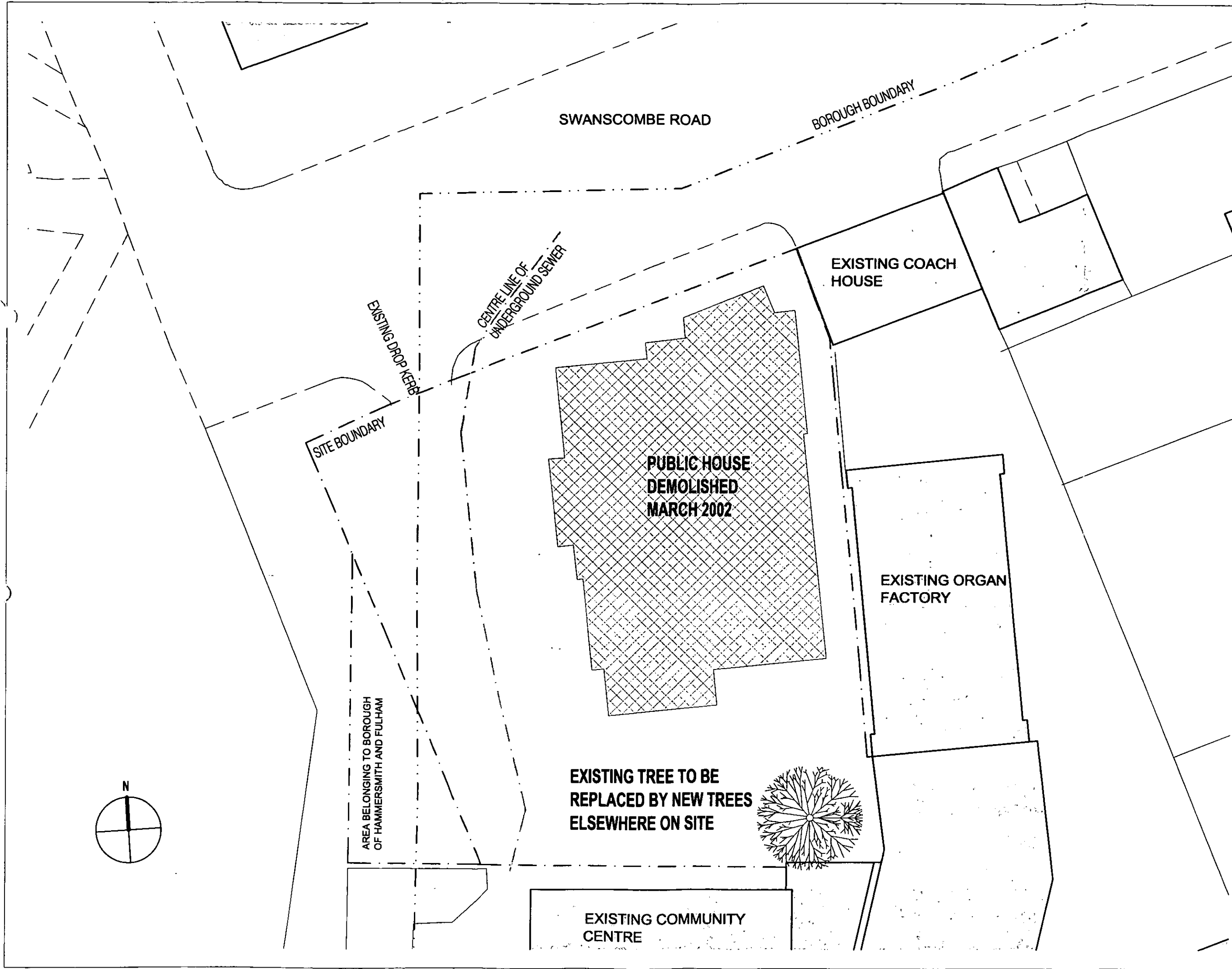
4.4.14 Developments in telecommunications have led to changes in the way telephone and television systems operate. Both broadcasting and reception create demands for various forms of antenna (including satellite dishes). The General Permitted Development Order and Telecommunications Code Systems Operators' Licences allow certain telecommunications developments to take place without the need for planning permission, but in some cases allow the planning authority to require changes to siting and appearance with the aim of protecting amenity. The Council will use these powers to minimise the impact of telecommunications development and follow the advice contained in Planning Policy Guidance Note 8. The Council will encourage the use of communal satellite dishes on blocks of flats. Some domestic satellite dishes may be installed as permitted development under the General Permitted Development Order. Where permission is required, the following policy will apply.

CD45 TO PERMIT SATELLITE DISHES AND ANTENNAS EXCEPT:

- a) **ON LISTED BUILDINGS WHERE THEIR SPECIAL CHARACTER WOULD BE HARMED; OR**
- b) **ON THE FRONT, SIDE AND ABOVE ROOFLINES OF BUILDINGS WHERE HARM TO THE CHARACTER OR APPEARANCE OF THE AREA WOULD BE CAUSED; OR**
- c) **IN OTHER PARTS OF THE BOROUGH WHERE THEY WOULD CAUSE MATERIAL HARM TO THE APPEARANCE OF THE SURROUNDING AREA.**

4.4.15 Where complying with the above policy, new satellite dishes will only be permitted if:

- (a) they are no more than 0.9m in diameter (exceptions may be made in the case of Telecommunications Code Operators);



rev	dated	note

**7 SWANSCOMBE ROAD
LONDON W11**

A RESIDENTIAL DEVELOPMENT FOR NOTTING HILL HOME OWNERSHIP

drawing

SITE PLAN AS EXISTING

scale /size

1/200 (@A3)

date

19th APRIL 2002

drawing no / revision

0112-P-GA14

status

PLANNING APPLICATION ISSUE

© **avanti architects**

1 Torriano Mews
London NW5 2RZ
t 020 7284 1616
f 020 7284 1555
aa@avantiarchitects.co.uk

(b) they are located as discreetly as possible on the building concerned, and coloured to blend in with their surroundings;

(c) there is not more than one dish per residential building.

4.4.16 In view of the rapidly changing technology in this field, planning permissions will only be granted for a limited period. The Council will prepare planning guidelines on the siting and location of satellite dishes and for the apparatus connected with cable television.

Forecourt and Off-Street Parking

4.4.17 Forecourt parking can be particularly harmful to the appearance of a street, particularly in front of terraced houses, and can increase the apparent width of the road. (See also Transportation Chapter).

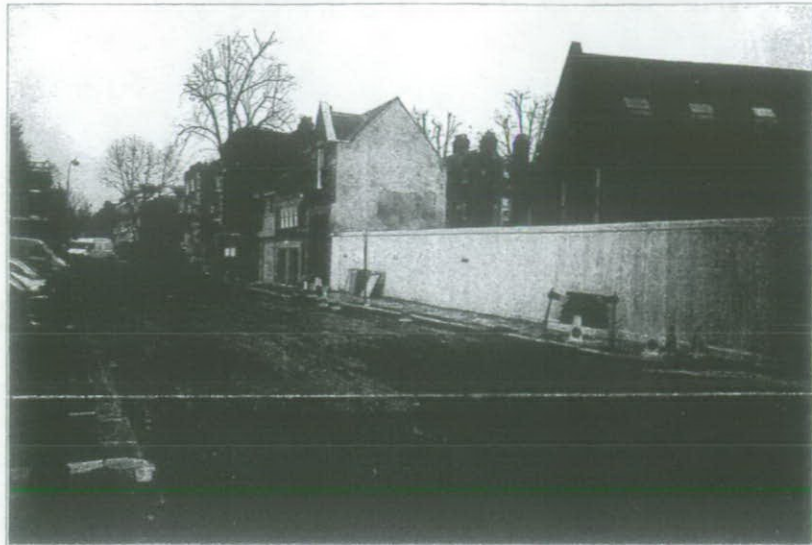
CD46 TO RESIST OFF-STREET CAR PARKING IN FORECOURTS AND GARDENS IF:

- a) **THE PROPOSAL WOULD RESULT IN THE LOSS OF A MATERIAL PART OF THE EXISTING GARDEN SPACE;**
- b) **THE PROPOSAL WOULD RESULT IN THE LOSS OF ANY TREES OF AMENITY VALUE (INCLUDING STREET TREES);**
- c) **THE PROPOSAL WOULD RESULT IN THE DEMOLITION OF MOST OF THE STREET GARDEN WALL OR RAILING, OR LEAD TO AN UNSIGHTLY BREACH IN IT, PARTICULARLY WHERE THE WALL OR RAILINGS FORM PART OF A UNIFORM MEANS OF ENCLOSURE TO A TERRACE AND AN ESSENTIAL FEATURE OF STREET ARCHITECTURE;**
- d) **THE CAR, WHEN PARKED ON THE HARDSTANDING, WOULD OBSTRUCT DAYLIGHT OR OUTLOOK ENJOYED BY A BASEMENT DWELLING.**

Mews

4.4.18 The many mews streets in the Borough form an integral part of the nineteenth century pattern of development of this area of London. Indeed, the mews as a feature of the townscape is one of the factors which distinguishes London from other cities. Whilst their origin as stable blocks for large houses means that they are generally of modest design, they do have a distinct character based on their consistency, simplicity and unity. (See Policy H4 of the Housing Chapter and Policy E16 of the Office and Industry Chapters)

CD47 TO ENSURE THAT THE CHARACTER OF MEWS PROPERTIES IS PRESERVED AND OR ENHANCED AND TO RESIST INAPPROPRIATE ALTERATIONS AND EXTENSIONS.



VIEW 1



VIEW 4



VIEW 7



VIEW 2



VIEW 5



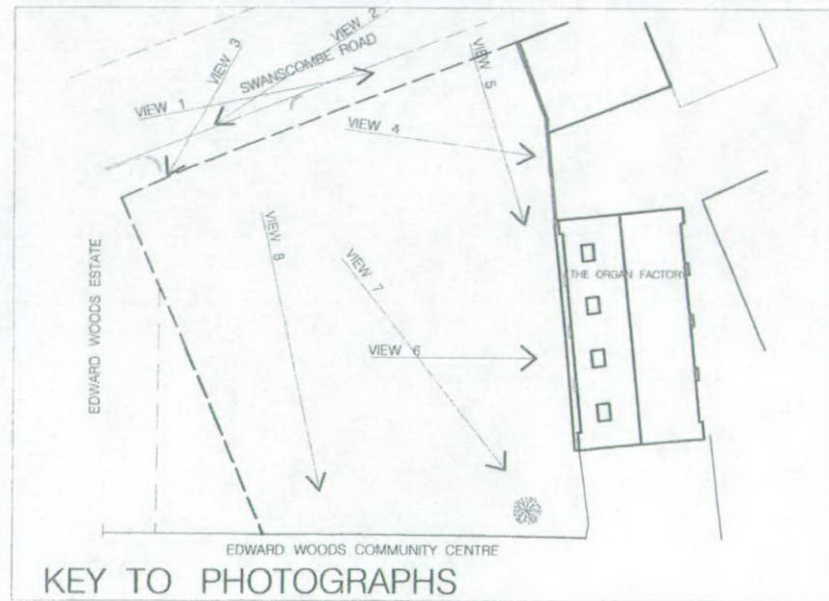
VIEW 8



VIEW 3



VIEW 6



rev	dated	note

7 SWANSCOMBE
ROAD,
LONDON W11

A RESIDENTIAL
DEVELOPMENT FOR
NOTTINGHILL HOME
OWNERSHIP

drawing
SITE PHOTOGRAPH

scale /size
NTS (@A2)

date
19th APRIL 2002

drawing no /revision
0112-P-GA015

status
PLANNING APPLICATION
ISSUE

avanti architects
1 Torriano Mews
London NW5 2RZ
t 020 7284 1616
f 020 7284 1555

aaa@avantiarchitects.co.uk

Artists' Studios

- 4.4.18a Artist' studios represent a distinctive building type which emerged in the middle of the nineteenth century. They are characterised by a number of features including large windows and expanses of studio space behind. They exist in many forms from grand studio houses commissioned by famous artists of the day, to more modest and utilitarian speculatively built groups. There are significant numbers in the Royal Borough which make an important contribution to its character and appearance. There is considerable pressure both for the introduction of new uses and the carrying out of alterations. This pressure is threatening the essence and character of these studios and consequently, undermining the artistic traditions of the Borough. (See Policy LR31 of the Leisure and Recreation Chapter).

CD47a TO RESIST THE LOSS OF, AND INAPPROPRIATE ALTERATIONS AND EXTENSIONS TO ARTISTS' STUDIOS.

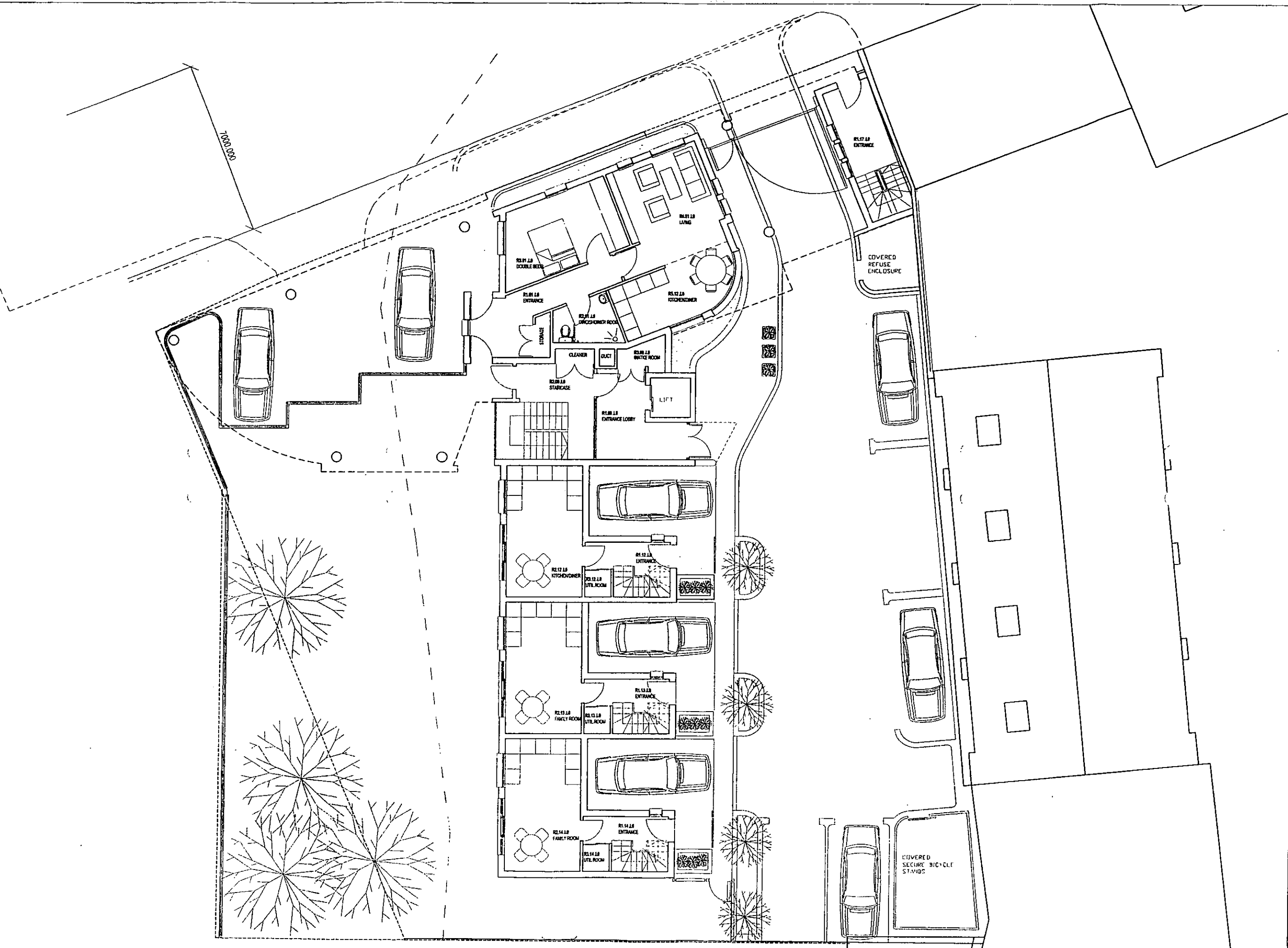
4.5 CONSERVATION AREAS AND LISTED BUILDINGS

Conservation Areas

- 4.5.1 There are currently 35 conservation areas in the Borough, covering about 70% of its area. The Council will consider from time to time whether conservation areas should be extended or new areas designated. The programme of preparing proposals statements for all existing conservation areas will be completed and those in need of review will be updated.
- 4.5.2 A list of conservation areas and Conservation Area Proposals Statements appears in Appendix 1. Conservation areas are identified on Map 5 and also shown on the Proposals Map.
- 4.5.3 Each statement identifies the characteristics which contribute to the special nature of the conservation area and includes guidance which ensures its preservation and ~~or~~ enhancement. Guidelines for the design of new building work (including extensions and alterations to existing properties), as well as proposals for enhancement work to be carried out by the Council itself, are also included. The preparation or review of Conservation Area Proposals Statements, and the enforcement or implementation of any proposals identified in them, will be carried out in consultation with local amenity groups.
- 4.5.4 The Statements will set out detailed guidance to interpret and elaborate on development control policies set out in the Plan. Such detailed guidance will be applied to all relevant planning applications.

CD48 TO PAY SPECIAL ATTENTION TO THE DESIRABILITY OF PRESERVING OR ENHANCING THE CHARACTER OR APPEARANCE OF EACH CONSERVATION AREA.

rev	dated	note
A	11-07-02	AMENDMENTS LINK BLOCK



**7 SWANSCOMBE ROAD
LONDON W11**

A RESIDENTIAL DEVELOPMENT FOR NOTTING HILL HOME OWNERSHIP

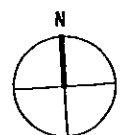
drawing
SITE AND GROUND FLOOR PLAN
scale /size
1/100 (@A2)

date
19th APRIL 2002

drawing no / revision
0112-GA02 /A

status
PLANNING APPLICATION ISSUE

REFERENCE FILES



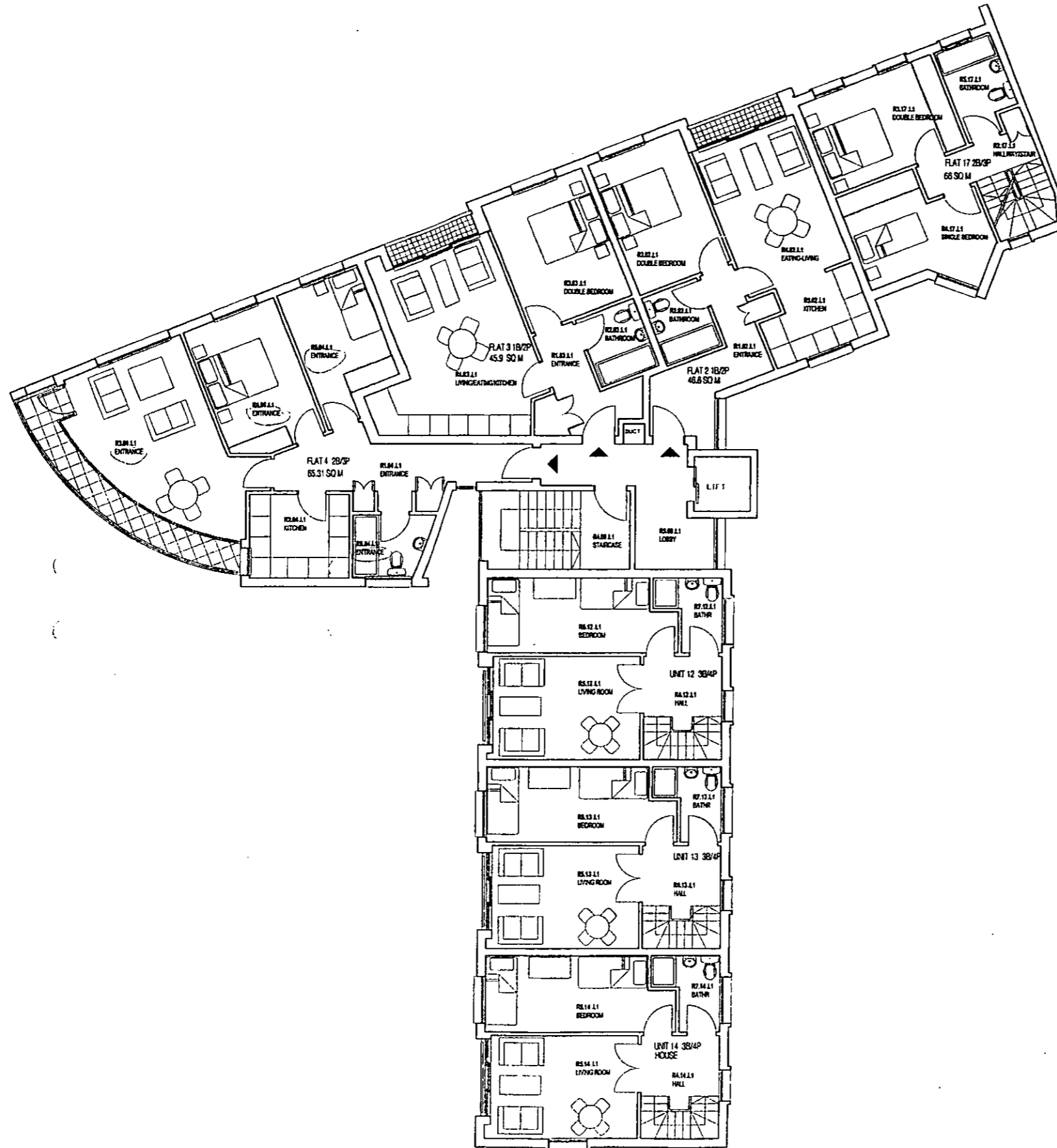
avanti architects

1 Torriano Mews
London NW5 2RZ
t 020 7284 1616
f 020 7284 1555

aa@avantiarchitects.co.uk

MAP 5 – Conservation Area

Please see Appendix 4



rev	dated	note
A	11/07/02	AMENDMENTS TO LINK BLOCK

**7 SWANSCOMBE ROAD
LONDON W11**

A RESIDENTIAL DEVELOPMENT FOR NOTTING HILL HOME OWNERSHIP

drawing
FIRST FLOOR PLAN

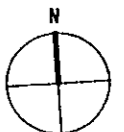
scale / size
1/100 (@A2)

date
19th APRIL 2002

drawing no / revision
0112-GA03 / A

status
PLANNING APPLICATION ISSUE

REFERENCE FILES



avantı architects

1 Torriano Mews
London NW5 2RZ
t 020 7284 1616
f 020 7284 1555

aa@avantiarchitects.co.uk

4.5.5 In many cases the character of an area depends not only on the fabric of existing buildings, but also on the ambience created by trees and gardens, walls and railings, external features and materials. The mix of land uses may contribute to the character of an area and in retail streets the design of shopfronts and signs are important.

CD49 TO ENCOURAGE AND CONTRIBUTE TO THE IMPROVEMENT OF THE ENVIRONMENT OF CONSERVATION AREAS.

CD50 TO SEEK THE IMPLEMENTATION OF SPECIFIC PROPOSALS WHICH HAVE BEEN AGREED IN CONSERVATION AREA PROPOSALS STATEMENTS AS RESOURCES PERMIT, AND IN CONSULTATION WITH AMENITY GROUPS, COMMERCIAL INTERESTS AND OTHER RELEVANT BODIES.

4.5.6 The Council will support the improvement of the environment of conservation areas through street works and the upkeep of open spaces. Many conservation areas are cluttered by street furniture such as lamp-posts and signs and, where possible, the Council will reduce unnecessary elements. The Council will pay particular attention to the design and location of street furniture in conservation areas.

Demolition

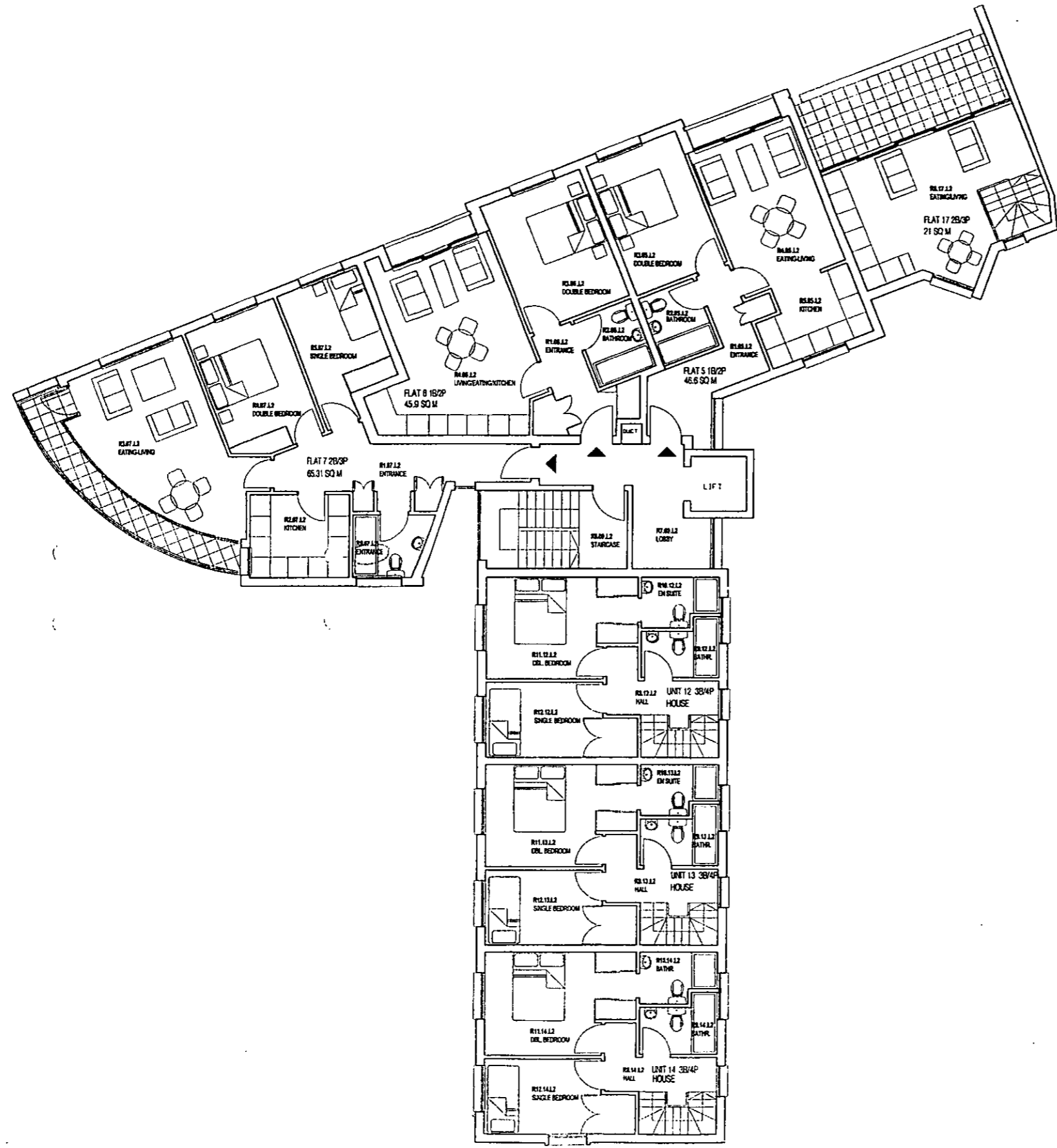
4.5.7 The architectural quality of a building and its contribution to the character and appearance of a conservation area may be severely compromised by substantial demolition, and this will be taken into account when the Council considers any proposals. It is considered that a building's contribution to the character of a conservation area stems not only from its street frontage but also the side and rear elevations. The historic plan form and integrity of the buildings also make a significant contribution to the character of the conservation areas. Redevelopment behind a retained front facade therefore is generally not acceptable.

CD51 TO RESIST DEMOLITION OR SUBSTANTIAL DEMOLITION OF BUILDINGS IN CONSERVATION AREAS UNLESS:

- a) THE BUILDING OR PART OF THE BUILDING STRUCTURE MAKES NO POSITIVE CONTRIBUTION TO THE CHARACTER OR APPEARANCE OF THE AREA; OR**
- b) THE CONDITION OF THE BUILDING IS PROVED TO BE SUCH THAT REFURBISHMENT IS NOT POSSIBLE; AND**
- c) A SATISFACTORY SCHEME FOR REDEVELOPMENT HAS BEEN APPROVED.**

4.5.8 Any consent for demolition will normally be subject to a condition that the building shall not be demolished until a contract for new work has been made.

rev	dated	note
A	11-07-02	AMENDMENTS LINK BLOCK



**7 SWANSCOMBE ROAD
LONDON W11**

A RESIDENTIAL DEVELOPMENT FOR NOTTING HILL HOME OWNERSHIP

drawing
SECOND FLOOR PLAN

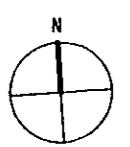
scale / size
1/100 (@A2)

date
19th APRIL 2002

drawing no / revision
0112-GA04 / A

status
PLANNING APPLICATION ISSUE

REFERENCE FILES



avanti architects

1 Torriano Mews
London NW5 2RZ
t 020 7284 1616
f 020 7284 1555

aa@avantiarchitects.co.uk

Development in Conservation Areas

- 4.5.9 The Borough contains some of the best examples of Victorian and Edwardian townscape in London. Overall, the residential environment is of the highest quality. This environmental quality is evident not only in the public realm, but also at the rear and sides of properties, particularly, around areas of private gardens. Residents appreciation and enjoyment of the special character and appearance of conservation areas derives from both public viewpoints and views from within their dwellings. In applying these policies, the Council will consider not only the street scene, but views from other buildings and gardens, as these are also important to residents' amenities. ~~The Council, therefore, will seek to protect or enhance this by rigorously applying the policies in this chapter to control development in conservation areas. In exercising such control;~~ In particular, careful regard will be had to the content of Conservation Area Proposals Statements.

CD52 TO ENSURE THAT ANY DEVELOPMENT IN A CONSERVATION AREA PRESERVES AND OR ENHANCES THE CHARACTER OR APPEARANCE OF THE AREA.

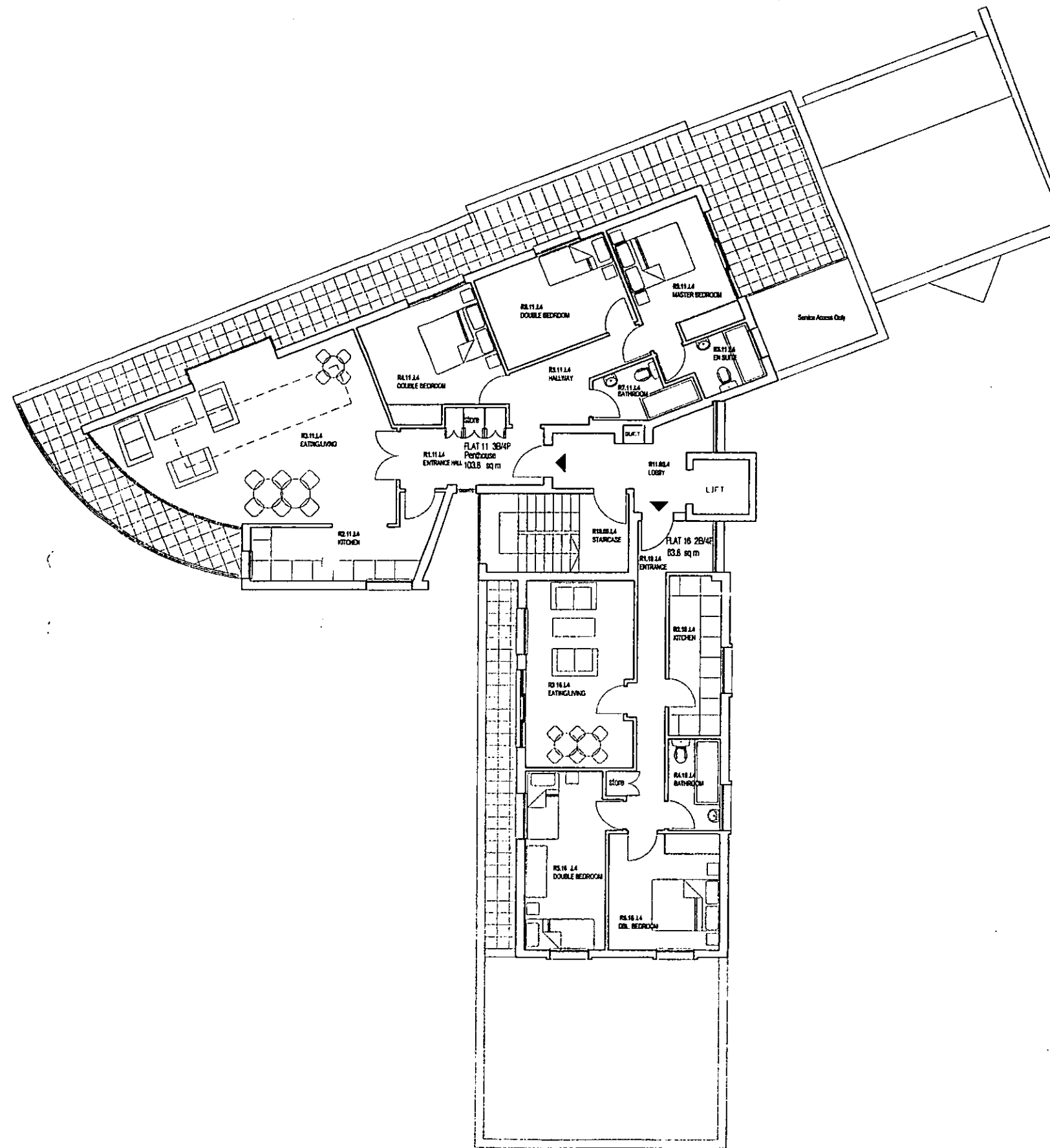
CD53 TO ENSURE THAT ALL DEVELOPMENT IN CONSERVATION AREAS IS TO A HIGH STANDARD OF DESIGN AND IS COMPATIBLE WITH:

- a) CHARACTER, SCALE AND PATTERN;
- b) BULK AND HEIGHT;
- c) PROPORTION AND RHYTHM;
- d) ROOFSCAPE;
- e) MATERIALS;
- f) LANDSCAPING AND BOUNDARY TREATMENT;

OF SURROUNDING DEVELOPMENT.

CD54 TO CONSIDER THE EFFECT OF PROPOSALS ON VIEWS IDENTIFIED IN THE COUNCIL'S CONSERVATION AREA PROPOSALS STATEMENTS, AND GENERALLY WITHIN, INTO, AND OUT OF CONSERVATION AREAS, AND THE EFFECT OF DEVELOPMENT ON SITES ADJACENT TO SUCH AREAS.

- 4.5.10 In order for the Council to consider fully and in detail any proposals for new buildings, alterations, or extensions which will affect the character or appearance of a conservation area, sufficient information must be supplied with any planning application.



rev	dated	note
A	11-07-02	AMENDMENTS LINK BLOCK

**7 SWANSCOMBE
ROAD
LONDON W11**

A RESIDENTIAL
DEVELOPMENT FOR
NOTTING HILL HOME
OWNERSHIP

drawing
FOURTH FLOOR PLAN

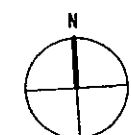
scale / size
1/100 (@A2)

date
19th APRIL 2002

drawing no / revision
0112-GA06 / A

status
**PLANNING
APPLICATION ISSUE**

REFERENCE FILES



avanti architects

1 Torriono Mews
London NW5 2RZ
t 020 7284 1616
f 020 7284 1555

aa@avantiarchitects.co.uk

CD55 NORMALLY TO REQUIRE FULL PLANNING APPLICATIONS IN CONSERVATION AREAS WHERE A PROPOSAL IS LIKELY TO AFFECT THE CHARACTER OR APPEARANCE OF THE CONSERVATION AREA.

- 4.5.14 In dealing with applications for alterations and extensions, the Council will seek to enhance buildings by encouraging the reinstatement of missing architectural features.

Listed Buildings

- 4.5.15 There are over 3,700 buildings, widely dispersed within the Royal Borough, which are included in the Statutory List of Buildings of Special Architectural or Historic Interest. The Council considers that their preservation, protection and correct maintenance is of great importance.
- 4.5.16 The Council will, as the need arises, propose further buildings suitable for listing to the Department of Culture, Media and Sport.
- 4.5.17 In cases where there is an imminent threat to such buildings by demolition or development proposals, the Council will consider use of its powers to serve Building Preservation Notices.

Demolition of Listed Buildings

- 4.5.18 The Council has control over the proposed demolition of all listed buildings in the Borough. The general presumption is that all buildings on the statutory list will be preserved because of their architectural or historic interest. Redevelopment behind a retained facade is usually unacceptable.

CD57 TO RESIST THE DEMOLITION OF LISTED BUILDINGS IN WHOLE OR IN PART, OR THE REMOVAL OR MODIFICATION OF FEATURES OF ARCHITECTURAL IMPORTANCE (BOTH INTERNAL AND EXTERNAL).

Works to Listed Buildings

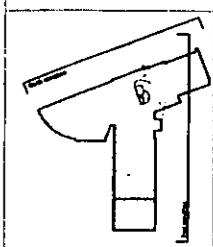
- 4.5.19 In dealing with works to listed buildings there is a presumption firmly in favour of preservation. All proposed works to the building should be shown on an application for listed building consent. It should be demonstrated that any matter that might be the subject of control under other legislation or by another authority can be dealt with, without adversely affecting the building's character.
- 4.5.20 The other policies in this chapter will also apply to listed buildings.

CD58 ~~NORMALLY~~ TO RESIST PROPOSALS TO ALTER LISTED BUILDINGS UNLESS:

rev	date	note
A	11/07/02	AMENDMENTS LPHC BLOCK & FENCING



NORTH ELEVATION
SWANSCOMBE ROAD



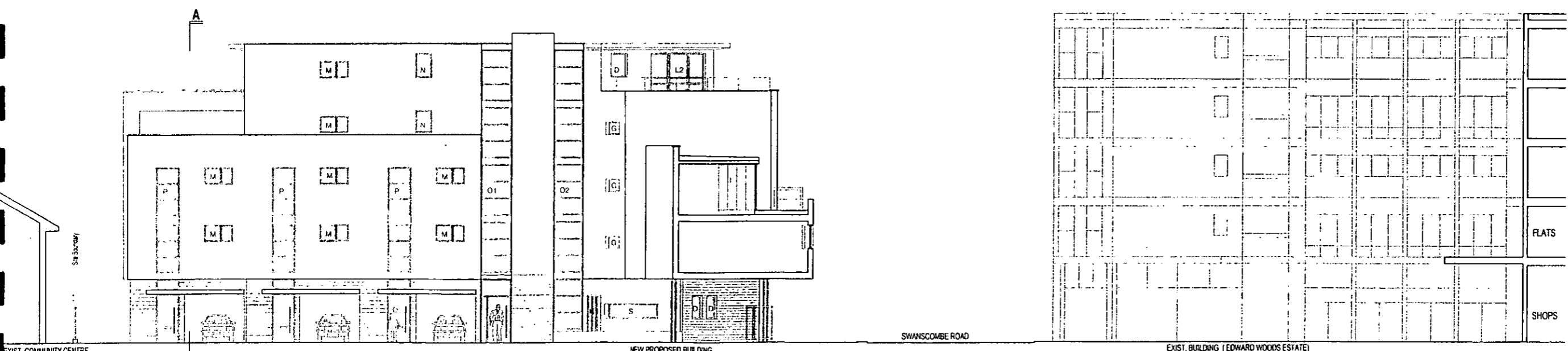
KEY TO ELEVATIONS

7 SWANSCOMBE ROAD
LONDON W11

A RESIDENTIAL DEVELOPMENT FOR NOTTING HILL HOME OWNERSHIP

drawing
NORTH / EAST ELEVATION
scale ratio
1/100 (@A1)
date
19th APRIL 2002
drawing no / revision
0112-GA08 / A
status
PLANNING APPLICATION ISSUE

REFERENCE FILES



EAST ELEVATION
COURTYARD

FLATS
SHOPS

avanti architects

1 Torrano Mews
London NW5 2RZ
t 020 7284 1616
f 020 7284 1555
aa@avantiarchitects.co.uk

- a) **THE ORIGINAL ARCHITECTURAL FEATURES, AND LATER FEATURES OF INTEREST, BOTH INTERNAL AND EXTERNAL, WOULD BE PRESERVED; AND**
- b) **ALTERATIONS WOULD BE IN KEEPING WITH THE STYLE OF THE ORIGINAL BUILDING; AND**
- c) **ALL WORKS, WHETHER THEY BE REPAIRS OR ALTERATIONS, ARE CARRIED OUT IN A CORRECT SCHOLARLY MANNER, UNDER PROPER SUPERVISION, BY SPECIALIST LABOUR WHERE APPROPRIATE; AND**
- d) **THE INTEGRITY, PLAN FORM AND STRUCTURE OF THE BUILDING INCLUDING THE GROUND AND FIRST FLOOR PRINCIPAL ROOMS, MAIN STAIRCASE AND SUCH OTHER AREAS OF THE BUILDING AS MAY BE IDENTIFIED AS BEING OF SPECIAL INTEREST ARE PRESERVED.**

4.5.21 The Council will provide advice on the repair and maintenance of listed buildings. Detailed advice will also be provided in Conservation Area Proposals Statements and other publications. In considering proposals to alter listed buildings the Council will encourage the removal of later inappropriate additions and alterations and also the reinstatement of original features.

Uses

4.5.22 The best use for a listed building is the use for which it was designed, and this use, particularly where residential, should continue. Proposals for the change of use of listed buildings which were designed for uses no longer required will be considered in the light of other policies in the Plan. The new and adapted use must not diminish the architectural or historic value of the building. The implications of complying with other statutory requirements, e.g. for fire escapes, will be taken into account in determining applications for change of use.

CD59 TO ENCOURAGE THE USE OF LISTED BUILDINGS FOR THEIR ORIGINAL PURPOSE.

CD60 TO RESIST THE CHANGE OF USE OF A LISTED BUILDING WHICH WOULD MATERIALLY HARM ITS CHARACTER.

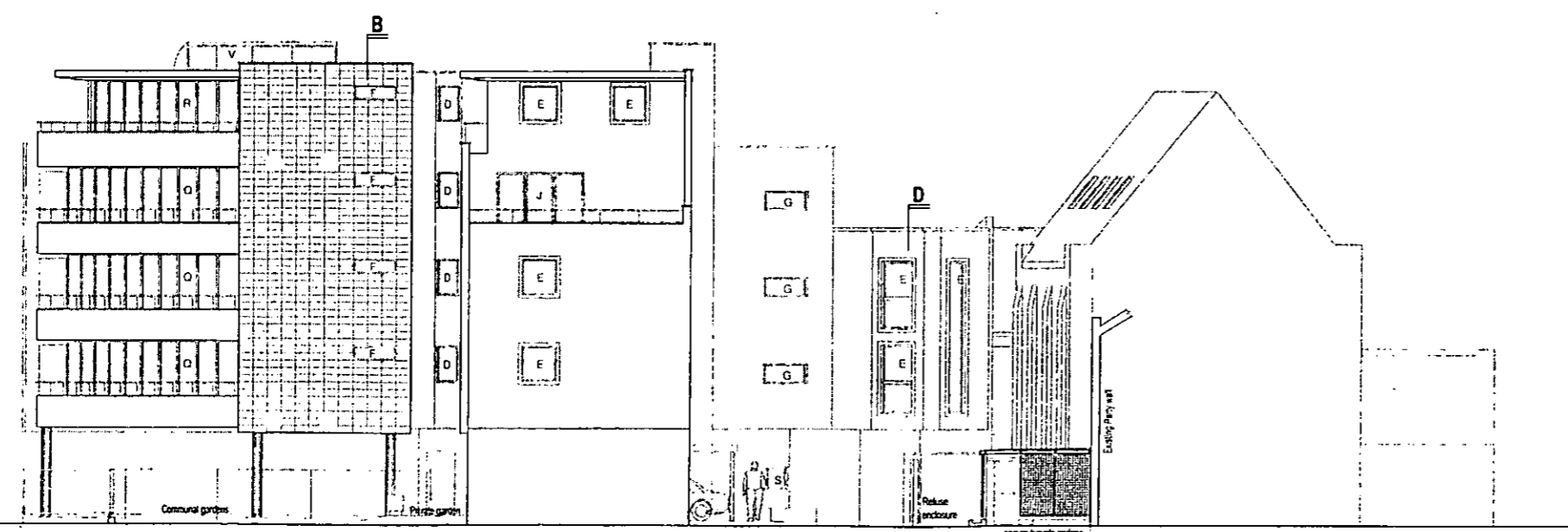
4.5.23 The setting of listed buildings is of great importance, particularly landscaped spaces and the character of neighbouring properties. Unsympathetic neighbouring development may detract from the setting of buildings on the statutory list.

CD61 TO RESIST DEVELOPMENT WHICH WOULD ADVERSELY AFFECT THE SETTING OF A LISTED BUILDING.

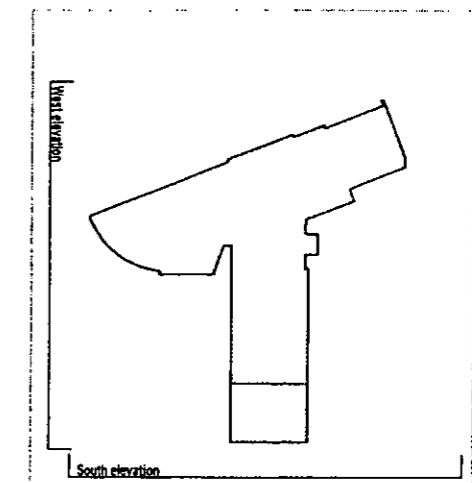
no.	date	from
A	11.07.02	AMENDMENT'S LARK BLOCK & FENCING



WEST ELEVATION



SOUTH ELEVATION



KEY TO ELEVATIONS

7 SWANSCOMBE ROAD
LONDON W11
 A RESIDENTIAL DEVELOPMENT FOR NOTTING HILL HOME OWNERSHIP

drawing
 SOUTH / WEST ELEVATION
 scale ratio
 1/100 (B/A1)
 date
 19th APRIL 2002
 drawing no / revision
 0112-GA03 / A
 status
 PLANNING APPLICATION ISSUE

REFERENCE FILES

avant! architects
 1 Torrione Mews
 London NW5 2RZ
 t 020 7284 1616
 f 020 7284 1555
 aa@avant!architects.co.uk

CHAPTER 5

HOUSING

CONTENTS

GENERAL POLICIES

- Part I Policies and Reasoned Justifications
- Introduction
- Maintaining the Existing Stock
- Increasing the Number of Dwellings
- Maintaining and Promoting a Variety of Housing

LOCAL POLICIES

5.1 OBJECTIVES

5.2 MAINTAINING AND ENHANCING THE RESIDENTIAL FUNCTION OF THE BOROUGH

- Vacant Housing

5.3 MAINTAINING AND ENHANCING THE RESIDENTIAL CHARACTER OF THE BOROUGH

- Commercial Development in Residential Areas
- Conversions
- Development and Residential Amenity
- Density
- Improving the Quality of the Housing Stock

5.4 INCREASING THE SUPPLY OF HOUSING

- New Development

5.5 PROVIDING AND MAINTAINING A WIDE RANGE OF HOUSING

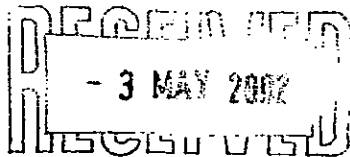
- Housing Mix
- Houses in Multiple Occupation (HMOs)
- Affordable Housing Provision
- Special Needs Accommodation
 - (i) Residential Hostels
 - (ii) Sheltered Housing
 - (iii) Access and Mobility
 - (iv) Sites for Travellers

PLANNING AND CONSERVATION

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

Avanti Architects,
No. 1 Torriano Mews,
London
NWS 2RZ



Switchboard: 020-7937-5464
Direct Line: 020-7361-2701
Extension: 2701
Facsimile: 020-7361-3463

Date: 30 April 2002

**THE ROYAL
BOROUGH OF**



**KENSINGTON
AND CHELSEA**

My Ref: DPS/DCN/PP/02/00901 Your ref: 0112

Please ask for: Mr.D. Taylor

Dear Sir/Madam

TOWN AND COUNTRY PLANNING ACT 1990

Application for Planning Permission at: Site at 7 Swanscombe Road, London, W11 4SU

Proposal: Construction of residential development of 17 residential units comprising one, two and three bed units and provision for 11 off-street parking spaces. (MAJOR DEVELOPMENT)

Dated: 19/04/2002

Complete: 29/04/2002 Decision due by: 24/06/2002

Fee Received: £3,740.00

I acknowledge receipt of your application.

If you have not been notified by the Council of its decision within 8 weeks of the date of completion above you are entitled to appeal to the Secretary of State for the Environment in accordance with Section 78 of the Town and Country Planning Act 1990. You may, by agreement in writing with the Council, extend the period within which the decision is to be given. The Council decides on applications as soon as possible. Many applications can be determined in six weeks or less, although there will often be reasons why a longer period is necessary.

Proposals that may affect the character or appearance of a Conservation Area, or the special character or setting of a Listed building, and some other proposals, must be advertised on site and in a local newspaper. Therefore, these applications often take longer to determine. Many applications, including all those to which objections are received, must be presented to the Planning Services Committee, which may also mean a short delay. Should you wish to discuss the progress of your application, please contact the Case Officer on the above number.

You are reminded that it may be unlawful to begin the development forming the subject of this application prior to receipt of a written Planning Permission from the Council, and you are strongly advised against doing so.

Yours faithfully

M.J. FRENCH

Executive Director, Planning and Conservation

GENERAL POLICIES

Part I Policies and Reasoned Justifications

Introduction

- 5.i Kensington and Chelsea is primarily a residential borough despite its commercial importance to London, particularly in shopping and tourism. The Council attaches the highest importance to meeting the needs of long-term residents.
- 5.ii The population of the Royal Borough, which fell rapidly during the seventies, has shown signs of stabilising in the late eighties and early nineties. This fall in population is common to most of inner London and is caused in part by a desire for better living standards. Whilst the Council cannot directly influence the size of its residential population, the policies in the Plan can prevent further reduction in population by resisting the loss of residential accommodation to other uses and requiring new residential development wherever possible and appropriate. A stable population may not in itself be sufficient to maintain and enhance the residential function of the Borough, but it is necessary in order to achieve economies of scale in service delivery, reduce unit costs and provide a resident population for local shops, services and facilities.
- 5.iii Housing activity of all sorts proceeded at a high rate in the Borough during the 1980's, but slowed down considerably at the beginning of the 1990's. The total number of completions in the Borough between 1992 and mid 1998 has resulted in a net gain of 3,319 dwellings.

Maintaining the Existing Stock

- 5.iv Given the historic decline in population, the reduced rate of conversions and very limited land availability, it is essential to protect the existing dwelling stock if the residential character and function of the Borough is to be maintained. Furthermore, the building of new dwellings will not be effective in meeting the growth in housing requirements (created by the increase in the number of small households) if the current stock is diminished without replacement. Consequently, there will be a general presumption by the Council against the loss of residential accommodation to other uses in line with Strategic Guidance for London Planning Authorities (RPG3, 1996).

Increasing the Number of Dwellings

- 5.v RPG3 proposes that the Council should ensure that a minimum of 7,750 net additional dwellings are completed between 1992 and 2006, or an average of 517 net additional dwellings per year. Whilst the Council will endeavour to ensure this level of additional provision is achieved, there are a number of constraints. The number of sites with potential for residential development is declining, as is the number of properties suitable for conversion, and there is an increasing demand for limited on-street parking space. Kensington and Chelsea is already an intensively developed inner city borough with little available development land. If the housing capacity figure included in RPG3 is to be met, a high priority must be placed on allocating nearly all available



development land for residential use, except where there is a history of employment-generating uses and the site is unsuitable for housing. This is all the more necessary because of the diminishing number of suitable properties for conversion.

Maintaining and Promoting a Variety of Housing

- 5.vi Kensington and Chelsea has some of the highest residential rents and prices in the country. Accommodation is difficult to obtain for many people who have a need to live in the Borough because of their work or family contacts. RPG3 acknowledges the importance of providing housing for lower and middle income households in London. The Council's policies aim to maintain and increase the amount of affordable housing, family dwellings, small units and accommodation for special needs. The Council will seek to negotiate for a wide variety of housing within large development schemes, and will seek the provision of a substantial element of affordable housing.

STRAT 13

TO ENSURE THE CONTRIBUTION OF THE ROYAL BOROUGH TO THE DWELLING STOCK OF GREATER LONDON IS NOT DIMINISHED AND IS INCREASED WHEREVER APPROPRIATE.

STRAT 14

TO SEEK TO MAXIMISE THE RESIDENTIAL CAPACITY OF THE BOROUGH IN LINE WITH STRATEGIC GUIDANCE FOR LONDON.

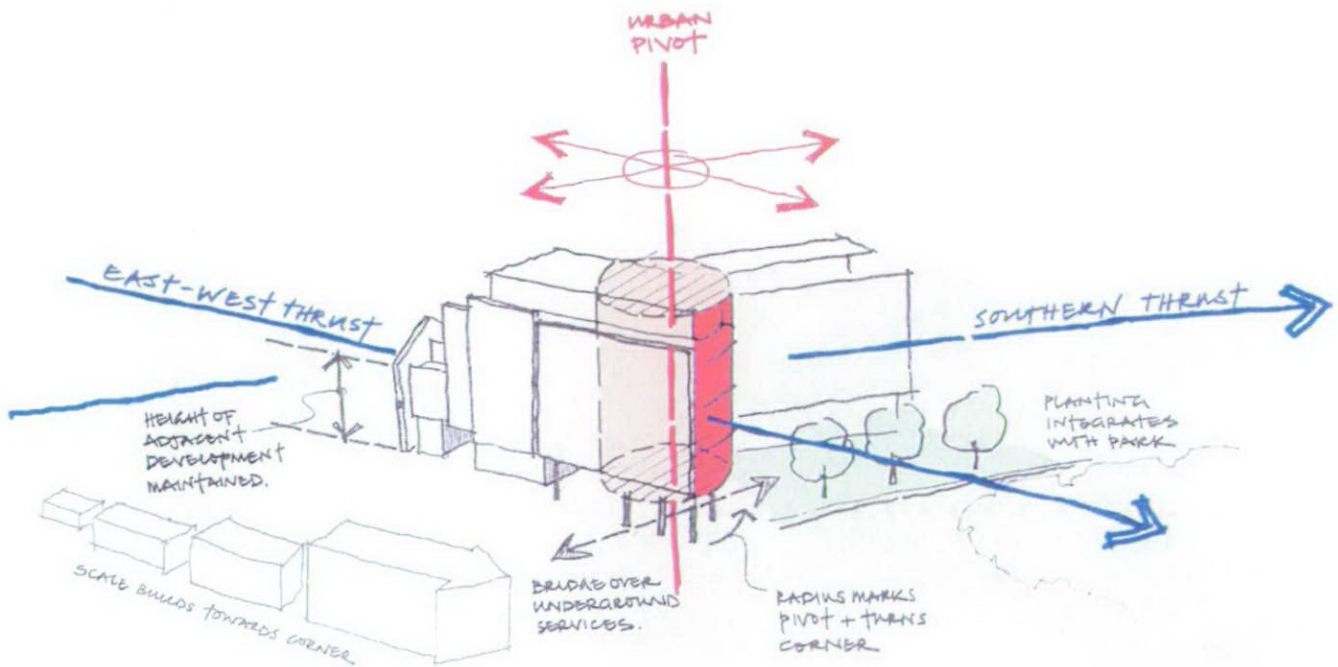
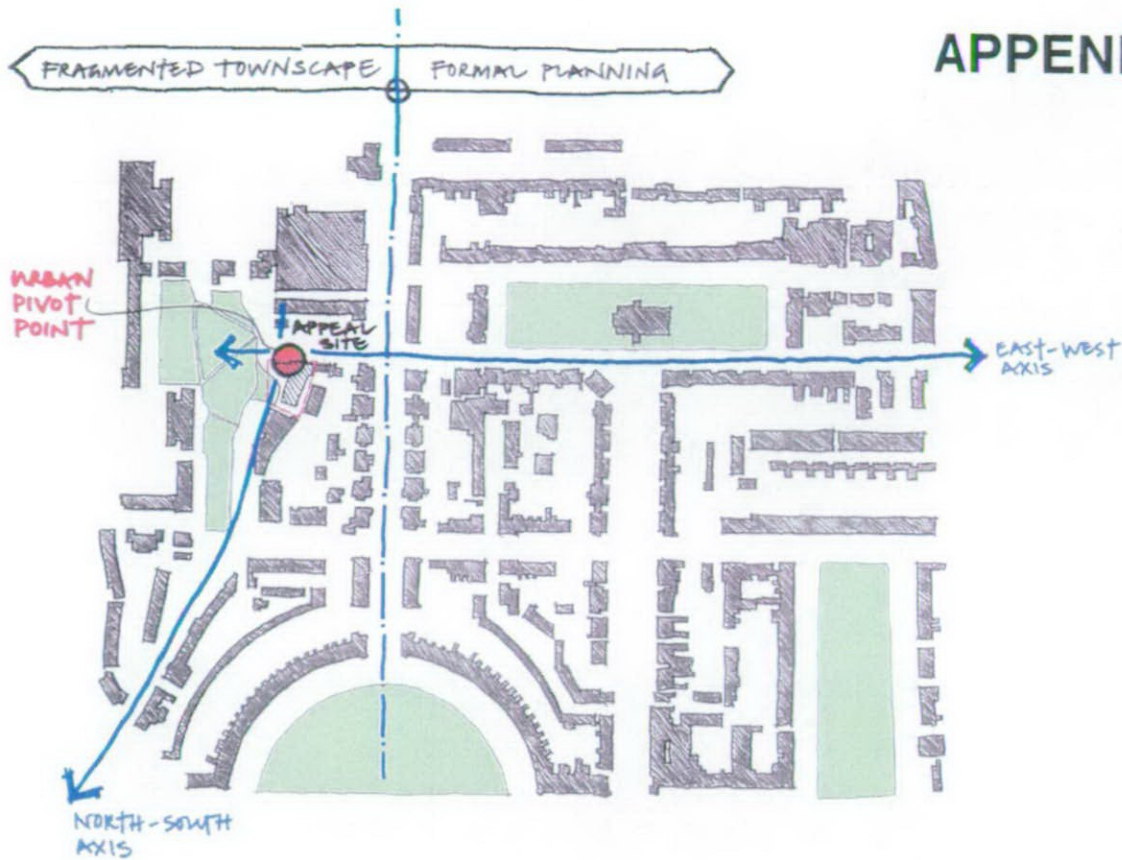
STRAT 15

TO ENCOURAGE AN ADEQUATE AND CONTINUING SUPPLY OF LAND FOR NEW HOUSING THROUGH THE DEVELOPMENT OF VACANT AND UNDER-USED LAND FOR RESIDENTIAL USE IN APPROPRIATE LOCATIONS.

STRAT 16

TO SEEK AN INCREASE IN THE AMOUNT AND RANGE OF SIZES AND TYPES OF DWELLINGS TO MEET THE NEEDS OF THOSE SEEKING PERMANENT ACCOMMODATION IN THE ROYAL BOROUGH, WHILST MAINTAINING THE OVERALL QUALITY OF THE RESIDENTIAL ENVIRONMENT.

APPENDIX 5



Diagrams A+B: TOWNSCAPE RESPONSE – Appeal site on intersection of two major axes

LOCAL POLICIES

5.1 OBJECTIVES

5.1.1 There are four overall objectives for housing in the Borough:-

- (A) To protect permanent residential accommodation in order to maintain and enhance the residential function of the Borough.
- (B) To ensure that new residential development, including conversions and extensions, is of good quality in order to maintain and enhance the residential character of the Borough.
- (C) To increase the supply of housing in appropriate circumstances to help stem the decline of, and where possible to increase, the Borough's permanent residential population, subject to other policies of the Plan.
- (D) To provide and retain a range of housing types and sizes, of a satisfactory standard, to meet the varied physical and economic needs of Borough residents.

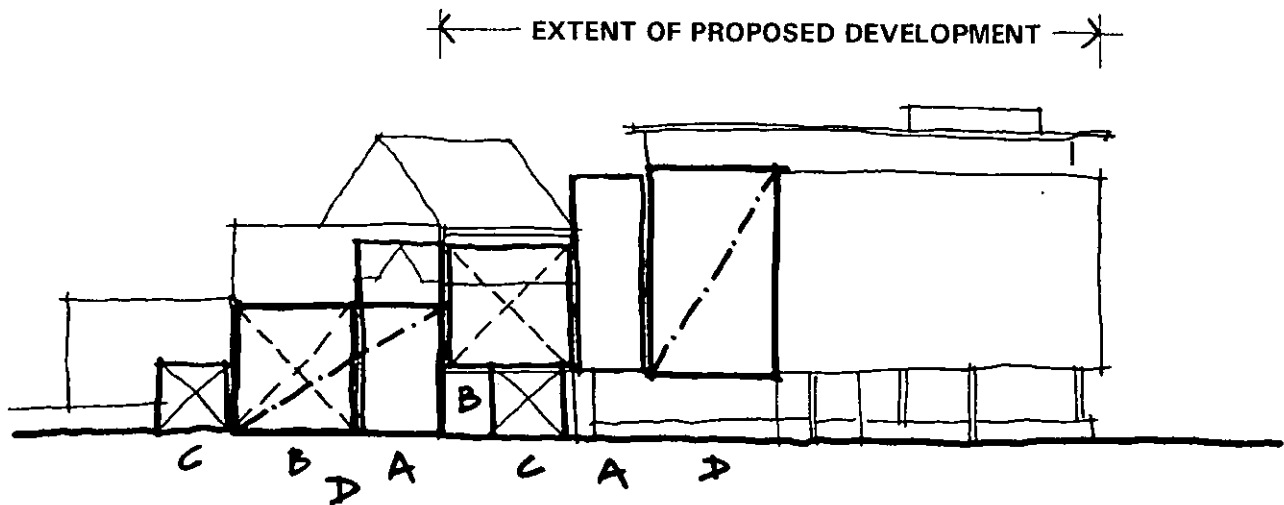
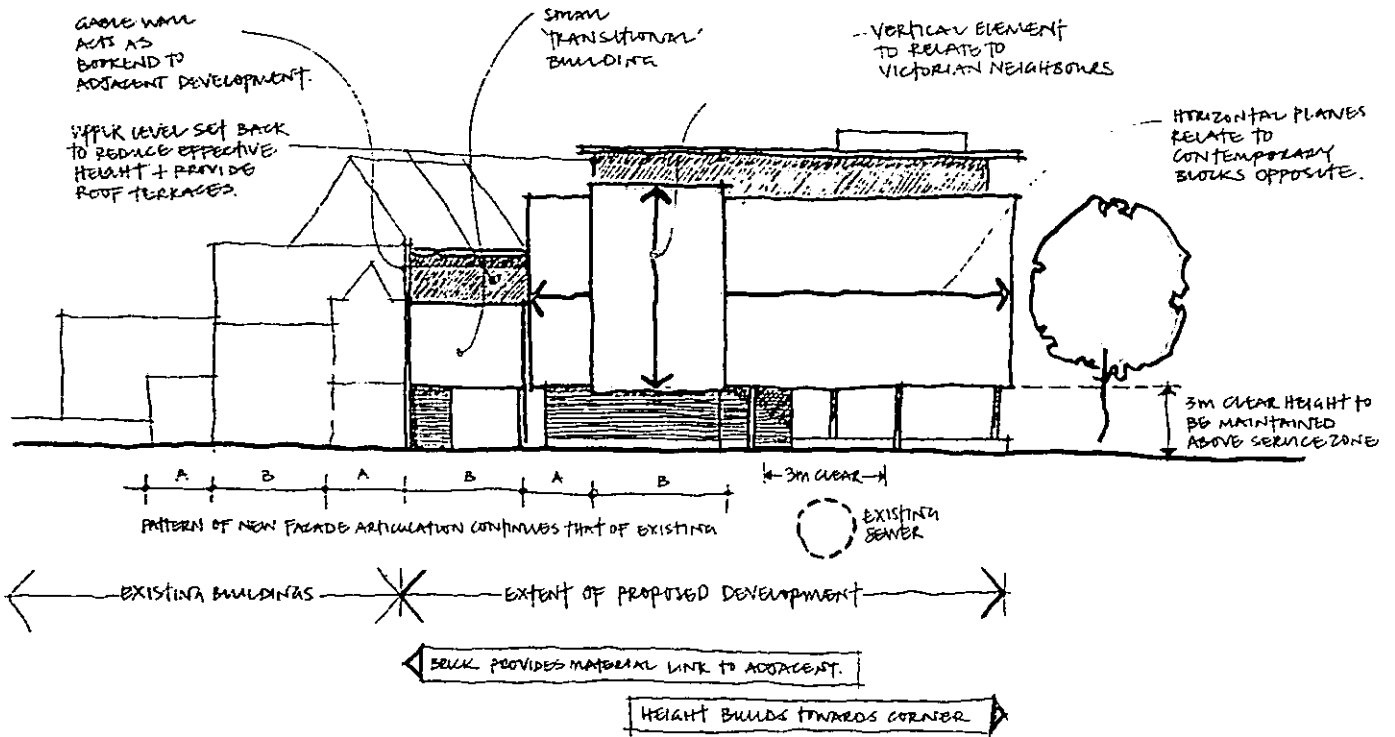
5.2 MAINTAINING AND ENHANCING THE RESIDENTIAL FUNCTION OF THE BOROUGH

5.2.1 Kensington and Chelsea experienced a decline in the level of population from the 1960's to 1981 despite an increase in the number of households since 1971. The 1991 Population Census showed the first increase in residential population for 30 years. The Borough has experienced considerable pressure from commercial uses to occupy residential property in conflict with the overall aim of the Plan. In order to protect the residential function of the Borough, it is considered that the only circumstances under which the change of use from residential accommodation might be acceptable are:

- (a) where the accommodation is statutorily unfit and could not be brought up to the standards laid down by the Housing Acts;
- (b) where the accommodation could not even with adaptation be incorporated into another unit; or
- (c) where an essential community facility requires accommodation.

The relocation of existing residential uses is acceptable providing there is no net overall loss and that a better overall disposition of land use can be achieved.

5.2.2 Under the Greater London Council (General Powers) Acts 1973 as amended and 1984 the use of residential accommodation for temporary sleeping accommodation occupied by the same person for less than 90 consecutive nights, or for time-sharing schemes where a number of people each have the right to occupy a property for a set period each year, is a material change of use requiring planning permission. The Council will resist



the loss of permanent residential accommodation through the provision of such temporary residential accommodation (See also Hotels Chapter, Policy T4).

H1 TO RESIST THE LOSS OF PERMANENT RESIDENTIAL ACCOMMODATION IN ALL BUT THE MOST EXCEPTIONAL CIRCUMSTANCES.

5.2.3 The Borough is very densely developed and there are few vacant sites available for residential development. In line with government guidance, the Council will seek to maximise housing provision within the Borough by giving priority to the residential development of sites and buildings where appropriate (see also Policy STRAT 2).

H2 TO SEEK THE DEVELOPMENT OF LAND AND BUILDINGS FOR RESIDENTIAL USE UNLESS:

- a) **A SATISFACTORY RESIDENTIAL ENVIRONMENT CANNOT REASONABLY BE ACHIEVED BY REASON OF EXCESSIVE NOISE, INAPPROPRIATE LOCATION OR GROUND CONTAMINATION; OR**
- b) **THE LAND IS REQUIRED FOR THE PROVISION OF SOCIAL OR COMMUNITY FACILITIES TO MEET LOCAL NEEDS; OR**
- c) **THE DEVELOPMENT IS FOR THE REPLACEMENT ON THE SAME SITE OF EXISTING COMMERCIAL FLOORSPACE WHICH HAS NOT GIVEN RISE TO ENVIRONMENTAL OR TRAFFIC PROBLEMS.**

5.2.4 The Council will have regard to the history of the use of the site and any known conflict with the amenity of the area through traffic or noise generation, hours of operation and any other material factors, including the considerations set out in the definition of the B1 Use Class. The Council will also have regard to the positive aspects of the existing use and its continuation or replacement by another non-residential use, such as its contribution to the vitality of the local economy. Where a site or building is not suitable or appropriate for residential use its residential use will not be sought.

Vacant Housing

5.2.5 Kensington and Chelsea suffers from a high level of vacant and under-utilised residential property. The numbers of vacant residential units above shops are of particular concern (see CD66 in Conservation and Development Chapter). To reduce the proportion of dwellings that are vacant would significantly increase the number of dwellings available to local residents. The Council is particularly concerned to prevent vacant property from falling into disrepair. The Council attaches particular importance to the return to use of vacant residential property and will continue to identify vacant residential property, negotiate with the owners and where necessary, compulsorily purchase the property, following which it will be offered for sale to housing associations or sold on the open market. The Council requires that any such property be modernised and used solely for residential purposes.

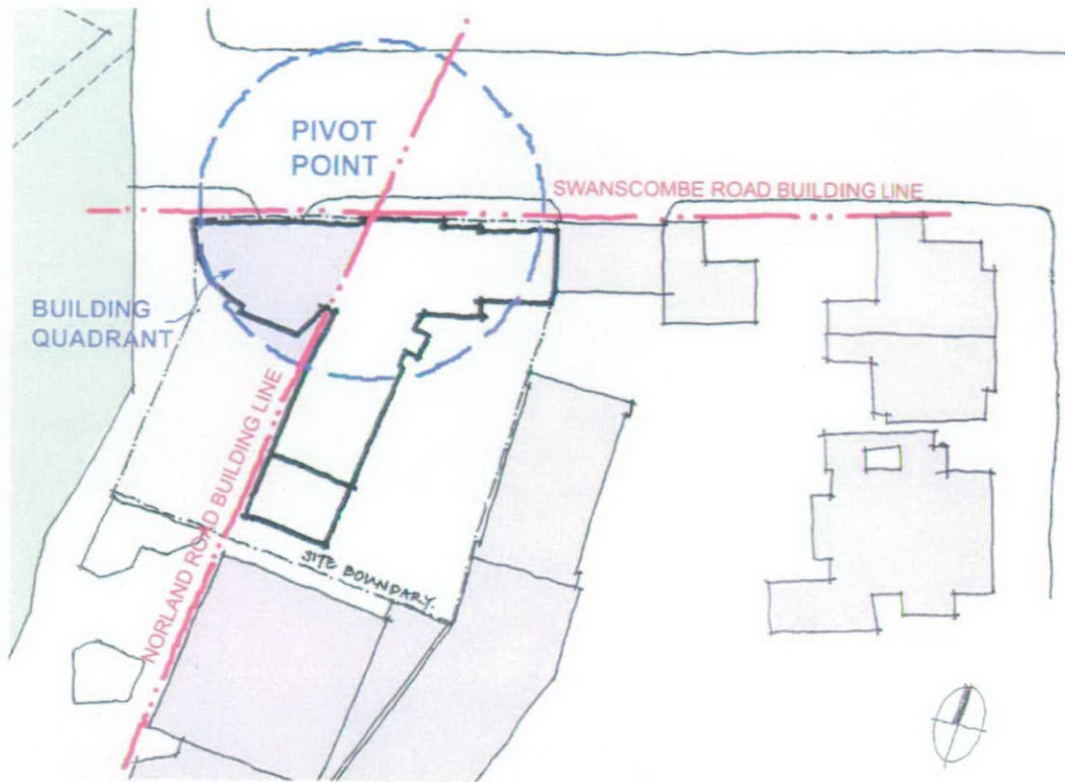


Diagram G – NEW BUILDING OBSERVES BUILDING LINES AND MARKS URBAN PIVOT



Diagram H – RELATIONSHIP TO ADJACENT BUILDINGS' MATERIALS AND STYLES

- Landscape links through to adjacent parklands
- Façade fenestration acknowledges building type opposite
- Brick elements provide continuity with adjoining properties.

- 5.2.6 Permissions for change of use of a property or part property to residential use, serve to maintain and enhance the function of the Borough as a residential area and will continue to be encouraged. Flats above shops or businesses can provide lower cost accommodation and contribute to the range of accommodation available, as well as enhancing the vitality of shopping areas (see also Shopping and Office and Industry Chapters).

H3 TO ENCOURAGE THE USE OF PROPERTY, WHEREVER APPROPRIATE, FOR RESIDENTIAL PURPOSES AND, IN PARTICULAR, PROPERTY PURPOSE-BUILT FOR RESIDENTIAL ACCOMMODATION WHERE PRESENTLY IN ANOTHER USE.

- 5.2.7 Where a return to residential use is proposed, the Council will consider the location of the premises and the amenity of the area. Where no amenity space is available, small residential units will be preferred. In properties with potential for gardens, family-size units should be provided. The Council will assess the suitability of properties by having regard to their internal layout and immediate surroundings.

5.3 MAINTAINING AND ENHANCING THE RESIDENTIAL CHARACTER OF THE BOROUGH

Commercial Development in Residential Areas

- 5.3.1 Maintaining both the historic and residential character depends greatly on the uses to which buildings are put. The character of a residential listed building or of a residential building in a conservation area can best be safeguarded if residential use is maintained.

H4 TO RESIST THE ENCROACHMENT INTO RESIDENTIAL AREAS OF COMMERCIAL ACTIVITIES WHICH WOULD BE INAPPROPRIATE BY VIRTUE OF SIZE, SCALE, HOURS OF OPERATION, TRAFFIC GENERATION OR NATURE OF USE.

- 5.3.2 It is also important to prevent the further incursion of commercial uses into mews which are primarily in residential use.

- 5.3.3 The Council recognises that a certain amount of services or other commercial activity can be incorporated into residential areas without necessarily causing environmental conflict. Some local services and facilities provide important support for residential areas and contribute to their character. The provision of local services and facilities also reduces the need for trips by car (see also Offices and Industry, Shopping, and Social and Community Uses Chapters). The Council is also sympathetic to those who work in the artistic and craft professions and in certain circumstances will be willing to protect existing studios from change to residential use (see also Leisure and Recreation Chapter, Policy LR31).

H5 TO ENCOURAGE THE PROVISION, WHERE APPROPRIATE, AND TO RESIST THE LOSS, OF LOCAL SERVICES AND FACILITIES



WHICH SUPPORT THE RESIDENTIAL CHARACTER OF THE AREA.

Conversions

5.3.4 Although there continues to be a steady increase in self-contained dwellings in the Borough, largely due to the conversion of buildings, there has been a large-scale loss of small, often not self-contained units. This process has made a significant contribution to the decline in population, due to the displacement of many long-term residents in small households. Conversions potentially could have an important part to play in meeting the overall housing provision envisaged by RPG3 and in providing suitable accommodation for the growing number of small households. These aims will only be realised if a higher proportion of units provided are designed to meet the needs of the Borough's permanent residents. In those cases where a proposed conversion is acceptable under H6, policies H18 and H19 will apply.

5.3.5 However, there are drawbacks to dwellings provided by conversions. Although conversions provide new, generally small, dwellings, they can result in the loss of accommodation suitable for families and certain forms of low cost housing such as bedsitting rooms (see also paragraphs 5.5.4 and 5.5.5). Conversions can lack privacy, have inadequate noise insulation, and be badly designed, although the Council ensures that conversion schemes requiring planning permission are of an adequate standard. The increase in number or size of dwellings associated with many conversion schemes puts extra pressure on existing facilities such as parking, due to the higher car ownership rates of the occupants (see also Planning Standards Chapter and consult with the Director of Building Control as appropriate). The Council will ensure that the conversion of self-contained residential units into smaller dwellings does not generate unacceptable levels of on-street parking demand or exacerbate severe problems of restricted on-street provision. On-street parking pressure in an area is considered to be unacceptable when the legal parking space (see Glossary for definition) occupied exceeds 90% of the legal space available. In cases where off-street parking provision is not possible, the Council will not grant planning permission unless means can be agreed to avoid any increase in on-street parking demand (see paragraph 7.6.16b of the Transportation Chapter).

H6 TO PERMIT PROPOSALS FOR THE CONVERSION OF SELF-CONTAINED RESIDENTIAL UNITS INTO SMALLER SELF-CONTAINED DWELLINGS, EXCEPT WHERE THEY WOULD RESULT IN :

- a) UNACCEPTABLE LEVELS OF ON-STREET PARKING DEMAND OR ADD TO ALREADY UNACCEPTABLE LEVELS;**
- b) THE UNACCEPTABLE LOSS OF OFF-STREET PARKING SPACES;**
- c) THE LOSS OF FAMILY-SIZED DWELLINGS ~~HOUSES OR FLATS OF FIVE HABITABLE ROOMS OR FEWER 100 SQUARE METRES (GROSS) OR LESS WHICH HAVE DIRECT ACCESS TO AMENITY SPACE;~~**

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

9th November 2001

Dear Mrs Wilden

The Sheepshank Public House No 7 Swanscombe Road, W11

I write to thank you and Mrs Benes for our meeting on Monday 5th November to discuss the proposed scheme for the above site. I confirm leaving with you the following material :

Site Plan @ 1 :1000 scale
Location Plan @ 1:500 scale
Sectional elevations through neighbouring areas @ 1:200 scale
External works Plan @ 1:200 scale
GA Plans of GF to Penthouse level @ 1:100 scale
Sections @ 1:100 scale
Elevations @ 1:100 scale
3 D model prints of the shadows cast at key dates and times
Written commentary on the scheme
Accommodation schedules and density calculations.

We are now enclosing 3 no. further computer generated drawings to show the eye level views of the scheme in its surroundings, and specifically to demonstrate the entrance and relationship of our building to the street which you queried. I hope this information provides the necessary reassurance that this scheme offers an inventive and appropriate solution to this unique site. We now look forward to your response.

Yours sincerely

John Allan
CC Mr N Lane, Mr S Bhole Notting Hill Home Ownership
Mr W Barton AL Smith Partnership

d) THE CREATION OF UNDERSIZED DWELLINGS WHICH ARE CONTRARY TO COUNCIL STANDARDS.

- 5.3.6 It is considered that in circumstances (a) and (b), the character of residential areas may be harmed. The Council is concerned that existing private garage space which provides off-street car-parking is maintained. In the case of proposals to convert mews properties, the retention of at least one garage space will normally be required.

Development and Residential Amenity

- 5.3.7 Additional residential accommodation is encouraged in line with the aims of the Plan but it is also considered essential that a policy to attract additional housing in the Borough must not lead to a loss of residential amenity. The Council recognises the value to local amenity of retaining and, where practicable, providing further open spaces and trees within the Borough (see also Conservation and Development, and Leisure and Recreation Chapters).

H7 TO SEEK, WHERE APPROPRIATE, THE PROVISION OF SOME OUTDOOR SPACE IN ALL NEW DEVELOPMENT AND, IN PARTICULAR, THE PROVISION OF OPEN SPACE AND PLAY FACILITIES IN DEVELOPMENTS OF OVER TEN UNITS.

- 5.3.8 In order to retain a high standard of residential amenity, it is important that appropriate provision is made for the social and community needs of residents. Therefore the Council will require the provision of such facilities as are appropriate in association with major residential developments. As a general guide, a major development will be considered to be one which provides 150 or more residential units.

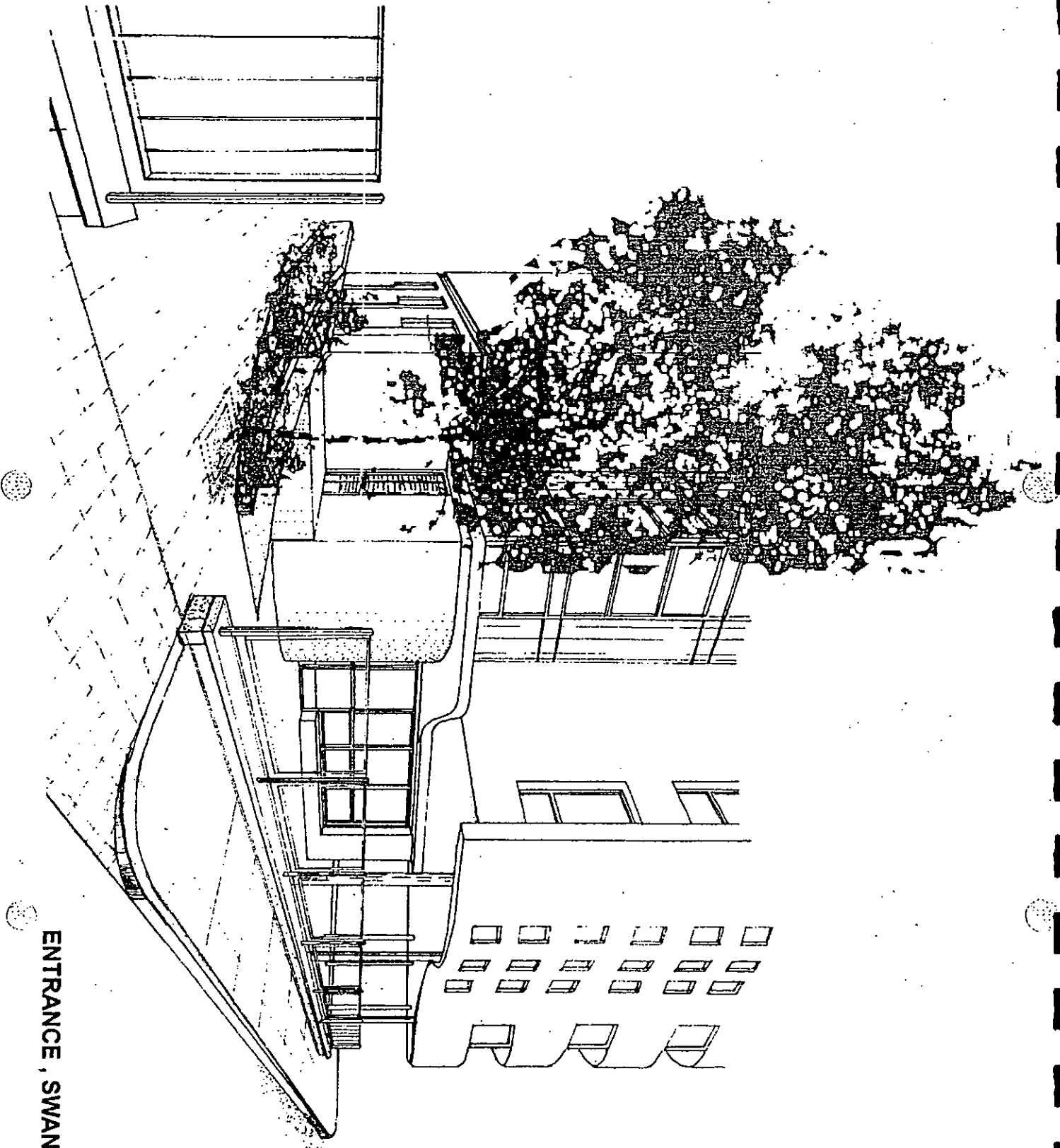
H8 TO REQUIRE THE PROVISION OF APPROPRIATE SOCIAL AND COMMUNITY FACILITIES WITHIN MAJOR RESIDENTIAL SCHEMES.

- 5.3.9 The form of social and community facilities to be provided will be dependent on the scale of the development, its location and its proximity to existing services (see also Social and Community Uses Chapter).

Density

- 5.3.10 If the housing capacity figure identified in RPG3 and sought through STRAT 14 of the UDP is to be met, it is necessary not only to place a high priority on allocating all identifiable land for residential use, but also to make the best use of that land. A balance has, however, to be struck between making the best use of residential land, ensuring new housing is of a good standard, and protecting the character and environment of surrounding areas.

- 5.3.11 Most of the existing housing in the Borough was built in the nineteenth century at densities which are very high by today's standards. Much of this is satisfactory in the accommodation and facilities it provides, and in the contribution it makes to the



ENTRANCE, SWANSCOMBE ROAD

character and environment of the Borough. In most cases of new development, however, the Council's policy is to seek lower densities than in the past, in order that excessive pressure is not placed on existing facilities, particularly open space, that the quality of the existing environment is maintained, and, as appropriate, improved, and that new residential development offers facilities and a quality of environment acceptable today. It will be particularly important to design to lower densities, and make adequate provision for open space, in schemes suitable for occupation by families with children.

5.3.12 In considering both the quality of the environment proposed in a new housing scheme, and the effect of that scheme on the character and environment of the surrounding area, the density policies set out below will be followed, and regard will be had to the density ranges set out below. Schemes will also have to comply with other policies of the plan, particularly those relating to design, light, privacy, open space, and residential parking.

5.3.13 In applying the following policies the Council will have regard to the following well established density guidelines:

VERY LOW: less than 70 habitable rooms per acre (hra) (175 habitable rooms per hectare (hrha))

LOWER: between 70 hra and 100 hra (175-250 hrha)

HIGHER: between 100 hra and 140 hra (250-350 hrha)

VERY HIGH: above 140 hra (350 hrha)

Guidance on the calculation of residential density is given in the Planning Standards Chapter.

H9 NORMALLY TO RESIST RESIDENTIAL DEVELOPMENT DESIGNED TO A VERY LOW DENSITY.

H10 NORMALLY TO REQUIRE THAT HOUSING PREDOMINANTLY SUITABLE FOR OCCUPATION BY FAMILIES WITH CHILDREN IS DESIGNED TO A LOWER DENSITY.

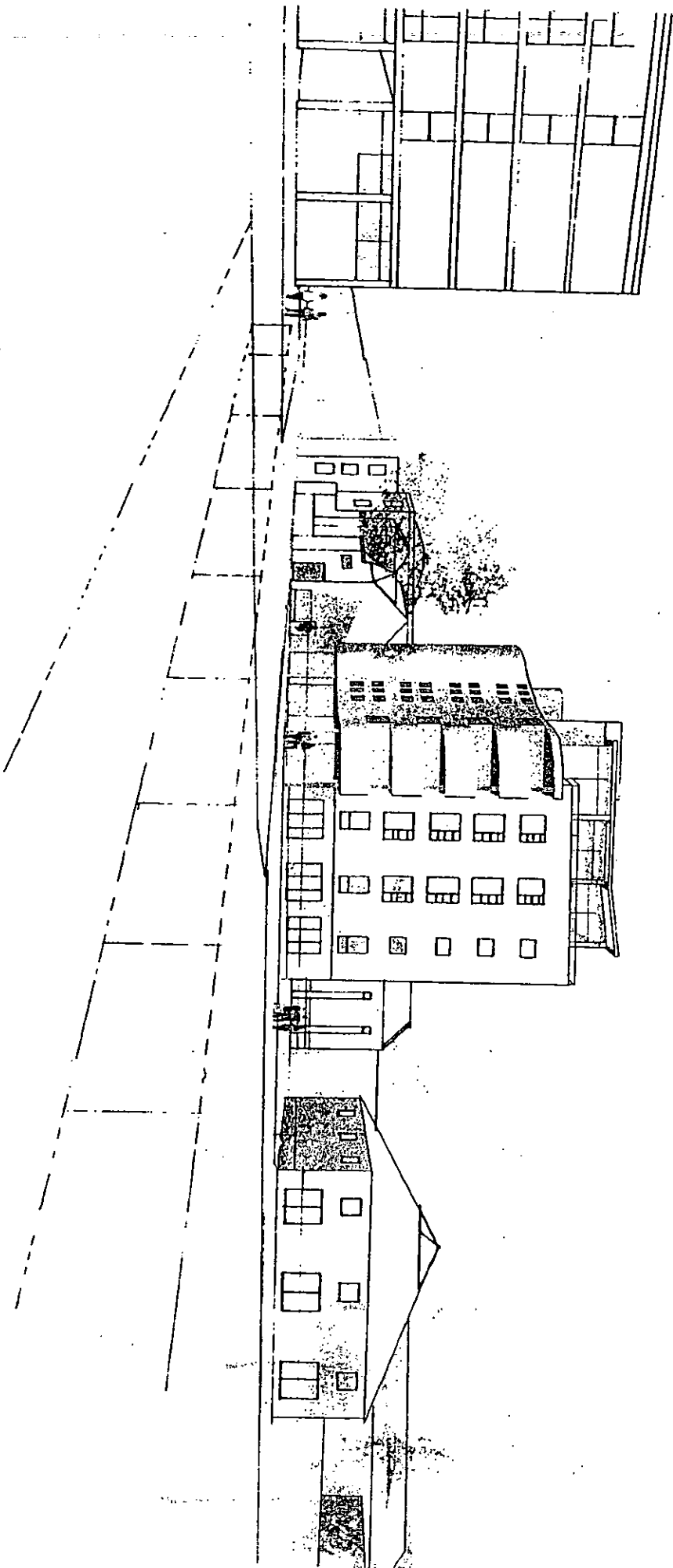
H11 NORMALLY TO RESIST HOUSING DESIGNED TO HIGHER DENSITIES EXCEPT WHERE IT:

a) IS DESIGNED PREDOMINANTLY FOR OCCUPATION BY SMALL HOUSEHOLDS; OR

b) ENABLES THE PROVISION OF SPECIAL NEEDS OR AFFORDABLE HOUSING ON APPROPRIATE SITES; OR

c) IS AN INFILL SCHEME WHERE A HIGHER DENSITY DEVELOPMENT IS NECESSARY FOR TOWNSCAPE REASONS TO COMPLY WITH THE POLICIES OF THE CONSERVATION AND DEVELOPMENT CHAPTER.

VIEW FROM EDWARD WOODS ESTATE



H12 NORMALLY TO RESIST HOUSING DESIGNED TO VERY HIGH DENSITIES UNLESS NECESSARY FOR TOWNSCAPE REASONS TO COMPLY WITH THE POLICIES OF THE CONSERVATION AND DEVELOPMENT CHAPTER.

Improving the Quality of the Housing Stock

- 5.3.14 There has been a welcome improvement in the housing conditions of the Borough over the last 20-30 years, as building activity has concentrated on replacing poorer, older housing by means of the conversion and redevelopment of existing property. However, housing conditions in certain parts of the Borough still compare unfavourably with those elsewhere in London.

H13 TO CONTINUE TO ENCOURAGE THE IMPROVEMENT AND PRESERVATION OF THE EXISTING HOUSING STOCK.

- 5.3.15 The Council continues to implement landscaping and playground schemes on its estates. Besides enhancing the physical condition of dwellings and the environment, these schemes aim to improve the security and to add to the amenities enjoyed by residents and their children (see also Policy CD87 of the Conservation and Development Chapter).

H14 TO ENSURE THE ENHANCEMENT OF THE RESIDENTIAL ENVIRONMENT THROUGH STREET WORKS, LANDSCAPING AND IMPROVEMENTS TO HOUSING ESTATES.

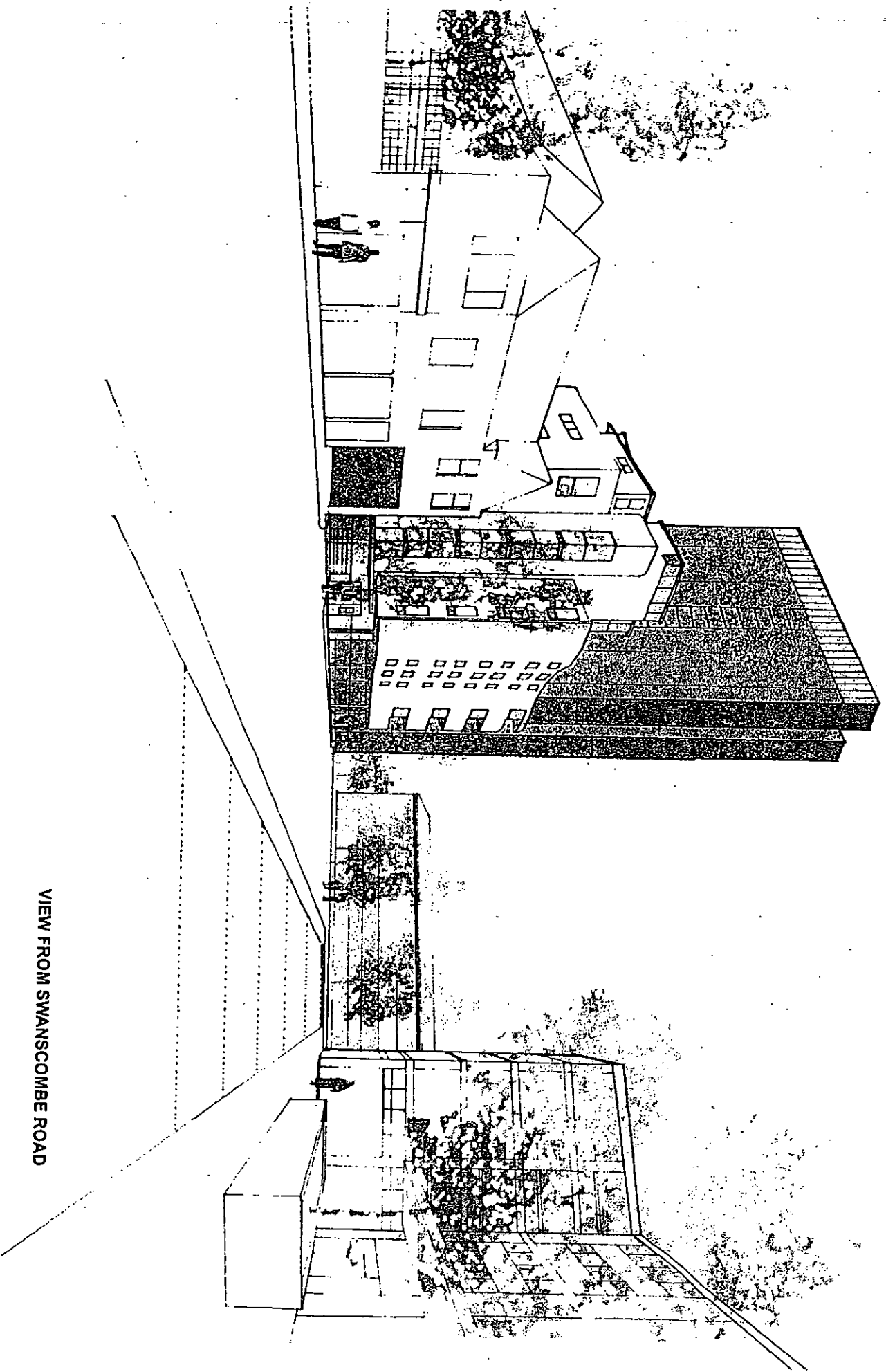
- 5.3.16 Funds are available for environmental improvement under various Central Government programmes, such as the City Challenge Programme, and occasionally through negotiation with the private sector.

5.4 INCREASING THE SUPPLY OF HOUSING

New Development

- 5.4.1 There are few vacant sites remaining in the Borough and the provision of new housing, other than from conversion schemes, will mainly arise from smaller-scale redevelopment proposals. STRAT 14 seeks to maximise the residential capacity of the Borough in line with RPG3. It is therefore important to ensure that, wherever possible, the development of vacant land and redevelopment of property currently in other uses is for residential purposes while seeking to maintain residential amenity. Where new residential development is proposed, and in appropriate locations, the Council will negotiate seek the provision of affordable housing for rent or for sale within the development. Section 5 deals with the provision of affordable housing.
- 5.4.1a The Borough is currently on course to meet the minimum housing provision target of 7,750 identified in RPG3 (Table 4.1). In an area such as Kensington and Chelsea which is already densely developed, the housing capacity will be determined by the following factors for the period 1997 - 2006 (the last two 5 year tranches of the

VIEW FROM SWANSCOMBE ROAD



RPG3 period): the availability of development sites; the potential to convert the existing stock of buildings into dwellings; and the nature of the local housing market.

5.4.1b The Council has identified a number of new large residential opportunities as part of the review of the Plan (See Schedule of Major Development Sites). These sites are expected to provide the largest single source of additional dwellings (up to 3,000 units). Large "windfall" sites are also expected to provide up to 1,000 dwellings. Smaller sites (providing under 10 dwellings each) are likely to yield up to 600 dwellings. Conversion activity (from all sources) is likely to provide up to 1,500 dwellings even though the significance of this sector has declined in recent years.

5.4.1c Kensington and Chelsea has the most expensive housing market in the UK and is subject to intense regional, national and international demand. It is also a magnet for speculative investment activity and company lettings. It is likely that its locational advantage will continue into the foreseeable future resulting in a buoyancy which is virtually unrivalled anywhere in the country. Overall, a housing capacity of over 6,000 dwellings has been identified for the years 1997 to 2006 in addition to the 3,000 or so dwellings already completed between 1992 and 1998. Given the high implementation rate (currently about 90%) for planning approvals in the Borough, there is every prospect that Kensington and Chelsea will exceed the minimum housing target of 7,750 included in RPG3. The UDP will subsequently be amended to reflect the housing provision policies of the Mayor's Spatial Development Strategy for London.

5.4.1d The sources of future housing beyond 2006 and up to 2016 will rely far less on large identified sites (since these are subject to greater uncertainty) and more on "windfall" sites and conversions. Overall there is likely to be a reduced capacity for additional dwellings in the Borough over the period 2006 - 2016 compared to the period 1997 - 2006 because of the increasing difficulty in identifying suitable development opportunities and the need to protect the distinctive character of the Borough. The residential function of the Borough needs to be supported by essential local commercial and community uses in order to maintain a sustainable balance of land uses.

H15 TO REQUIRE A SUBSTANTIAL PROPORTION OF HOUSING TO BE PROVIDED ON THOSE SITES TO WHICH THIS POLICY APPLIES AS IDENTIFIED IN THE SCHEDULE OF MAJOR DEVELOPMENT SITES AND SHOWN ON THE PROPOSALS MAP.

H16 TO ENCOURAGE THE USE OF PUBLICLY OWNED LAND FOR THE PROVISION OF HOUSING, WHEREVER APPROPRIATE.

5.4.2 A number of sites have been identified on the Schedule of Major Development Sites and Proposals Map where redevelopments will be expected to provide housing on all or at least the major part of the site area or floorspace. Such housing provision must be carefully designed to achieve an acceptable level of amenity for residents with regard to the location of any proposed business uses. (See also Offices and Industry Chapter Policy E3).

NEW DEVELOPMENT AT 7 SWANSCOMBE ROAD, LONDON W 11

Introduction

This site, currently occupied by the derelict Sheepshank Public House, lies across the boundaries of The Royal Borough of Kensington & Chelsea and The London Borough of Hammersmith and Fulham. It has been the subject of a previous planning consent for a redevelopment scheme that proved technically unfeasible due to the discovery of significant underground services within the footprint of the proposed buildings. That scheme has accordingly been abandoned, and the site owners Notting Hill Home Ownership, have commissioned a fresh scheme by Avanti Architects.

Following an initial meeting of NHHO and Avanti Architects with RBKC Planning Department in June 2001 this report accompanies the further developed scheme and with the accompanying drawings and other illustrative material, seeks to provide the planning authorities with sufficient information to allow comment prior to NHHO making a formal Planning Application in the near future.

The site and its context

The site lies at the western end of Swanscombe Road at its intersection with the northern end of the now defunct Norland Road. It marks the point at which the 19th century Norland Estate fragments into the modern developments of the post-war period, and is dominated by three 24 storey tower blocks of the Edward Woods Estate alongside the West Cross Route (M41). The orderly urban pattern of the Norland Conservation Area effectively ends at the west edge of St Anne's Villas, such that the urban 'block' that includes the site is neither a complete unit of the Norland Estate nor fully absorbed by the Edward Woods Estate. In other words the site sits on an urban fault line.

The buildings immediately surrounding the site thus belong to no single period or style. Going anti-clockwise around the block, there are the 19th century neo-gothic villas in St. Anne's Villas, (described as 'eccentricities' in the Conservation Area Policy Statement), a newish single house (No.1 Swanscombe Road) inserted into the back garden of the last villa (which significantly does not 'turn the corner' but stops with a plain gable wall), a recently converted workshop/ office in front of the former organ factory, itself now converted into an art gallery and private residence, a 1970s community hall and its annex, the Sikh Temple, in an orientalist neo-Rococo (?) style, and the terrace of 19th century houses returning along Queensdale Road. Opposite the site is the bulky 5 storey block of shops and flats of Edward Woods Estate leading towards the open space edged on the west and north by the main bulk of the rest of this estate.

5.5 PROVIDING AND MAINTAINING A WIDE RANGE OF HOUSING

Housing Mix

5.5.1 The mix of accommodation in the Borough should be related to the range in household types existing or likely to exist and to deficiencies in the range of accommodation. Households are typically smaller than elsewhere in the capital. In response to market demand, the private sector already provides a substantial proportion of smaller units, mostly through conversion schemes and it is therefore important to retain existing provision. A large stock of small residential units is also important in order to: maintain the level of population by allowing a more intensive use of residential properties; maintain the number of adult households who, through their spending power, help support the ancillary services which underpin the residential function; and meet the overall housing provision envisaged by RPG3.

H17 TO RESIST THE LOSS OF EXISTING, SMALL, SELF-CONTAINED FLATS OF ONE OR TWO HABITABLE ROOMS.

5.5.2 However, it is important to ensure that a sufficiently wide range of dwellings is provided in terms of type and size in redevelopment, rehabilitation, extension and conversion schemes, to satisfy the needs of larger households and rising standards.

H18 TO SEEK THE INCLUSION OF SMALLER UNITS (OF ONE OR TWO HABITABLE ROOMS) AND LARGER UNITS (OF THREE HABITABLE ROOMS AND MORE) IN SCHEMES FOR RESIDENTIAL DEVELOPMENT.

H19 TO SEEK AN APPROPRIATE MIX OF DWELLINGS WITHIN A SCHEME, HAVING REGARD TO THE FOLLOWING FACTORS:

- a) **THE PHYSICAL CHARACTER OF THE SITE OR BUILDING AND ITS SETTING;**
- b) **THE PREVIOUS OR EXISTING USE OF THE SITE OR BUILDING;**
- c) **ACCESS TO PRIVATE GARDENS OR COMMUNAL GARDEN SQUARES FOR FAMILY UNITS;**
- d) **THE LIKELY EFFECT ON DEMAND FOR CAR PARKING WITHIN THE AREA;**
- e) **THE SURROUNDING COMPOSITION AND DENSITY OF POPULATION;**
- f) **THE LOCATION OF SCHOOLS, SHOPS AND OPEN SPACES;**

From this heterogeneous assortment it is clear that the piecemeal formation of the site context results from each element responding to the circumstances and requirements of its own development, with little or no relationship to adjacent buildings.

Interpreting the urban context

The proposed scheme will try to gather these disparate ingredients together and make sense of the unique context through a combination of site layout and architectural form.

Apart from the wide variety of building sizes and styles the dominant aspect of the context is this collision of different urban geometries. Specifically, these are represented by the extended axis of St. James Gardens and by the oblique line of the former Norland Road, routed ultimately from the large roundabout at the west end of Holland Park Avenue. These, we believe, are the plan generators to which the new development should respond.

The proposed scheme – Urban Design

The proposed scheme takes the intersecting lines of these two geometries and binds them into a composite block. The old Norland Road axis is reflected in a north-south block that observes the building line of the adjacent Community Hall. The Swanscombe Road axis is continued in a lower east-west block which points towards the Edward Woods Estate. It is conceived in an attenuating 'piano' form to acknowledge its position as the final piece on the long east-west axis of St. James Gardens, and to mark the turning point at its apex. The straight side of this piano block 'stops' the north-south block and is lower than it. Conversely the latter block, though stopped, is taller than the piano block. With the staircase and lift core acting as a hinge at the junction this relationship binds the two elements together in a complementary balance.

The building development is treated as a free-standing object and is placed away from the eastern boundary to allow access to an off-street parking court. The piano block is scaled to respond to the re-entrant block on the opposite side of Swanscombe Road and matches the rooflines of the organ factory and St Anne's Villas. The rectilinear volume of the north-south block, albeit in miniature, addresses the huge tower of Edward Woods Estate opposite. The piano block is also raised on pillars, architecturally to enter into dialogue with the building opposite, and technically to bridge over and avoid disturbing the underground services. At eye level on the street this device also serves to turn the corner, signalling the large open space south-west of Swanscombe Road and allowing views under the block at the intersection of the two axes.

g) PROVISION OF ACCOMMODATION FOR SPECIAL NEEDS (See paragraphs 5.5.13 to 5.5.25); AND

h) BUSY ROADS OR RAILWAY LINES NEARBY.

5.5.3 Particular regard should be paid to providing accommodation suitable for families in acceptable locations and the Council will encourage the provision of larger units suitable for family occupation to be located in the lower floors with access to the garden.

Houses in Multiple Occupation (HMOs)

5.5.4 The private rented sector performs an important function in the housing market, especially in meeting a need for lower cost housing, but has experienced a rapid decline. Much of the decline in this sector in the Borough has resulted from the conversion, into flats for sale, of Houses in Multiple Occupation (HMOs). There has also been a change in the types of lettings made. Whereas in the past, much of the privately rented sector had catered for lower income groups, an increasing proportion of this sector now consists of luxury furnished flats intended for short-term lets to mobile higher-income tenants.

5.5.5 Despite the decline, the Borough still has a greater proportion of private rented accommodation than anywhere else in the United Kingdom. The Council has undertaken research which demonstrates the continuing high demand for HMO accommodation in the Borough and the valuable role the existing HMO stock makes towards meeting housing need and supporting the local economy. Consequently, the Council recognises that certain types of accommodation meet a specific need and will not normally consider favourably proposals which involve the loss of such accommodation. In particular, the Council is concerned that bedsit accommodation which is in compliance, or capable of complying, with building regulations and the standards laid down by the Housing Acts, should normally be maintained. However, there may be circumstances in which the loss of an HMO may be allowed, for example, in order to secure the essential restoration of a listed building where improvement is needed, and in which the existing HMO layout is harmful to the historic character of the building, or in appropriate locations having regard to the distribution of HMOs within the area. Proposals from Registered Social Landlords (RSLs) to convert properties into self-contained dwellings, in liaison with existing tenants, will be assessed in relation to how long the RSL has owned the property and whether there is a significant reduction in the number of bedspaces. RSLs, in liaison with the Council, will be encouraged to manage existing HMOs for the benefit of lower and middle income workers who have a need to live close to their place of work in the Borough.

5.5.6 Where existing HMOs and bedsitting rooms do not comply with the current Housing Acts, landlords should seek advice from the Council's Environmental Health Department.

H20 NORMALLY TO RESIST PROPOSALS FOR THE CONVERSION INTO SELF-CONTAINED ACCOMMODATION OF THOSE HOUSES IN MULTIPLE OCCUPATION AND INDIVIDUAL BEDSITTING

The western foreground of the scheme is treated as a new landscaped area with grass and trees, and although secured with railings at the site boundary, will merge visually with the larger area of communal landscaping in front of the Edward Woods blocks.

The proposed scheme – Accommodation and Architectural Design

The client's aspirations are for a modern building of outstanding architectural quality and containing a variety of dwelling types and sizes. The units range from family maisonettes with private gardens, to 1-, 2-, and 3 bedroom apartments (all with balconies) and a rooftop penthouse. Affordable and disabled access units are included in the dwelling mix, and all units have habitable rooms of good sizes and proportions. (See Accommodation Schedule.)

The building is approached from a secure access point on Swanscombe Road leading to a covered entrance porch and lift hall. The maisonettes are reached directly at ground level, via a short ramp. (Their floor level is raised slightly to improve their relationship to the garden foreground.) At upper levels the lift/stair core, which receives natural light from the east, typically serves three units per floor. Habitable rooms are generally arranged to face south or west, with only service rooms on the east elevation above first floor level to avoid any problems of overlooking to or from the neighbouring properties on this side.

A variety of materials is proposed, both to reflect the composite identity of the block and to relate to the range of materials found in the neighbouring buildings, which includes brickwork, mosaic, render and panelling. The building plinth from ground to first floor level will be of brickwork, while the piano block will be faced with mosaic on its curvilinear side and render elsewhere. The rectilinear block will be faced with rainscreen lockclad tiling. Velfac metal sheathed timber windows are proposed, with panel cladding to the staircase block.

External Works

The site area will be secured with custom designed metal railings and will be laid out with a full scheme of hard and soft landscaping and planting. The refuse enclosure will be constructed in brickwork matching the base of the main block. Tree planting will be introduced along the west edge of the site where this is not inhibited by the underground services.

Procurement and Programme

The client is considering various procurement strategies, including traditional contracting and partnering, with a view to ensuring that the intended level of quality in the design is indeed achieved in the implementation. Design/Build is for this reason not being considered. It is also NHHO's wish to progress the development as soon as possible in order to minimise the current problems associated with the derelict pub building on the site.

ROOMS WHICH COMPLY WITH, OR ARE CAPABLE OF REACHING, THE STANDARDS LAID DOWN BY THE HOUSING ACTS.

- 5.5.7 RSLs are now the major providers of affordable housing for rent in the Borough. They assist in the housing of the statutorily homeless and for people with special accommodation needs as well as hostel provision for groups such as people with a mental illness, the single homeless and people with physical disabilities. They also contribute towards improving the housing stock. The Council encourages the provision of rented accommodation (especially affordable accommodation) in any large residential or mixed-use developments and will look favourably upon arrangements to secure the transfer of ownership of a proportion of the site, or some of the dwellings created, to RSLs or other providers of affordable housing for this purpose. Where appropriate, the Council will seek Planning Obligations to secure and retain the provision of affordable housing.

H21 TO WELCOME RESIDENTIAL OR MIXED-USE SCHEMES WITH A RESIDENTIAL ELEMENT WHERE A RANGE OF HOUSING IS TO BE PROVIDED INCLUDING AFFORDABLE HOUSING AND HOUSING FOR SPECIAL NEEDS.

Affordable Housing Provision

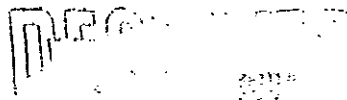
- 5.5.8 Planning Policy Guidance Note 3: Housing (PPG3) has established the need for affordable housing as a material consideration which may properly be taken into account in formulating development plan policies. More detailed advice is contained in the Government Circular 6/98: Planning and Affordable Housing. Paragraph 4 of this circular defines affordable housing as both low-cost market and subsidised housing that will be available to people who cannot afford to rent or buy houses generally available on the open market. Kensington and Chelsea has the most expensive residential property market in the country and affordability (as defined by the relationship between prices and incomes) has probably worsened since the adoption of the UDP in 1995. The housing market, generally, cannot provide residential accommodation for those on low or middle incomes. The most recent price information indicates that the average purchase cost and rent of a one bedroom property in the Borough is £235,800 ~~£168,000~~ and £269 per week respectively (London Research Centre / Greater London Authority Bulletins, ~~2nd and 1st Qtrs. 2000 and 1998, respectively 1998~~). Consequently, because of the high property prices, it is unlikely that new "low cost" market housing will be able to contribute to affordable housing needs. However, there may be opportunities for new HMOs to make a limited contribution. Consequently, the concept of affordable low cost market housing (except for HMOs) is not relevant to the circumstances of Kensington and Chelsea.
- 5.5.9 National advice requires that affordable housing policies should be based on up to date, rigorous, local housing needs assessments. For this reason, the Council carries out a broad analysis of housing need each year to inform the Housing Strategy and Housing Investment Programme. This takes into account a number of factors including: incomes, rent levels, house prices, stock condition, and applications on

PLANNING AND CONSERVATION

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

Mr. J. Allan,
Avanti Architects,
1 Torriano Mews,
London NW5 2RZ



Switchboard: 020 7937 5464
Extension: 2082
Direct Line: 020 7937 2082
Facsimile: 020 7937 3463
Web: www.rbkc.gov.uk



KENSINGTON
AND CHELSEA

31st December 2001

My reference: DPS/DCN/SW/
TP/H

Your reference:

Please ask for: Mrs. S. Wilden

Dear Sir,

Town and Country Planning Act 1990
7 Swanscombe Road, W11

I refer to your meeting of 5th November with Mrs. Wilden and Mrs. Benes, your letter dated 9th November and drawings numbered 0112-GA00, -GA001 - GA009, /GA/015, /015A, /015B, /015D, - SEC A - A, - SEC C - C, - STREET ELEV and unnumbered drawings relating to a proposed five and seven storey redevelopment of the above site to provide sixteen flats and maisonettes.

Further to the meeting and subsequent officers' site visit, I would advise you that the proposed development is considered most unlikely to be acceptable to the Council.

The primary reason for objection relates to the form and scale of the development. Whilst the presence of the tower blocks and tall buildings on the other side of the road/footpath in Hammersmith and Fulham are noted, they are not considered an appropriate reference point to guide the development of No. 7 Swanscombe Road.

The street block containing No. 7, bounded by Norland Road, Swanscombe Road, St. Ann's Villas and Queensdale Road is within the Norland Conservation Area. Buildings on the street block do not exceed three to four storeys in height. Those in St. Ann's Villas are Grade II Listed Buildings. Materials are facing brick, painted render or stucco, often with slate roofs. It is considered that redevelopment of No. 7 should draw upon the scale and character of the existing buildings on the street block rather than look to the substantially different form of development across the Borough boundary and outside the Conservation Area as a precedent.

the Council's Common Housing Register (CHR). This analysis produces projections of future housing need based on trends in the rate of new applications on the CHR and projected supply data. At the beginning of ~~July 1999~~ April 2000, there were over ~~8,413~~ 8,585 applicants on the Common Housing Register. There were ~~3,392~~ applicants assessed as having high priority, and of these ~~924~~ had the highest priority ~~due to an acute need for rehousing~~ 4,359 households who were assessed as being in significant need. Current information also indicates that ~~1,539~~ 1,026 applicants (~~17%~~ of the total) on the Council's Common Housing Register have recorded an interest in low cost home ownership. However social housing lettings available to the Council, and referrals to low cost home ownership properties, are limited to approximately ~~600~~ 800 homes each year. At current rates of application and assuming lettings levels remain the same, event those in the highest priority will increase in number. The shortfall between high priority households and supply is approximately ~~4,900~~ 5,697 by April ~~2005~~ 2006.

- 5.5.10 The development of affordable housing within the Borough is extremely difficult and, therefore, the Council has continued to work with RSLs and other local authorities to develop housing out-of-borough. However, success in out-of-borough development is contingent upon the Council continuing to support affordable housing within its boundaries. Given the current and projected lack of available sites in the Borough, it is reasonable to assume that, based on experience to date, approximately 50% of all future new supply of affordable housing will continue to be developed by RSLs outside the Borough. Accordingly approximately ~~2,400~~ 2,850 homes needed to meet high need are expected to be provided outside the Borough. Therefore, it is proposed that the UDP target for affordable housing should be set at ~~2,500~~ 2,850 homes over the ten year life of the Plan. If achieved, this number of homes would meet the higher levels of housing need in the Borough, but would not provide sufficient accommodation for every household in priority need for rehousing.
- 5.5.10a The Council wishes to ensure that the present proportion of affordable housing in the Borough, about one third, is maintained (a figure of one third corresponds to the proportion of households living in affordable housing or HMOs at the time of the 1991 Population Census). The application of the Council's policies will in practice exclude a large number of small sites and proposals, which do not have sufficient capacity, from the requirement to provide affordable housing (see paragraph 5.5.10e). However, if the affordable housing target is to be met, the large sites in the Schedule of Major Development Sites should provide a higher proportion (i.e. more than one third) of affordable housing in order to compensate. In order to assess the success of this policy, the Council will regularly monitor the proportion of new affordable housing provided within the total new housing stock.
- 5.5.10b It is likely that the use of planning powers will continue to be a key mechanism for providing the majority of all identified affordable housing programmes in Kensington and Chelsea, especially if RSLs, such as housing associations, can no longer compete effectively in the local housing market for sites and properties. The supply of adequate finance is necessary but not sufficient for development to proceed. The main resource issue is an inadequate supply of land for development. Therefore, where a requirement for an element of affordable housing is appropriate

The proposed development is considered overdominant, out of scale and character and excessively tall and bulky in this setting. The overall height, particularly the "backland" location of the tallest part of the development, is not considered sympathetic. The form of development does not positively address the site's public frontages i.e. Swanscombe Road and the footpath to the west. The amount of hardsurfacing associated with the off-street car parking provision and the undercroft to the "piano" wing limit the opportunities both for soft landscaping and to meet residents' requirements for garden space. It is considered that the development would not preserve or enhance the character of the Norland Conservation Area. Therefore, in my opinion, permission would be refused with reference to U.D.P. Policies CD25, CD25a, CD26, CD52 and CD53.

Further, your site density figures confirm that the scheme is an overdevelopment of the site. At 412 h.r.ha, site density falls within the U.D.P.'s "very high" category which is normally resisted by Policy H12 "... unless necessary for townscape reasons to comply with the policies of the conservation and development chapter." As explained above, the size of the development is not considered "necessary for townscape reasons" but is indeed considered contrary to the U.D.P.'s conservation and development policies.

In addition, there are concerns about the effect of the development upon light, privacy and sense of enclosure to the neighbouring buildings and the adequacy of off-street parking provision. I would also comment at this stage that the adjoining community centre's activities do generate noise, and the proposed design, featuring numerous windows and balconies directly facing it, does render future residents vulnerable to disturbance.

Whilst I appreciate the difficulties associated with development of the site due to the position of the main sewer, the approach adopted is not considered to be an acceptable solution.

Yours faithfully,


D. TAYLOR,
AREA PLANNING OFFICER FOR THE
EXECUTIVE DIRECTOR, PLANNING AND CONSERVATION.

there will be a presumption that it should be provided on-site as part of the proposed development. This will help to create mixed and inclusive communities.

5.5.10c When a residential proposal (which is acceptable in principle) is affected by the Council's affordable housing policy (i.e. the site is considered to have a suitable dwelling capacity) a minimum proportion of one third of the housing should be affordable. There may be exceptional instances when it will not be possible to provide affordable housing on site, and in these cases provision of affordable housing on a suitable identified site within the Borough (to be supplied by the developer) will be required. If an alternative site is not possible, only then will the Council seek a payment to provide affordable housing elsewhere in the Borough.

5.5.10d Where provision on-site or on an alternative site is proposed, this can be achieved by the developer, RSL or both. The preferred approach is the provision of affordable housing on-site, included within the facilitating private development. Where it can be demonstrated by the developer that this is not possible (for example, because the proposal is a conversion of an existing building and joint management cannot be arranged), an alternative site will be sought for the provision of affordable housing. If the alternative site route is followed, an amount equivalent to 33% of affordable housing on the "donor" site will be sought plus the equivalent amount which would have been provided on the "recipient" site, subject to further detailed assessment and compliance with planning policies. The Council will take into account the location of alternative sites to ensure a wide range of housing types and tenures throughout the Borough. Finally, it is only where the alternative site route ~~this~~ is also considered not possible unachievable that an in-lieu payment to secure affordable housing elsewhere in the Borough will be negotiated. The payment should reflect the high land values in the Borough and the cost of providing a significant amount of affordable housing.

H22 TO NEGOTIATE THE PROVISION AND RETENTION OF A SIGNIFICANT PROPORTION OF AFFORDABLE HOUSING ON SITES SUITABLE FOR RESIDENTIAL USE WITH A CAPACITY OF 15 DWELLINGS OR MORE.

H23 TO NEGOTIATE THE PROVISION AND RETENTION OF A SIGNIFICANT PROPORTION OF AFFORDABLE HOUSING WHERE INDICATED IN THE SCHEDULE OF MAJOR DEVELOPMENT SITES.

5.5.10e The Council will require residential development on suitable sites with a capacity of 15 dwellings or more to contribute a significant proportion of dwellings (see Glossary for definition) on the site to the stock of affordable housing. The capacity of a site will be assessed against its size, a dwelling mix which reflects the demographic profile of the Borough and UDP residential density policies. Larger sites which involve phased or piecemeal development will also be expected to contribute to the provision of affordable housing in line with UDP policies. Land available for development in the Borough is very scarce and suitable sites will be subject to the policy to provide affordable housing in line with Government Guidance. Proposals for such suitable sites

1 Torriano Mews
London NW5 2RZ
www.avantiarchitects.co.uk
aa@avantiarchitects.co.uk
f +44 020 7284 1555
t +44 020 7284 1616

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

28th February 2002

Dear Mrs Wilden

The Sheepshank Public House No 7 Swanscombe Road, W11

I herewith attach, as agreed, drawings and commentary on proposal designated as Scheme B for the above site in Swanscombe Road. I trust the materials are self-explanatory but please call me if there is any query.

These were to have been tabled at our meeting today, but I confirm your undertaking to respond on these proposals by or before 11 March 2002 and to offer an opportunity to meet during that week if necessary to discuss the scheme.

As previously indicated, our client is continuing to incur considerable costs in connection with this site, and is anxious to proceed to formal planning application as soon as possible. They and we are accordingly looking to your Department for support in progressing this project which, it is again noted, would include much-needed affordable housing within the Royal Borough.

We look forward to hearing from you.

Yours sincerely

John Allan

CC Mr N Lane, Mr S Bhola Notting Hill Home Ownership
Mr W Barton AL Smith Partnership

Directors
John Allan
MA/Edin
BA Hons Dip Arch
MA/Sheff Architect
Richard Barton
BA Hons
B Arch Hons/Ncle RIBA
John Cooper
BA Hons
Dip Arch/Cantab RIBA
Justin De Syllas
AA Dip MSc/UCL RIBA
Geraldine O'Riordan
B Arch/UCD RIBA
Associate
Claudia Bloom
BA Hons/Sheff
Dip Arch Hons/PNL RIBA

Avanti Architects Limited
Registered in England
under the Industrial and
Provident Societies Act 1965
Registration 23270R

which do not provide a satisfactory amount of affordable housing on the site will be resisted by the Council.

5.5.11 The Council will negotiate with developers on individual sites in order to establish the amount of affordable housing to be provided and the mix of dwelling type and unit size as is appropriate for the location. Inevitably, each case will be dealt with on its merits. An integrated and corporate approach to the implementation of policy will be used by the Council which is consistent with PPG3. The Council will require information about the housing need that would be met by the proposal and will have to be satisfied that the proposal would meet a known housing need. Where appropriate, the Council will seek Planning Obligations to secure the future of the housing as affordable. The Council has a duty to provide affordable housing to meet the most pressing housing needs and the Council will use the rents set by RSLs working in the Borough as a basis for affordable housing to meet this obligation. Affordability will be assessed to take into account all relevant costs in order to keep outgoings of occupiers at an affordable level.

5.5.11a An aim of the Council's Housing Strategy is to support the development of balanced communities in the Borough. In order to achieve this objective, new approaches to the provision of affordable shared ownership will be considered by the Council. Eligibility will be restricted to applicants who are registered on the Council's Common Housing Register (CHR) or the Housing Initiatives Team's Shared Ownership database. Most commonly, the best way for ensuring that affordable housing will be enjoyed by successive as well as initial occupiers of property is by involvement of a RSL providing housing for rent or shared ownership. However, alternative means of securing such provision will be considered on their merits. The Council will determine, in negotiation with the developer, the balance between affordable housing for rent and for shared ownership in each scheme depending on its assessment of current housing need.

5.5.12 The Council has always been concerned about the plight of tenants whose homes are threatened by redevelopment and by conversion schemes, and information about the arrangements for rehousing these tenants will be sought.

Special Needs Accommodation

5.5.13 People with special housing needs include the single homeless, the elderly, those with physical or mental disabilities, people with mental health problems, women who have experienced domestic violence, students, people with a long-term debilitating illness, and Travellers. The Council is aware of the special housing needs of these groups and is concerned that they should be adequately provided for in appropriate locations.

H24 TO WELCOME THE PROVISION OF HOUSING FOR PEOPLE WITH SPECIAL ACCOMMODATION NEEDS IN APPROPRIATE LOCATIONS, HAVING REGARD TO THE EXISTING DISTRIBUTION OF SIMILAR TYPES OF ACCOMMODATION WITHIN THE AREA.

NEW DEVELOPMENT AT 7 SWANSCOMBE ROAD, LONDON W 11

Commentary accompanying Scheme Alternative B – 28th February 2002

Introduction

This scheme has been developed following earlier dialogue between the applicant Notting Hill Home Ownership, its agent Avanti Architects, and officers in the Planning and Conservation Department of the Royal Borough of Kensington and Chelsea. The first proposal, referred to here as Scheme A, was tabled early in November 2001 and proposed a stand-alone composite block of 5 and 7 storeys responding to the urban geometries of the site and its position as a marker at a townscape turning point. The scheme comprised 16 units of various types and achieved a density of 334 hr/ha (applying RBKC net residential area formula). An officer's comments on that scheme were contained in a letter to Avanti Architects dated 31st December.

On account of this response the applicant determined to reserve its position on Scheme A and instructed its agents to devise an alternative proposal Scheme B, which was tabled in draft at a meeting in the Planning and Conservation Department on 14th February 2002. Comments made at that meeting have been taken into account in the current submission.

The site and its context

The previous explanation of the site and its context, and the interpretation of this context, (Ref. 0112-Mrpt-JA-28-06-01) remains valid as the applicant's approach to the project location, and accordingly is not duplicated here. The description of Scheme B below should however be read in conjunction with this earlier report.

Scheme B

The officer's comments on Scheme A effectively call for a more suburban response to the site, preferably using materials employed in selected nearby buildings dating from the century before last, though it was specifically confirmed at the meeting of 14th February that a Victorian pastiche would not be insisted upon.

Scheme B accordingly reconfigures the accommodation in a horizontal format, incorporating a link connecting the development on Swanscombe Road to the adjacent 2 storey neo-medieval 'gatehouse', (completed in 2001.) Since the meeting this link has been further detailed to avoid its flank wall rising above the gatehouse sloping gable, and instead sets back at first floor level with a terrace. This allows the flank wall to follow the adjacent gable profile with only the requisite fire-separation parapet upstand.

5.5.14 The Council welcomes purpose-built accommodation which enables people with special needs to maintain an independent lifestyle and supports the work of housing associations in this respect. However, the Council wishes to maintain an appropriate balance between different kinds of residential uses within local areas. The Council will resist proposals which would lead to a concentration of special provision within an area.

Beyond the link the development along the Swanscombe Road building line rises to 4 storeys, then steps back to the rooftop penthouse unit. As before, the Swanscombe Road block straddles the sewer wayleave, using this area of unbuildable land to provide 3 off-street car parking spaces. The remainder of the accommodation is contained in an adjoining block orientated towards the site interior on the old Norland Road axis, maintaining the building line of the adjacent Community Hall to the south. This block steps down to 4 and then 3 storeys towards the hall and also steps back from its east facade facing the converted organ factory.

A further 5 off street parking spaces are provided within the site interior including a dedicated disabled bay for the end ground floor unit. The applicant considers the car parking provision is quite sufficient, taking account of the location of the site relative to public transport facilities and the current national agenda regarding cars in cities.

The proposed range of external materials includes brickwork (ground floor), render and tile cladding, with metal sheathed wood windows and screens as advised previously. The proposed landscape treatment is indicated on the site plan and includes a grassed amenity area with new trees and shrubs beyond the patio aprons of the ground floor units of the rear block. The site perimeter will be secured with metal railings, with controlled access pedestrian and vehicular gates on Swanscombe Road. The western foreground of the scheme is shown to annex the triangle of incidental space on the site boundary next to the Community Hall in order to make sense of the land design and blend visually with the larger area of communal landscaping in front of the Edward Woods blocks to the west.

Accommodation, Density and Townscape

The current proposal contains a variety of dwelling types and sizes. The units range from 45 sm to 90 sm in single and two bedroom flats, including a dedicated unit designed to wheelchair standard. The total of 21 units includes 55% of the properties designated as affordable homes, with remainder scheduled for outright sale. (See Accommodation Schedule.) It should be noted that the provision of 11 affordable homes on the proposed basis of a reduced equity share of approx. 25% to achieve realistic affordability requires the balancing provision of 10 properties for sale.

The resulting density is computed as 396 hr/hr, which is slightly higher than the level described as 'very high' in RBKC UDP para 3.13. This is considered to be entirely justifiable considering the very modest height and bulk of the scheme and taking account of the immediate context, which as previously noted ranges in heights from 2 to 24 storeys. The urban block represented by St Anne's Villas, Swanscombe Road, ex-Norland Road and Queensdale Road is not really an urban block as such, fragmenting as it does beyond the rear

(i) **Residential Hostels**

5.5.15 Groups such as the single homeless, people who are mentally ill or disabled, women who have experienced domestic violence and students, often rely upon the provision of residential hostel accommodation for their housing. The decline in the amount of rented accommodation, especially at the cheaper end of the scale, has led to increasing difficulty in finding permanent rehousing for existing hostel residents. This restricts the ability of hostels to release space for newcomers. The number of residential hostels has also been in decline and this trend seems likely to continue. This will serve to restrict still further the accommodation available to these groups.

5.5.16 The term "residential hostel" is rigidly defined by the Council as accommodation intended primarily for medium to long term permanent residential occupancy catering for a wide range of socio-economic groups, sometimes providing an element of care and should not be confused with a "tourist hostel" which is primarily for visitors (see Glossary). The Council wishes to resist the loss of residential hostels to hotels (see also Hotels Chapter, Policy T1).

H25 TO RESIST THE LOSS OF EXISTING RESIDENTIAL HOSTELS, EXCEPT IN EARLS COURT WARD.

5.5.17 The Earls Court Ward is excepted from the above policy because of the abundance of both residential and tourist hostels in the area.

5.5.18 In those cases where the presence of a hostel has resulted in long-standing harm to the amenity of surrounding residential areas, permission may be granted for a change to residential use.

H26 TO PERMIT PROPOSALS FOR RESIDENTIAL HOSTELS ON BEHALF OF RECOGNISED PROVIDERS OF HOSTEL ACCOMMODATION, WHERE IT CAN BE SHOWN THAT THERE WOULD BE:

- a) **NO LOSS OF PERMANENT RESIDENTIAL ACCOMMODATION, UNLESS THE APPLICANTS CAN DEMONSTRATE A KNOWN AND ESTABLISHED LOCAL NEED FOR THAT TYPE OF HOSTEL ACCOMMODATION IN THAT LOCATION;**
- b) **NO ADVERSE EFFECT UPON THE AMENITY ENJOYED BY LOCAL RESIDENTS. THE PROPOSALS WILL HAVE TO COMPLY WITH THE POLICIES FOR CONSERVATION AND DEVELOPMENT; AND**
- c) **NO ADVERSE EFFECTS UPON THE ENVIRONMENT AND SAFETY OF NEIGHBOURING RESIDENTIAL AREAS AND ROADS BY WAY OF TRAFFIC GENERATION.**

line of St Annes Villas. Were the pattern of Victorian development east of St Annes Villas to continue uninterrupted towards the West Cross Route then it might be legitimate to treat the site as merely an infill situation within this pattern of semi-detached villas. But it does not, and never has, and the development accordingly must address the actual context of its surroundings. The density of the scheme, apart from meeting considerations of economic viability on a site that already carries a disproportionate burden of on-costs, also serves a townscape need to register the unusually heterogeneous mixture of development in the surrounding urban context.

Avanti Architects Ltd. 28 February 2002

5.5.19 A recognised provider includes colleges, housing associations, charities and employers providing staff accommodation and other organisations which provide good quality accommodation for groups of people for whom there is a known and established need for accommodation.

(ii) Sheltered Housing

5.5.20 Many elderly people are living in accommodation that is either unsuitable for their needs or is in poor condition. The provision of sheltered housing allows those who wish to move to specially designed group accommodation to do so. Sheltered accommodation can also provide better facilities for people suffering long-term debilitating illness. The most pressing need in the Borough is currently for 'very' sheltered housing, which provides a higher level of care, catering for the frail elderly and people recovering from mental illness. The Council will continue to support the work of housing associations in this respect.

H27 TO WELCOME THE PROVISION OF SHELTERED HOUSING, IN PARTICULAR VERY SHELTERED HOUSING, IN APPROPRIATE LOCATIONS, HAVING REGARD TO THE EXISTING DISTRIBUTION OF SIMILAR TYPES OF ACCOMMODATION WITHIN THE AREA.

5.5.21 Housing that provides a secure environment in which to live is an important consideration for people who are vulnerable or subject to harassment and discrimination. Careful attention to the design of dwellings created in redevelopment schemes can go a long way towards improving the safety and security for the residents. In considering the merits of proposals for sheltered housing, the Council will pay particular regard to the design and security aspects of the development.

(iii) Access and Mobility

5.5.22 Disability, either temporary or permanent potentially affects every one at some stage in their lives. The likelihood of physical and /or sensory disability increases with age but such disabilities are also present in the younger population. The Borough's population has a higher than average proportion of people of 65 and over, and approximately 10% of the total population has a long term limiting illness, and is likely to require suitably designed new or converted housing.

5.5.23 People with disabilities, and those who are frail through long-term illness or old age, require appropriate housing that enables them to live in comfort and independence. The overwhelming majority of disabilities affect mobility in some way. The main requirement, therefore, is housing which is readily adaptable to meet the special mobility needs of people throughout their lives and allows ease of movement around the home and improvement in building access. Mobility and wheelchair standards in the form of supplementary planning guidance have been developed to achieve this. The location of mobility and wheelchair housing must take into account the location of amenities such as local shops and public transport facilities. It is not practical to seek mobility or wheelchair standard housing in all schemes. These will be sought only where dwellings are at ground floor level or reached by a lift. Car parking associated

with the development should include bays of the appropriate width and should be suitably close to the dwelling, detailed standards are to be found in the Planning Standards Chapter.

H28 TO SEEK WHERE PRACTICAL THAT GROUND FLOOR DWELLINGS, OR THOSE REACHED BY A LIFT, IN HOUSING DEVELOPMENTS ARE BUILT TO MOBILITY STANDARD AND TO ENCOURAGE CONSTRUCTION TO WHEELCHAIR STANDARD.

(iv) Sites for Travellers

5.5.24 The accommodation needs for Travellers differ from other special needs groups in that serviced sites are required rather than dwellings. The Council jointly funds, with the London Borough of Hammersmith and Fulham, a site for Travellers in the Borough.

H29 TO RESIST THE LOSS OF THE WESTWAY TRAVELLERS' SITE AND RESIST THE PROVISION OF NEW TRAVELLERS' SITES ELSEWHERE IN THE BOROUGH.

5.5.25 The Council recognises the special housing needs of Travellers and will resist the loss of the Westway Travellers' Site which is located between the elevated sections of the M41 motorway (see Proposals Map). However, further provision for Travellers in the Borough is considered inappropriate because of the densely built-up nature of the Borough and the lack of suitable sites. The most recent count of Gypsy caravans in the Borough, provided by the DTLR, indicated that all the pitches on the site were occupied.

No 7 Swanscombe Road, London W11
A New Housing Development by NHHO

Schedule of Accommodation For the new Proposed Scheme of 21
units on Ground plus 4 storeys.

Access Level & Block	Unit Number	Type	Net Area in Sq m	No Habitable Rooms	Affordable Homes
Ground Floor Block A*	1	1 bed Flat	53	2	C
Ground Floor Block A	2	1 bed Flat	45	2	A
GF Block B	3	1 bed direct access	56	2	D
GF Block B	4	1 (2) bed Flat direct access wheelchair use	61	2 (3)	I
First Floor Block A	5	2 bed Maisonette	69	3	
First Floor Block A	6	2 bed Flat	59.7	3	F
First Floor Block A	7	2 bed Flat	69.6	3	
First Floor Block A	8	1 bed Flat	45	2	B
First Floor Block B	9	1 bed Flat	56	2	E
First Floor Block B	10	2 bed Flat	61	3	J
Second Floor Block A	11	2 bed Flat	59.7	3	G
Second Floor Block A	12	2 bed Flat	69.6	2	
Second Floor Block A	13	1 bed Flat	45	2	

CHAPTER 7

TRANSPORTATION

CONTENTS

GENERAL POLICIES

Part I Policies and Reasoned Justifications

- 7.1 BACKGROUND
- 7.2 ADVICE AND GUIDANCE
- 7.3 OBJECTIVES
- 7.4 THE LOCATION OF DEVELOPMENT
- 7.510 TRAFFIC RESTRAINT AND REDUCTION
- 7.6 AIR QUALITY AND NOISE
- 7.7 WALKING
- 7.8 CYCLING
- 7.9 PUBLIC TRANSPORT
- 7.105 ROAD SAFETY
- 7.1112 ROADS AND TRAFFIC MANAGEMENT
- 7.1211 PARKING
- 7.13 AIR TRANSPORT

LOCAL POLICIES

- 7.1A THE LOCATION OF DEVELOPMENT
- 7.1B WALKING
- 7.1C CYCLING
- 7.3A PUBLIC TRANSPORT
 - The Chelsea/Hackney Line
 - Crossrail
 - The West London Line
 - Station Improvements
 - People with Special Mobility Needs
 - Buses
 - Interchange
 - Coaches
 - Taxis
 - River and Canal Transport Services
- 7.3B ROAD SAFETY

Second Floor Block B	14	1 bed Flat	56	2	
Second Floor Block B	15	2 bed Flat	61	2	H
Third Floor Block A	16	2 bed Flat	65	3	
Third Floor Block A	17	2 Bed Flat	69.6	3	
Third Floor Block A	18	1 Bed Flat	51.7	2	
Third Floor Block B	19	2 Bed Flat	54.7	3	K
Fourth Floor Block A	20	1 Bed Flat	45	2	
Fourth Floor Block A	21	2 Bed Penthouse	90	3	
totals		10x 1 bed 11x 2 bed	1262.8	53	

* Block A refers to block along Swanscombe Road

Density summary

Site Area 835 sq m

Development Area allowing for 6 m to centre line of road & incidental space and park to the west of site including in the London Borough of Hammersmith & Fulham. 1,338 sq m

Density 396 hr/ha

- 7.4 ROADS AND TRAFFIC MANAGEMENT
 - Traffic Management on Major Roads
 - Traffic Management on Minor Roads
 - New Roads

- 7.5 PUBLIC ON-STREET AND PUBLIC OFF-STREET PARKING
 - Introduction
 - Parking for Visitors

- 7.6 CONTROL OF DEVELOPMENT
 - Transport Impact
 - Impact of New Infrastructure
 - Financial Contributions for Public Transport Services, Walking and Cycling Facilities
 - Parking for Non-residential Development
 - Access to non-Residential Development
 - Servicing
 - Parking for Residential Development

- 7.7 HELICOPTER FACILITIES

fao Mrs Wilden
of RBKC Planning
fax 0207 7037 8468
361 3463
from Keyvan Lankarani
date 11th March 2001
page 1 of 1

CC Mr Sanjive Bhola NHHG
83574459

No 7 Swanscombe Road, W11

Dear Mrs Wilden

aa@avantiarchitects.co.uk
f +44 020 7284 1555
t +44 020 7284 1616
1 Torriano Mews
London NW5 2RZ

I refer to our conversation this afternoon regarding our density calculations for the above development. I have now re visited the calculation for the *net residential area* of the site and omitted our interpretation of 'incidental space'. The revised density calculations are as follows:

- 1 exclusive of the triangle of land within LBHF but inclusive of the 6 metre zone to the centre line of surrounding roads

Net residential area	1216
Density hr/ha	436

- 2 inclusive of the triangle of land within LBHF and inclusive of the 6 metre zone to the centre line of surrounding roads

Net residential area	1270
Density hr/ha	417

Please do not hesitate to contact us if you need any further information regarding the above.

Regards

Keyvan Lankarani



GENERAL POLICIES

Part I Policies And Reasoned Justifications

The provision of an efficient, safe and integrated transport system to and across London is essential to its continuing success as a World City. It is also a major contributory factor in improving the accessibility and overall quality of life of people living, working or visiting London. The Royal Borough, whilst primarily a residential area, is part of this strategic transport system, with movement in it coming both from trips serving the Borough's needs and from 'through movement' - trips that cross it without an origin or destination in the Borough.

Many of the transport-related issues affecting the Royal Borough, therefore, need to be viewed and resolved in a London-wide context, as well as reflecting residents' interests. The solutions to the many transport challenges facing London and the Borough require a coordinated, strategic approach by government and its agencies, transport authorities and transport providers and operators. An effective transport system is one that is integrated with land-use planning and is based on patterns of land-use which reduce the need to travel and promote the use of public transport, walking and cycling as alternatives to the private car. The Council's transport capital programme includes traffic safety, cycle and pedestrian schemes and measures to help buses, which together support the objectives of the Unitary Development Plan.

To guide the development of transport policy the Council has as its Principal Strategic Policy for transport: 'To seek a safe, efficient and environmentally acceptable transport system for the metropolitan area, whilst protecting the residential character, amenity and quality of the Royal Borough'.

7.1 BACKGROUND

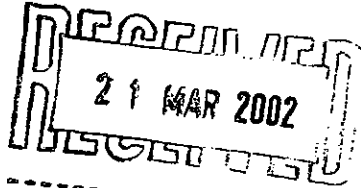
7.1(a) The Borough is one of the most densely populated parts of the country. There are more than 100,000 people working in the Borough. The Borough is a net importer of workers from other areas, with greater numbers of non-residents travelling to work in the Borough than residents travelling to work elsewhere. Many more people visit its shopping, recreational and cultural attractions and the Borough is home to a number of institutions with international reputations, including hospitals and universities. As a result there are a large number of people travelling within and to the Borough which produces a complex pattern of journeys. In addition, a significant number of people are making through-trips by either car or public transport which places considerable pressure on the existing road and public transport infrastructure.

7.1(b) Motorised traffic has many adverse effects on people's health and on the predominantly residential character of the Borough, these include:

- road safety problems for residents, drivers and other road users;
- the effects on health of vehicle emissions, traffic noise and a lack of exercise brought on by the increased use of the private car;
- deterioration in the environment of residential areas and shopping centres brought about by excessive traffic speeds and use by non-local traffic;

PLANNING AND CONSERVATIONTHE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

Mr. J. Allan,
Avanti Architects,
Torriano Mews,
London NW5 2RZSwitchboard: 020 7937 5464
Extension: 2082
Direct Line: 020 7937 2082
Facsimile: 020 7937 3463
Web: www.rbkc.gov.uk**KENSINGTON
AND CHELSEA**

20th March, 2002

My reference: DPS/DCN/SW/
TP/H

Your reference:

Please ask for: Mrs. S. Wilden

Dear Sir,

Town and Country Planning Act 1990
7 Swanscombe Road, W11

Further to your meeting of 13th March with Mrs. Wilden and Mrs. Benes of this department and Mrs. Palmer of the Transportation section, I confirm the following comments upon the "Scheme B" proposals accompanying your letter of 28th February, namely the erection of a five storey block of twenty one flats with eight off-street car parking spaces, as shown on your drawings numbered 0112B/GA/001C - /005C and /05 - /019.

The scale of the proposed development is considered to relate better to its neighbours on the same street block than the submission upon which comments were made by letter dated 31.12.01 and may well be acceptable in townscape terms. However, this is only one of the criteria against which the development must be assessed. Consideration of other matters indicates a number of areas of conflict with the Council's U.D.P. Policies, many of which would appear to be linked to the very high density of the proposed development. While the Council will take account of the difficulties of site development because of the constraint imposed by the location of the main sewer, and the welcome gain of housing – in particular affordable housing – proposed, these are not considered to outweigh the significant unsatisfactory elements of the scheme. Therefore, I must advise you that an application for the development in its present form would not have officer support. The reasons that the scheme is considered unacceptable are explained in greater detail below.

Site density has been calculated as 517.5 h.r.ha, or 485 h.r.ha with the addition of the land owned by the London Borough of Hammersmith and Fulham. Both figures would fall within the U.D.P.'s "very high" density range and are substantially greater than the 350 h.r.ha threshold for the category. As stated in my letter of 31.12.01, Policy H12 is to resist housing designed to very high densities "unless necessary for townscape reasons to comply with the policies of the Conservation and Development chapter." It is considered that a development of this density is not necessary for townscape reasons. A less intensive development in compliance with Policies H10 or H11 would be acceptable here.

- restrictions on the movement of pedestrians, cyclists and people with special mobility needs, as well as severance of local communities, through the presence of roads and heavy traffic;
- congestion, resulting in less convenience for people making local trips, by bus and by car;
- heavy demand for kerbside parking and loading space leading to 'saturated' parking conditions, with vehicles circulating looking for space.

7.1(c) High levels of traffic inevitably cause road accidents. There are over 1,000 road accident casualties each year in the Borough, with pedestrians and cyclists particularly vulnerable. Large volumes of traffic generate high levels of air pollution affecting the health of local residents, workers and visitors and well as causing congestion and traffic delays which are costly in economic terms. Vehicle emissions contribute to 'global warming' and in London are the principal source of all significant pollutants. The two pollutants of local concern are nitrogen dioxide and particulates (often known as 'PM₁₀'). The overall levels of pollution generated by travel in London could be substantially reduced by a significant shift from car use to public transport, walking and cycling.

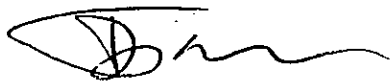
7.1(d) Private and commercial vehicles, public transport, cyclists and pedestrians all make demands on the limited road space in the Borough, particularly in the Borough's shopping areas where large volumes of people and traffic congregate. The Council considers it essential that management of traffic in such areas is treated comprehensively, taking account of all road users, particularly disabled people, to obtain the greatest benefit from schemes. As the Borough is heavily developed, it is unrealistic to expect any increase in road capacity. A half of all households in the Borough are without access to a car and many of those who do own a car may not have access to it all the time. Improved conditions for public transport, cyclists and pedestrians should encourage more people who currently use private motor transport to travel by alternative means.

7.1(e) To achieve the aim of a safe, efficient and environmentally acceptable transport system, the Council considers it essential that levels of road traffic should be reduced as part of a London-wide strategy, complementing the levels of traffic reduction already achieved by the operation of the Borough's Controlled Parking Zone and by measures supported by the Council's Interim Local Implementation Plan ~~Transport Policies and Programmes~~.

7.1(f) The Council recognises that many of the solutions to the Borough's traffic and public transport problems do not lie wholly within its control. Nevertheless, the Council has an important role acting individually, as well in partnership, with the other London Boroughs, transport authorities and transport providers and operators. To achieve traffic reduction locally, the key issues for land use planning are the control of the location and scale of development, parking controls, the management of traffic in local areas and at developments, and the promotion of environmentally-friendly modes of travel and movement. The Council will negotiate improvements to bus and rail services and to pedestrian and cyclist facilities at developments and at public transport nodes through the planning process. The Council will recognise the need for improvements when formulating planning briefs and guidelines and will negotiate benefits through the use

I trust that this advice is helpful. Mrs. Wilden or I would be pleased to comment upon amendments to your proposals in due course.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Derek Taylor', written in a cursive style.

DEREK TAYLOR,
AREA PLANNING OFFICER FOR THE
EXECUTIVE DIRECTOR, PLANNING AND CONSERVATION.

of Planning Obligations, or on a partnership basis. (See Monitoring and Implementation Chapter).

7.2 ADVICE AND GUIDANCE

~~Planning Policy Guidance Note No13 (PPG13) 'Transport' (1994)~~

~~7.2(a) PPG13 provides guidance to assist the integration of transport and land use planning. Its key aim is to ensure that local authorities carry out their land use policies and transport programmes in ways which help to:~~

- ~~• reduce growth in the length and number of motorised journeys;~~
- ~~• encourage alternative means of travel which have less environmental impact;~~
- ~~• reduce reliance on the private car.~~

~~7.2(b) PPG13 establishes a locational framework to encourage high trip generating development to locations well served by a range of transport modes and particularly public transport. It also put forward a range of complementary transport measures, for example, promotion of walking and cycling and the restraint of car parking provision, to help achieve the aims set out in the guidance.~~

~~Planning Policy Guidance Note No. 6 (PPG6) 'Town Centres and Retail Development' (1996)~~

~~7.2(c) A key feature of PPG6 is the emphasis placed on the sequential approach to selecting sites for development, for retail, employment, leisure and other key town centre uses and to directing development to sites accessible by a choice of means of transport other than the private car. PPG6 addresses traffic management and car parking in shopping areas. This sets out the need for a comprehensive management strategy addressing car, public transport, cycle and pedestrian access, as well as through traffic and the need for deliveries.~~

~~Strategic Guidance for London Planning Authorities (RPG3, 1996)~~

~~7.2(d) RPG3 recognises that London needs a modern and efficient transport system that meets the needs of its residents, business and visitors, whilst respecting and improving the environment. It sets the goal of promoting London's economic prosperity and greater accessibility with less demand for travel and greater protection of the environment.~~

~~7.2(e) RPG3 encourages the development of land use patterns which reduce the overall need to travel and promotes the use of public transport, walking and cycling as alternatives to the private car. It also considers the role local authorities in London can play in developing London's transport infrastructure in partnership with transport operators and other agencies.~~

~~The London Planning Advisory Committee (LPAC)~~

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

21 March 2002

Dear Mrs Wilden

The Sheepshank Public House No 7 Swanscombe Road, W11

I write further to our recent meeting regarding the above site, and having today received your follow-up letter dated 20th March.

We now enclose further proposals, designated as Scheme C, providing a total of 17 units, which may be summarised as follows.

11 units of affordable homes as 1 bedroom and 2 bedroom flats in accordance with Housing Corporation grant criteria. All have balconies. A disabled standard flat at ground level is included in this provision.

3 x 3 storey, 3 bedroom townhouses for sale, each with ground level garden access.

1 x 1 bedroom flat with balcony, for sale.

1 x 2 bedroom maisonette with terrace, for sale. (link block)

1 x 3 bedroom penthouse flat with terrace, for sale.

There is parking provision for 11 cars and secure bicycle storage.

The density is 401 hr/ha inclusive of the LBHF triangle, there being 51 habitable rooms. You will appreciate that the calculation is somewhat distorted by the fact that the 3 townhouses account for 15 hr of the total. As you know, we consider the position of this site at an urban edge adjacent extensive open land and buildings of

~~7.2(f) — The London Planning Advisory Committee have recently augmented their 1994 Advice with supplementary advice setting out detailed strategies relating to parking and walking policy in London (1997), which will need to be taken into account when reviewing UDP policies. LPAC are due to issue advice on road traffic reduction to help Boroughs develop targets for their areas and to establish a London wide framework for road traffic reduction (see Road Traffic Reduction Act).~~

~~7.2(g) — The London Cycling Strategy, published by LPAC and the London Pride Partnership in October 1997, sets targets to double cycle use by 2002 and double it again by 2012. The main target proposed is to achieve a 10% modal share for cycling by 2012. There are associated targets for employers to provide facilities at the workplace for at least 10% of their employees to cycle to work by 2012, and that provision for customers by retailers and service providers should be similar.~~

The Integrated Transport White Paper 'A New Deal for Transport' (1998)

~~7.2(h) — The Government's White Paper 'A New Deal for Transport' contains various references to encourage greater use of public transport, cycling and walking. The main emphasis of the White Paper is integration, which includes the integration of transport with land use planning.~~

~~7.2(i) — The White Paper builds on the approach in PPG13 and reinforces many traffic restraint measures already adopted by the Royal Borough, such as tight control over private non-residential parking. A wide range of supporting documents are awaited and some of the proposals will require legislation.~~

~~7.2(j) — The White Paper introduces the Mayor for London's integrated transport strategy and how London Boroughs would frame local plans to implement this strategy. A Strategic Rail Authority will be created to provide a programme for the strategic development of the rail system and to balance the needs of operators and services. New powers are specified in the White Paper to charge road users and impose charges on workplace car parking. These powers are contained in the Greater London Authority Act.~~

The National Air Quality Strategy

~~7.2(l) — The Environment Act 1995 provides the legal framework for the duties placed on local authorities in respect of national air quality objectives and the powers they will need to meet them. In March 1997, the Government issued the 'U.K. National Air Quality Strategy', which adopts air quality standards for seven of the eight major pollutants. The Council will be required to review air quality in the Borough against these standards and where they are not (or are unlikely to be) met by 2005, will be required to declare an 'Air Quality Management Area'. The objectives for two of the eight pollutants are unlikely to be met — that is for Nitrogen Dioxide and fine particles. Both of these are closely associated with road traffic emissions. Nitrogen Dioxide is a secondary pollutant and acts as an irritant which exacerbates existing respiratory conditions including asthma, while fine particles carry harmful substances such as carcinogens deep into the lung. The congested traffic conditions in the Borough and~~

discussed between the two parties and that a party wall surveyor has been appointed. It was agreed that the issue was not a planning matter. It was however recorded that any agreed wall or fencing to be constructed or installed above 2 m will need to be passed on to the planners for their comments and considerations.

5 The request for a roof over the first parking space next to the refuse enclosure was discussed. It was agreed that this was not a planning issue and that the planners would prefer to see the courtyard parking as open and unencumbered as possible. It was agreed that this issue was also for resolution between the neighbouring parties.

6 It was confirmed that the glazing to screens to the communal lift lobby from first floor upward is obscured glass. A sample of the proposed material will be presented to the Planning Department in due course.

7 Mr & Mrs Lamont regarded the existing heights of the gates and railings to be less than necessary for security and asked for these to be raised to the underside of the first floor slab. This was seen to be excessive and not beneficial. It was however agreed that the security railings and gates could be raised to the level of the window heads at ground level.

8 Mr and Mrs Lamont have raised concerns over the possible overlooking onto their property from the south-east corner of the terrace to flat 11 at 4th floor of the Swanscombe Road Block. It was agreed that an exclusion zone designated *For Services Only* and separated by a railing to the same height as the parapets could be incorporated in the design to keep the occupants away from this corner.

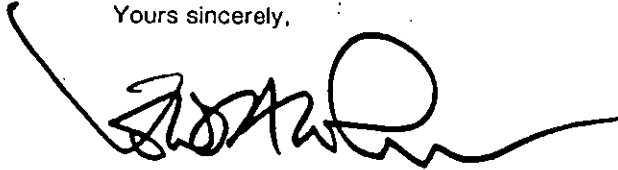
You also reported that the residents at no 33 St Ann's Villas have also registered objection on grounds of loss of daylight to their new basement development and have adversely commented on the scale and the style of the development. The issue of daylight impact has been discussed with the residents concerned during your visit to their property when you explained that the development has no impact whatever as regards to loss of daylight to their property. With regards to the scale and style of the development, as you know this has been exhaustively discussed in our pre-application consultations, and it may again be noted in the context of Conservation Area consideration that the borough's conservation officer has approved the proposed development.

elsewhere in central London give rise to high concentrations of pollutants and the street 'canyons' tend to hinder dispersal.

In accordance with the above the following revised drawings are issued for inclusion in the planning file and to assist the compilation of the Planning Report to the Planning Committee:

- | | | |
|----|-----------------|----------------------------|
| 1. | 0112-GA02 rev A | Site and Ground Floor Plan |
| 2. | 0112-GA03 rev A | First Floor Plan |
| 3. | 0112-GA04 rev A | Second Floor Plan |
| 4. | 0112-GA06 rev A | Fourth Floor Plan |
| 5. | 0112-GA08 rev A | North/East Elevations |
| 6. | 0112-GA09 rev A | South/West Elevation |

Yours sincerely,



John Allan

CC Mr N Lane, Mr S Bhola Notting Hill Home Ownership
 Ms Sara Dawes London Borough of Hammersmith & Fulham

The Road Traffic Reduction Act, 1997

- ~~7.2(m) — The Road Traffic Reduction Act requires the Council to prepare and submit to the Government reports assessing existing levels of road traffic and forecasts of traffic growth for those roads for which the Council is the highway authority. There is also a requirement to specify targets to reduce local traffic levels, or to reduce the rate of growth in the levels of such traffic where appropriate. The Government will expect statutory road traffic reduction reports to be submitted in July 2001, along with the Council's first Local Implementation Plan.~~
- ~~7.2(n) — The Government considers that formal traffic reduction targets for London should be considered as part of a national consultation on the draft guidance on the preparation of reports under the Act, and with due regard to the role of a potential Greater London Authority. In response, LPAC is to issue advice on a strategy for road traffic reduction in London which sets out a package of measures which will be required to achieve targets for road traffic reduction. The preceding consultant's report identified that significant traffic reduction would be required and that road pricing / congestion charging techniques are likely to have the greatest immediate impact and that measures, such as, fare reductions, public transport improvements, and improved facilities for pedestrians and cyclists will have a lower initial impact.~~
- ~~7.2(o) — The Government's current guidance identifies the need to ensure that the Borough's Road Traffic Reduction Reports are fully integrated with:~~
- ~~• its wider land use and transport strategy as set out in its Unitary Development Plans;~~
 - ~~• its Interim Transport Plans;~~
 - ~~• any Local Air Quality Management Action Plan needed to meet the National Air Quality Strategy Objectives.~~

National Road Accident Casualty Reduction Target

- ~~7.2(p) — In 1987, the Government set all highway authorities the target of a 33% reduction in road accident casualties by the end of 2000 (based on a 1981-1985 average). The Government is currently reviewing its road safety strategy and intends to set a new casualty reduction target.~~

Traffic Management and Parking Guidance for London (1998)

- ~~7.2(q) — Guidance published by the Government Office for London in 1998 gives a high priority to parking control initiatives which encourage a shift from the use of the car for personal travel to public transport, walking or cycling; and traffic management programmes which reduce accidents, congestion, pollution and car dependency. The Guidance included new objectives for the Traffic Director for London for Priority (Red) Routes:~~
- ~~7.2(r) — The core principles of this Guidance are:~~
- ~~• the management of traffic and road space should be based on the movement of people and goods;~~
 - ~~• a more strategic approach to parking with the objective of securing a shift to move sustainable transport modes for travel to London's numerous town centres;~~

PLANNING AND CONSERVATION

THE TOWN HALL HORNTON STREET LONDON W8 7NX

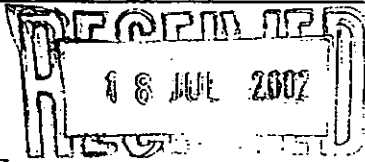
THE ROYAL
BOROUGH OF



KENSINGTON
AND CHELSEA

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

Mr. K. Lankarani,
Avanti Architects,
1 Torriano Mews,
LONDON, NW5 2RZ.



Switchboard: 0171-937 5464

Extension: 2944

Direct Line: 0171-361 2944

Facsimile: 0171-361 3463

17 July 2002

My reference: EDPC/MJF/PP.
02/0901

Your reference:

Please ask for: Mr. French

Dear Mr. Lankarani,

7 Swanscombe Road, W.11.

I am writing to inform you that arrangements have been made for you to attend and address the Planning Services Committee on 23 July 2002 at the Town Hall in Committee Room 1 at 6.50 p.m. on the above application.

An objector to the application has requested to attend and address the Committee. In order to avoid deferrals caused by either or both invited parties not attending, I am hereby advising you that should either party fail to attend or provide adequate reasons for non-attendance, the Committee will proceed to determine the application. You may of course bring photographs etc. if you consider that they help to illustrate your case more clearly. Your representation to Committee will be limited to five minutes only. Upon arrival, you are advised to make yourself known to the Committee Administrator seated within the Committee meeting room.

In the event of only the objector appearing, he/she will be given an opportunity to state his/her objections and answer any questions asked by Members relating to the proposals. With regard to the applicant/agent, he/she will be allowed to make a short summary address of the proposals and be prepared to answer any questions raised by Members of the Committee.

Should you have any queries regarding either the arrangements made or this letter, I would be grateful if you would contact my secretary in the first instance.

Yours sincerely,

M. J. French,
Executive Director, Planning and Conservation.

- ~~greater emphasis on measures to assist buses, cyclists, and pedestrians thereby open up a wider set of transport choices for all and reduce dependency on the car;~~
- ~~a clearer recognition of the needs of all road users, especially people with disabilities or difficulties with walking;~~
- ~~a clearer recognition that regional and local traffic strategies must be comprehensive, and a better awareness of the environmental impacts of traffic, in particular the need to reduce greenhouse gases;~~
- ~~greater realism in appreciating what can and cannot be achieved in an acceptable manner within current legislation and with available levels of resources;~~
- ~~better interchange between modes, particularly from bus and car to rail and underground, and from public transport to walking; this must be adequately reflected in the local management of traffic and parking;~~
- ~~more emphasis on the monitoring and assessment of the impacts of programmes; simple, easy to understand, output measures must become more prevalent and influential.~~

Planning Policy Guidance Notes

7.2a The objectives of Planning Policy Guidance Note 13: Transport (PPG13, 2001) are to integrate planning and transport at the national, regional, strategic and local level to:

- promote more sustainable transport choices for both people and for moving freight;
- promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and
- reduce the need to travel, especially by car.

7.2b PPG 13 establishes a locational framework to manage the pattern of urban growth to make the fullest use of public transport, and focus major generators of travel demand in city, town and district centres and near to major public transport interchanges. It also seeks to locate day to day facilities in local centres so that they are accessible by walking and cycling. It puts forward a range of complementary transport measures, for example, promotion of walking and cycling and the restraint of car parking provision, to help achieve the aims set out in the guidance. The guidance also sets out requirements concerning the needs of disabled people, the issues of community safety and road safety, and the need to protect sites and routes which could be critical in developing infrastructure to widen transport choices.

7.2c A key feature of Planning Policy Guidance Note 6: Town Centres and Retail Development (PPG6, 1996) is the emphasis placed on the sequential approach to selecting sites for development, for retail, employment, leisure and other key town centre uses and to directing development to sites accessible by a choice of means of transport other than the private car. PPG6 addresses traffic management and car parking in shopping areas. This sets out the need for a comprehensive management strategy addressing car, public transport, cycle and pedestrian access, as well as through-traffic and the need for deliveries.

Derek Taylor
Planning Department
Royal Borough of Kensington & Chelsea
Town Hall
Hornton Street
LONDON W8 7NX

Our ref : SF/bj

Your ref :

Direct line : 020 8357 5035

Direct fax : 020 8357 5050

Email : srawlings@nhhg.org.uk

7 August 2002

Dear Derek

7 SWANSCOMBE ROAD, W11 - APPLICATION NO: PP/02/00901/MAJD

Further to our conversation I confirm that we wish for Committee to determine the scheme in its current basis at the next available date, which I believe is 3 September 2002.

We entirely concur with paragraph 6.1 in your report. Most particularly we believe that the scheme will add valuable housing to the stock in the Royal Borough and in planning terms there are "insufficient grounds in each case (planning issues) to justify a refusal".

We understand from you that an amended scheme of 15 dwellings might find favour with Committee. We will not revise the application on this basis for the following reasons:

- The loss of much needed housing in the borough, particularly affordable family accommodation – your policies S2, S13, S14, S15, S16, H2, H3
- Housing need – the loss of two units will reduce the Council's access of nominations. The Council houses some priority homelessness cases in expensive temporary accommodation at a cost to Council taxpayers. The loss of two units would mean the Council continuing to fund this at a possible extra charge to taxpayers of £30,000 per annum.
- There is grant aid funding for the affordable housing. If two units were lost these funds would be returned to the Housing Corporation and would not necessarily return to the Royal Borough.
- The loss of 2 units would increase the unit cost of the residual 9 units. We would have to seek revised financial approvals and increased grants to reflect the higher average cost. There is no guarantee that this would be forthcoming. If it were not then our options would be:
 - To reduce the affordable housing to below 9 units and increase the market sale units – a further loss of affordable housing – see financial consequence

7.2d Planning Policy Guidance Note 3: Housing (PPG3, 2000) encourages greater choice of housing and that the needs of all in the community should be recognised. It promotes more sustainable patterns of development and making better use of previously developed land, with the focus for additional housing on existing towns and cities. In respect to transport it advises that local authorities should:

- create more sustainable patterns of development by building in ways which exploit and deliver accessibility by public transport to jobs, education and health facilities, shopping, leisure and local services;
- make more efficient use of land by reviewing planning policies and standards;
- place the needs of people before ease of traffic movement in designing the layout of residential developments;
- seek to reduce car dependence by facilitating more walking and cycling, by improving linkages by public transport between housing, jobs, local services and local amenity, and by planning for mixed use.

The Mayor's Transport Strategy

7.2e The Mayor for London has to produce a Spatial Development Strategy and a Transport Strategy which must be consistent with each other and the other strategies that the Mayor is required to produce, namely:

- economic development;
- culture;
- air quality;
- municipal waste;
- biodiversity.

The London Boroughs must prepare 'Local Implementation Plans' setting out their proposals on how they intend to put the Mayor's Transport Strategy into effect in their respective areas.

7.2f The Mayor is also required to have regard to the need to ensure consistency with national policies and how advice in Regional Planning Guidance and on local transport plans should apply in London when preparing his Transport Strategy and to the preparation of Local Implementation Plans. Particularly relevant are:

- Strategic Guidance for London Planning Authorities (RPG3, 1996)
- The Integrated Transport White Paper 'A New Deal for Transport' (1998)
- The National Air Quality Strategy
- The Road Traffic Reduction Act, 1997
- The National Road Accident Casualty Reduction Target

7.2g The Mayor's Transport Strategy replaces the Government's 1998 'Traffic Management and Parking Guidance for London' and any additional guidance needed on matters contained in that document will be issued to the boroughs as part of their guidance on Local Implementation Plans. The Strategy has ten key transport priorities:

above;

- o alternatively sell the site for private sale housing and return all the grant monies to the Housing Corporation.

A consequence of this last point may be that a private developer submits a scheme of less than the 15 dwelling threshold for affordable housing. Therefore there is a prospect of the Council having no affordable housing on the site with the consequential housing and financial costs to the borough.

I apologise that these were not the brief bullet points but in summary we will not revise the scheme because:

- it has appreciable planning, townscape and housing merits in its own right
- on balance the planning merits of the scheme outweigh the demerits (we strongly believe an Inspector will uphold this)
- the housing and financial costs to the Royal Borough outweigh the planning demerits.

We very much hope Committee will be able to approve the scheme on the submitted basis.

Yours sincerely

Steve Rawlings
Head of Project Management

b.c.c. Stan Logan, RBKC
Mike Brookes
Sanjiv Bhola
Nigel Lane
John Allan, Avanti Architects

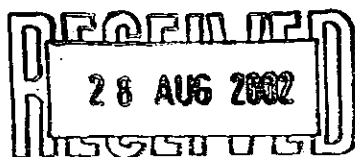
- reducing traffic congestion;
- overcoming the backlog of investment on the Underground so as to safely increase capacity, reduce overcrowding, and increase both reliability and frequency of services;
- making radical improvements to bus services across London, including increasing the bus system's capacity, improving reliability and increasing the frequency of services;
- better integration of the National Rail system with London's other transport systems to facilitate commuting, reduce overcrowding, increase safety and move towards a Londonwide, high frequency 'turn up and go' Metro service;
- increasing the overall capacity of London's transport system by promoting: major new cross-London rail links including improving access to international transport facilities; improved orbital rail links in inner London; and new Thames river crossings in east London;
- improving journey time reliability for car users, which will particularly benefit outer London where car use dominates, whilst reducing car dependency by increasing travel choice;
- supporting local transport initiatives, including improved access to town centres and regeneration areas, walking and cycling schemes, Safer Routes to School, road safety improvements, better maintenance of roads and bridges, and improved co-ordination of streetworks;
- making the distribution of goods and services in London more reliable, sustainable and efficient, whilst minimising negative environmental impacts;
- improving the accessibility of London's transport system so that everyone, regardless of disability, can enjoy the benefits of living in, working in and visiting the Capital, thus improving social inclusion;
- bringing forward new integration initiatives to: provide integrated, simple and affordable public transport fares; improve key interchanges; enhance safety and security across all means of travel; ensure that taxis and private hire vehicles are improved and fully incorporated into London's transport system; and provide much better information and waiting environment.

7.2h In the light of the Mayor's Transport Strategy and existing and anticipated guidance to boroughs on preparing their Local Implementation Plans, the Royal Borough will be preparing the following plans:

- Road Safety Plan (required by Mayoral guidance)
- Parking and Enforcement Plan (required by Mayoral guidance)
- Street Maintenance Plan (required by Mayoral guidance)
- Walking Strategy (RBKC initiative)
- Cycling Strategy (RBKC initiative)

Consideration is also being given to producing a 'Public Transport Plan' which would pull together the various elements of bus, national rail and underground travel

Notting Hill Home Ownership
Grove House
27 Hammersmith Grove
London W6 0JL
Tel 020 8357 4444 Fax 020 8357 4499
DX 32758 Hammersmith 2 Exchange



NOTTING HILL
HOME OWNERSHIP



Mr Derek Taylor
Planning Department
Royal Borough of Kensington & Chelsea
Town Hall
Hornton Street
London W8 7NX

Our ref : P&NB/NL
Your ref :
Direct line : 020 8357 4454
Direct fax : 020 8357 4459
Email : nlane@nhhg.org.uk

23 August 2002

Dear Derek

RE: 7 SWANSCOMBE ROAD, W11 - APPLICATION NO: PP/02/00901/MAJD

I write further to Steve Rawlings letter to you of 7th August 2002. In reviewing the scheme we confirm that we do seek for Committee to determine the current application at the 3rd September meeting.

Our architects, yourselves, together with NHHO have applied a considerable amount of imagination and energy into the proposals. Our proposals are guided and endorsed by the Royal Boroughs planning policies, together with RBKCs published Housing Strategy 2001-2004 Strategic Aim 1 – "To meet housing need by promoting the supply of affordable housing in all tenures".

The submission addresses the complexity of the site to present an attractive, well designed building with spacious living accommodation appropriate for its client group and meets our business objectives of providing affordable shared ownership housing – in this case 11 units – for local, first time shared ownership buyers, as nominated by RBKC in line with Housing Strategy objectives. The scheme is funded and approved by the Housing Corporation to meet RBKC criteria.

We are in agreement with the Conclusion of your report (6.0 & 6.1) that in planning terms there are insufficient grounds to justify a refusal and as such permission should now be granted.

Following your meeting with Avanti Architects and Mike Brookes on 1st August our response to the architectural, and massing queries are as follows:

Space Standards

The scheme is designed primarily to fulfil Notting Hill Home Ownership's space standard requirements, which are advised by Housing Corporation guidelines and funding regulation. These standards also comfortably fulfil the requirements of the Royal Borough of Kensington & Chelsea as indicated in the UDP Chapter 13 Table 3.1. It is therefore quite



Awarded for excellence



INVESTOR IN PEOPLE

An Industrial and Provident Society limited
by shares registered in England (23066R)
Registered at the Housing Corporation (SL3119)
Registered office Grove House 27 Hammersmith Grove
London W6 0JL

Notting Hill Home Ownership Ltd
is associated with but is not a
subsidiary of Notting Hill Housing Trust

where they involve the Royal Borough, as well as a plan related to street management.

7.3 OBJECTIVES

7.3(a) In consideration of the foregoing advice and guidance set out in the previous section and the overall aim of the Plan 'to maintain and enhance the character and function of the Borough as a residential area and to ensure its continuing role within the metropolitan area as an attractive place in which to live and work', the Council has adopted the following objectives for transport in the Borough:

- (A) To locate high trip-generating activity in areas well served by public transport.
- (B) To improve access to all land uses, especially for those with special mobility needs through the efficient use of the transport network.
- (C) To reduce the need to travel and, in particular, the number and length of motor vehicle trips by ensuring that development is located appropriately.
- (D) To promote measures to reduce the need to travel.
- (E) To reduce overall levels of road traffic in the Borough.
- (F) To reduce air pollution from road traffic and the noise nuisance caused by transport.
- (G) To increase the proportion of journeys made on foot and by bicycle.
- (H) To improve public transport so it is more convenient and reliable to use, is better able to meet demand and is attractive as an alternative to the private car.
- (I) To reduce the number and severity of road accident casualties.
- (J) To minimise the adverse effects of traffic in the Borough, particularly on the environment of residential areas and shopping centres.
- (K) To ensure that development does not add to on-street parking stress, in particular where demand is already saturated.
- (L) To ensure that changes to the transport infrastructure improve the Borough's townscape.

7.4 THE LOCATION OF DEVELOPMENT

7.4(a) The Royal Borough is part of a wide area of economic activity in west London which suffers from congestion and environmental problems. A key objective for the regeneration in London and the South-East region is to address the economic imbalance

incorrect to assume that the proposed accommodation is 'below standard' as was suggested.

In terms of mixture of housing types, the proposed development fulfils the Royal Borough's requirements as described within their policies H14 and H19. The committee should accordingly appreciate that this development will add high quality accommodation to the Borough housing stock.

Townscape, architectural design and massing

It has been pointed out that the density calculation produces a figure that falls within the category above that which would be justified by the UDP for affordable housing. But it has also been stressed that this in itself does not constitute grounds for refusal of planning consent.

The issue of density then effectively becomes a discussion about the townscape context, architectural design and massing. These aspects of the scheme have been the subject of exhaustive consideration by the applicant and the council's officers. Both the planning case officer and the conservation officer have approved the solution, which seeks to address all the surroundings of the site in architectural and urban design terms. The scheme in fact deliberately assumes a variety of characteristics and scales in response to the different townscape considerations on each boundary. It is not conceived as a single block and should not be read as one.

At its highest point it is only as high as the roofline of the houses on St Ann's Villas, and at its lowest it aligns precisely with the roof of the adjacent 2-storey coach house.

It respects the assortment of surrounding styles but avoids pastiche. It will make its own elegant and distinctive contribution providing an effective gateway to the Royal Borough in contemporary terms.

It is designed by a highly regarded London architectural practice commissioned to produce a building of fine detail made with quality materials addressing the complexities of the site.

In summary, we invite the committee to look at the proposals with fresh eyes. And give positive consideration to a project that will both respond architecturally to the challenge of this awkward and derelict site, and also provide much needed affordable housing to the Royal Borough.

Our architects are preparing further illustrative material and material display boards to be available for the committee meeting.

For further information I understand that L.B Hammersmith & Fulham planning officers had submitted the report with the recommendation for approval but following RBKC deferral will consider at their next meeting.

In addressing any Housing Needs and Housing Strategy issues our views are as follows: -

between congested west London and the underdeveloped parts of east London and the Thames Gateway.

- 7.4(b) The Council is concerned about the effects of traffic generated by development. Developments should be planned in such a way to reduce the need to travel and to encourage the use of alternatives to the private car that have less of an environmental impact. High-trip generating developments should therefore be located in areas well served by public transport. The Council has devised a public transport accessibility map which is based on indices indicating walking times to bus stops and Underground stations and the frequency of bus and Underground services. The indices are banded into five groups of accessibility ranging from 'good' to 'poor'. These groups are relative values as they represent access to public transport in Kensington and Chelsea. A Public transport accessibility in the Borough is indicated on Map 11 ~~map is included in the Council's Interim Transport Plan and is reviewed on an annual basis.~~ The Council considers that high trip-generating development should be located in areas with good public transport accessibility where there is capacity for additional passengers. This approach is supported by limiting the provision of private non-residential parking and controlling on-street parking, in order to minimise traffic generation and secure sustainable patterns of development.

7.510 TRAFFIC RESTRAINT AND REDUCTION

- 7.510a The Council considers it necessary to restrain traffic to protect residential amenity, to maintain the vitality of the Borough's shopping and business areas and to cater for the needs of essential traffic in the Borough. Unrestricted demand for road space is unacceptable because the Borough's roads are unable to meet such demand without a considerable worsening in the adverse effects of traffic. Unplanned restraint occurs in the Borough and elsewhere in central and inner London through congestion which restricts growth in traffic but is inefficient and does little to improve air quality. The Council currently pursues restraint through on and off-street parking controls and controls on development, but believes that a greater level of planned restraint is needed to ensure the Borough's roads are available to those who have the greatest need to use them, complemented by measures such as facilities to help pedestrians and cyclists, public transport improvements, and other measures to reduce the need to travel. Measures to restrain traffic will discourage car usage and will support the objective of traffic reduction. However, only through a combination of fiscal and land use controls, improvements to public transport, walking and cycling facilities, and promotional and awareness initiatives, will road traffic levels in London be actually reduced.

- 7.510b To be effective, the Council believes that further traffic restraint measures need to be implemented over areas larger than a single borough and supports the concept of applying strategic measures to reduce traffic levels in London generally. It seeks collectively with other relevant authorities to restrain traffic and promote other modes of travel to the motor car, whilst ensuring that residents are not unduly penalised and that restraint proposals are directed against the less necessary car trips. These car trips are likely to be commuter trips and trips that could realistically be made by public transport, walking or cycling. If they are fully accepted, some London-wide traffic reduction policies could take several years to implement.

Housing Needs and Housing Strategy

The proposals actively meet Housing Strategy 2001-2004 Strategic Aim 1 – "To meet housing need by promoting the supply of affordable housing in all tenures" This objective is again a focal part of the current draft Housing Strategy 2003-2008.

To provide the affordable flats NHHO: -

- Have received in to the Royal Borough over £500,000 of public subsidy in Housing Corporation Social Housing Grant plus Recycled Capital Grant Fund
- Will raise a Private Finance loan of £465,000 to fund the affordable units
- Will raise a cross subsidy of £153,000 from the outright sale housing to fund the affordable units

Any reduction in unit numbers jeopardises the scheme and risks the loss of existing grant funding to the Royal Borough.

Again the affordable housing numbers, contrary to Housing Strategy objectives, would be the first to reduce if numbers were lost due to the need to maintain financial viability.

Prices are advised to start from £190,000 for a one bedroom flat (Lamberts formal valuation). In line with the Housing Corporation and RBKC affordability requirements it is proposed to market an average 25% equity share to typical income groups between £25,000 (single income) and £27,000 (joint income). The nominations are to be as agreed with RBKC Housing Department and will typically be to local first time shared ownership buyers.

Conclusion

In conclusion we strongly believe the scheme meets the Royal Borough Planning and Housing policies and merits full planning approval.

Avanti Architects are preparing display material and drawings for the meeting so a further appreciation of the building can be gained and assist with our request for approval. This will be with you shortly. In the meantime if you require any additional information at this stage please contact Steve Rawlings or Sanjiv Bholra at this office (I am on leave until 2nd Sept).

Yours sincerely

Nigel Lane
Area Development Manager

Cc Avanti Architects
Steve Rawlings
Sanjiv Bholra

- 7.510c The Greater London Authority Act, 1999 contains powers to charge road users and impose charges on workplace car parking spaces. The Act does not set out a definitive description of how such charging schemes might work, but it does offer some general principles. Both road pricing and charges on workplace parking spaces could be operated by the GLA, by individual Boroughs and by a consortia of two or more Boroughs. However no road will be subject to more than one scheme. The GLA is currently developing proposals to introduce a congestion charging scheme covering central London, to be introduced early in 2003.

STRAT 21

TO SUPPORT THE REDUCTION OF ROAD TRAFFIC MOVEMENT WITHIN THE METROPOLITAN AREA.

7.6 AIR QUALITY AND NOISE

- 7.6a The need to lessen the impact on London's environment is linked with the need to address the issue of 'global warming'. Vehicle emissions from London's congested road must be reduced as they not only have adverse effects for Londoners but, as a contributor to 'global warming', have implications for the world as a whole. The Council supports initiatives that allow roadside spot checks on vehicles. Noise from vehicles is particularly intrusive in densely populated urban areas. (See section 12.2a of the Environment Chapter).

STRAT 25

TO SUPPORT MEASURES TO REDUCE AIR AND NOISE POLLUTION FROM MOTOR VEHICLES.

7.7 WALKING

- 7.7a The pedestrian environment is a key aspect of the quality of life of those who visit, live and work in London. For many people, walking is the most convenient and pleasant way of getting about the capital. While walking is the most environmentally sustainable and healthy mode of travel it has not been viewed strategically and has attracted relatively little interest in terms of direct policy. LPAC advice on walking aims to establish a culture which favours increased walking by all age groups and gains walking an increased modal share of journeys. A core principle of the latest Traffic Management and Parking Guidance for London, however, gives greater emphasis on measures to assist pedestrians, and should result in proper consideration being given to their needs in the design of all traffic management schemes.
- 7.7b The Borough's major roads and some minor roads create barriers to pedestrian movement. The heavy flows of traffic and the width of many roads require pedestrians to divert from their most direct route in order to use crossing facilities or may even deter them from crossing altogether. The Council recognises the needs of pedestrians for safe and convenient facilities to enable them to cross busy roads. Many of the footways in the Borough are also narrow and in busy areas, such as shopping streets, the large

PLANNING AND CONSERVATION

THE TOWN HALL HORNTON STREET LONDON W8 7NX

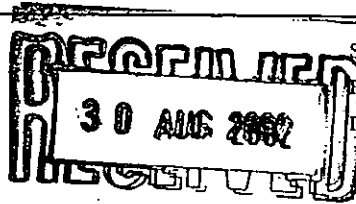
THE ROYAL
BOROUGH OF

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS



KENSINGTON
AND CHELSEA

Mr. K. Lankarani,
Avanti Architects,
1 Torriano Mews,
LONDON, NW5 2RZ.



Switchboard: 0171-937 5464
Extension: 2944
Direct Line: 0171-361 2944
Facsimile: 0171-361 3463

29 August 2002

My reference: EDPC/MJF/PP
02/0901

Your reference:

Please ask for: Mr. French

Dear Mr. Lankarani,

7 Swanscombe Road, W.11.

I am writing to inform you that arrangements have been made for you to attend and address the Planning Services Committee on 3 September 2002 at the Town Hall in Committee Room 1 at 7.10 p.m. on the above application.

An objector to the planning application has requested to attend and address the Committee. In order to avoid deferrals caused by either or both invited parties not attending, I am hereby advising you that should either party fail to attend or provide adequate reasons for non-attendance, the Committee will proceed to determine the application. You may of course bring photographs etc. if you consider that they help to illustrate your case more clearly. Your representation to Committee will be limited to five minutes only. Upon arrival, you are advised to make yourself known to the Committee Administrator seated within the Committee meeting room.

In the event of only the objector appearing, he/she will be given an opportunity to state his/her objections and answer any questions asked by Members relating to the proposals. With regard to the applicant/agent, he/she will be allowed to make a short summary address of the proposals and be prepared to answer any questions raised by Members of the Committee.

Should you have any queries regarding either the arrangements made or this letter, I would be grateful if you would contact my secretary in the first instance.

Yours sincerely,


M. J. French,
Executive Director, Planning and Conservation.

numbers of people sometimes make it difficult to walk unimpeded. Illegally parked cars, street furniture and high kerbs add to the problems that pedestrians can encounter, particularly for those with special mobility needs. The needs of people with disabilities are a particular consideration which needs to be taken into account in providing for pedestrians.

- 7.7c The Council recognises the importance of pedestrian access and is aware of the need to improve the quality of the environment for pedestrians. Its standards of pavement maintenance are very high and the comprehensive approach taken to the design of traffic management schemes fully takes into account the needs of pedestrians, resulting in opportunities being taken to widen pavements and introduce new or improved pedestrian crossing facilities. A priority to follow any reduction in traffic levels in London would be to extend pedestrian provision where appropriate.
- 7.7d The Council promotes a number of walking routes connecting places of interest in the Borough in addition to the Thames Path and seeks to create new or improved rights of way, where appropriate, when sites are redeveloped (see policies LR12 and LR18 of the Leisure and Recreation Chapter). A walking strategy will be included in its Local Implementation Plan to be submitted to the Mayor in 2003.

STRAT 28b

TO PROMOTE WALKING AND TO IMPROVE THE PEDESTRIAN ENVIRONMENT.

7.8 CYCLING

- 7.8a Cycling is a convenient, low cost and non-polluting form of transport. As a mode of travel it improves health and fitness, and is often quicker than alternative modes of transport, especially in congested urban areas. With the majority of journeys being under five miles, provision for cycling forms an important part of the initiatives to reduce road traffic levels and to improve air quality. To achieve the objective of increasing targets for cycling use in London as envisaged in the Mayor's Transport Strategy by LPAC and the London Pride Partnership, comprehensive provision needs to be made for cyclists, especially in the design of all traffic management schemes.
- 7.8b The London Cycle Network (LCN) aims to provide a network of safe and convenient cycle routes linking residential areas with all the major centres of employment, retailing, leisure and transport across the capital. LCN routes in this Borough are formed predominantly from minor roads, with some major roads where no alternative minor road route exists. Responsibility for the implementation of the LCN rests mainly with the London Local Authorities. However, completion of the network needs co-ordination with other organisations such as the Traffic Director for London, the Highways Agency, The Royal Parks, the London Cycling Campaign and the Cyclists Touring Club. Sustrans project manage the Thames Cycle Route which is part of the LCN and also forms part of the National Cycle Network. Much of the Thames route runs on highways or parks which are controlled by the London Boroughs who will implement the schemes. The Council is also introducing local cycle routes to complement LCN routes in the Borough.

1

2

3

7

7.8c The Council considers that it is undesirable to encourage the more intensive use of the busiest major roads, such as the Cromwell Road, by cyclists, except when some very specific provision for their movement has been made, and recognises that cyclists will continue to use other major roads where no convenient alternative routes exist. On some of these main roads cyclists account for an important percentage of road users, particularly in the morning and afternoon peaks, and conditions can be dangerous for cyclists who are particularly vulnerable in heavy traffic. On these main roads measures are being introduced to make cycling safer either through general traffic management improvements, or through relatively inexpensive measures specific for cyclists such as advisory cycle lanes and advanced stop lines at traffic light junctions. These usually have little or no adverse effects on other road users or frontages and their provision should benefit pedestrians by encouraging cyclists not to use pavements unlawfully.

7.8d The Council has a major programme of installing cycle parking stands wherever there is a demand. This can be at developments, Underground stations and in shopping streets where it is apparent that the previous lack of parking stands may have discouraged cyclists. A cycling strategy will be included in its Local Implementation Plan, to be submitted to the Mayor in 2003.

STRAT 28c

TO PROMOTE CYCLING AND TO PROVIDE COMPREHENSIVELY FOR CYCLISTS.

7.9 PUBLIC TRANSPORT

Introduction

7.9a The effective movement of people in and around a major metropolitan area as densely populated and congested as London requires an efficient, attractive and safe public transport system. As an element of a future traffic reduction strategy it is also essential that alternatives to the motor car should have sufficient capacity to accommodate additional demand following any traffic reduction. The main services are provided by the various train operating companies, London Underground, and London Transport Buses, with coaches, taxis and community transport also meeting a significant demand. Establishing scheduled passenger services on the Thames, other than for visitors, has proved difficult over the years, but remains an objective.

7.9b The attractiveness of public transport relates to the quality of the whole journey and, in particular, good access to services which is determined by:

- location of stations and bus stops;
- type and cost of service;
- frequency of service;
- reliability of service;
- quality of interchange.

- 7.9c Poor access to public transport services leads to higher levels of car use on the roads within the Borough. It can also lead to greater pressure for less restrictive parking standards in new commercial developments. The Council believes that there should be substantial and sustained investment in the quality and capacity of London's bus and rail services, to encourage people to switch from private to public transport.
- 7.9d The Council seeks improved levels of service on existing bus and rail routes, better reliability of all services and the provision of new routes, particularly in areas with relatively low public transport accessibility in North Kensington and South-West Chelsea. The present network of public transport services means that movement north/south in the Borough is more difficult than movement east/west. The benefits of any changes, are considered with reference to the needs of affected residents in the Borough, and for the Borough as a whole, for example in reducing road traffic.
- 7.9e The Council also seeks to improve facilities to ensure that public transport is accessible by all groups, including those who do not own cars. Special attention will be paid to meeting the needs of elderly people, people with physical disabilities and/or sensory impairment, and those accompanied by young children or carrying heavy loads. Many people find it very difficult to use public transport for a number of reasons, which include restricted access to stations and to certain vehicles and often difficult access to buses from the footway. Consequently, the Council will have particular regard for the needs of such people when considering proposals to change public transport services and facilities, especially when stations are built or redeveloped/refurbished as it is more efficient to include such provision from the start. Such improvements often make public transport more attractive for other travellers as well.

STRAT 20

TO SUPPORT AND ENCOURAGE THE IMPROVEMENT OF THE PUBLIC TRANSPORT NETWORK FOR THE METROPOLITAN AREA, INCLUDING MEETING THE NEEDS OF THE DISABLED.

Surface Rail and Underground Services

- 7.9f(i) The Council recognises the importance of rail services as the main means of high capacity travel in and through the Borough at peak times. Overcrowding on existing rail services is of particular concern to the Council. New routes relieve overcrowding on existing services and stations and encourage a greater movement of people from road to rail to make their journeys. Proposals for new routes are always carefully examined to minimise environmental impacts and visual intrusion.
- 7.9f(ii) The Council supports in principle the transfer of freight from road to rail, but will favour routes avoiding London for rail freight not destined for the capital. However, specific sites may be identified where an opportunity for direct rail access exists to serve a rail-related use of freight handling facility.
- 7.9g The Council also supports the provision of new stations and the redevelopment and improvement of existing stations, to achieve improvements in their accessibility, capacity, safety and appearance. The Council expects that construction work on new schemes and the operation of new services would be carried out in a manner that

ROYAL BOROUGH OF KENSINGTON AND CHELSEA

PLANNING SERVICES COMMITTEE 3rd September 2002

REPORT BY THE EXECUTIVE DIRECTOR, PLANNING AND CONSERVATION

APPLICATION NO: PP/02/00901

This report relates to the proposed development of the site at 7 SWANSCOMBE ROAD, W11 to provide a residential development comprising 17 flats and 11 parking spaces.

FOR DECISION

1.0 BACKGROUND

- 1.1 At their meeting of 23rd July 2002, the Planning Services Committee considered an application for the Construction of residential development of 17 residential units comprising one, two and three bed units and provision for 11 off-street parking spaces, including 11 units of affordable housing. The application was recommended for Conditional approval, subject to a planning obligation to secure affordable housing, and the original Officer's Report is appended.
- 1.2 The Committee heard objections to the proposals on behalf of local residents, and resolved that a decision on the application should be deferred, with the instruction to Officers that they engage in further negotiations with the applicants to achieve (1) a reduction in unit numbers and (2) habitable room density, and (3) design modifications to better address the scale and materials of the existing buildings in the Norland Conservation Area.

2.0 FURTHER CONSIDERATIONS

- 2.1 The conclusions of the Planning Services Committee have been discussed at a subsequent meeting with Officers. The applicants have considered the Committee's requests, and have instructed that the application should be brought back to the Committee of 3rd September in unaltered form, for further consideration and decision.
- 2.2 The applicants have declined to amend the scheme in any way. They have provided the following reasons to support their belief that the application should not be revised:
- "The loss of much needed housing in the borough, particularly affordable family accommodation – your policies S2, S13, S14, S15, S16, H2, H3
 - Housing need – the loss of two units will reduce the Council's access of nominations. The Council houses some priority homelessness cases in expensive temporary accommodation at

protects the safety, health and environment of the Borough's residents, particularly their right to sleep and relaxation. Where needed, the Council will seek to introduce measures to reduce the effect of railway noise. The Council recognises that maintenance works and improvements to surface and underground rail infrastructure has to take place in order to ensure safety, efficiency and minimum disruption to rail passengers. The environmental impact of new rail infrastructure is addressed in paragraph 7.6.2a.

STRAT 27a

TO ENCOURAGE THE USE OF RAIL FOR PASSENGER AND FREIGHT MOVEMENT.

STRAT 28d

TO SUPPORT THE DEVELOPMENT OF NEW RAIL LINKS AROUND LONDON FOR THROUGH PASSENGER AND FREIGHT MOVEMENT IN ORDER TO RELEASE CAPACITY IN LONDON FOR LOCAL SERVICES.

Buses

- 7.9h Bus services provide for both local and long-distance trips and for most people are their nearest public transport services. Buses provide opportunities for short journeys in the Borough and are more efficient users of road space than cars. The Council seeks to encourage greater use of buses in the Borough by alterations and improvements to services which are closely related to the needs of people who live and work in the area, and recognises the important role of London Transport in planning and supporting services. Alterations to routes, provision of new routes and service improvements can be achieved in a shorter timescale when compared with other improvements such as the construction of new underground lines.
- 7.9i Traffic congestion is adding increasing delays to bus journey times and causes frustration, unreliability and uncertainty. Without a reduction in the overall level of traffic and given the limited scope for introducing specific bus priority measures in the Borough, buses can be generally assisted by traffic management measures and parking controls which improve the general movement of traffic. Nevertheless, where possible, the Council does introduce bus priority measures such as bus lanes, bus detection at traffic signals and protection at bus stops from illegal parking.
- 7.9j The Borough is implementing measures to help buses under the London Bus Priority Network (LBPN) initiative. While the traffic studies and measures undertaken for the LBPN are focused on improving bus movement they are, like those for Red Routes, comprehensive and take account of pedestrians, cyclists and local servicing needs. In the Borough this work has focused on the busy bus corridors of the King's Road, Kensington High Street and the Fulham Road/South Kensington.

STRAT 28e

TO SUPPORT LOCAL BUS SERVICES AND MEASURES TO IMPROVE SERVICE QUALITY, INCLUDING THE DEVELOPMENT OF THE LONDON BUS PRIORITY NETWORK.

a cost to Council taxpayers. The loss of two units would mean the Council continuing to fund this at a possible extra charge to taxpayers of £30,000 per annum.

- There is grant aid funding for the affordable housing. If two units were lost these funds would be returned to the Housing Corporation and would not necessarily return to the Royal Borough.
- The loss of 2 units would increase the unit cost of the residual 9 units. We would have to seek revised financial approvals and increased grants to reflect the higher average cost. There is no guarantee that this would be forthcoming. If it were not then our options would be:
- To reduce the affordable housing to below 9 units and increase the market sale units – a further loss of affordable housing – see financial consequence above; alternatively sell the site for private sale housing and return all the grant monies to the Housing Corporation”.

2.3 The applicants respectfully request the Planning Services Committee to reconsider the application, and grant planning permission as per the original Officer's recommendation.

3.0 RECOMMENDATION

3.1 The Committee are recommended to grant planning permission, subject to a Planning Obligation to secure affordable housing.

Michael J. French
Executive Director, Planning and Conservation

Background Papers used in the preparation of this Report:
The contents of files PP/02/0901

Officer Contact
Miss Tracey Rust, Planning Information Office, Town Hall. Tel. 020-7361-2080

PSC0902.DT.REP

Coaches

7.9i The diversion of coach traffic from Major Roads and unrestricted access to local areas can often lead to a significant loss of environmental quality. Where such an adverse impact occurs the Council will restrict access on specific routes and at particular times and days by imposing local bans and introducing traffic management measures. The restrictions are subject to the limitations of the 1984 Road Traffic Regulation Act, and the Council would not normally seek to deny essential access to premises for the major part of the day. In assessing these measures, the efficiency of coaches in conveying large numbers of people is taken into account. The Council also recognises the important role that an enhanced network of limited stop express buses/coaches could have in improving public transport in London. In conjunction with other affected London local authorities, a Central London Coach Strategy has been adopted to help develop and co-ordinate measures to improve the management of coach activity in central London.

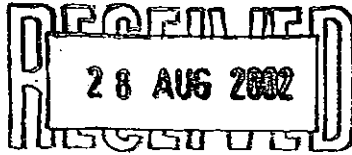
7.9m Coaches serve four main markets, each creating its own traffic management problems:

- Express coaches generally cater for long-distance routes or commuters and most services pass through the Borough, making few stops. Such services should only use major roads in the Borough and generally only cause traffic problems when they divert from them.
- Tourist coaches cater for visitors to London and use the Borough's roads in large numbers. The problems stem from the lack of, or misuse of, off-street facilities for setting down and picking up passengers, and the use of unsuitable local roads, creating congestion and visual intrusion. The main traffic problems occur at the many hotels in the Borough, as well as near museums and exhibition centres.
- Education coaches provide economical transport for groups of pupils and students to the museums and exhibition centres. The activity has its own peak during the education year and is highly concentrated on the most educationally attractive locations.
- Tour buses - usually open-topped double-decker buses operating on fixed routes to a timetable and usually with a commentary broadcast by an on-board guide - provide guided tours past places of tourist interest. They create considerable problems of traffic congestion, noise from commentaries, intrusion into first and second floor windows, and pollution (the vehicles are usually elderly). The problem is shared with other Inner London Boroughs, particularly Westminster, and measures to deal with the nuisance should be co-ordinated with them.

Taxis

7.9n Taxis can perform an important role in complementing public transport and reducing reliance on the private car, particularly in areas poorly served by bus or rail or at times when public transport does not operate. They are particularly useful for visitors to shops, offices, restaurants and hotels and their use helps to reduce the demand for parking spaces at such places. They are often the most convenient form of transport

Notting Hill Home Ownership
Grove House
27 Hammersmith Grove
London W6 0JL
Tel 020 8357 4444 Fax 020 8357 4499
DX 32758 Hammersmith 2 Exchange



NOTTING HILL
HOME OWNERSHIP



Mr Derek Taylor
Planning Department
Royal Borough of Kensington & Chelsea
Town Hall
Hornton Street
London W8 7NX

Our ref : P&NB/NL
Your ref :

Direct line : 020 8357 4454
Direct fax : 020 8357 4459
Email : nlane@nhhg.org.uk

23 August 2002

Dear Derek

RE: 7 SWANSCOMBE ROAD, W11 - APPLICATION NO: PP/02/00901/MAJD

I write further to Steve Rawlings letter to you of 7th August 2002. In reviewing the scheme we confirm that we do seek for Committee to determine the current application at the 3rd September meeting.

Our architects, yourselves, together with NHHO have applied a considerable amount of imagination and energy into the proposals. Our proposals are guided and endorsed by the Royal Boroughs planning policies, together with RBKCs published Housing Strategy 2001-2004 Strategic Aim 1 – "To meet housing need by promoting the supply of affordable housing in all tenures".

The submission addresses the complexity of the site to present an attractive, well designed building with spacious living accommodation appropriate for its client group and meets our business objectives of providing affordable shared ownership housing – in this case 11 units – for local, first time shared ownership buyers, as nominated by RBKC in line with Housing Strategy objectives. The scheme is funded and approved by the Housing Corporation to meet RBKC criteria.

We are in agreement with the Conclusion of your report (6.0 & 6.1) that in planning terms there are insufficient grounds to justify a refusal and as such permission should now be granted.

Following your meeting with Avanti Architects and Mike Brookes on 1st August our response to the architectural, and massing queries are as follows:

Space Standards

The scheme is designed primarily to fulfil Notting Hill Home Ownership's space standard requirements, which are advised by Housing Corporation guidelines and funding regulation. These standards also comfortably fulfil the requirements of the Royal Borough of Kensington & Chelsea as indicated in the UDP Chapter 13 Table 3.1. It is therefore quite



Awarded for excellence



INVESTOR IN PEOPLE

An Industrial and Provident Society limited
by shares registered in England (23066R)
Registered at the Housing Corporation (SL3119)
Registered office Grove House 27 Hammersmith Grove
London W6 0JL

Notting Hill Home Ownership Ltd
is associated with but is not a
subsidiary of Notting Hill Housing Trust

available to people with special mobility needs; a fact recognised by the Council's support for the 'Taxi-card' scheme.

- 7.9o The sheer number of taxis operating on the Borough's roads can cause conflict with other road users and harm to residential amenity, especially where taxis pick-up and set-down passengers at hotels. Taxis also contribute to the environmental harm caused by vehicle emissions, although this needs to be balanced against the fact that taxis have an important role in reducing private car use and do not add to parking stress. The disadvantages of taxis could be minimised, for example, through the promotion of electric vehicles and other forms of less polluting fuel.

River and Canal Transport Services

- 7.9p The River Thames is a valuable transport artery between the south of the Borough, other riparian Boroughs and the Docklands. The Council supports proposals to develop river bus passenger services. While recognising that the alternative modes of transporting freight are difficult for some commercial activities, the Council will support moves to transfer freight flows to rail and water.

STRAT 27b

TO SUPPORT THE USE OF THE RIVER THAMES AND OTHER WATERWAYS FOR PASSENGER AND FREIGHT MOVEMENTS.

7.105 ROAD SAFETY

- 7.105a An important objective of the Council's transport policies is the reduction of the number and severity of road accidents, and good progress has been made towards achieving the Government target of a 33% reduction in road accident casualties by the end of 2000. Progress is monitored through extensive use of the accident statistics prepared by the London Accident Analysis Unit. The Borough also uses these statistics to carry out accident investigation work in the preparation of its programme of accident remedial schemes (which may be complemented by local measures such as 'Safer Routes to School' and '20 mph Zones') and as part of the design process of all traffic management schemes. Regular reviews of accident trends and of the performance of accident remedial schemes are produced.
- 7.105b In 1995, the Council produced a three year Road Safety Plan which involved a thorough review of its road safety policies, particularly in respect of education and training where greater emphasis is placed on 'cascading' information to reach a wide an audience as possible. The Plan will be reviewed following the setting of a new accident reduction target by the Government.
- 7.105c The Council liaises with the Police on enforcement matters and is continuing to develop its programme of education, training and publicity on road safety matters. This is directed to all members of the community, but particularly to road users such as pedestrians, cyclists and motor cyclists who account for almost 60% of road traffic casualties in the Borough and an even greater share of fatal and serious accidents. Increasing emphasis is also being placed on influencing attitudes to driving, and this is

incorrect to assume that the proposed accommodation is 'below standard' as was suggested.

In terms of mixture of housing types, the proposed development fulfils the Royal Borough's requirements as described within their policies H14 and H19. The committee should accordingly appreciate that this development will add high quality accommodation to the Borough housing stock.

Townscape, architectural design and massing

It has been pointed out that the density calculation produces a figure that falls within the category above that which would be justified by the UDP for affordable housing. But it has also been stressed that this in itself does not constitute grounds for refusal of planning consent.

The issue of density then effectively becomes a discussion about the townscape context, architectural design and massing. These aspects of the scheme have been the subject of exhaustive consideration by the applicant and the council's officers. Both the planning case officer and the ~~conservation~~ officer have approved the solution, which seeks to address all the surroundings of the site in architectural and urban design terms. The scheme in fact deliberately assumes a variety of characteristics and scales in response to the different townscape considerations on each boundary. It is not conceived as a single block and should not be read as one.

At its highest point it is only as high as the roofline of the houses on St Ann's Villas, and at its lowest it aligns precisely with the roof of the adjacent 2-storey coach house.

It respects the assortment of surrounding styles but avoids pastiche. It will make its own elegant and distinctive contribution providing an effective gateway to the Royal Borough in contemporary terms.

It is designed by a highly regarded London architectural practice commissioned to produce a building of fine detail made with quality materials addressing the complexities of the site.

In summary, we invite the committee to look at the proposals with fresh eyes. And give positive consideration to a project that will both respond architecturally to the challenge of this awkward and derelict site, and also provide much needed affordable housing to the Royal Borough.

Our architects are preparing further illustrative material and material display boards to be available for the committee meeting.

For further information I understand that L.B Hammersmith & Fulham planning officers had submitted the report with the recommendation for approval but following RBKC deferral will consider at their next meeting.

In addressing any Housing Needs and Housing Strategy issues our views are as follows: -

reflected in the content of some of the education programmes some of which are carried out together with the Police. The use of theatre shows in schools to put across road safety issues to different age groups has been found to be particularly effective and the Borough has one of the most comprehensive programmes of such work in the country.

Housing Needs and Housing Strategy

The proposals actively meet Housing Strategy 2001-2004 Strategic Aim 1 – "To meet housing need by promoting the supply of affordable housing in all tenures" This objective is again a focal part of the current draft Housing Strategy 2003-2008.

To provide the affordable flats NHHO: -

- Have received in to the Royal Borough over £500,000 of public subsidy in Housing Corporation Social Housing Grant plus Recycled Capital Grant Fund
- Will raise a Private Finance loan of £465,000 to fund the affordable units
- Will raise a cross subsidy of £153,000 from the outright sale housing to fund the affordable units

Any reduction in unit numbers jeopardises the scheme and risks the loss of existing grant funding to the Royal Borough.

Again the affordable housing numbers, contrary to Housing Strategy objectives, would be the first to reduce if numbers were lost due to the need to maintain financial viability.

Prices are advised to start from £190,000 for a one bedroom flat (Lamberts formal valuation). In line with the Housing Corporation and RBKC affordability requirements it is proposed to market an average 25% equity share to typical income groups between £25,000 (single income) and £27,000 (joint income). The nominations are to be as agreed with RBKC Housing Department and will typically be to local first time shared ownership buyers.

Conclusion

In conclusion we strongly believe the scheme meets the Royal Borough Planning and Housing policies and merits full planning approval.

Avanti Architects are preparing display material and drawings for the meeting so a further appreciation of the building can be gained and assist with our request for approval. This will be with you shortly. In the meantime if you require any additional information at this stage please contact Steve Rawlings or Sanjiv Bholā at this office (I am on leave until 2nd Sept).

Yours sincerely

Nigel Lane
Area Development Manager

Cc Avanti Architects
Steve Rawlings
Sanjiv Bholā

STRAT 28a

TO ACHIEVE TARGETS SET FOR THE REDUCTION IN THE NUMBER AND SEVERITY OF ROAD ACCIDENT CASUALTIES IN THE BOROUGH THROUGH TRAFFIC SAFETY SCHEMES, EDUCATION AND TRAINING INITIATIVES, AS WELL AS PROMOTING ENFORCEMENT INITIATIVES.

7.1112 ROADS AND TRAFFIC MANAGEMENT

The Road Hierarchy in the Borough

7.1112a Strategic Guidance for London Planning Authorities (RPG3) stresses the importance of a road hierarchy in managing traffic throughout London. This should seek to separate the provision of access to sites, buildings and their immediate surroundings from the provision for the through movement of motor vehicles. Conflicts between different roles of the road network can be reduced by designing and adapting the different types of roads in the system. Functions that are incompatible with one type of road are, as far as practical, separated onto different roads so that the network as a whole is safe and convenient for the desired mixture of roles. The Borough's road hierarchy is illustrated on Map 10 and shown on the Proposals Map, and a schedule of the network is included in Appendix 3 at the end of the Plan.

7.1112b The Major Roads in the Borough (Strategic Roads and London Distributor Roads) are intended to carry the main traffic flows and longer-distance movements. Heavy goods vehicles and coaches in particular should use these roads, unless they need access to specific premises in the Borough. The Borough's Minor Roads (Local Distributor Roads and Local Roads) are intended to provide access to residential and commercial premises. Minor Roads, therefore, are typically located in areas bounded by Major Roads or other significant barriers. These bounded 'Local Areas' contain only Minor Roads. The inadequacy of many of the Major Roads to carry current levels of traffic results in the over-spill of traffic onto the Minor Roads.

Major Roads comprise:

- Strategic Roads are those roads in the Royal Borough designated by the previous Department of the Environment, Transport and the Regions (DETR) as part of London's Strategic Road Network and are intended to carry the main traffic flows and longer distance movements. They include the previous Trunk Roads (the Westway and the M41/Holland Park Roundabout and the West Cromwell Road west of its junction with Warwick Road) which are now the direct responsibility of Transport for London ~~the Highways Agency (but with the use of these roads which are not motorways regulated by the Traffic Director for London as part of the Priority (Red) Route Network, which also includes and Priority (Red) Routes the Cromwell Road, the Earl's Court One-Way System, and Chelsea Embankment. for which the Council is the traffic and highway authority, but whose use is also regulated by the Traffic Director for London. Fulham Road and Holland Park Avenue are no longer designated by the Department of the Environment, Transport and the Regions as part of London's Strategic Road Network.~~

ROYAL BOROUGH OF KENSINGTON & CHELSEA
REPORT BY EXECUTIVE DIRECTOR, PLANNING & CONSERVATION



PLANNING SERVICES COMMITTEE 23/07/2002

APP NO. PP/02/00901/MAJD
 AGENDA ITEM NO. 52

ADDRESS

Site at 7 Swanscombe Road,
 London, W11 4SU

APPLICATION DATED 19/04/2002

APPLICATION COMPLETE 29/04/2002

APPLICATION REVISED N/A

APPLICANT/AGENT ADDRESS: Avanti Architects, No. 1 Torriano Mews, London NW5 2RZ	<u>CONSERVATION AREA</u>	Norland	<u>CAPS</u>	Yes
	<u>ARTICLE '4'</u>	No	<u>WARD</u>	Norland
		<u>LISTED BUILDING</u>		No
		<u>HBMC DIRECTION</u>		N/A
	<u>CONSULTED</u> 23	<u>OBJECTIONS</u>		4
	<u>SUPPORT</u> 1	<u>PETITION</u>		0

Applicant Notting Hill Homeownership

PROPOSAL:

Construction of residential development of 17 residential units comprising one, two and three bed units and provision for 11 off-street parking spaces, including 11 units of affordable housing. (MAJOR DEVELOPMENT)

RBK&C Drawing No(s): PP/02/00901
 Applicant's Drawing No(s): 0112-GA/01, 02A, 03A, 04A, 05, 06A, 07, 08A, 09A, 10, 11, 12, 13, 14

RECOMMENDED DECISION:

1. SUBJECT to a Planning Obligation under Section 106 of the 1990 Act to secure the use of the 11 flats as affordable housing.
2. Delegate to the Executive Director, Planning and Conservation, the authority to issue planning permission for a residential development of 17 units and 11 car parking spaces.
3. Grant consent under S. 184 of the Highways Act 1980 for the construction of two vehicular pavement crossovers.

MAP 10 – Road Network Hierarchy

Please see Appendix 4

CONDITIONS/REASONS FOR THE IMPOSITION OF CONDITIONS:

1. The development hereby permitted shall be begun before the expiration of five years from the date of this permission. (C001)
Reason - As required by Section 91 of the Town and Country Planning Act 1990, to avoid the accumulation of unexercised Planning Permissions. (R001)

2. Full particulars, including samples where necessary, of the following shall be submitted to and approved in writing by the Local Planning Authority before the development hereby permitted commences and the development shall not be carried out otherwise than in accordance with the details so approved:

- (a) the materials to be used on the external faces of the building(s);
- (b) the treatment of the open land within the site including hard and soft landscaping;
- (c) fencing or railings to be attached to the boundary wall with no.3 Swanscombe Road, and the entrance gates to the parking area;
- (d) obscured glazing, which shall be to all windows on the East elevation as shown on drawing 0112-P-GA08A, unless otherwise approved in writing by the Local Planning Authority;
- (e) 1:20 details and sections through the windows on all elevations.

(C011)

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

3. The development hereby permitted shall be carried out exactly and only in accordance with the drawings and other particulars forming part of the permission and there shall be no variation therefrom without the prior written approval of the Local Planning Authority (but see Condition 4 below).

Reason - The details are considered to be material to the acceptability of the proposals, and for safeguarding the amenity of the area. (R068)

4. Notwithstanding the landscaping and planting details depicted on drawing 0112-P-GA02A otherwise hereby approved, full details of new trees to be planted, including position, species, and size, shall be agreed in writing by the Local Planning Authority before development commences, and there shall be no variation from these details unless otherwise agreed in writing by the Local Planning Authority.

Reason - To ensure that the development incorporates a satisfactory replacement for the contribution the present Sycamore tree makes to the visual amenity and appearance of the Conservation Area and vicinity.

- London Distributor Roads, which are the links between the Strategic Roads and the Local Distributor Roads (see below) and which form the main bus routes. Any action on them which transfers significant amounts of traffic to Strategic Roads would be subject to approval by the Traffic Director for London.

Minor Roads comprise:

- Local Distributor Roads, which are the links between the London Distributor Roads (see above) and the Local Roads (see below). These roads have an important traffic distribution function, but also provide direct access to residential and commercial properties. The capacity of the Local Distributor Roads in the Borough varies considerably according to their particular character. Most of the Local Distributor Roads are able to be used for bus routes.
- Local Roads are all the roads in the Borough which do not fall into the above categories. These provide direct access to residential and commercial properties.

~~7.1112c The Government's 'New Deal for Trunk Roads in England: The Trunk Roads Review' states that there should be no trunk roads in London other than the national motorways. The Greater London Authority (GLA) will be responsible for a Strategic London Road Network which, in the Royal Borough, will take over the existing Trunks Roads and Priority (Red) Routes. It does not include the two Designated Roads of Fulham Road and Holland Park Avenue/Notting Hill Gate which are defined in the UDP as London Distributor Roads. The Borough's road network hierarchy is illustrated on Map 6 and shown on the Proposals Map, and a schedule of the network is included as Appendix III at the end of the Plan.~~

7.1112d In future reviews of London's Strategic Road Network, the Council would wish to see consideration given to the removal of the Earl's Court One-Way System and the Embankment from this Network.

STRAT 24

TO SUPPORT THE MAINTENANCE OF A STRATEGIC LONDON ROAD NETWORK AND TO ENSURE A CONSISTENT ROAD HIERARCHY BETWEEN THE ROYAL BOROUGH AND ADJOINING BOROUGHES.

Traffic Management in the Borough

7.1112e The Council believes that the long-term objective of traffic reduction in the Borough can only be achieved through a London-wide strategy. In the shorter term, the capacity of the complete road network needs to be maintained and the efficiency of the Major Roads improved through traffic management and enforcement. This enables effective measures to be introduced to deter traffic from using the Minor Roads to improve the environment of residential areas and shopping centres. The Council ensures that such measures take account of emergency vehicle access requirements.

6. The development hereby approved shall incorporate adequate cycle parking facilities for 17 bicycles, unless otherwise approved in writing by the Local Planning Authority.

Reason - To ensure that the development incorporates a satisfactory.

5. All areas of render shall be smooth finished and painted in a colour to be submitted and approved in writing by the Executive Director, Planning and Conservation.

Reason - To ensure that the detail of the proposal is satisfactory.

INFORMATIVES

1. I10
2. I02
3. I09
4. I08
5. I23
6. I29
7. I39
8. I44
9. You are advised that a number of relevant policies of the Unitary Development Plan were used in the determination of this case, in particular, Policies H2, H7, H10, H11, H12, H18, H19, LR14, H21, H22, CD25, CD28, CD30, CD30a, CD34, CD44, CD52, CD53, CD61, CD72, TR39, TR46 and TR48
10. You are advised that this planning permission relates only to that part of the site which lies within the Royal Borough of Kensington and Chelsea.

7.1112f The strategy for the management of traffic on the Borough's roads is to:

- implement measures in Local Areas to discourage inappropriate traffic where environmental considerations will be given priority over the use of motor vehicles;
- improve road safety on all roads in the Borough;
- improve the environment for residents and to improve conditions for pedestrians, cyclists and people with special mobility needs;
- reduce the adverse impact of traffic on all the Borough's roads, particularly in residential areas and shopping centres.

7.1112g To implement this strategy, the Council is developing and carrying out a programme of works based on the following:

- accident remedial measures on all roads;
- measures to improve conditions for pedestrians and cyclists;
- measures to make the use of Major Roads safer and more efficient, including the provision of bus priority measures;
- traffic calming and restraint measures on Minor Roads.

All schemes introduced should aim to improve the street scene.

STRAT 28g

TO IMPLEMENT PROGRAMMES OF COMPREHENSIVE TRAFFIC MANAGEMENT AND ACCIDENT REMEDIAL MEASURES ON ALL ROADS IN THE BOROUGH, INCORPORATING FACILITIES TO HELP PEDESTRIANS, CYCLISTS AND BUSES, WHERE APPROPRIATE.

Freight

7.1112h Most freight within inner London is carried by roads. Heavy lorries travelling in and around London create significant environmental nuisance, a problem amplified at night and at weekends when roads are generally less busy. A method of reducing noise intrusion is to limit the movement of lorries in the urban area through schemes such as the Earls Court night-time lorry ban and the London-wide night-time and weekend lorry ban. The latter gives permits for those lorry movements which are necessary for London's economic activity. The London-wide ban produces significant environmental benefits for London's residents by reducing night-time noise in residential streets and is supported by this Council. It is currently administered through the Transport Committee for London, which issues permits and undertake enforcement of the ban.

STRAT 28

TO SUPPORT AN EFFECTIVE LONDON-WIDE CONTROL OF NIGHT-TIME AND WEEKEND LORRY MOVEMENT.

New roads

1.0 SITE DESCRIPTION

- 1.1 This site of 859 sq.m is located on the southern side of Swanscombe Road, on the edge of the Royal Borough with the boundary with the London Borough of Hammersmith and Fulham crossing the north-western corner of the site.
- 1.2 A detached part single storey, part two storey public house of utilitarian post-war design stood until recently in the north eastern corner of the site, with open car park and beer garden areas to the side and rear. The site is now vacant.
- 1.3 The original site was apparently enlarged to incorporate part of the highway when the adjoining section of Norland Road was closed. The adjoining remnant of Norland Road is now a footpath linking the cul-de-sac end of Norland Road's carriageway to Swanscombe Road.
- 1.4 The site's surroundings are of extremely varied character. To the North and West (within Hammersmith and Fulham) are medium and high rise blocks of flats built c.1960-70, with the highest of these forming a very dominant visual influence and backdrop in the vicinity. To the south is a modern community centre building with pyramid-shaped hipped roof. To the East is the two storey and pitched roofed building at no.3 Swanscombe Road, known as the former organ works or 'The Organ Factory', and now converted to a residential dwelling house. Beyond this, further to the East, are the Grade II Listed Tudor/Gothic style houses of St. Ann's Villas. The area can thus be described as of mixed character.
- 1.5 The site is within the Norland Conservation Area, the boundary of which runs around the site boundary.

2.0 PROPOSAL

- 2.1 It is proposed to erect a five storey block containing 17 self-contained flats of which 11 would be affordable units and 6 would be units for private sale. This forms a variation and expansion upon a three storey scheme approved on 23rd June 1999 for eleven flats and two houses but not yet implemented.
- 2.2 The building would be roughly T-shaped on plan, located on the Swanscombe Road and Norland Road frontages. The areas to the side and rear would be used for vehicular access, eleven car parking spaces, private gardens for the three town houses and a communal garden for the flats. All vehicular access would be via two new pavement crossovers from the Swanscombe Road frontage, under an archway to a parking area behind within the site with the exception of three bays accessed directly from Swanscombe Road which would include a dedicated disabled space.
- 2.3 The building is proposed a relatively simple, modern design, influenced more by the 1960's and 1970s appearance of the nearby Woods estate than by the adjacent coach house buildings or the nearby St. Ann's Villas houses. The roof areas would be flat with terraces and simple metal rails, the windows would be powder coated aluminium framed, and the main facing materials would be brick at ground floor level and terracotta tiles and render on the upper floors.

7.1112i The Council considers that, given its restraint policies and the predominately residential character of the Borough, it is inappropriate to propose any new roads other than for access. It will therefore concentrate on traffic management measures and the reallocation of existing road space.

7.1211 PARKING

7.1211a The aims of the Council's current strategy for car parking provision are to:

- limit the number of trips into the Royal Borough by car by limiting the amount of on and off-street parking;
- provide resident parking bays on-street so that those resident car owners without off-street parking spaces may park near to their homes;
- provide for essential parking in residential developments;
- provide a controlled parking zone scheme which allows residents to move about locally within the Borough;
- reduce the demand for residents' parking permits through support for conveniently located car hire and community car sharing schemes;
- ensure that residential development does not add to on-street parking stress.

7.1211b Essential parking in non-residential developments is defined as being for:

- servicing vehicles essential for a site to function in its designated role, including both goods and non-goods vehicles, depending on the land use;
- site-based delivery and service vehicles;
- car parking facilities for those who cannot realistically use alternative (public) forms of transport, generally those with special mobility needs;
- parking for local car and van hire businesses and community car sharing schemes.

7.1211c Essential parking need is not for the journey to work trip, or parking for visitors to a development which could be provided by alternative forms of transport, or on-street meter, or off-street public parking.

7.1211d To help achieve the aims set out above, the Council has imposed restrictions on the use of on-street parking spaces. All parking on the public highway in the Borough now comes within its Controlled Parking Zone (CPZ). The scheme designates most kerbside space as residents' parking bays, meter/pay and display bays, single yellow or double yellow lines. There are also diplomatic bays, disabled bays and doctors' bays. Only people whose main home is in the Borough qualify for a residents' parking permit, and each person is only entitled to one permit. Visitors to the Borough, including those to residents, who come by car during controlled hours must park either in meter/pay and display bays, or off-street.

- 2.4 A Planning Obligation under S.106 is proposed in order to secure the 11 flats as affordable housing, to be run by Notting Hill Home Ownership.

3.0 RELEVANT PLANNING HISTORY

- 3.1 Planning permission was granted on 31st December 1997 for the erection of four houses with off-street car parking. The development was to be of three storeys, in a minimalist contemporary style, and provided 2 x 3 bedroom and 2 x 4 bedroom dwellings with private rear gardens. At the same time, Conservation Area Consent was granted for the demolition of the public house, and subsequently implemented.
- 3.2 On 23rd June 1999 planning permission was granted for the erection of a three storey development of 342 hrh, comprising eleven flats (affordable housing units) and two houses in a fairly modern architectural style but with pitched roofs, subject to a Planning Obligation under s.106. This planning permission is still valid, but not implemented.

4.0 PLANNING CONSIDERATIONS

- 4.1 This proposal must be considered against the Council's policies relating to new residential units, and assessed as to its impact upon the character and appearance of the area, impact upon the setting of nearby Listed buildings, and impact upon the levels of amenity currently enjoyed by occupants of nearby residential property. A material consideration is the existence of three extant planning permissions, each approved under the relevant UDP policies, although it remains that the present application should stand or fall on its own merits notwithstanding what may have gone before; in other words, even if the previous scheme may for some reason appear to be preferable, that should not mean that the present application should be rejected if it too complied with the relevant planning policies.

Housing Issues

- 4.2 The relevant planning policies are found in the 'Housing' chapter of the Unitary Development Plan (UDP), with policies H2, H7, H10, H11, H12, H18, H19, LR14, CD36, H21 and H22 being of particular relevance.
- 4.3 The provision of 11 units of affordable housing is consistent with Policy H22 which seeks, where appropriate, the inclusion and retention of a significant proportion of affordable residential units on sites over 0.05 ha. Circular 06/98 advises that thresholds of 0.5 ha and 15 units should trigger affordable housing, and both the Circular and Policies H21 and H22 thus support the proposed 11 affordable units in this case. The 6 units for private sale are not welcomed by the affordable housing policies, although they would also make a contribution towards the housing targets for the Borough and are still to be welcomed under other housing policies, most notably Policy H2.
- 4.4 Residential density, with 52 habitable rooms producing approximately 520 h.r.ha, falls within the U.D.P. category of "VERY HIGH" density (i.e. above 350 h.r.ha) defined in Chapter 5 paragraph 3.13. Policy H12 is to resist such densities unless necessary for townscape reasons, and quite simply there are no townscape reasons why a development of this site should *necessarily* be of five storeys, or of 520 habitable

- 7.1211e Parking controls have to be enforced to be effective. On Major Roads, on-street parking and servicing can make traffic congestion worse by reducing efficiency. This can lead to greater traffic flows on Minor Roads because of rat-running, worsening the environment in local residential areas. Enforcement, therefore, is particularly important to the Council. The Road Traffic Act 1991 (RTA) allows the Borough to enforce permitted parking regulations on all but the Borough's Priority (Red) Routes, thereby allowing the resources of the traffic warden service under the Metropolitan Police to be concentrated on these roads.
- 7.1211f The parking of vehicles on footways in the Borough is illegal and can reduce safety for both pedestrians and drivers. No footways in the Borough are exempt from this prohibition. At appropriate locations, the provision of bollards, raised kerbs and other physical barriers to deter such parking is considered by the Council. However, such measures are not used if they restrict pedestrian movement, or transfer the problem elsewhere.
- 7.1211g Residents' parking permits are valid for parking throughout the Borough and provide an extremely valuable facility for many residents. Residents and workers in the Borough with special mobility needs and who require on-street parking facilities are entitled to a parking restriction exemption permit (the 'blue badge' scheme) which allows free parking on meters and residents' bays. In addition, exclusive disabled parking bays are provided for those with serious mobility difficulties ('orange badge' holders) who are also entitled to a heavily discounted fee for meter parking.
- 7.1211h In respect of the Borough's existing CPZ, the availability to residents of free (at no additional cost) on-street parking anywhere in the Borough encourages extra car journeys to destinations in the Borough. This increases parking stress in the popular areas, typically near tube stations and shopping centres. On the other hand the availability of this facility encourages residents to make their car trips inside, rather than generally longer trips, outside the Borough. Future reviews of the CPZ will have to take account of such interactions as well as the effects on parking demand of future changes such as workplace car parking charges.
- 7.1211i There are around 25,500 on-street resident parking spaces available in the Borough and about 41,000 residents' parking permits issued. Whilst not all permit holders park on-street at the same time in the Borough, and can park on single yellow lines in the evening and at night, when demand is heaviest, residents find parking in most areas of the Borough to be difficult. Moreover, this pressure could increase as a result of road pricing and private non-residential parking charges which could result in fewer residents taking their cars out of the Borough during the day. In addition, the continuing increase in the number of residential units will ordinarily increase the number of resident permit holders. The difficulty for residents in finding a parking space may therefore increase, including during the evening, despite the steps the Council is taking to review the hours of parking control.
- 7.1211j The Council will investigate changes that could be made to permit charges and regulations, as well as to the provision of off-street parking, to reduce the pressure on residents' parking. Traffic Management and Parking Guidance for London has

rooms per hectare. Arguments can be advanced as to why the proposed development may not cause sufficient harm so as to justify a refusal – these matters are discussed throughout this report; however, it is considered that the argument of necessity (for example, building within or onto a garden square terrace) does not apply to this unique site in Swanscombe Road and the only conclusion must be that the proposal is contrary to Policy H12. However, as the Committee will be aware from their consideration of previous high density developments, an un-necessary 'VERY HIGH DENSITY' alone would not normally be a reasonable ground for a refusal of planning permission unless accompanied by material harms, such as to townscape or amenity.

- 4.5 It is noted that the density applicable to a private sector scheme of this type would be in the range 175-250 h.r.h (U.D.P. Policy H10). A scheme such as this, providing affordable housing units, can be justified as a reason for a 'HIGH' density scheme of between 250 and 350 hrh, however the UDP contains no provision for an affordable housing scheme to act as a justification for a 'VERY HIGH DENSITY' development.
- 4.6 The scheme would provide a range of unit sizes, including three family sized townhouses with private gardens and a mixture of 1, 2 and 3 bedroomed flats, and is considered consistent with Policies H14 and H19 relating to housing mix. Unit sizes would comply with minimum floorspace contained in the U.D.P. Chapter 13 Table 3.1, and the overall dwelling layout and stacking of room types has been produced with the participation of the housing association involved with the scheme and is generally satisfactory in planning terms. The inclusion of a dedicated disabled flat on the ground floor, with its own parking space directly adjacent and its own access through to the communal garden, is welcomed.
- 4.7 UDP Policy H7 seeks outdoor space in new development including open space and play facilities in developments of over 10 units, with Policy LR14 requiring amenity space for new family housing and Policy CD29 requiring good light conditions for a development's buildings and spaces. Although there is no dedicated 'play space' as such within the development, the combination of open space (including the corner of land within Hammersmith & Fulham) is considered to be reasonable for a development of this type and the proposal is considered to satisfy the requirements of these Policies. Furthermore, a playground is located nearby, within Hammersmith and Fulham, so the seeking of play facilities on the site (Policy H7) is not essential in this case.
- 4.8 It is concluded that the proposal is satisfactory in terms of the majority of UDP housing policies, positively supported by some of them, although contrary to Policy H12. It must also be noted here that government guidance on housing is encouraging higher densities in cities, and although this point does not alter the considerations drawn above it supports the conclusion that planning permission should not be refused on density grounds alone.

Townscape Issues

- 4.9 The policies of primary importance in the townscape assessment of this proposal are Policy CD25, which requires that new development should be of a high standard of design and be compatible with the scale, height, bulk, materials and character of the surroundings, and Policies CD52 and CD53 which require that the character and appearance of Conservation Areas should remain unharmed by new development; Policy CD53 provides similar tests relating to bulk and scale as Policy CD25. Policy CD61 is also applicable, given the Grade II Listing of the nearby St. Ann's Villas

suggested as areas local authorities might consider in determining the most suitable residents' permit scheme for local conditions:

- the practicality of rationing the number of permits available;
- the practicality of restricting permits where off-street parking is available;
- whether there should be a sliding scale of charges for permits, with a higher charge for second and subsequent permits per household;
- whether the price increase should aim to reduce the number of permits sold;
- whether there should be a sliding scale of charges for permits based on the size of the vehicle/engine or alternatively powered cars; and
- whether the size of the resident permit zone should be revised to discourage intra-borough journeys by car.

STRAT 28f

TO MONITOR REGULARLY DEMAND IN THE CONTROLLED PARKING ZONE AND PERIODICALLY REVIEW ITS OPERATION, INCLUDING REGULATIONS FOR THE ISSUE OF RESIDENTS' PERMITS, TAKING ACCOUNT OF THE SUPPLY OF ON-STREET AND PUBLIC OFF-STREET PARKING SPACE.

7.13 AIR TRANSPORT

7.13a The demand for air travel is forecast to grow, both for freight and passenger movement. The location of the Borough between central London and Heathrow means that many people pass through the Borough when travelling to or from the airport, both by road and on the Piccadilly underground line. The Heathrow Express Rail Link should reduce congestion on these routes.

7.13b The Council is aware of the benefits of Heathrow to the economy of West London and the Borough, and to residents who use this airport, but it is concerned about the pressures for further development that it creates in the Borough. It considers that the capacity of Heathrow should not be expanded beyond that presently permitted. Disturbance from aircraft noise at night and in the early morning seriously affects residents in the south of the Borough who live under the flight path to the northern runway. The Council is concerned that there should be no development, which leads to an expansion in landing and take-off movements, so that residents can benefit from a modest reduction in noise as the quieter generation of aircraft are progressively phased in. The Council believes that further capacity should be provided at Stansted and regional airports in the U.K. and has previously opposed the provision of a fifth passenger terminal at Heathrow.

7.13c Following the decision ~~If a decision is made in the national interest~~ to permit an fifth passenger terminal at Heathrow, ~~then~~ the Council is ~~is~~ will ~~is~~ pressing for improved public transport access to the airport so as not to increase congestion on any existing transport network in the Borough.

properties.

- 4.10 The site's surroundings are varied in character so a degree of flexibility in design approach is considered possible here. The site is upon what the architects supporting statement correctly describes as an 'urban fault line', where the characterful C19th neo-gothic villas of St. Ann's Villas and the unique but also architecturally interesting building of the Organ Factory give way to the much harsher townscape environment of the 1960s/1970s Edward Woods Estate which includes five storey flats above shops on the North side of Swanscombe Road, and three very dominant 24 storey blocks that loom over the vicinity. Clearly, a development of this site must address both of these contrasting urban environments, although the fact that the site is included within the Conservation Area supports the stance that it should perhaps take more from the scale and character of the Conservation Area (as does the gatehouse development) rather than from the Edward Woods Estate. It is noted that the extant planning permission, in being three storeys, is more akin to the scale of the nearby buildings in the Conservation Area than the present proposal, but that is not to say that a building of more than three storeys could not also be acceptable, or even in some ways preferable.
- 4.11 The architects have produced a development of modern materials and design detail, of five storeys where it faces the Edward Woods Estate across Swanscombe Road, and reducing to three storeys on its eastern side to equate with the gatehouse ridge line. The building is not intended to 'match' the gate house, but is designed to effect a transition in scale from the gate house westwards towards the larger scale of buildings beyond. Although the proposal is one building, that building can be divided into three distinct composite parts, each part addressing the particular townscape issues that it is confronted with.
- 4.12 It is considered that a four storey front elevation to Swanscombe Road, topped by a fifth storey recessed at front and both sides, is a suitable way to address the road and would in fact address Swanscombe Road in a more effective way than the existing approved scheme. It is considered that the western elevation, facing Hammersmith & Fulham, also address that context acceptably. It is noted that the London Borough of Hammersmith & Fulham are due to consider the proposal from their own point of view on 5th August, with an Officer recommendation in that authority to approve.
- 4.13 It is considered that the three storey element at the eastern part of the development is the most appropriate scale to adjoin the gate house building, and also to step down from the main part of the development to the scale of the villas beyond. In terms of views within and along Swanscombe Road, it is considered that the site actually requires a building of some townscape presence to balance the shops with four storeys above on the northern side, and to properly terminate this side of the road, and that the proposed scheme does achieve this aim more successfully than the extant permission for three storeys.
- 4.14 The townscape relationship with the Organ Factory is a difficult one, in particular because of the curious plot angles between the two sites. However, it is considered that the space left between the two, to be used for parking, would provide a division between the two differently designed buildings that would satisfactorily respect the form and position of the Organ Factory and which would not harm its particular character.

- 7.13d The impact of helicopter facilities on the residential character and amenity of the Borough is of considerable concern and there is the need to control such facilities, principally on the grounds of noise nuisance and on the increased pressure that these facilities would place on the Borough's existing transport networks (see Policy TR50).

STRAT 28h

TO OPPOSE ANY INCREASED CAPACITY AT HEATHROW AIRPORT UNLESS ASSOCIATED IMPROVEMENTS TO THE PUBLIC TRANSPORT NETWORKS ARE DEVELOPED TO RELIEVE INCREASED PRESSURE ON THE NETWORKS WITHIN THE BOROUGH.

- 4.15 It is concluded that the siting of a building of five storeys within this corner of the Conservation Area would not harm the character or appearance of the Area, and would not be contrary to Policies CD52 and CD53.
- 4.16 The detailed elevational treatment of the development uses brick facing at ground floor level, and terracotta tiles and render on the upper floors. The brick picks up on the brick gatehouse adjacent, and to the Organ Factory and villas beyond which are all predominantly brick; the use of terracotta tiles and render clearly contrasts with these buildings but is again considered to assist in the transition from the Estate to the Conservation Area. The use of these materials, in this development, is not considered to present any harm to either the existing character or the appearance of the Conservation Area.
- Transportation Issues
- 4.17 The relevant planning policies are found in the 'Transportation' chapter of the Unitary Development Plan (UDP), with policies TR27, TR39, TR46 and TR48 being of particular importance.
- 4.18 The development is proposed within an area identified in the UDP (Map 11) as being of "poor accessibility" in terms of public transport, which the Director of Transportation and Highways advises increases emphasis on the need to provide adequate off street parking. A total of 11 off street spaces are included with the proposals, including the disabled space mentioned earlier in the report.
- 4.19 The revised Policy TR46 requires a *maximum* of 2 spaces for every 3 affordable dwellings, with 1 space for each market unit proposed. To provide the UDP maximum, therefore, the proposal needs to include a total of 14 parking spaces, including the disabled space. The Director of Transportation and Highways concludes that the poor transport accessibility of the site means that the maximum should be provided in this case, and therefore, raises objection to the shortfall of three spaces and finds the proposal contrary to Policy TR39.
- 4.20 To include three more spaces in the development at ground floor level would necessarily encroach upon the landscaped open amenity areas within the proposal, which would not be acceptable given the inclusion of family sized units. To include an underground parking area would have physical and visual implications for the development that may not be desirable, and would (no doubt) have feasibility implications for the applicants too. Given these factors, and the inclusion of 11 affordable units for which car ownership rates are low (and often lower than the UDP maximum standard of 2 cars for every 3 flats), it is concluded that the shortfall in parking spaces does not, on balance, justify a refusal of planning permission in this case.
- 4.21 A refuse enclosure is provided within the site, near to the car park entrance. A satisfactory bicycle storage facility is also provided, in compliance with Policy TR27, and a Condition is recommended securing this.
- 4.22 The Director of Transportation and Highways has advised that the proposed width of pavement crossovers in close proximity to one another would not normally be considered acceptable for safety reasons. However, Swanscombe Road is a cul-de-sac and lightly used in terms of traffic and pedestrians so no objection is raised.

LOCAL POLICIES

7.1A THE LOCATION OF DEVELOPMENT

7.1.1a It is essential that decisions taken on the location of development are integrated with decisions taken on transport investment and management. Concentrating land uses in appropriate locations can reduce the need to travel and the length of journeys, where homes, jobs and services are in close proximity to one another. High-trip generating development is best located on sites well served by public transport and accessible by foot and by cycle. The Council will assess the transport impact of development, including access by public transport, walking and cycling and the expected trip-generation and the demand for parking and servicing (see section 7.6 'Control of Development'). Development may be appropriate on other sites where provision for public transport, walking and cycling can be brought up to a level sufficient to service the scale and intensity of the use. It is important to ensure that public transport remains the primary means of travel to large-scale business, shopping and leisure developments to minimise the number of commuter movements by car and the number of trips by car-borne customers and patrons to reduce the reliance on the private car. This is reinforced by a restriction on the provision of private non-residential parking.

7.1.1b Access to, and use of, public transport is determined by a range of factors (as outlined in paragraph 7.9b. High trip-generating development should be located within 400m walking distance from high capacity Underground stations and interchanges with high frequency bus services, at South Kensington, Earl's Court, High Street Kensington, Notting Hill Gate, Gloucester Road, Knightsbridge and Sloane Square (see Map 11). ~~The Council has devised a public transport accessibility map which is included in the Council's Interim Transport Plan and is reviewed on an annual basis.~~

7.1.1c Large-scale business development will only be permitted where the site is well served by public transport or would be as a result of the development providing or contributing to the improvement of public transport facilities. (See policy E1 of the Offices and Industry Chapter and Policy T1 of the Hotels Chapter). The preferred location for large new shopping and leisure development is in the Borough's Principal Shopping Centres. The Council will adopt a sequential approach to direct retail and leisure development to sites accessible by a choice of means of transport other than the private car. (See policies S7a and S7bc of the Shopping Chapter, and policies LR6a (health and fitness developments) and LR27a of the Leisure and Recreation Chapter).

TR1a TO ENSURE THAT HIGH TRIP-GENERATING DEVELOPMENT IS LOCATED IN AREAS WELL SERVED BY PUBLIC TRANSPORT IN CONJUNCTION WITH OTHER POLICIES OF THE PLAN.

4.23 Consent for the formation of crossovers is conveyed by virtue of Informative I.43, to be attached to the planning permission.

Amenity Issues

4.24 The relevant planning policies are found in the 'Conservation and Development' chapter of the Unitary Development Plan (UDP), with policies CD28, CD29, CD30, CD30a and CD34 being of particular relevance. The three primary amenity considerations covered by these Policies are natural lighting (daylight and sunlight), sense of enclosure, and privacy.

4.25 The residential properties surrounding the site, for which impact upon their natural light needs to be assessed, are the flats above the shops on the North side of Swanscombe Road, the houses of St. Ann's Villas, and the former Organ Factory at 3 Swanscombe Road.

4.26 The first test for natural lighting impact, as specified in the UDP (Figure 2.2 of the Planning Standards) and in the Building Research Establishment guidelines from which the UDP standards are drawn, involves application of a 25 degree angle taken from a point at the centre of the lowest window or 2m high on an elevation of an existing building. The rationale for this is that if the height of a new building is such that it would rise higher than this 25 degree line, then a more detailed check (such as a Vertical Sky Component calculation) would be needed to establish the loss of light to the existing building. The BRE guidelines make it clear that if there is no breach of the 25 degree line then any material loss of light would be most unlikely to occur, and it is also clear that even if the 25 degree line is breached, then it is not necessarily the case that the impact would be so severe as to be unacceptable - the further tests would establish that.

4.27 Starting with the flats on the North side of Swanscombe Road, the angle is appropriately taken from first floor level given the shops at ground floor level. At a distance of 21m, the 25 degree standard is comfortably met by the proposed five storey building. The 21m distance mentioned above is the closest part of the flats to the proposed development; much of the block is set back at a distance of 30m, which clearly produces even less impact.

4.28 The proposed development varies slightly in its distance from the houses of St. Ann's Villas, depending upon which part of the development is chosen and also resulting from the fact that the St. Ann's Villas houses gradually pull away from the proposed building towards the South. In view of this, it is considered appropriate to look at the worst case scenario, i.e. the point at which the St. Ann's Villas houses are closest to the greatest bulk of the proposed five storey development.

4.29 The closest point is between the rear of no.33 St. Ann's Villas, past the three storey element near to the gate house building to the nearest and highest part (the lift shaft) of the proposed five storey development at a distance of approximately 36m. The applicants might argue that taking the line to the lift shaft is unfair and not representative, however as stated above this purely to examine the worst case situation.

4.30 It transpires that the proposed development would in fact be very comfortably below the 25 degree line taken from ground floor level at 33 St. Ann's Villas, and although

MAP 11 – Public Transport Accessibility Index

Please see Appendix 4

clearly closer would still be well below a 25 degree line taken from lower ground floor level. At this closest point between St. Ann's Villas and the proposed development, the required standard is easily satisfied.

- 4.31 To find that the 25 degree angle is easily satisfied in the case of the St. Ann's Villas properties is not to say that there would be no noticeable impact. No.33 St. Ann's Villas, and to a lesser extent no.31 adjacent to it, would find the greatest impact of the proposed development in the winter months, when the sun is much lower in the sky to the West. With the sun so low to the West some winter sun would definitely be blocked from the lower windows, in particular lower and upper ground floors, of the villas, and this would clearly be noticeable even if the overall natural light standards of the properties remain reasonable. However, as the applicable standards are satisfied it must be concluded that this effect would not be such that could justify a refusal of planning permission.
- 4.32 The closest building to the proposed development is the residential dwelling of the former Organ Factory at no.3 Swanscombe Road. This three storey building is, at its closest point, only 8m from the proposed five storey building. At this distance there is clearly potential for significant impact upon daylight; however, the situation is mitigated by the fact that the former factory does not have any habitable room windows in its West elevation – it does have windows, in the form of glass blocks, but only to ancillary rooms such as bathrooms. These rooms would suffer an effect – the glass blocks provide their best effect with strong external light, and would undoubtedly be compromised to some extent by the proposed building – however any such light loss would not be material under the relevant guidelines and Policies that are directed at habitable rooms.
- 4.33 The former Organ Factory does have skylight windows in its western roof slope that light a habitable room within the upper gallery level of the building – currently a loving room. The 25 degree test can be used on these windows too, and application of the test reveals that at the southern end of the development there would be no breach of the angle, but at the northern end where the buildings are closest the lift shaft would just clip the line; i.e it is borderline. However, given that the overall light levels to the building would be satisfactory, and that the 25 degree angle is only touched at this end if the building and not further back, it is concluded that the impact would not be significant enough to justify a refusal of planning permission.
- 4.34 It is concluded that the proposals do not breach the relevant guidelines on natural lighting, and would comply with UDP Policy CD28.
- 4.35 In terms of sense of enclosure, the greatest effect would be to no.3 Swanscombe Road, which would be enclosed by the proposed development to the West and the North. Again, the orientation of this former factory building ameliorates the potential effect, as the habitable spaces are directed more towards the eastern (St. Ann's Villas) side, although there would certainly be a marked increase in the feeling of enclosure within the garden to that property, which benefits from the present vacant site. There would be an 'overlap' of the garden area to no.3 by about 1m, where the three storey part of the proposed building reaches back beyond the rear wall of the gatehouse building and would add to the enclosure of the garden area. However, the existing planning permission actually extends back a further 3m beyond this point, so the current proposal would actually have a significantly less enclosing effect upon the garden to no.3 than would the extant permission. It is concluded that, given the orientation of

7.1B WALKING

- 7.1.1d The Council will improve facilities and conditions for pedestrians whenever traffic management and road maintenance schemes are being prepared. Signal control is generally provided at intersections between Major Roads and at some other junctions, with pedestrian crossing facilities being incorporated. Elsewhere, traffic signals, pelican crossings, puffin crossings, zebra crossings and pedestrian refuges will be provided where appropriate and subject to meeting Department of the Environment, Transport and the Regions criteria, with signal timings adjusted and coordinated according to levels of pedestrian activity and traffic flows. On busy pedestrian routes such as in shopping areas, the introduction of 'entry treatments' (kerb build-outs to prevent corner parking combined with raising the side road carriageway being crossed to pavement level) has been found to be a very effective and popular means of helping pedestrian movement, and is being used increasingly throughout the Borough. Particular consideration will be given to the needs of people with special mobility needs in designing pedestrian facilities, and measures such as tactile and audible features associated with signal-controlled crossings will be introduced. Such facilities will be located as conveniently as possible for pedestrians. Guard-railing will only be installed where additional encouragement to use designated crossing places is essential for road safety. It is the Council's intention that such facilities will encourage people to make local trips on foot. In residential areas and shopping centres, traffic management measures will be considered to give priority to pedestrians over the private car, which could involve the reallocation of road space.

TR19 TO MAINTAIN, IMPROVE AND PROVIDE SAFE AND CONVENIENT CROSSING FACILITIES FOR PEDESTRIANS ON ALL ROADS, PARTICULARLY AT INTERSECTIONS AND AT REGULAR INTERVALS ON MAJOR ROADS.

- 7.1.1e Street furniture and illegally parked cars can add to the problems that pedestrians can encounter. The Council will ensure that street furniture will be kept to a minimum and that its positioning does not create additional difficulties or hazards for pedestrians (see Policy CD88 of the Conservation and Development Chapter). To complement enforcement, bollards or other approved measures may be introduced where necessary to protect pedestrians on the footway from vehicles.

TR21 TO MAINTAIN, AND IMPROVE FOOTWAYS TO PROVIDE A SAFE AND ATTRACTIVE ENVIRONMENT FOR PEDESTRIANS.

- 7.1.1f One of the pleasant features of the Borough is the existence, in many areas, of pedestrian routes away from roads including the Thames Path and Green Chains within the Borough (see Leisure and Recreation Chapter). Using these, pedestrians can move safely, free from traffic fumes and noise. When considering applications for development, the Council will have particular regard to the access needs of pedestrians. Maintenance of access for pedestrians will be required on all existing rights of way and opportunities sought for additional routes.

- 4.42 On balance, it is considered that the loss of the tree may have to be accepted in this case, but subject to a Condition requiring a further landscaping plan to include species, position and size of replacement trees.

5.0 PUBLIC CONSULTATION

- 5.1 Twenty-three letters of notification were sent to neighbouring properties in Swanscombe Road and St. Ann's Road, and a Site Notice displayed.
- 5.2 Three objections have been received, together with one further objection sent to Hammersmith & Fulham regarding the associated application for the slice of land in their borough, and copied on to this authority. It is considered only reasonable that this latter objection is also taken as an objection to this application as it is of course the same development proposal. The three objections sent in to this authority have been submitted by the occupants of the adjacent premises at the former Organ Factory, 3 Swanscombe Road, and two of the nearest houses in St. Ann's Villas. The objection submitted to the borough of Hammersmith & Fulham is from a resident of Swanscombe House in the Edward Woods Estate.
- 5.3 The grounds of objection cover a number of areas. Firstly, it is pointed out that the scheme now proposed would have a much greater impact upon the adjacent buildings and area than that under the existing permission, with the greatest differences being the inclusion now of two extra storeys; the fourth and fifth floors. The concern is raised that the scale, size, and density of the development is completely out of proportion to surrounding buildings within the block, and that the appearance of the building would bring an "ugly estate feel" right to the borders of the much lower density Conservation Area which is characterized by traditional housing styles. It is further commented that the use of render, plain square windows and flush tiling on the elevations is regrettable, and that if the new development were predominantly in brick and the windows had a more greater relationship with those in the Conservation Area then the building would sit more harmoniously alongside the gatehouse at 3 Swanscombe Road.

These issues have been discussed at some length in the main body of the report. The key question regards how the position of the site, at the junction line between the Norland Conservation Area and the Edward Woods Estate, should be treated. It is concluded that the architects analysis, which considers the need to form a transition from one to the other rather than emulating either closely, is the right solution to this question. The fact that the development is much bigger than that originally approved is not in itself a ground for refusal of planning permission. Clearly the density of the building is higher than the UDP allows for, and is contrary to Policy H12, however it is concluded that unless there were other, demonstrable, harms that flowed from the proposals then the high density alone should not justify a refusal.

- 5.4 Secondly, objection is raised regarding the likely daylight and sunlight impact, in particular to no.31 and 33 St. Ann's Villas and to the former Organ Factory at 3 Swanscombe Road.

As discussed in the main body of the report, there would be some impact in daylight and sunlight terms upon the levels currently enjoyed by the occupants of the

TR23 TO PROTECT EXISTING FOOTPATHS AND ENCOURAGE PROVISION OF NEW DIRECT PEDESTRIAN ROUTES AND ACCESSES WHEN ASSESSING ALL DEVELOPMENT PROPOSALS.

7.1C CYCLING

7.1.1g The Borough is committed to improving the safety and convenience of cycling which involves the need to provide comprehensively for cyclists by:

- modifying lane markings and waiting and loading arrangements on main roads need modifying to help cyclists.
- reviewing the allocation of carriageway space, particularly of main roads to ensure that proper account is taken of cyclists and whether provision for them need further improvement in line with further growth in cycle use;
- minimising conflicts of cycle flows with motor vehicles, particularly Heavy Goods Vehicles or where vehicle speeds are high;
- introducing cycle facilities on main roads such as cycle lanes, advanced stop lines and phases for cyclists at traffic signalled junctions;
- installing safe crossing points of main roads;
- reviewing the operation of complex intersections to see whether the needs of all those passing through them (buses, cyclists, general motor traffic and pedestrians) might be better met by, for example, 'removing' one-way working. Complex intersections which are often dangerous for cyclists and can present a significant barrier to cycle movement;
- introducing continuous and direct cycle routes away from main roads;
- keeping vehicle speeds down on local roads, or roads catering for short distance travel - particularly where there are many children and cyclists;
- providing for the convenient storage of cycles in people's homes, at stations, supermarkets and at their places of work, as well as cycle parking facilities wherever there is a demand;
- making shops and services more accessible by bicycle;
- introducing measures to create safe routes to school by bicycle.

It is also essential that carriageways and cycle tracks are well maintained.

TR25 TO IMPROVE AND INTRODUCE, CYCLE FACILITIES IN THE BOROUGH, PARTICULARLY ON ROADS THAT FORM PART OF THE BOROUGH'S LOCAL CYCLE NETWORK, OR PART OF THE LONDON CYCLE NETWORK.

neighbouring buildings. However, this impact is well within the limits set by the Councils Policies and the BRE guidelines on daylighting, and the degree of impact is not such that could justify a refusal of planning permission.

- 5.5 Thirdly, the objectors raise the concern that the under-provision of parking spaces would place intolerable pressure upon the existing on-street spaces in the area.

There is a shortfall of three spaces in the scheme, and as such the Transportation Officer has raised objection to the proposal. However, given the implications of squeezing in three additional spaces at ground level, and given the nature of 11 of the proposed units as affordable housing units, it is concluded, on balance, that planning permission should not be refused on this ground.

- 5.6 Other grounds for objection relate primarily to matters of privacy, and security.

It is considered that these points have been addressed satisfactorily in the details of the scheme and by Condition.

6.0 CONCLUSION

- 6.1 It will have been noted that in relation to density, parking provision, and the loss of the Sycamore tree, the conclusion on each issue has been 'on balance'. However, given all the considerations of the case it is concluded that the overall recommendation should be a positive one, and that there is insufficient ground in each case to justify a refusal of planning permission.

7.0 RECOMMENDATION

- 7.1 Subject to a Planning Obligation under Section 106 of the 1990 Act to secure the use of the 11 flats as affordable housing, grant planning permission.

M.J. FRENCH
EXECUTIVE DIRECTOR, PLANNING AND CONSERVATION

List of Background Papers:

The contents of file PP/02/00901 save for exempt or confidential information in accordance with the Local Government (Access to Information) Act 1985.

Report Prepared By: DT
Report Approved By: LAWJ
Date Report Approved: 15/07/2002

PSC0702/DT.REP

TR25a TO REVIEW THE OPERATION OF MAJOR JUNCTIONS WHICH CAN PRESENT A SIGNIFICANT BARRIER TO CYCLE MOVEMENT, AND INTRODUCE APPROPRIATE MEASURES TO HELP CYCLISTS.

TR26 TO CO-OPERATE WITH THE TRAFFIC DIRECTOR FOR LONDON IN THE PROVISION OF MEASURES TO ASSIST CYCLISTS ON OR ACROSS PRIORITY ROUTES.

7.1.1h The needs of cyclists should be considered in the design of new developments where there may be opportunities to create routes avoiding existing barriers. It is also essential that convenient parking or storage is available at each end of the cyclist's journey. The Council considers that parking facilities for cycles should be provided in association with developments and at locations such as stations and shopping streets, in order to encourage cycling, as well as to protect pedestrian footways and improve safety (see section 13.5 of the Planning Standards Chapter).

TR26a TO SEEK NEW ROUTES FOR CYCLISTS WHEN ASSESSING DEVELOPMENT PROPOSALS. WHEN CONSIDERING PROPOSALS FOR DEVELOPMENT, TO ENSURE THAT CYCLE ROUTES ARE PROVIDED WHERE NECESSARY TO IMPROVE ACCESSIBILITY THROUGH THE SITE AND/OR TO CONNECT IT WITH THE EXISTING CYCLE NETWORKS.

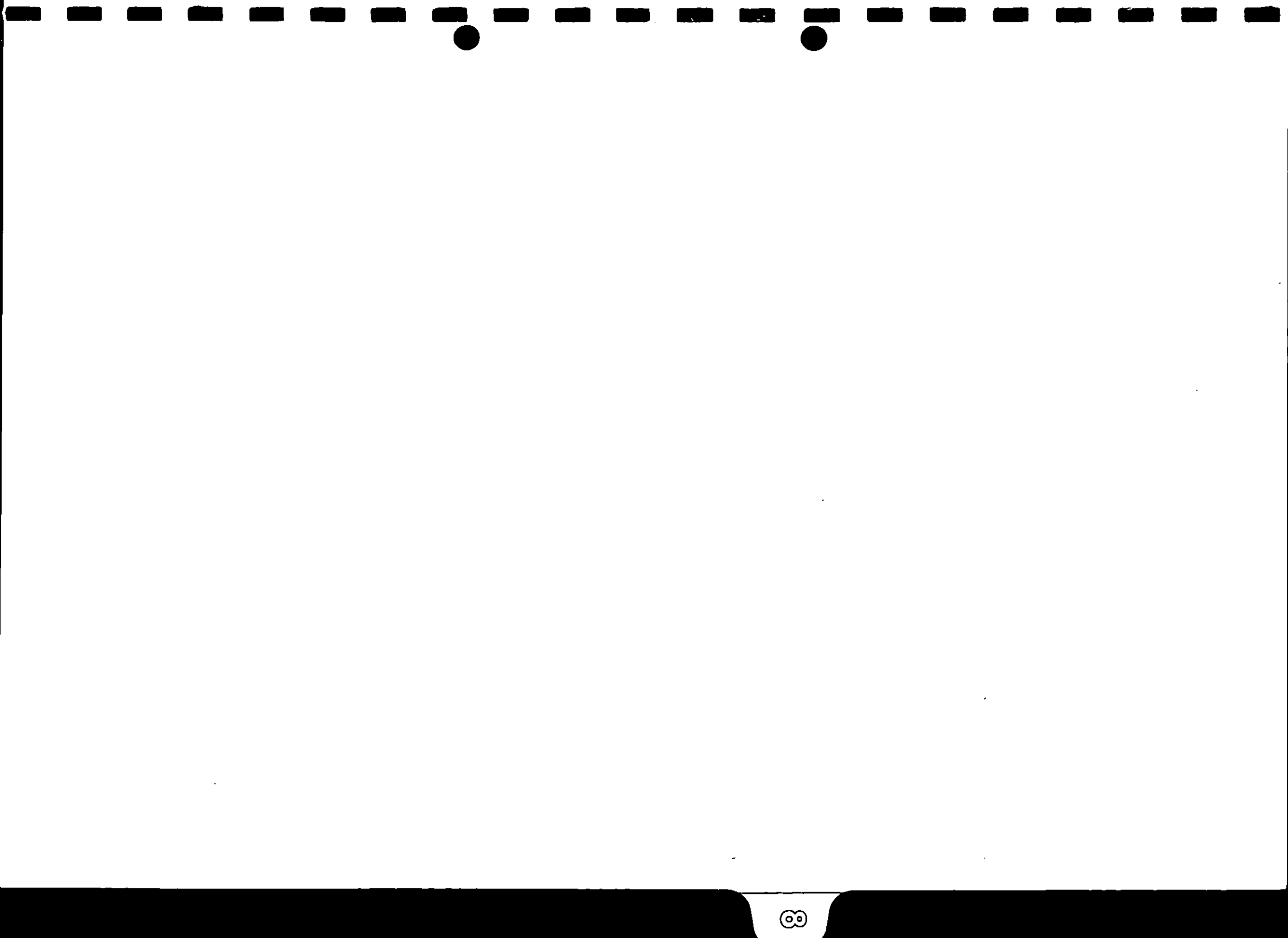
TR27 WHERE APPROPRIATE, TO REQUIRE THE PROVISION OF CYCLE PARKING FACILITIES IN RESIDENTIAL AND COMMERCIAL DEVELOPMENTS AND AT OTHER SUITABLE LOCATIONS.

7.3A PUBLIC TRANSPORT

The Chelsea/Hackney Line

7.3.8 The Government has safeguarded a new line running between Wimbledon and Leytonstone, which would be in a bored tunnel for the whole of its route through Chelsea (see Proposals Map for alignment of the route). The line will relieve traffic congestion generally and help reduce overcrowding on the District Line, particularly through Earl's Court. The line will also serve the proposed Channel Tunnel Terminal at St. Pancras, providing essential additional capacity on the network. The safeguarding is needed primarily to control the construction of deep foundations and basement to new development which might prevent the tunnelling of the line at its planned depth. Some additional safeguarding is needed for stations, ventilation shafts, other ancillary works, and working spaces during construction.

7.3.8a London Transport has been undertaking a review of a number of aspects of the Chelsea-Hackney line, together with assessments of a number of alternative alignments. The review began on the basis of four options. The first of these is the existing safeguarded scheme, with the remaining three termed 'Metro' options in that



they use full sized rolling stock. The Council has responded to the consultation supporting as a priority for new underground line investment a revised 'Metro' alignment, still via King's Road but then to Clapham Junction. However it is concerned at the reduced number of stations in central and inner London implied by such schemes.

7.3.8b The Council will seek to maximise the benefits for the Borough by supporting a proposed station near Chelsea Old Town Hall and a further station in South West Chelsea to interchange with the West London Line, preferably at Chelsea Harbour / Sands End. The latter station could provide interchange with local rail services on the West London Line, as well as improving access to west Chelsea and south Fulham (including Chelsea Harbour and Stamford Bridge football stadium) which are relatively poorly served by public transport. The Council will ensure that there is safe and convenient access to these stations. The design of new routes will be carefully examined to minimise environmental impacts, such as noise and ground vibration (see paragraph 7.6.2a).

7.3.8c It is likely that the provision of a new station built near Chelsea Old Town Hall on the proposed Chelsea / Hackney Line would have a significant impact on the Kings Road area, which would require a comprehensive study.

**TR3 TO SUPPORT THE DEVELOPMENT OF THE CHELSEA/
HACKNEY LINE AS A PRIORITY FOR NEW UNDERGROUND
LINE INVESTMENT.**

Crossrail

7.3.9 The original Crossrail proposal was developed by British Rail and London Underground for a new route in tunnel between Paddington and Liverpool Street, linking suburban services east and west of London. It is intended that the future Mayor for London will take decisions on the future of the scheme. Meanwhile the route remains safeguarded. The Council supports the aims of such a proposal which should relieve congestion on the Central Line and help in reducing road traffic generally. The Council believes that the Chelsea-Hackney Line should be progressed ahead of Crossrail because it is considered better able to meet the need to disperse rail passengers from the proposed Channel Tunnel terminal at St. Pancras and reduce overcrowding on the Underground system.

TR3a TO SUPPORT THE PROPOSAL FOR CROSSRAIL

The West London Line

7.3.11 This line provides services between Willesden Junction, via Kensington Olympia and Clapham Junction. Since 1994 the local services on this line has improved from peak-period only service between Kensington Olympia and Clapham Junction, to an all-day Monday - Saturday half-hourly service between Clapham and Willesden junctions. An hourly service between Gatwick and Rugby also operates on this line as well as a long distance service between Brighton and the north-west. The Council supports the provision of additional stations on the line and a new station at West Brompton opened in June 1999.



- 7.3.11a Track capacity constraints identified by Railtrack restrict the number of new stations that can be added to the line. The Borough's objective is to secure at least two further intermediate stations between Clapham Junction and Willesden Junction. The local authorities, Railtrack, London Transport and the developers of Shepherd's Bush/White City site are negotiating the provision of a station at Shepherd's Bush. The decision on whether any further stations can be built will be largely dependent upon the availability of capacity and sufficient private sector funding becoming firmly committed.

TR5 TO SUPPORT AND ENCOURAGE THE IMPROVEMENT OF LOCAL PASSENGER SERVICES ON THE WEST LONDON LINE, INCLUDING THE PROVISION OF NEW STATIONS.

- 7.3.12 The Council is concerned that proposals to use this rail corridor for trains serving the Channel Tunnel may preclude the improvement of local passenger services and stations. In particular the Council supports the Government's decision on the alignment of the Channel Tunnel rail link to St Pancras, with an intermediate station at Stratford, so that the proposed use of the West London Line for Channel Tunnel trains (serving long distance passenger and freight traffic) can be minimised. The Council will wish to see the released track capacity given over to an improved local passenger service between Clapham Junction and Willesden Junction, preferably as part of an orbital service.
- 7.3.12a The Council will resist proposals that would result in an increase in rail freight traffic on the West London Line corridor. The Council is concerned about the environmental problems caused by the routing of all Channel Tunnel freight trains along the West London Line corridor. It will therefore encourage Railfreight and Railtrack as well as the future Strategic Rail Authority to assess alternative routes avoiding London for rail freight traffic not destined for the capital.

Station Improvements

- 7.3.13 The Council will support the provision of new stations and improvement of existing stations through redevelopment funding, in particular to secure increases in capacity at overcrowded stations, such as High Street Kensington, Knightsbridge, Sloane Square and South Kensington, and further improvements to Earl's Court, and to introduce measures that make rail services easier to use for people with special mobility needs. Special consideration should be given to station layout, lighting and other aspects of design to achieve a pleasant and secure environment for all passengers. To ensure that development is effectively served by public transport, the Council will consider ways of integrating stations with new development having regard to townscape issues. Designs should also seek to minimise distances which passengers need to walk when changing lines or types of transport. Features such as stairs, and other changes of level, should be avoided wherever possible. The Council will also seek street-level improvements when stations are redeveloped, to improve pedestrian access.

TR7 TO SUPPORT PROPOSALS FOR THE IMPROVEMENT OF EXISTING STATIONS.

Agenda Item 52 – 7 Swanscombe Road, W11

Mrs S. Denham, spoke on behalf of local residents in objection to this application. Her objections highlighted the scale and density of the development. She felt that light levels would be negatively affected by this application. Mrs Denham felt that the amenity value of the area would decrease if this application were permitted. She felt that the application did not fit in with the character of the area and highlighted that the building contravened several policies in the Unitary Development Plan. Above all Mrs Denham was concerned about the scale and bulk of this application.

Mr De Silus, agent to the applicant, responded to the objections. He said that he did not believe that light levels would be negatively affected, as the application would be within the guidelines on day light levels. He said the application would transform the site and be a welcome asset to the Conservation Area. He said the design had incorporated amenity space and the materials used would be sympathetic to the local area.

The Committee decided to defer decision on this application to allow the applicant time to reconsider their proposals. They informed the applicant that they did welcome affordable housing within this application. They felt that the proposed application was too bulky and too dense. Members advised the applicant that they would welcome a building that clearly marked the entrance to the Royal Borough, and respected the scale and character of the Conservation Area.

RESOLVED -

- (vi) That the recommendation be deferred.

Reason for deferral

The Committee resolved that a decision should be deferred on the application, with the instruction to Officers that they engage in further negotiations with the applicants to achieve (1) a reduction in unit numbers and (2) habitable room density, and (3) design modifications to better address the scale and materials of the existing buildings in the Norland Conservation Area.

Action by: EDP&C

People with Special Mobility Needs

- 7.3.13a People with special mobility needs, including some elderly people, people with physical disabilities and/or sensory impairment, and those with young children or carrying heavy loads, have very specific transport requirements. However, many people find it very difficult to use public transport for a number of reasons which include restricted access to stations and to certain vehicles and problems in obtaining travel information. Consequently, the Council will have particular regard for the needs of such people when considering proposals to change public transport services and facilities. The Council will also seek to improve facilities that help people with special mobility needs to use public transport more easily. (See Policy CD36 of the Conservation and Development Chapter).

Buses

- 7.3.15 The frequency and reliability of bus services in the Borough needs to be continuously improved to retain existing users and to encourage people to transfer from other types of motorised road travel. The Council favours more frequent smaller buses when the choice of vehicle is under consideration. Financial support will be considered in appropriate cases. New bus services will be sought where it is agreed that they can be justified and contribute to the overall attractiveness of the bus network.

TR8 TO SEEK NEW BUS SERVICES AND IMPROVEMENTS TO THE QUALITY, RELIABILITY AND ENVIRONMENTAL PERFORMANCE OF EXISTING BUS SERVICES.

- 7.3.15a The efficiency of bus services is seriously affected by traffic congestion. To improve bus movement, the Council will introduce traffic management measures on bus routes, such as bus lanes and bus detection at traffic signals and protection at bus stops from illegal parking.

TR8a TO IMPROVE BUS SERVICES BY IDENTIFYING AND INTRODUCING TRAFFIC MANAGEMENT SCHEMES ON BUS ROUTES, INCLUDING BUS PRIORITY MEASURES TO REDUCE DELAYS TO BUSES, AND BY IMPROVEMENTS TO BUS STOP FACILITIES.

Interchange

- 7.3.19 During public transport journeys, passengers often change between services or from one type of transport to another. There are some places in the Borough where these movements are substantial. To encourage the use of public transport it is important that good facilities are provided to minimise the inconvenience of interchange at such locations. This can be done, for example, by:

- good pedestrian access;
- clarity of layout and signing within stations and between modes;
- minimising walking distances between modes;

DRAFT

A2 - 7 Swandscombe Road, London W11 4SU - Town Planning Application

The Executive Director Planning and Conservation reported receipt of one letter from the Notting Hill Home Ownership in support of this application.

Councillor Walker-Arnott, with permission from the Chairman spoke as ward Councillor. He raised concerns about the density and design of the development. Councillor Walker-Arnott believed the design of the development would harm the townscape amenity of Norland Conservation Area. He said the reasons given for the development was only on housing and financial grounds. Councillor Holt asked the Committee to refuse this application because he believed the concerns of the previous Committee had not been satisfied.

Mr Allen, agent for the applicant, responded to the objections. He said the applicant had been working with officers to refine the scheme. Mr Allen believed the development did not take after the design of the Edward Woods Estate. He added that the scheme was in keeping with the character of the Norland Conservation Area. Mr Allen felt that the objections regarding the density of the building had been dealt with in the officer's report. He emphasised that affordable housing was a material consideration and that the development would provide much needed affordable housing in the Royal Borough.

The Committee felt that the design proposal did not suit the character of the Norland Conservation Area. They decided not to adopt the officer's recommendation and refuse this application.

RESOLVED -

- (xv) That the recommendation be not adopted and that planning permission be refused.

Reasons for refusal

1. The proposed development would be of a scale, bulk and detail that would relate poorly to nearby buildings and property and would harm the character and appearance of this part of the Norland Conservation Area. As such, the proposed development is contrary to Policies CD25, CD26, CD48, CD52 and CD53 of the Unitary Development Plan (as Modified).
2. This proposal to provide 17 residential units would produce a development with a habitable room density greatly in excess of Unitary Development Plan guidelines, and a parking provision falling short of Unitary Development Plan guidelines, and in consequence be contrary to Policies H11, H12 and TR46 of the Unitary Development Plan (as Modified).

Action by: EDP&C

- modifying traffic management arrangements around stations to provide convenient bus stops and taxi ranks;
- the provision of cycle parking facilities;
- protection from weather.

Changes of these types can often be achieved during development at locations where interchange takes place. The Council may require that Planning Obligations are entered into in order to secure such improvements (see Monitoring and Implementation Chapter).

TR9 TO SEEK IMPROVEMENTS IN FACILITIES AT LOCATIONS WHERE PUBLIC TRANSPORT USERS INTERCHANGE BETWEEN TYPES OF TRANSPORT.

TR9a TO SEEK THE PROVISION OF INTERCHANGE FACILITIES WHERE NONE PRESENTLY EXIST WHERE THEY ENHANCE THE PUBLIC TRANSPORT NETWORK.

7.3.19a The provision of new interchange facilities should have regard to the examples of good practice in paragraph 7.3.19.

Coaches

7.3.19b The main traffic problems caused by coaches occur at tourist hotels and near museums and exhibition centres in the Borough. The problems stem from the lack of, or misuse of, off-street facilities for setting down and picking up passengers, and the use of unsuitable Local Roads. The Council will seek the provision and use of off-street facilities for coaches at major hotels and tourist destinations, and where possible regulate on-street coach stops for the dropping off and picking up of passengers only, so that the limited number of stops can provide an essential facility for various coach operators. Off-street coach parks are provided at certain locations in the Borough and elsewhere in London, and these must be maintained.

TR9c TO REQUIRE, WHERE APPROPRIATE, COACH FACILITIES FOR THE DROPPING-OFF AND PICKING-UP OF PASSENGERS AT NEW HOTEL DEVELOPMENTS AND AT EXTENSIONS TO EXISTING HOTELS

TR9d TO ENCOURAGE THE PROVISION OF COACH PARKING AT OFF-STREET LOCATIONS SUFFICIENTLY CONVENIENT FOR MAJOR HOTELS AND PUBLIC ATTRACTIONS.

TR9e TO RESIST THE LOSS OF OFF-STREET COACH PARKING.

7.3.19c Coaches are prohibited from parking on roads in the Borough at most times. During weekdays, this restriction is imposed by the controlled parking regulations. At night and at weekends specific parking bans apply to coaches and to heavy goods vehicles.



**TR9f TO SUPPORT RESTRICTIONS ON COACH MOVEMENTS IN
LOCAL AREAS**

1 Torriano Mews
London NW5 2RZ

www.avantiarchitects.co.uk

aa@avantiarchitects.co.uk

f +44 020 7284 1555

t +44 020 7284 1616

The London Borough of Hammersmith and Fulham
Planning and Conservation
The Town Hall Extension
3rd Floor Environment Dept
King Street
London
W6 9JU

6th March 2002

Dear Mr Finlayson

The Sheepshank Public House No 7 Swanscombe Road, W11
(Your references: Application Number 98/01643 Property ref 01110311400070000)

I refer to our telephone conversation with regards to the above property.

We have been asked by our client Notting Hill Home Ownership to design a new housing scheme for the above property. This new scheme supersedes the previous development for which a planning consent exists. As you know the bulk of the land is in the neighbouring borough of Kensington and Chelsea and as such we have been engaged in extensive discussions and negotiations with the Royal Borough's planning department.

We would, in due course, be submitting a planning application to the RBKC for the new scheme, we are therefore writing to inform you of our client intentions prior to submitting a concurrent application to your department. We attached a copy of our context and design drawings for the new scheme together with an accommodation schedule. The package includes a written commentary on the scheme.

Please call if you need to discuss the scheme. We look forward to hearing from you.

Yours faithfully



Keyvan Lankarani

Enclosures

CC Mr N Lane, Mr S Bhola Notting Hill Home Ownership

Directors
John Allan
MA/Edin
BA Hons Dip Arch
MA/Sheff Architect
Richard Barton
BA Hons
B Arch Hons/Ncle RIBA
John Cooper
BA Hons
Dip Arch/Cantab RIBA
Justin De Syllas
AA Dip MSc/UCL RIBA
Geraldine O'Riordan
B Arch/UCD RIBA
Associate
Claudia Bloom
BA Hons/Sheff
Dip Arch Hons/PNL RIBA

Avanti Architects Limited
Registered in England
under the Industrial and
Provident Societies Act 1965
Registration 23270R

Taxis

- 7.3.20a Taxis are likely to be a major way of getting to some visitor attractions and developments, particularly hotels. To enable taxis to pick up and set down passengers, the provision of special facilities may be appropriate, especially where these activities may otherwise cause conflicts with other road users and pedestrians. The Council will seek the provision of taxi parking facilities, where appropriate, to reduce the number of circulating, non-fare carrying taxis.

TR9b TO SUPPORT THE PROVISION OF SAFE AND CONVENIENT TAXI FACILITIES.

River and Canal Transport Services

- 7.3.22 The Council welcomes proposals to develop river bus services (including new piers). The Council supports scheduled passenger services between central London and the two piers with convenient access to Chelsea (Cadogan Pier and Chelsea Harbour) which can provide a useful supplement to rail and bus services. Passenger services, where operationally possible, need to be fast, frequent and reliable; they should also be integrated where possible with the rest of the public transport system through ticketing, timetabling and information. The Council also supports the increased use of the river for freight movement subject to other planning and traffic implications (see retention of Cremorne Wharf in the Environment Chapter, Policy PU6a). Likewise the Grand Union Canal in the north of the Borough has potential as a freight transport artery in addition to its other uses.

TR10 TO ENCOURAGE INCREASED USE OF THE RIVER THAMES AND GRAND UNION CANAL FOR PUBLIC TRANSPORT AND FREIGHT MOVEMENT.

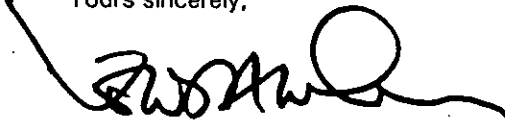
7.3B ROAD SAFETY

- 7.3.22a Development proposals require access and servicing arrangements to be provided in accordance with the Council's standards. Also, the traffic generated by larger schemes may require junction improvements to accommodate this increase. In both cases the proposed works should be 'safety audited' and, where appropriate, modified or additional works undertaken to achieve further safety benefits. Traffic management proposals will concentrate particularly on the needs of vulnerable road users, especially in areas where large volumes of people and traffic congregate, such as the Borough's shopping centres. This will have the benefit of improving the pedestrian environment of the Principal Shopping Centres.

TR17a TO ENSURE THAT ROAD IMPROVEMENTS REQUIRED BY DEVELOPMENT PROPOSALS ARE SAFE AND, IF NECESSARY, IMPROVE SAFETY.

We shall be grateful if you will confirm the application has been formally registered and advise us when it may be expected to be put up for consent. Please contact us immediately if there are any further items of information you require.

Yours sincerely,



John Allan

List of enclosures:

1. A copy of the written description of the scheme
2. Filled in appropriate forms
3. A copy of drawing issue sheet
4. 4x copies of scaled drawings
5. A copy of the accommodation schedule
6. Copy of Correspondence with RBKC
7. Copy of our Planning Application to RBKC
8. Copy of RBKC's acknowledgement of the receipt and completion of the application

CC Mr N Lane, Mr S Bhola Notting Hill Home Ownership
 Mr Derek Taylor The Royal Borough of Kensington & Chelsea

7.4 ROADS AND TRAFFIC MANAGEMENT

Traffic Management on Major Roads

7.4.17 The Council's general approach to the management of Major Roads, for which it is the Highway Authority is to improve their efficiency. To achieve a smoother flow of traffic, the Council will attempt to balance the capacity of the main junctions with the capacity of links between them, whilst not increasing overall traffic flows. This will require the consideration of the layout of junctions and the traffic signal timings to regulate the flow of vehicles, together with regularly spaced and convenient pedestrian crossing facilities and a high level of enforcement of waiting and loading regulations.

7.4.18a The Council will cooperate with the Traffic Director for London, and the Metropolitan Police in the preparation and implementation of 'local plans' for changes to the Priority Routes. On these routes the Council is instructed to:

- facilitate the movement of people and goods in London - reliably and safely, and with the minimum overall environmental impact;
- encourage walking;
- provide better conditions for cyclists and contribute to the National Cycling Strategy;
- provide better conditions for disabled people;
- provide priority for buses so as to achieve their efficient movement;
- improve the local environment and reduce the impact of congestion;
- contribute to London's targets for reduced traffic accidents and road vehicle emissions;
- support reduced car commuting, especially into or across inner London;
- assist measures to reduce traffic on local roads by providing the first choice of non-local traffic, consistent with achieving the other aims for Red Routes.

7.4.19 Improvements in traffic flow and safety on the Major Roads will also be sought by reducing the number of Minor Road accesses, or improving the control of traffic at junctions with Minor Roads, or both, subject to the procedure for Designated Roads.

TR14 TO IMPROVE THE EFFICIENCY OF THE MAJOR ROADS WITHIN THE BOROUGH WHILST NOT INCREASING OVERALL TRAFFIC FLOWS IN CO-OPERATION WITH THE TRAFFIC DIRECTOR FOR LONDON AND THE METROPOLITAN POLICE THROUGH THE FOLLOWING MEANS:

- (a) **REVIEWING AND ENFORCING CONTROLS ON PARKING, WAITING AND LOADING;**
- (b) **IMPROVING JUNCTION LAYOUT;**

5. Plans (please read attached notes)

Please list numbers of all drawings submitted with this application

SEE ATTACHED DRAWINGS
ISSUE SHEET

6. Residential Development (if any)

a. Please state the number of dwelling units to be lost and provided as a result of the development in each size category

Dwellings lost	Dwellings provided	
N/A	—	bedsit units
N/A	7	1 bedroom units
N/A	6	2 bedroom units
N/A	4	3+ bedroom units

b. Please state the number of habitable rooms to be lost and provided (habitable rooms do not include bathrooms or kitchen under 13sq m.)

Rooms lost	Rooms provided
N/A	51

7. Commercial Development (if any)

a. If your application involves business, industrial, warehouse/ storage, retail or leisure uses, please state the gross floor area to be lost and provided as a result of the development in each category

Floorspace lost		Floorspace provided		
sq. m		sq. m		
				Business
				Industrial
				Warehouse
				Retail
				Leisure
				Other

b. Please give the total gross floor area of existing buildings on site

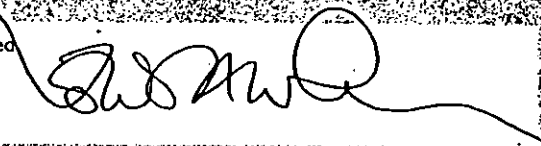
sq. m	Existing
-------	----------

c. Please give the total gross floor area of proposed buildings on site

sq. m	Proposed
-------	----------

8. Signature and fees

I enclose 4 copies of the necessary plans referred to in Q.5

Signed 

I enclose total fees of £ *SEE ACCOMPANYING NOTES*

Method of payment (please tick)

Cash Cheque Postal order

Date *10th May 2002*

Please Note

Failure to answer all the questions above may result in the application being returned for completion.

If you would like guidance on how to complete this application form please telephone 0181 576 5013 for assistance.

OFFICE USE ONLY

Reg. No.

T.P. No.



(c) OPTIMISING TRAFFIC SIGNALS;

(d) CONTROLLING ACCESS TO AND FROM MINOR ROADS.

Traffic Management on Minor Roads

7.4.21 On Minor Roads the Council considers that traffic not connected with the local area should be restrained or discouraged and that traffic speeds should be appropriately limited, to minimise the adverse effects that traffic, particularly in residential areas and those Local Shopping Centres on Minor Roads where its speed should be kept below 20 miles per hour. The Council's proposed Traffic Action Plans deal with improvements to the residential and pedestrian environment. The gains to the environment, in terms of reductions in traffic noise and vehicle emissions and in road safety will enable and encourage the freer use of these roads by pedestrians and cyclists.

7.4.22 The introduction of environmental management measures will be considered for all Minor Roads in the Borough, starting from Local Roads upwards. The Council has prioritised Local Areas so that those with the greatest need for traffic management measures are the first to be investigated. Within these areas the objectives will be to improve the residential environment and to reduce personal injury accidents at specific locations with high concentrations of accidents or dispersed accidents at various sites within a Local Area. Care will be taken so that traffic management measures in a Local Area does not lead to an increase in traffic activity in a neighbouring Local Area. The shorter distance journeys with the lowest need for speed and other journeys with local origins and destinations should predominate on the local roads.

7.4.23 The environmental management of Minor Roads will also include restrictions on coaches and heavy goods vehicles that do not need to access Local Areas. Routes available to buses may be limited due to physical restrictions on Minor Roads in the Borough. Most Local Distributor Roads are able to be used for bus routes. The Council will only introduce traffic management measures after full consultation with London Transport Buses or other relevant operators. District Roads often form part of the bus route network but many are only suitable for use by smaller buses. The Council will consider traffic management measures on Local Distributor Roads which reflect their particular character. This is often residential as well as having a traffic function. The range of measures used must constitute good urban design in terms of quality of finish and respect for the existing street layout (see also Conservation and Development Chapter). and will Measures will be introduced, where appropriate, designed to limit speeds to 20mph on Local Roads and to either 20mph or 30mph on Local Distributor Roads according to their character and street type e.g. many provide direct access to residences. They may include the following:

- ~~(a) design to limit speeds to 20 mph on Local Roads and less than 30 mph on Local Distributor Roads by introducing, if appropriate, chicanes into road alignments, entry treatments, speed humps or tables and quieter road surfaces;~~
- (b) reduction in carriageway widths (and widening of footways);
- (c) rearrangement of on-street parking facilities;
- (d) improving pedestrian crossing facilities;
- (e) introducing facilities for cyclists;

(f) other measures as required.

TR15 TO IMPLEMENT SCHEMES TO GAIN AREA-WIDE BENEFITS FROM MEASURES WHICH RESTRICT AND SLOW DOWN TRAFFIC ON MINOR ROADS.

TR16 TO OPPOSE PROPOSALS WHICH MAY ENCOURAGE UNNECESSARY TRAFFIC TO USE MINOR ROADS.

New Roads

7.4.25a The Council considers that, given its restraint policies and the predominantly residential character of the Borough, it is inappropriate to propose any significant construction of new roads other than for access.

TR16a TO RESIST ANY HIGHWAY PROPOSAL WHICH WOULD LEAD TO AN INCREASE IN THE OVERALL TRAFFIC CAPACITY OF THE BOROUGH'S ROAD NETWORK.

7.4.25b Consideration may be given to limited additional highway provision where there will be no overall opportunity to increase the volume of traffic passing through the Borough. Actual proposals are likely to be limited but where proposals are advanced, complementary traffic management schemes will be designed to limit the possibility of adding to traffic volumes.

7.4.25c The Council, however, has supported, for a long time, road proposals that could provide some relief to the Earls Court one-way system. This support should also extend to signage changes to re-route long distance traffic from these roads, which are linked with the Council's desire to see the Earl's Court One-Way System and the Embankment removed from London's Strategic Road Network. The Council supports means of improving the access to Earls Court Exhibition Centre, in order to reduce the number of commercial vehicles and coaches from the residential areas around Earls Court. The Council has supported an access road for lorries running north of the Centre, alongside the West London Line and beneath the West Cromwell Road, linking with Warwick Road.

TR16b TO SUPPORT PROPOSALS WHICH HELP RELIEVE THE EARL'S COURT ONE-WAY SYSTEM OF LONG DISTANCE TRAFFIC WITHOUT LEADING TO AN INCREASE IN THE TOTAL VOLUME OF TRAFFIC.

7.5 PUBLIC ON-STREET AND PUBLIC OFF-STREET PARKING

Introduction

7.5.2 To achieve traffic restraint the Council has imposed restrictions on the use and availability of public on-street and public off-street parking spaces. This section is concerned with publicly available parking rather than private residential off-street

KL



ENVIRONMENT DEPARTMENT
DEVELOPMENT CONTROL

20th May 2002

AVANTI ARCHITECTS
1
TORRIANO MEWS
LONDON
NW5 2RZ

LONDON BOROUGH OF
HAMMERSMITH & FULHAM

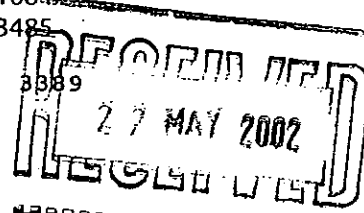
Town Hall, King Street
Hammersmith, London W6 9JU

WEB www.lbhf.gov.uk

TEL 020 8753 1084

FAX 020 8753 3485

Extension: 3889



Application Number:

2002/1161/P

The officer dealing with this
application is:
Sara Dawes

Dear Sir/Madam,

Town and Country Planning Act 1990

Address: THE SHEEPSHANK, 7, SWANSCOMBE ROAD, LONDON, W11 4SU

Proposal: Redevelopment of the site by the erection of a five storey residential building providing 17no. dwellings comprising one, two and three bed units, and provision for 11no. off-street parking spaces, with access from Swanscombe Road.

Thank you for your application for full planning permission, dated 10th May 2002, which was registered as valid on 13th May 2002.

If, by 8th July 2002,

- you have not been told that your application is invalid; or
- you have not been given a decision in writing; or
- you have not agreed in writing to extend the period in which the decision may be given;

then you can appeal to the Secretary of State for Transport, Local Government and the Regions under section 78 of the above Act. You must appeal within six months of 8th July 2002 and you must use a form which you can get from the Planning Inspectorate, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN. This does not apply if your application has already been referred to the Secretary of State for Transport, Local Government and the Regions.

Before making a decision to appeal please telephone to discuss the progress of your application with the planning officer named at the head of this letter.

Yours faithfully,

Head of Development Control.

parking and the control of parking at developments which is dealt with in section 7.6 'Control of Development'.

- 7.5.5 In many parts of the Borough it is not possible to provide dedicated off-street loading and waiting facilities. In such cases the Council can control servicing by appropriate use of on-street loading and waiting restrictions. It is necessary for the Council to review regularly such restrictions in conjunction with the Traffic Director for London, to ensure they accurately reflect changing land-use patterns and the changing requirements of road users, including bus operators.

TR34 TO REVIEW THE EXTENT OF WAITING AND LOADING PROVISIONS ON MAJOR ROADS IN THE BOROUGH WHERE APPROPRIATE WITH THE TRAFFIC DIRECTOR FOR LONDON.

- 7.5.6 On all other roads, the general policy is to maintain and increase, where appropriate, the number of car parking spaces consistent with satisfactory and safe movement for traffic requiring access and the maintenance of a good residential environment. On these roads, the needs of residents for car parking spaces will be the primary consideration of the Council in allocating parking spaces. The layout of car parking facilities will be reviewed in some areas to examine the possibility of increasing the number of spaces. Additional car parking spaces may also be provided as part of the measures to reduce road space and slow traffic speeds.

TR35 TO REVIEW, AND INCREASE WHERE APPROPRIATE, THE PROVISION OF ON-STREET PARKING FOR RESIDENTS ON MINOR ROADS.

Parking for Visitors

- 7.5.11 A minimum basic demand for visitor parking where possible should be catered for after providing for residents and loading requirements. The Council recognises that in many areas the provision of off-street parking facilities is limited. In these areas the Council will maintain the supply of metered spaces to ensure that a limited amount of parking is available for visitors for which demand will be restrained by price.

- 7.5.12 ~~The Council will resist the provision of additional public car parks. may exceptionally be considered where there is a high demand for visitor parking (primarily adjacent to shopping centres). However, such provision is likely to be limited as consideration will be first given to restraining demand through the price of on-street parking. Provision of new facilities will be strongly resisted in other areas, as it may encourage commuting into the Borough by car. When new off-street parking facilities are provided for visitor parking, or demand for on-street facilities is reduced, the Council will normally convert metered spaces to residents parking bays. When:~~

- (a) there is a high demand for visitor car parking and demand cannot be restrained through the price of on-street parking; and
- (b) the proposed car park is adjacent to a principal shopping centre; and
- (c) the car park will not encourage commuting into the Borough by car; and
- (d) there is the potential for metered spaces to be converted to residents parking bays

ENVIRONMENT DEPARTMENT

11th July 2002

Sanjiv Bholā
Notting Hill Home Ownership,
Grove House,
27 Hammersmith Grove,
London,
W6 ONE

**LONDON BOROUGH OF
HAMMERSMITH & FULHAM**

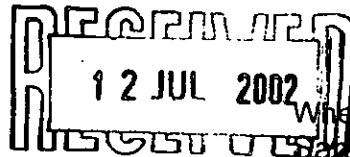
Town Hall, King Street
Hammersmith, London W6 9JU

WEB www.lbhf.gov.uk

TEL 020 8753 1084

FAX 020 8753 3418

Our Ref: 2002/1161/P



When telephoning please ask for
Sara Dawes ext: 3389

Dear Sir,

RE: THE SHEEPHANK, 7 SWANSCOMBE ROAD, W11

I refer to the planning application for the redevelopment of the above site by erection of a five storey residential building.

Further to our discussions on the telephone, I am writing to request nomination rights to one of the shared ownership units. This is considered to be reasonable as 10% of the site is within the Borough of Hammersmith and Fulham, and 11 shared ownership units are proposed.

I would be grateful if you could confirm in writing that this is acceptable and I will advise my colleague Ian Ruegg accordingly.

Yours faithfully,

A handwritten signature in cursive script that reads "Sara Dawes".

**Sara Dawes
Planning Officer**

C.c. Derek Taylor, Planning Officer, Royal Borough of Kensington & Chelsea
John Allan, Avanti Architects
Ian Ruegg, Principal Registered Social Landlord Officer



INVESTOR IN PEOPLE



then additional public car parks may exceptionally be considered.

TR36a NORMALLY, TO MAINTAIN THE NUMBER OF METERED PARKING SPACES IN AREAS WHERE OFF-STREET PARKING FOR VISITORS IS LIMITED.

TR37 ~~NORMALLY~~, TO RESIST THE PROVISION OF ADDITIONAL PUBLIC CAR PARKS.

7.5.13 The Council will seek Planning Obligations to control pricing mechanisms and use of existing and new off-street car parks to restrict use of the car and to deter use by commuters.

TR38 TO CONTROL THE MANAGEMENT OF NEW PUBLIC OFF-STREET CAR PARKS TO RESTRICT THE USE OF THE CAR AND TO DISCOURAGE THEIR USE BY COMMUTERS.

7.6 CONTROL OF DEVELOPMENT

Transport Impact

7.6.1a Although all developments that attract a lot of people should be well located in proximity to public transport nodes, a number of journeys will still be made by private car trips to and from the site. To ensure the full integration of transport and land use planning, the Council will assess the impact of new development on travel patterns for all modes of transport. In many cases, measures related to a development proposal will need to be incorporated to reduce traffic and facilitate the shift from car use to other transport modes, including discouraging car use by employees through the use of company travel plans.

7.6.1b Many development proposals are of a type or size that generate large numbers of trips that in turn place additional demand on surrounding transport infrastructure and have environment effects. The additional numbers of journeys to and from a site may necessitate changes to be made to the highway layout or to public transport services.

7.6.1c In order to determine planning applications, the Council will require, subject to the guidelines in paragraph 7.6.1d, a written statement providing detailed information on a range of transport conditions both before and after a proposed development has been built, including changes in relative accessibility of the site by foot, bicycle and public transport (see paragraph 7.6.1f). This statement forms part of the Transport Impact Assessment (TIA) process which seeks to provide an impartial description of the positive and negative aspects of the proposed development. The TIA should address the objectives of the UDP for transport in the Borough, in particular to ensure that new development relies less on private road transport and makes greater use of means of travel which have less environmental impact. Therefore, the TIA should address all modes of transport, including public transport, walking and cycling.

- 7.6.1d The Council will have regard to the guidelines developed by the Department of the Environment, Transport and the Regions, the Institution of Highways and Transportation and the London Planning Advisory Committee to assess transport impact. The Council will assess the need for a Transport Impact Statement based on the net site area and proposed level of floorspace for a range of land uses and the expected trip-generation and demand for parking per day, or during peak hours.
- 7.6.1e Once the need for a TIA has been established, then a Scoping Study is required to describe the proposed approach and to identify the transport issues involved and the key measures which will be employed to overcome the impact. The content and extent of the a TIA will reflect the size and complexity of the development proposal.
- 7.6.1f A transport impact statement is likely to comprise of an assessment of the impact of the development on the following:
- public transport accessibility and capacity;
 - access for the disabled, pedestrians and cyclists;
 - the capacity and safety of cyclist and pedestrian facilities;
 - highway capacity and priority;
 - parking provision;
 - road safety;
 - air pollution and noise.

The statement should also assess the likely cumulative impact of other development proposals in the area, by taking account of the number of sites with unimplemented planning permission in the area and development in the pipeline.

TR38a TO ASSESS THE IMPACT OF NEW DEVELOPMENT ON PUBLIC TRANSPORT INFRASTRUCTURE, THE HIGHWAY AND ON THE ENVIRONMENT.

- 7.6.1g The Council will encourage the incorporation of company travel plan with the TIA. This seeks to discourage car access to developments by staff, visitors or customers and encourage the use of more environmentally sustainable modes of transport such as public transport, walking and cycling. The travel plan may include measures such as discounted public transport fares, free season ticket loans, car sharing, changing working habits and facilities for cyclists. The Council welcomes the preparation of company travel plans to discourage car use by firms and public sector agencies. However, the Council acknowledges the specific needs of essential services.
- 7.6.1h Some land uses, notably large destination restaurants, also place considerable pressure on parking provision within the vicinity of a development. Over time, a collection of smaller scale destination activities may have a cumulative effect on parking stress in the immediate area. This can cause considerable inconvenience to local residents and result in a loss of residential amenity and character (see 'Catering Establishments' and policies S13, S15 and S15a of the Shopping Chapter). The Council will therefore guide large-scale business, shopping, hotel, and leisure development to areas well served by public transport and control the scale and concentration of uses in an area.

PLANNING AND CONSERVATION

THE TOWN HALL • HORNTON STREET • LONDON W8 7NX

THE ROYAL
BOROUGH OF

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS
Director of Planning Services



David Connor International,
10 Ivebury Court,
325 Latimer Road,
London W10 6RA

Switchboard: 0171-937 5464
Direct Line: 0171-361 3266

Facsimile: 0171-361 3463

31 DEC 1997

KENSINGTON
AND CHELSEA

My reference:

Your reference:

Please ask for: North Area Team

DPS/PA/TP/97/2219/ZZ/50/381

Dear Sir/Madam,

PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) ACT 1990 - SECTION 74

Demolition in a Conservation Area (Conservation Area Consent) (CAC)

The Borough Council hereby consent to the works referred to in the under-mentioned Schedule, subject to the conditions set out therein and in accordance with the plans submitted, save insofar as may otherwise be required by the said conditions. Your attention is also drawn to the enclosed Information Sheet.

SCHEDULE

WORKS PROPOSED

Demolition of existing public house in connection with erection of four houses with off-street car parking, at 7 SWANSCOMBE ROAD, KENSINGTON, W.11, as shown on submitted drawing(s) No(s). TP/97/2219/B and TP/97/2219/C. Applicant's drawing(s) No(s). P05A, P06A, P07A, P08A, P09A, P010A, P011, P012 and 1687, in accordance with your application dated 30/09/97, completed 08/10/97, revised 24/11/97 and 09/12/97.

/ CONDITIONS ...

TR39 TO RESIST DEVELOPMENT WHICH WOULD RESULT IN:

- a) **ANY MATERIAL INCREASE IN TRAFFIC OR PARKING, OR IN CONGESTION ON THE ROADS OR ON PUBLIC TRANSPORT, OR;**
- b) **ANY DECREASE IN ROAD SAFETY, OR;**
- c) **UNACCEPTABLE ENVIRONMENTAL CONSEQUENCES.**

7.6.1j The Council has surveyed on-street parking conditions in the Borough and is concerned that, if not restrained, further demand for on-street parking could result in unacceptable levels of parking stress, or could worsen already severe problems of parking stress in the Borough's residential and shopping areas. The Council considers that demand for on-street parking whether before, or as a result of a development, is unacceptable when the legal parking space (see Glossary for definition) occupied exceeds 90% of the legal space available. The Council will therefore resist development which would result in any material increase in on-street parking demand that causes unacceptable levels of day-time or night-time parking stress, or exacerbates already unacceptable levels.

7.6.2 In assessing proposed developments, regard will be paid to:

- the nature of the proposed development;
- the character and amenity of the surrounding area;
- the effect of coaches on Local Roads; and
- the effect of taxi movements.

Impact of New Transport Infrastructure

7.6.2a Although new rail infrastructure would bring significant benefits to the Borough, it may also have some local adverse impact, both when under construction and when in operation. The provision of new road and rail infrastructure can cause local problems such as noise, vibration and visual intrusion which need to be minimised for the benefit of local residents. The provision of new transport infrastructure will have a dramatic impact on the character and vitality of locations and will affect land and property values within the vicinity of a new transport node. The Council will assess the design, economic and environmental impacts of new transport infrastructure. The design of new routes will be carefully examined to minimise environmental impacts and visual intrusion. The environmental appraisal process considers a range of effects, including air quality, noise, emissions, land, wildlife, the built environment and cultural heritage as well as the effects on people and their health (see paragraphs 12.6.4a and 12.6.4b of the Environment Chapter).

Financial Contributions for Public Transport Services, Walking and Cycling Facilities

7.6.3 The Council has powers under the Transport Acts to provide financial assistance to public transport operators to support particular services or facilities. The Council will consider providing such financial assistance in accordance with the policies set out in

PLANNING AND CONSERVATION

THE TOWN HALL • HORNTON STREET • LONDON W8 7NX

THE ROYAL
BOROUGH OF

Executive Director M J FRENCH FRICS Dip TP MRTPI Cen TS
Director of Planning Services



David Connor International,
10 Ivebury Court,
325 Latimer Road,
London W10 6RA

Switchboard: 0171-937 58066
Direct Line: 0171-361

Facsimile: 0171-361 3463

31 DEC 1997

KENSINGTON
AND CHELSEA

My reference: Your reference: Please ask for: North Area Team
DPS/PA/TP/97/2055/G/50/380

Dear Sir/Madam,

TOWN AND COUNTRY PLANNING ACT, 1990
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER, 1988

Permission for development (Conditional) (TP6a)

The Borough Council hereby permit the development referred to in the under-mentioned Schedule, subject to the conditions set out therein and in accordance with the plans submitted, save insofar as may otherwise be required by the said conditions. Your attention is also drawn to the enclosed Information Sheet.

SCHEDULE

DEVELOPMENT

Erection of four houses with off-street car parking, at 7 SWANSCOMBE ROAD, KENSINGTON, W.11, as shown on submitted drawing(s) No(s). TP/97/2055/B and TP/97/2055/C. Applicant's drawing(s) No(s). P05A, P06A, P07A, P08A, P09A, P010A, P011, P012 and 1687, in accordance with your application dated 05/09/97, completed 11/09/97, revised 24/11/97 and 09/12/97.

/ CONDITIONS ...

this chapter. The Council will also seek to promote financial contributions by third parties, such as developers, by means of Planning Obligations. Financial contributions could take the form of new capital items such as improvements to pedestrian and/or cycle facilities, or revenue costs to support new or enhanced public transport services to a development.

7.6.3a It may be possible to overcome certain potential transport problems associated with development, such as the provision of improved public transport services and better facilities for pedestrians and cyclists. A detailed view of the transport implications of individual development proposals can only be formed at the time when a detailed planning application is submitted. An application is considered in the light of known congestion, available capacity on the relevant road and public transport networks and any firm proposals for extending capacity. Where a financial contribution is proposed, it must be in a committed programme for the relevant agency, or be able to be implemented by way of a Planning Obligation linked to the permission being sought. New and improved public transport services and facilities should be financially and commercially viable and agreed with the relevant public transport agency.

7.6.3b Examples of the type of financial contributions that may be sought, whilst not intended to be exhaustive, include:

- new stations and improvements to existing stations (see policies TR5 and TR7);
- improvements to surface and underground rail services where capacity problems exist and to associated facilities;
- new bus services, bus priority measures and improvements to bus stop facilities (see policies TR8 and TR8a);
- improvements to interchange facilities and provision of new facilities (see policies TR9 and TR9a);
- the personal access needs for people with special mobility needs and people with impaired sight (see paragraph 7.3.13a);
- provision of cycle parking facilities in developments and at other suitable locations and new routes for cyclists and the maintenance to and improvement of cycleways (see policies TR26a and TR27);
- provision of crossing facilities and new direct pedestrian routes and the maintenance to and improvement of footways (see policies TR19, TR21 and TR23);
- river bus passenger services and facilities (see STRAT 27b and paragraph 7.3.22).

7.6.3c The Council recognises that the attractiveness of public transport services relate to quality of the whole journey and that the improvement of the pedestrian environment, particularly around transport nodes, can enhance the use of public transport facilities and will negotiate for enhancements to be made to areas around public transport facilities and the pedestrian linkages to and from the proposed development (see Monitoring and Implementation Chapter). Developer contributions will be assessed in accordance with Circular 1/97: Planning Obligations, as set out in the Monitoring and Implementation Chapter and will be related in scale and kind to the proposed development.

CONDITIONS

1. The development hereby permitted shall be begun before the expiration of five years from the date of this permission. (C.1)
2. The development hereby permitted shall be carried out exactly and only in accordance with the drawings and other particulars forming part of the permission and there shall be no variation therefrom without the prior written approval of the local planning authority. (C.68)
3. Full particulars of the following shall be submitted to and approved in writing by the local planning authority before the development hereby permitted commences and the development shall not be carried out otherwise than in accordance with the details so approved:
 - (a) the materials to be used on the external faces of the building(s);
 - (b) the treatment of the open land within the site including hard and soft landscaping;
 - (c) any proposed walls, fences or railings;
 - (d) the provision to be made for the storage and disposal of refuse;
 - (e) windows, external doors, door canopies, rooflights and the means of enclosure of the roof terrace at House 1. (C.11)
4. All areas of render shall be finished smooth and painted in a colour to be submitted and approved in writing by the Executive Director of Planning and Conservation.
5. No demolition pursuant to this permission shall commence until a contract for the carrying out of the building operations hereby permitted has been completed. (C.69)
6. Notwithstanding the provisions of Article 3 and Part 1 Schedule 2 of the Town and Country Planning General Permitted Development Order 1995 no external alterations shall be carried out or extensions constructed to the premises the subject of this permission without the prior approval in writing of the local planning authority. (C.70)
7. Except as shown on the drawings hereby approved, no water tank, lift motor room or other roof structure shall be erected which rises above the level of the roof hereby approved. (C.77)

/ 8. No additional ...

TR40 TO NEGOTIATE DEVELOPER CONTRIBUTIONS FROM RELATED DEVELOPMENTS FOR IMPROVEMENTS TO TRANSPORT SERVICES AND FACILITIES, INCLUDING THOSE TO PUBLIC TRANSPORT SERVICES, WALKING AND CYCLING FACILITIES AND TO IMPROVEMENTS TO THE PEDESTRIAN ENVIRONMENT, PARTICULARLY AROUND PUBLIC TRANSPORT NODES.

Parking for Non-residential Development

7.6.5 As an integral part of the policy of traffic restraint, the Council will restrict to essential need the provision of private non-residential parking and service spaces in developments. The rates of provision of essential parking and servicing spaces are contained in the Planning Standards Chapter. The Council normally requires this essential parking to be provided on-site and up to the maximum rate. (Essential need is defined in section 7.1211 'Parking').

7.6.5a With regard to proposals for food superstores and retail warehouses, the Council will require a developer to assess the existing and predicted pattern of car-borne shopping trips within the trading area of the Borough and adjoining Boroughs' shopping centres, and in particular to assess the potential diversion of trips from other stores and shopping centres. A developer will have to demonstrate that the amount of parking provided at food superstores and retail warehouse developments is required to cater for the predicted demand from diverted car-borne trips.

TR41 TO LIMIT THE NUMBER OF OFF-STREET PARKING SPACES PROVIDED IN NON- RESIDENTIAL DEVELOPMENT TO MEET ESSENTIAL NEED ONLY, IN ACCORDANCE WITH SPECIFIC STANDARDS AND CRITERIA. (See Table 5.1, Planning Standards Chapter)

Access to non-Residential Development

7.6.10 Development can have a significant impact on the traffic in and environment of Local Areas. These impacts, in the form of local congestion and noise created by the additional traffic generated on Local Roads are particularly noticeable for developments that generate coach and Heavy Goods Vehicle traffic. Only small developments will be permitted where access to the site is from a Local Road. Some small developments in Local Areas, such as restaurants, may be resisted because of the adverse impact of generated traffic upon residential amenity.

TR43 TO PERMIT ONLY SMALL-SCALE DEVELOPMENT ON SITES IN LOCAL AREAS OR WHERE ACCESS IS FROM A LOCAL ROAD.

7.6.11 Where appropriate, when a development is proposed adjacent to a Local Area, the Council will require that Planning Obligations are entered into in order to secure a contribution towards the provision of measures to limit the impact of traffic associated with the development, on the adjacent Local Area.

4. To preserve and enhance the character and appearance of the Conservation Area. (R.72)
5. To ensure a satisfactory standard of external appearance, and to safeguard the visual amenities of the area. (R.69)
6. To ensure a satisfactory standard of external appearance, and to safeguard the visual and residential amenities of the area. (R.69)
7. To safeguard the appearance of the area. (R.77)
8. To preserve and enhance the character and appearance of the Conservation Area. (R.86)
9. To safeguard the amenities of occupiers of the premises. (R.52)
10. To prevent obstruction of the surrounding streets and safeguard the amenities of the area. (R.26)
11. To protect and enhance the amenities of the area. (R.18)
12. To ensure that the trees are adequately protected and to safeguard the amenities of the area. (R.20)

INFORMATIVES

1. Approval under the Planning Acts is hereby granted for the development as shown on the approved drawings and subject to the conditions. Any alteration to the approved scheme, resulting from the requirements of the Building Regulations or for any other reason, may require further approval. You are advised to consult the Directorate of Planning Services before commencing work. (I.9)
2. Your attention is drawn to the conditions of this approval and to the Council's powers of enforcement, including the power to serve a Breach of Condition Notice under the Town and Country Planning Act, 1990, as amended. (I.10)
3. Your attention is drawn to the Chronically Sick and Disabled Persons Act, 1970 and the Disabled Persons Act 1981 which place on developers and their representatives an obligation to provide easy access for the disabled. In the case of development for office, shop or factory purposes or for buildings or premises to which the public are admitted you should refer to the Code of Practice for Access for the Disabled to Buildings BS 5810:1979. In the case of university, college or school buildings you should refer to Design Note 18 "Access for the Physically Disabled to Educational Buildings". (I.14)

/ 4. Separate consent..

- 7.6.12 Where it is considered that a large development is acceptable in traffic terms, access should normally be directly from Major Roads via an appropriately designed junction. These junctions should be controlled by appropriate methods, such as traffic signals. The cost of these measures may be sought from the developer through Planning Obligations. The effects of large commercial developments generally are also discussed in the Offices and Industry Shopping, Leisure and Recreation and Hotels Chapters.
- 7.6.13 The movement of vehicles and pedestrians gaining access to the large number of commercial and residential sites adjacent to Major Roads can create problems for the safe and smooth flow of traffic on these roads. For this reason the Department of the Environment, Transport and the Regions, the Traffic Director for London, and the Council will strictly limit new vehicular access points to Major Roads. The Council is required to notify or consult the appropriate agency above concerning any significant development which affects a Trunk Road or a Priority (Red) Route or a Designated Road. When a new access is permitted a high standard of design will be required by the appropriate agency. The Council will refuse permanent (footway) crossovers for frontage parking and other minor vehicle accesses on Major Roads within the Council's control for safety reasons.
- 7.6.19 Consent for permanent crossovers and new vehicle accesses is needed under highway legislation. In cases where an application for planning permission is required the Council may wish to defer consideration of the application under highway powers until the planning position is resolved. The Council will determine such planning applications by references to Policy CD46 and to the paramount need for road safety on the public highway. In considering requests for crossovers under highway powers, the Council will likewise give particular attention to safety requirements. Any new crossover to a forecourt or garden will need to satisfy sight-line requirements between the emerging vehicles and all other road users, including pedestrians. The Council will refuse, under the highway legislation, footway crossovers if the proposal results in any diminution of safety for any road users, including pedestrians.

TR44 TO RESIST THE FORMATION OF NEW ACCESSES ON THE MAJOR ROADS.

Servicing

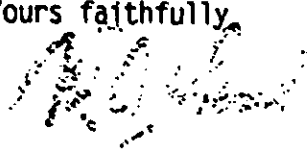
- 7.6.14 The servicing of commercial developments from the street generally gives rise to traffic congestion, conflict with pedestrians, and creates disturbance particularly in or adjacent to residential areas. Redevelopment proposals for non-residential use will therefore normally be required to include, within the site, space for loading and unloading of goods and other essential servicing requirements.

TR45 NORMALLY TO REQUIRE DESIGNATED OFF-STREET SERVICE SPACE FOR DEVELOPMENT SCHEMES.

- 7.6.15 For small-scale developments, and in some other cases for townscape reasons, it may be impossible or undesirable to provide off-street servicing space. In other cases, if no off-street servicing is proposed, it will be necessary to demonstrate that the proposed development can function satisfactorily without the adverse effects described in

4. Separate consent for the works hereby given approval under the Planning Acts may be required by the Building Act 1984 and the Building Regulations 1991, and this approval does not imply that such consent will be given. The Director of Building Control, Council Offices, 102-108 Warwick Road, London, W14 8PT should be consulted before works commence. (I.21)
5. The development hereby permitted must comply with the Highways Act 1959-80. The Director of Transportation & Highways, Council Offices, 37 Pembroke Road, London, W8 6PW should be consulted on the positioning of buildings in relation to the highway, points of vehicle access and the width of the highway. (I.24)
6. Your attention is drawn to the statutory provisions relating to projections over the public highway. Doors and windows close to the edge of the public footway must be designed to open inwards. Projections over the highway of any kind are only approved in exceptional circumstances. The Director of Transportation & Highways, The Town Hall, Hornton Street, London, W8 7NX (0171-361-3238). (I.26)
7. You are advised to consult the Director of Waste Management and Leisure, Council Offices, 102-108 Warwick Road, W14 8PT on the provision of facilities for the storage and disposal of refuse. There is a code of practice available and advice can also be given on certain aspects of industrial and commercial waste as well as household waste. The Council operates a trade refuse service on a rechargeable basis. (I.29)
8. Demolition and building works are subject to the Environmental Protection Act, and appropriate controls over methods, noise and hours of work may be imposed by the Council. You are advised to consult the Director of Environmental Health, Council Offices, 102-108 Warwick Road, W14 8PT at an early stage. (I.30)
9. The Naming and Numbering Legislation requires that premises display their street number, and no name or number other than that formally assigned may be displayed. Requests for the assignment of names and numbers to new development should be made to the Executive Director of Planning and Conservation, Town Hall, Hornton Street, W8 7NX, well in advance of the completion of building. (I.39)
10. The applicant's attention is drawn to the fact that a small parcel of the site falls within the London Borough of Hammersmith and Fulham. Accordingly, a separate planning application will have to be made to that Authority prior to the implementation of any planning consent granted.

Yours faithfully,



Executive Director, Planning & Conservation

paragraph 7.6.14. To ensure an off-street service space is retained for its intended purpose and not used for parking, such bays will be required to be clearly marked and conditions restricting its use will normally be applied.

Parking for Residential Development

7.6.16 The Council recognises the need and desire of residents to be able to park close to where they live. Many existing residential developments do not have off-street spaces and the availability of on-street parking is limited. The Council will normally require residential development to include adequate off-street parking up to the maximum adopted standards, to accommodate the demand for parking from residents of a development, in order to supplement the restricted on-street provision. ~~Where off-street parking is provided to the Council's maximum standards, enough spaces should be made available to, and permanently retained for use by, residents of the development and their visitors. Any excess parking spaces should be made available to residents qualifying for parking permits and living within a short walking distance. The levels of provision are given in the Planning Standards Chapter. Where off-street parking is provided this should be made available and permanently retained for the use by residents of the development and their visitors. When a developer seeks to provide residential parking spaces in excess of the Council's maximum standard, these additional spaces must be restricted to Borough residents qualifying for a resident's parking permit and living within a short walking distance of the development. This approach can be adopted by developers when provision limited to the maximum off-street parking standard would be prohibitively expensive and the provision of additional spaces would allow economies of scale to be made. This is most likely to occur when excavation is required to provide basement car parking. The Planning Standards Chapter gives the parking standards.~~

7.6.16ab The Council recognises that in some cases proposals for residential development will not include off-street parking, or adequate off-street parking to accommodate the demand for parking from residents. This may be for townscape reasons, or because the building is of architectural or historic interest or for those reasons set out in paragraph 61 of PPG3.

7.6.16b In those circumstances where no, or ~~inadequate~~ reduced off-street parking is proposed the Council will wish to ensure that such development does not generate unacceptable levels of on-street parking demand or exacerbate already severe problems of restricted on-street provision (see Policies TR39 and H6). When a residential development is proposed with no on-site car parking provision, adequate means must be agreed with the Council to avoid any increase in on-street parking demand resulting from the development. It will consider ways of avoiding any increase in on-street parking pressures, through the use of Planning Obligations (see Policy MI1). For example, the Council will consider making more effective use of existing alternative off-street parking where there is spare capacity. The Council will resist inappropriate development unless means can be agreed to avoid any increase in on-street parking demand.

In order to ensure full compliance with the planning application hereby approved and to prevent harm arising through deviations from the approved plans.

- 3 The development must not be commenced until particulars and samples of materials to be used in all external faces of the building(s), and surface treatments, have been submitted to and approved in writing by the Council.

To ensure a satisfactory external appearance and to prevent harm to the street scene.

- 4 Details (including drawings at a scale of 1:50) of the design and external appearance of the building(s) to be submitted to and approved by the Council before the development hereby approved is implemented and such details as approved shall be implemented prior to the occupation of the premises.

To ensure a satisfactory architectural appearance.

- 5 Details (including drawings at a scale of 1:20) of windows, external doors, window and external door heads and balconies to be submitted to and approved by the Council before the development hereby approved is implemented and such details as approved shall be implemented prior to the occupation of the premises.

To ensure a satisfactory architectural appearance.

- 6 Details of any proposed walls, fences or railings to be submitted to and approved by the Council before the development hereby approved is implemented and such details as approved shall be implemented prior to the occupation of the premises.

To ensure a satisfactory architectural appearance.

- 7 No plumbing, extract flues or pipes, other than rainwater pipes, may be fixed on any elevation of the building(s).

To ensure a satisfactory architectural appearance and to prevent harm to the street scene.

- 8 There shall be no water tanks, water tank enclosures or other structures erected above the level of the roof hereby approved.

To ensure a satisfactory architectural appearance and to prevent harm to the street scene.

- 9 The whole of the car parking space shown on the drawings hereby approved shall be provided before the dwellings are occupied and the spaces shall be permanently retained for use in connection with the residential use of the dwellings and for no other purpose.

TR46 NORMALLY TO REQUIRE ALL NEW RESIDENTIAL DEVELOPMENT TO INCLUDE ADEQUATE OFF-STREET PARKING UP TO THE MAXIMUM STANDARDS ADOPTED BY THE COUNCIL AND CONTAINED IN CHAPTER 13 OF THE PLAN, EXCEPT:

A) IN LOCATIONS, SUCH AS TOWN CENTRES, WHERE SERVICES ARE READILY ACCESSIBLE BY WALKING, CYCLING OR PUBLIC TRANSPORT;

B) WHICH PROVIDE HOUSING FOR ELDERLY PEOPLE, STUDENTS AND SINGLE PEOPLE WHERE THE DEMAND FOR CAR PARKING IS LIKELY TO BE LESS THAN FOR FAMILY HOUSING;

C) INVOLVING THE CONVERSION OF HOUSING OR NON-RESIDENTIAL BUILDINGS WHERE OFF-STREET PARKING IS LESS LIKELY TO BE SUCCESSFULLY DESIGNED INTO THE SCHEME;

D) WHERE, FOR SPECIFIC TOWNSCAPE REASON OR BECAUSE THE BUILDING IS OF ARCHTECTURAL OR HISTORIC INTEREST, OFF-STREET PARKING IS LESS LIKELY TO BE SUCCESSFULLY DESIGNED INTO THE SCHEME.

For the avoidance of doubt, Policy TR46 refers to all forms of residential development: new build; redevelopment; changes of use; and conversions.

TR47 TO RESIST DEVELOPMENT WHICH WOULD RESULT IN THE LOSS OF OFF-STREET RESIDENTIAL PARKING.

7.6.17 The Council considers it vital to maintain the supply of on-street residents' parking, to ensure that residents have access to parking. The Council will therefore normally resist the loss of on-street residents' parking spaces.

TR48 NORMALLY TO RESIST DEVELOPMENT WHICH WOULD RESULT IN THE NET LOSS OF ON-STREET RESIDENTS' PARKING.

7.6.18 Proposals for additional residential off-street parking which results in a net increase in the number of spaces, may be permitted. Off-street parking must be able to accommodate all sizes of car and meet planning requirements, in particular those in the Conservation and Development Chapter.

~~7.6.19 Consent for permanent crossovers and new vehicle accesses is needed under highway legislation. In cases where an application for planning permission is required the Council may wish to defer consideration of the application under highway powers until the planning position is resolved. The Council will determine such planning applications by references to Policy CD46 and to the paramount need for road safety on~~

To safeguard the amenities of the area and to ensure permanent retention of the parking space for parking purposes.

- 10 Where openings are to be formed in the external faces of the building, the parts of the structure above such openings must be supported by brick arches, brick faced lintels, or such other means as may be agreed in writing by the Council.

To ensure a satisfactory external appearance and to prevent harm to the street scene.

Stephen Macdonald

On behalf of Director of the Environment Department.

↳ Duly authorised by the Council to sign this notice.

Naming and Numbering of Streets and Buildings:

If this development involves either:-

- 1) the creation of a new thoroughfare requiring a name; or*
 - 2) the construction of new buildings; or*
 - 3) any other development requiring new or amended addresses,*
- you should contact the Principal Process Officer, Stephen MacDonald Smyth, telephone 0181-576 5812 (direct line) for advice.*

You should be aware that the London Building Acts (Amendment) Act 1939 makes it an offence to display any address other than one which has been lawfully given or assigned. I enclose a copy of the relevant legislation and Council policy.

Notes:

This decision notice is a planning permission under Part III of the Town and Country Planning Act 1990 only. It must not be taken as implying that the Council will grant any other consent, permission or approval that may be necessary in connection with the development, whether under any other statutory powers or in any other capacity.

Refer to the statement of applicants' rights and general information enclosed.

~~the public highway. In considering requests for crossovers under highway powers, the Council will likewise give particular attention to safety requirements. Any new crossover to a forecourt or garden will need to satisfy sight line requirements between the emerging vehicles and all other road users, including pedestrians. The Council will refuse, under the highway legislation, footway crossovers if the proposal results in any diminution of safety for any road users, including pedestrians.~~

7.7 HELICOPTER FACILITIES

7.7.4 There is increasing pressure for the provision of further helicopter facilities in central London. The Council is concerned that helicopters flying over the Borough lead to an increased nuisance from noise. While recognising the demand for helicopter services, the Council believes that these should be restricted and routed to the approved airway along the River Thames to keep noise at an acceptable level. The Council will therefore consider any proposal for additional helicopter facilities in central London in line with its policies on development, but with particular emphasis given to noise and environmental pollution, traffic generation and all other appropriate policies. The adverse effect of helicopter facilities on the Borough's character and appearance is considered in the Conservation and Development Chapter.

TR50 TO RESIST THE DEVELOPMENT OF HELICOPTER FACILITIES WHICH WOULD RESULT IN INCREASED NOISE OVER THE BOROUGH AND INCREASED PRESSURE ON THE TRANSPORT NETWORKS WITHIN THE BOROUGH.

CONDITIONS

1. The development hereby permitted shall be begun before the expiration of five years from the date of this permission. (C.1)
2. Full particulars of the following shall be submitted to and approved in writing by the local planning authority before the development hereby permitted commences and the development shall not be carried out otherwise than in accordance with the details so approved:
 - (a) the materials to be used on the external faces of the building(s);
 - (b) the design and external appearance of the building(s), at scale of 1:50;
 - (c) details of windows, external doors, window and external door heads, balconies and gates at scale 1:20;
 - (d) the treatment of the open land within the site including hard and soft landscaping;
 - (e) any proposed walls, fences or railings;
 - (f) the provision to be made for the storage and disposal of refuse;
 - (g) bicycle storage accommodation. (C.11)
 - (h) the layout, location, surface treatment and method of construction of car parking spaces 4, 5 and 6 as shown on the approved plans.
3. The development hereby permitted shall be carried out exactly and only in accordance with the drawings and other particulars forming part of the permission and there shall be no variation therefrom without the prior written approval of the local planning authority. (C.68)
4. All areas of render shall be smooth finished and painted in a colour to be submitted and approved in writing by the Executive Director, Planning and Conservation.
5. No demolition pursuant to this permission shall commence until a contract for the carrying out of the building operations hereby permitted has been completed. (C.69)
6. Notwithstanding the provisions of Article 3 and Part 1 Schedule 2 of the Town and Country Planning General Permitted Development Order 1995 no external alterations shall be carried out or extensions constructed to the premises the subject of this permission without the prior approval in writing of the local planning authority. (C.70)

/ 7. No water tank...

7. No water tank, lift motor room or other roof structure shall be erected which rises above the level of the roof hereby approved. (C.77)
8. No additional plumbing or pipes other than rainwater pipes shall be fixed on the external faces of the building without the prior written approval of the local planning authority. (C.85)
9. The whole of the car parking space shown on the drawings hereby approved shall be provided before the dwellings are occupied and the spaces shall be permanently retained for use in connection with the residential use of the dwellings and for no other purpose. (C.26)
10. The garage accommodation hereby permitted shall be available at all times for car parking and shall not be adapted for living, commercial or other purposes. (C.28)
11. Full particulars of the method(s), by which those trees on the site which are to be retained as indicated on Drawing No. SWR 01 B, are to be protected during building and other operations on the site shall be submitted to and approved in writing by the local planning authority before the development commences and the protection so approved shall be provided before development commences and maintained for the duration of building and other operations on the site. (C.22)
12. All planting, seeding and turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the first occupation of the development or the completion of the development whichever is the sooner and any trees or plants which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives its written consent to any variation. (C.18)
13. No tree within the curtilage of the site shall be lopped, topped or felled without the prior written approval in writing of the local planning authority. (C.23)
14. No excavations or change in ground levels shall take place within the canopy of the Sycamore tree situated in the South-western corner of the site.

REASONS FOR THE IMPOSITION OF CONDITIONS

1. As required by Section 91 of the Town and Country Planning Act 1990 to avoid the accumulation of unexercised planning permissions. (R.1)

/ 2. The particulars...

2. The particulars reserved are considered to be material to the acceptability of the development and the local planning authority wishes to ensure that the details of the development are satisfactory. (R.11)
3. The details are considered to be material to the acceptability of the proposals and to safeguarding the amenities of the area. (R.68)
4. To preserve and enhance the character and appearance of the Conservation Area. (R.72)
5. To ensure a satisfactory standard of external appearance, and to safeguard the visual amenities of the area. (R.69)
6. To ensure a satisfactory standard of external appearance, and to safeguard the visual and residential amenities of the area. (R.69)
7. To safeguard the appearance of the area. (R.77)
8. To preserve and enhance the character and appearance of the Conservation Area. (R.86)
9. To prevent obstruction of the surrounding streets and safeguard the amenities of the area. (R.26)
10. To prevent obstruction of the surrounding streets and safeguard the amenities of the area. (R.26)
11. To ensure that the trees are adequately protected and to safeguard the amenities of the area. (R.20)
12. To protect and enhance the amenities of the area. (R.18)
13. To ensure that the trees are adequately protected and to safeguard the amenities of the area. (R.20)
14. To ensure that the trees are adequately protected and to safeguard the amenities of the area. (R.20)

INFORMATIVES

1. In making your submission of details under Condition 2, you are requested to consider the recessing of the top floor at the southern end of the block on the Norland Road frontage in order to improve the amenity value of the adjoining communal garden in terms of improved light and reduced sense of enclosure.
2. The provision of separate kitchens to Flats 4 and 8 would be preferred.

/ 3. Approval under ...

4.57 Archaeological remains are regularly discovered in the Borough, from prehistoric Roman, Saxon, medieval and the early industrial period. The most recent find was part of a Saxon settlement discovered in Fulham Reach in 1990. They are a major part of the surviving evidence of the Borough's past, and therefore a valuable and irreplaceable asset to the community. Such remains are very vulnerable to modern development, and once destroyed they are lost forever. The need to preserve them is recognised as a material consideration when determining planning applications. PPG 16 indicates that there will be a presumption in favour of preservation in-situ, where the remains are of national importance. In other cases this is desirable, but must be weighed against other factors. These will include the need for the proposed development, as well as the potential national importance of remains that may be found in the Archaeological Priority Areas. It is therefore desirable for developers to consult English Heritage at an early stage, particularly for developments in or near the Archaeological Priority Areas.

4.58 New buildings will normally destroy any archaeological remains and therefore these should be excavated by a qualified archaeological unit before work commences. This is because the context of any archaeological find is an essential part of the historical value of any remains. The Council considers it is reasonable for a person thus threatening part of the community's heritage to fund adequate excavation, the subsequent academic and popular reports, as well as publicity both for the excavation and the reports. The Council welcomes the value to all parties of the Code of Practice drawn up by the British Archaeologists' and Developers' Liaison Group setting out mutual responsibilities.

DESIGN POLICIES FOR THE BUILT ENVIRONMENT

EN8 DESIGN OF NEW DEVELOPMENTS

Reason for original alteration:

To provide more detail to the policy to reflect the increasing recognition of the importance of design.

The physical character of a proposed building should respond to that of the surrounding area. It should take account of its scale and historical context, and recognise the importance of landmarks, the local street pattern, local places, facades, views and vistas.

The Council will require a high standard of design in new buildings compatible with the scale and character of existing development and its setting. The Council wishes to encourage where appropriate the use of innovative and contemporary materials. However, these must be sensitively integrated into the existing built form and landscape.

The Council will take the following into account when considering applications for planning permission:

i) scale of development

3. Approval under the Planning Acts is hereby granted for the development as shown on the approved drawings and subject to the conditions. Any alteration to the approved scheme, resulting from the requirements of the Building Regulations or for any other reason, may require further approval. You are advised to consult the Directorate of Planning Services before commencing work. (I.9)
4. Your attention is drawn to the conditions of this approval and to the Council's powers of enforcement, including the power to serve a Breach of Condition Notice under the Town and Country Planning Act, 1990, as amended. (I.10)
5. Your attention is drawn to the Chronically Sick and Disabled Persons Act, 1970 and the Disabled Persons Act 1981 which place on developers and their representatives an obligation to provide easy access for the disabled. In the case of development for office, shop or factory purposes or for buildings or premises to which the public are admitted you should refer to the Code of Practice for Access for the Disabled to Buildings BS 5810:1979. In the case of university, college or school buildings you should refer to Design Note 18 "Access for the Physically Disabled to Educational Buildings". (I.14)
6. Your attention is drawn to the statutory provisions relating to projections over the public highway. Doors and windows close to the edge of the public footway must be designed to open inwards. Projections over the highway of any kind are only approved in exceptional circumstances. The Director of Transportation & Highways, The Town Hall, Hornton Street, London, W8 7NX (0171-361-3238). (I.26)
7. You are advised to consult the Director of Waste Management and Leisure, Council Offices, 102-108 Warwick Road, W14 8PT on the provision of facilities for the storage and disposal of refuse. There is a code of practice available and advice can also be given on certain aspects of industrial and commercial waste as well as household waste. The Council operates a trade refuse service on a rechargeable basis. (I.29)
8. Demolition and building works are subject to the Environmental Protection Act, and appropriate controls over methods, noise and hours or work may be imposed by the Council. You are advised to consult the Director of Environmental Health, Council Offices, 102-108 Warwick Road, W14 8PT at an early stage. (I.30)
9. The Naming and Numbering Legislation requires that premises display their street number, and no name or number other than that formally assigned may be displayed. Requests for the assignment of names and numbers to new development should be made to the Executive Director of Planning and Conservation, Town Hall, Hornton Street, W8 7NX, well in advance of the completion of building. (I.39)

/ 10. You are advised...

- ii) height, mass, form and grain
- iii) relationship of the proposed development to the existing townscape
- iv) frontage
- v) building materials and colour
- vi) detailing
- vii) sustainability objectives

4.59 — The Borough is already intensely developed, but its character changes markedly from area to area as discussed in Chapter 3. Common concerns, such as daylighting, overlooking and privacy, may properly be the subject of fixed Borough-wide standards. However, urban design considerations such as the height and bulk of buildings, the alignment and elevational treatment of building facades, the disposition and treatment of spaces around buildings and the wider visual impact of developments, will apply in different ways in different areas, dependent on their own particular character.

EN8/1

4.60 — For this reason, it would not be appropriate to limit all development in the Borough to a set height or to fix rigid and detailed design controls for general application. There needs to be a balance between the scope for design freedom and the need for neighbourliness. In some areas (most conservation areas, for instance), the latter will always predominate; in others, there may be greater latitude for individual expression. Change in most areas should be gradual, with large scale comprehensive redevelopment being allowed only in exceptional circumstances. The Council is committed to excellence in urban design in all new development within the borough. This includes consideration of both buildings and open spaces and the relationship between the two; a balance between the need for neighbourliness and the scope for design freedom. New development should embrace sustainable principles and contribute positively to the public domain at all levels; improving legibility and permeability, respecting the overall height and form of neighbouring development, its massing as well as its rhythm and articulation of facades.

4.62 Visual variety and interest in an area often stem from the existence of a range of uses. Developments should be designed so as to encourage a variety of compatible uses in an area, thus increasing its vitality. As far as possible, the potential for easily adapting a building for other uses should be a consideration in its design.

4.61 Buildings should have a visual identity appropriate to their location and intended use. A new development should make visual sense to the people who are to use it. It should be designed to help people to identify its spaces and routes.

4.61a All the above criteria must be considered in relation to the existing fabric of the borough and in particular the context of the development site. Much of the borough is of a traditional character reflected in the number of conservation areas. The finer grain and traditional form of much of the borough requires a particular design approach and in many streets there is a strong pattern of development in existence which derives much of its character from the uniform appearance of the streetscape.

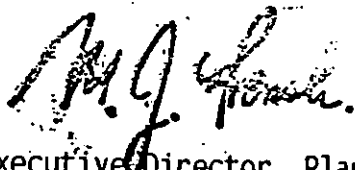
4.63 New buildings should not normally depart from the general pattern of existing streets, building bulk and height already existing in the area. High buildings will need specific justification (see policy EN9). This does not necessitate a pastiche or backward looking approach to design, and the Council welcomes imaginative quality

10. You are advised that this planning permission relates only to that part of the site which lies within the Royal Borough of Kensington and Chelsea.
11. The Council hereby GRANTS CONSENT under Section 184 of the Highways Act 1980 for the construction of a vehicular pavement crossover.

The crossover will be constructed by the Council's Director of Transportation & Highways upon receipt of a written request and payment of a deposit. The total cost of the work may include the cost of making good any existing redundant crossovers. An estimate of the cost can be obtained from the Director of Highways and Traffic, Council Offices, Pembroke Road, W8 6PW (0171-341-5240). It should be noted that sunken crossovers will not normally be allowed. (I.23)

12. In granting this permission the Council has had regard to Planning Obligation(s) under Section 106 of the Town and Country Planning Act 1990 as amended. (I.8)
13. Separate consent for the works hereby given approval under the Planning Acts may be required by the Building Act 1984 and the Building Regulations 1991, and this approval does not imply that such consent will be given. The Director of Building Control, Town Hall, Hornton Street, London W8 7NX, should be consulted before works commence. (I.21)
14. The development hereby permitted must comply with the Highways Act 1959-80. The Director of Transportation & Highways, Council Offices, 37 Pembroke Road, London, W8 6PW should be consulted on the positioning of buildings in relation to the highway, points of vehicle access and the width of the highway. (I.24)

Yours faithfully,



Executive Director, Planning & Conservation

solutions for the development of sites. A balance is required and a sensitivity to the locale to generate an appropriate design which will enhance the townscape.

4.64 In conservation areas the style, design, location and amount of street furniture (e.g. lamps, bollards, benches, bins), should, where possible, be harmonious with and enhance the character of the street scene. Outside conservation areas care should be taken to ensure a high standard of design. Where possible, a reduction of unnecessary street furniture (such as posts and signs) should also be sought.

EN8A URBAN DESIGN STATEMENTS

Reason for original alteration:

To ensure that development applications take account of urban design principles.

EN8A/1

The Council will require that all applications for new developments and extensions be accompanied by a design statement to show how the proposals seeking planning permission take into account of the principles of urban design.

4.64a PPG1 Annex A states that all applications should be supported by a statement which should set out the design principles adopted and how the proposals relate to their *immediate and* wider setting. The Council believes this to be important in ensuring a high standard of design in all new development

EN8B DESIGN OF EXTENSIONS

Reason for original alteration:

New policies to supplement policy EN8 and to reflect increasing importance being given to design.

EN8B/1

The Council will require a high standard of design in all extensions and alterations to existing buildings. These should be compatible with the scale and character of existing development, its neighbours and its setting. In most cases, these will be subservient to the original building. In considering applications the Council will take into account the following:

- i) scale, form, height and mass**
- ii) proportion**
- iii) vertical and horizontal emphasis**
- iv) relationship of solid to void**
- v) materials**
- vi) relationship to existing building, ~~spaces between buildings, and gardens~~**

4.64b Extensions and alterations can change the character of individual buildings and that of an area as a whole. This is of particular concern in terraces of uniform appearance. The Council recognises the changing needs and requirements of occupiers, but seeks to ensure that extensions and alterations, even the most minor ones, do not affect the inherent qualities of existing properties.

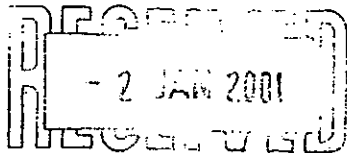
PLANNING AND CONSERVATION

**THE ROYAL
BOROUGH OF**

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

Avanti Architects,
1 Torriano Mews,
London,
NW5 2RZ



Switchboard: 020-7937-5464

Direct Line: 020-7361-2082

Extension: 2082

Facsimile: 020-7361-3463

21 DEC 2001



**KENSINGTON
AND CHELSEA**

My Ref: CC/01/01454/CAC

Please ask for: North Area Team

Dear Sir/Madam,

PLANNING (LISTED BUILDING AND CONSERVATION AREA) ACT 1990 - SECTION 7

DEMOLITION IN A CONSERVATION AREA (CONSERVATION AREA CONSENT)
(DC1)

The Borough Council hereby consent to the works referred to in the under-mentioned schedule, subject to the conditions set out therein and in accordance with the plans submitted, save insofar as may otherwise be required by the said conditions. Your attention is drawn to the enclosed Information sheet.

SCHEDULE

DEVELOPMENT: Complete demolition of Sheepshank Public House.

SITE ADDRESS: 7 Swanscombe Road, London, W11 4SU

RBK&C Drawing Nos: CC/01/01454

Applicant's Drawing Nos: 0112-001

Application Dated: 22/06/2001

Application Completed: 02/07/2001

**FULL CONDITION(S), REASON(S) FOR THEIR IMPOSITION AND INFORMATIVE(S)
ATTACHED OVERLEAF**

4.82 Open space is particularly important in this Borough which is disadvantaged in strategic terms in its provision (see LPAC's 1988 Strategic Advice para. 8.24 and the London Council for Sport and Recreation's "Playing Field Strategy") and where there are also local deficiencies as shown on Figure 4.1 which identifies areas more than 400 metres from public open space. This figure only identifies major local deficiencies, in areas where there is no public open space. Areas not shown as deficient do not necessarily have a surplus of open space, and may only have access to very small open spaces.

EN22/3

4.83. Where the open space provision negotiated is subject to a legally binding agreement between the Council and the applicant, the scale of provision should meet with the tests as set out in Circular 1/97 Planning Obligations; ie provision of open space will be necessary, relevant to planning, directly related to the proposed development, fairly and reasonably related in scale and kind to the proposed development and reasonable in all other respects.

EN23 NEW OPEN SPACE

Reason for original alteration:

Enhancement of policy to expand upon the need to take into account the requirements of specific groups and areas of the borough when providing new open space. Also revisions related to proposed new policies EN23A and EN23B.

The Council will seek to increase the area of open space in the Borough and to ensure that it has safe and accessible access for all residents and visitors, including people with disabilities, that is accessible to the public. This may be achieved directly, or as part of mixed-use development schemes. In the latter case, arrangements for laying-out and management may be included in a Section 106 agreement. New open spaces should provide a range of activities appropriate to their location and size and the needs of the local community, and will be particularly appropriate in the following circumstances:

- (i) Where the locality is identified as an area of deficiency (Fig. 4.1).
- (ii) Where the new open space can contribute to the improvement of town centres and employment zones.
- (iii) Where there is potential to enhance natural features of strategic importance such as the riverside.
- (iv) In larger new residential developments and mixed use schemes (see policy EN23A). ~~Small areas within residential neighbourhoods, especially those that can provide play spaces, or are laid out by a local initiative, such as community gardens.~~
- (v) ~~In Hammersmith Town Centres and the Sands End area where several of the above criteria apply. Specific proposals for major new open space in these areas are included in Chapter 10.~~

EN23/1

(vi) Where the open space could form part of a "Green Chain", Green Corridor or "Metropolitan Walk" providing a pedestrian link between existing open spaces, town centres, entertainment venues, or other pedestrian routes such as the Thames Path National Trail, the Grand Union Canal Walk, or other



walks in the London-wide network of Metropolitan Walks being developed in conjunction with London Walking Forum.

EN23/2

(vii) Where there is potential to enhance the biodiversity value of an area, including the creation of new habitats for wildlife!

EN23/3

4.83 The Borough is deficient in both large and small areas of open space, as noted by LPAC (Strategic Advice para. 8.24) and some areas of open space are more accessible than others to certain groups in the community. This ~~the~~ quantitative level of deficiency is assessed based on the LPAC hierarchy of open space (Strategic Advice on Strategic Planning Guidance for London Table 6.8.3 and Open Space Planning in London, LPAC 1992) and takes into account the Council's own information gathered from the Parks and Open Spaces Residents Survey. The Council's main priority is to remedy the deficiency of small local parks and children's play spaces, because these are of particular value to people with children and the elderly, both of whom have limited mobility and because some open space is more accessible to some members of the community than others there is a need to improve safe access for all users!

4.83a The quantitative level of deficiency is based on the LPAC hierarchy of open space (Advice on Strategic Planning Guidance for London Table 6 and Open Space Planning in London LPAC 1992) and takes into account the Council's Parks and Open Spaces Residents Survey. The Council has identified areas of deficiency, shown on Figure 4.1. This is based on identifies areas of the Borough more than 400 metres from any public open space. Cemeteries are excluded because they are unsuitable for play activities. Because some open space is more accessible to some members of the community than others there is a need to improve safe access for all users. However, physical barriers can severely impede or sever access to open spaces and this has been considered in addition to LPAC's hierarchy of open spaces! Railways and dual-carriageway roads are considered to be absolute barriers, unless they can be crossed by a bridge without steps, so open spaces are excluded if such a barrier must be crossed. Other main roads, (those defined as secondary in the network classification), are shown on the Plan because they can also act as a barrier, deterring some but not all. Those deterred may well be those most in need e.g. young children, and old people and those members of the community with disabilities, so all main roads should be considered to be at least a partial barrier, and wherever possible small local open spaces should be accessible without crossing any main road. The Council's own information gathered from the Parks and Open Spaces Residents Survey has also been considered to define areas of deficiency! This qualification should be applied to interpretation of the Deficiency Map. 400 metres is also considered to be the maximum appropriate walking distance, and where open space exists or can be provided closer to home this should be protected or provided. The possibility of creating a "Green Chain" (see Strategic Guidance para. 63) will be a further advantage of small open spaces.

4.83ab In addition to the need to try to increase provision and accessibility of open spaces throughout the borough, especially in areas of deficiency, there are other areas of the borough where new open space and amenity areas can significantly enhance the environment for users and visitors. In town centres and employment zones they can provide sitting out areas and "greening", and help to improve the attractiveness of the areas for investment. Along the Thames, new open spaces can help enhance the riverside walk whilst also opening up the river to the public.

CHAPTER 4

CONSERVATION AND DEVELOPMENT

CONTENTS

GENERAL POLICIES

Part I Policies and Reasoned Justifications

LOCAL POLICIES

4.1 OBJECTIVES

4.2 PROTECTING AND OR ENHANCING AREAS OF EXISTING CHARACTER

AREAS OF METROPOLITAN IMPORTANCE

Thames Special Policy Area
Thames-side Vessels and Structures
Riverside Development
Royal Hospital
South Kensington Museums Area

METROPOLITAN OPEN LAND

Kensington Gardens
Holland Park
Cemeteries

STRATEGIC VIEWS

AREAS OF LOCAL CHARACTER

The Grand Union Canal
Public Open Space
Private Open Space
Garden Squares
Gardens of Special Historic Interest
Other areas of character

AREAS OF DEVELOPMENT

4.3 CONTROL OF DEVELOPMENT

Standards of Design
Urban Design
Energy Efficient Design
Infill Development
Backland Development
Subterranean Developments
Plot Ratio for Non-Residential Development
Sunlight and Daylight
Privacy

EN23/4

4.83c. Where the open space provision negotiated is subject to a legally binding agreement between the Council and the applicant, the scale of provision should meet with the tests as set out in Circular 1/97 Planning Obligations: ie provision of open space will be necessary, relevant to planning, directly related to the proposed development, fairly and reasonably related in scale and kind to the proposed development and reasonable in all other respects

EN23A OPEN SPACE PROVISION IN NEW DEVELOPMENT

Reason for original alteration:

New policy setting out the Council's intention to seek either new open space or the enhancement of existing open space provision in development schemes.

When new development schemes are proposed, the Council will assess the extent to which these should contribute to improving the quantity or quality of open space within the vicinity, having regard, in particular, to:

(i). the nature and occupancy of the development, for example the likely or potential number of residents, children, workers or customers;

ii. the factors set out in policy EN23.

Subject to this assessment, the Council will require, in the case of the largest schemes, or negotiate, in other cases:

a) provision to be made for new open space (including playspaces - see policy EN23B) within the development or, if it is agreed by the Council, on an alternative site in the vicinity, together with arrangements for its maintenance; or

b) provision to be made to improve existing local open space facilities (including childrens play areas - see policy EN23B) and/or increase maintenance where useage will increase as a result of the development.

4.83bd In some development schemes, for example larger residential developments, it will be essential to provide open space for residents. This will improve the design of the scheme and enhance the quality of life. In other developments, whilst it may not be practical or necessary to provide open space, it may be reasonable to expect users, for example workers in an office block, to use a neighbouring or nearby open space. The Council considers that in these circumstances it is appropriate for a developer to contribute to enhancement of and/or maintenance of facilities to cater for increased usage of the open space which is likely to occur. The amount of any contribution will be a matter for negotiation between the developer and the Council, and will be subject to the type of open space and the nature of the development

EN23A/1

4.83e. Where the open space provision that is negotiated is subject to a legally binding agreement between the Council and the applicant, the scale of provision should meet with the tests as set out in Circular 1/97 Planning Obligations: ie provision of open space will be necessary, relevant to planning, directly related to the proposed development, fairly and reasonably related in scale and kind to the proposed development and reasonable in all other respects

EN23B CHILDRENS PLAY AREAS

4.10 PLANNING POWERS AND LOCAL AUTHORITY ACTIVITY

Planning Briefs and Guidelines

Environmental Improvements

Planning Obligations

Grants

Environmental Assessment

Street Furniture and Paving

Reason for original alteration:

New policy to give increased emphasis in the Plan to the provision of childrens play areas.

EN23B/1

The Council will seek to retain and enhance existing childrens play areas for both younger and older children and increase the provision of equipped and un-equipped play areas in areas of deficiency, having regard to the National Playing Fields Association (NPFA) standards. Where residential development that provides family dwellings is proposed, the Council will require appropriate provision to be made for children's play by means of a communal play area on site or in the vicinity, or by a contribution to enhanced local facilities. The scale of provision and equipment will be dependent on an assessment of factors such as the nature and size of the development and the achievement of NPFA standards. Residential developments which contain accommodation without gardens must make some or all of their play area provision on-site in accordance with standard S7.

4.83c The borough, in common with other inner London boroughs, is deficient in the provision of children's playspace. If the borough is to achieve NPFA standards it would need to have between 94 and 126 hectares of outdoor playspace, whereas currently there are just 7 hectares (excluding sports courts and school playing fields). The distribution of playspaces is uneven and there are some areas where there is play space deficiency. It is therefore important to retain and improve those existing playspaces and provide, where appropriate new play facilities for children *in addition, because the needs of the various age groups differ, a range of facilities is required that can satisfy children from toddlers to teenagers.*

EN23B/3

EN23B/2

4.83f *Where the play area provision negotiated is subject to a legally binding agreement between the Council and the applicant, the scale of provision should meet with the tests as set out in Circular 1197: Planning Obligations, ie provision of open space will be necessary, relevant to planning, directly related to the proposed development, fairly and reasonably related in scale and kind to the proposed development and reasonable in all other respects*

EN24 METROPOLITAN OPEN LAND

Reason for original alteration:

Revisions to reflect Government Guidance in RPG3 and PPG2.

The Council has defined four areas of Metropolitan Open Land (MOL) on the Proposals Map: Kensal Green and St. Mary's Cemeteries; Wormwood Scrubs; Bishops Park and the Warren Allotments; and Hurlingham Club and Park.

There is a presumption against inappropriate development in these areas, which must remain in predominantly open use. Development is inappropriate:

EN24/1

a) unless it provides *essential* facilities which are ancillary to the existing purpose of the MOL (ie. for outdoor sport and recreation, allotments or cemetery use, as appropriate); and,

b) if it is harmful to, and does not preserve, the open character of the land.

- 4.vii. In order to contribute to London's overall environmental quality, the Council proposes the following strategic policies:

STRAT 5

TO SEEK TO ENSURE THAT ALL DEVELOPMENT PRESERVES AND OR ENHANCES THE RESIDENTIAL CHARACTER OF THE ROYAL BOROUGH.

STRAT 6

TO PROTECT LISTED BUILDINGS AND TO PRESERVE AND OR ENHANCE THE CHARACTER OR APPEARANCE OF CONSERVATION AREAS, AREAS OF METROPOLITAN IMPORTANCE, AREAS OF LOCAL CHARACTER, AND OTHER BUILDINGS OR PLACES OF INTEREST.

STRAT 7

TO PROMOTE HIGH ENVIRONMENTAL AND ARCHITECTURAL DESIGN STANDARDS IN NEW DEVELOPMENTS AND ALTERATIONS AND IN ADDITIONS TO EXISTING BUILDINGS.

STRAT 8

TO PROTECT LONDON'S SKYLINE AND STRATEGIC VIEWS, PARTICULARLY THE STRATEGIC VIEW OF ST PAUL'S CATHEDRAL FROM KING HENRY'S MOUND.

STRAT 9

TO PROTECT THE RIVER THAMES AND ITS SETTING, TO ENHANCE ITS CHARACTER AND AMENITY AND ENSURE THAT THE INTEGRITY OF THE RIVER'S FLOOD DEFENCES IS MAINTAINED.

STRAT 10

TO ENSURE THAT PEOPLE WITH SPECIAL MOBILITY NEEDS HAVE EQUALITY OF PHYSICAL ACCESS THROUGHOUT THE BOROUGH.

STRAT 11

TO PROTECT ANCIENT MONUMENTS AND SITES OF ARCHAEOLOGICAL INTEREST.

The Council will encourage appropriate outdoor recreational use of Wormwood Scrubs, Bishops Park and Hurlingham Park, and increased public access where this does not conflict with other environmental objectives or policies applying to those areas.

4.84 Metropolitan Open Land has an importance beyond the Borough's boundaries and may provide:

- Attractive breaks in the built-up area;
- Open-air facilities, especially for sport and recreation;
- Features or landscape of special interest, especially nature conservation areas or sites.

4.85 There is a presumption against development on such land, as strong as the presumption against development in the Green Belt (Strategic Guidance para. 64.7.5). Appropriate uses will be predominantly open in character as set out in LPAC's Strategic Advice (Table 8-4 4).

EN25 PROTECTION OF TREES

The Council will continue to make Tree Preservation Orders on trees of amenity value. The Council will endeavour to prevent removal or mutilation of protected trees. It will require suitable replacements for trees that are removed. Where trees are protected by a Tree Preservation Order and have to be removed for reasons of disease, danger etc. suitable replacements will be required. Trees on development sites should be retained, and care taken to avoid damage to these trees during building works.

4.86 The loss of trees will nearly always result in a deterioration of environmental character and will not be acceptable without good cause, particularly if subject to a Tree Preservation Order. Pruning or lopping should be investigated as an alternative. A tree that is felled should normally be replaced with a tree of a similar species. Any works affecting trees in conservation areas must be notified to the Council six weeks in advance.

EN26 TREE PLANTING

EN26/1

The Council will expect developers to plant trees where appropriate, and will itself continue to plant appropriate trees in suitable locations. Normally native species should be planted. If felling is necessary trees must be replaced with other suitable species, normally native species. Newly-planted trees must be nurtured until well-established, and subsequently maintained. In addition the Council will endeavour to plant new trees wherever and whenever possible as part of its on-going Tree Planting Programme.

4.87 Trees provide a valuable contribution to local amenities and the street scene, allowing improvements to the environmental quality of the area to be achieved at a relatively low cost. Unfortunately sub-surface services or nearby foundations may make it impractical to plant trees in some streets. Normally, native trees, or trees indigenous to this country should be planted, because these can provide habitats for indigenous wildlife.

also contiguous with those of the London Borough of Hammersmith & Fulham and Westminster City Council (see Map 3). It is also a site of metropolitan importance for nature conservation. The Council has designated the whole of the Thames within the Borough boundaries as a conservation area and produced a proposals statement. Its detailed guidance should be referred to in consideration of any proposals affecting the Riverside. The proposals statement will be updated to reflect the advice contained in RPG3B/9B. The Thames Strategy - Kew to Chelsea, is currently in preparation and the Council will consider its adoption as supplementary planning guidance in due course.

- 4.2.4 The greater part of the stretch of the Thames lying within the Borough is bounded by Chelsea Embankment which carries extremely heavy traffic. As opportunities arise, the Council will implement environmental improvement schemes, to enhance the setting of the Embankment.

CD1 TO PROTECT AND OR ENHANCE VIEWS AND VISTAS ALONG THE RIVERSIDE INCLUDING: RIVER VIEWS OF CHELSEA EMBANKMENT AND THE SETTING OF CHELSEA OLD CHURCH AND VIEWS FROM THE THAMES BRIDGES.

- 4.2.5 In considering proposals for Riverside development, the Council will also take account of views from the opposite bank of the Thames. It is equally important that adjoining Boroughs, in considering applications for development take account of views across and along the river from this Borough. The Council is concerned that development by virtue of its height, scale, bulk, massing and detailed design may adversely affect views from Chelsea.

CD1x TO RAISE OBJECTION TO DEVELOPMENT IN ADJOINING BOROUGH WHICH IS CONSIDERED TO ADVERSELY AFFECT VIEWS FROM THE CHELSEA RIVERSIDE AND ITS ENVIRONS.

- 4.2.6 The Council will encourage a variety of appropriate riverside uses including transport links, recreation and servicing of boats, providing they are environmentally acceptable (see also Transportation Chapter). The Secretary of State for the Environment, Transport and the Regions has issued directions relating to Cremorne Wharf. In considering planning applications for this site, the Royal Borough will have regard to these directions which seek to maintain it for use as a wharf and require notification to the Secretary of State of any relevant planning applications. (see paragraph 12.5.11 of the Environment Chapter). In considering development proposals for adjacent sites the Council will seek to ensure that land uses are sensitively located to minimise conflict with wharf activities.

CD1a TO RESIST DEVELOPMENT WHERE IT WOULD RESULT IN THE LOSS OF CREMORNE WHARF.

~~contained units, to enter a legal agreement to ensure that internal alterations leading to self-containment will not take place without the agreement of the Council.~~

~~6.97 Although it is accepted that these non-self-contained flats will not meet the conversion standards in Chapter 11, they should meet the standards of DoE Circular 12/92.~~

HO4 HOUSE IMPROVEMENT

The Council will monitor the condition of the housing stock and take such action that is considered appropriate, in the light of its powers and resources.

6.98 The condition of the Borough's housing stock still requires major improvement and the Housing Act 1985 (as amended by the Local Government and Housing Act 1989) requires the Council to consider the housing conditions in its district at least once a year, to determine what action to take in respect of its statutory functions under the Housing Act. The Council has policies to direct resources to deal with houses in multiple occupation, and substandard private rented accommodation requiring repair notices. The Council will continue to fund a Care and Repair Agency scheme, to assist elderly and low income owner occupiers towards carrying out home improvements and repairs. ~~The Council is currently considering a possible Renewal Area.~~

HO5 AFFORDABLE HOUSING

HO5/1

In order to ensure that new residential development in the Borough includes appropriate provision for households on low ~~to~~ middle income including key workers, the Council will apply the following policies and where appropriate use CPO powers.

Reason for original alteration:

The existing policy refers to residential development. This could be interpreted as applying to a wholly residential scheme on any site, whereas it is only meant to apply to sites which are in residential use, or are allocated for residential use.

i) In considering applications for wholly residential development on residential sites and on sites allocated for residential use the Council will regard the provision of affordable housing as a material consideration and will negotiate to secure the maximum reasonable proportion of permanently available affordable housing.

Reason for original alteration:

To clarify and to make sure that this policy is only applied to mixed use schemes in town centres and not to sites elsewhere. Also to remove reference to residential use on riverside employment zones which is being deleted from the Employment Policy E1.

HO5/2

ii) Where applications are made for mixed use schemes, on sites not covered by UDP policies E1 and E3, particularly in town centres, and sites in riverside employment zones which abut the river the Council will expect, where housing is appropriate, permanent affordable housing to be part of the scheme (policies E1, ~~E2~~ E2 & E3 and Chapter 10 Site Proposals).

Thames-side Vessels and Structures

- 4.2.7 The River is an important transport route, and with its foreshore and banks is a unique open space with a special environmental character. Permanently moored vessels and structures can adversely affect this unique character and reduce the River's potential as a navigable waterway. The policy below will also apply to the extension of riverside sites into the River. In considering any applications the Council will take account of LPAC's Thames-side Planning Guidelines for vessels and structures.

CD2 TO RESIST PERMANENTLY MOORED VESSELS ON THE RIVER, EXCEPT WHERE THEY WOULD NOT HAVE:

- a) **A DETRIMENTAL EFFECT ON THE SPECIAL CHARACTER OF THE RIVER;**
- b) **A DETRIMENTAL EFFECT ON AMENITY ARISING FROM TRAFFIC GENERATION OR SERVICING NEEDS;**
- c) **AN ADVERSE AFFECT ON THE CHARACTER OR APPEARANCE OF THE EXISTING RESIDENTIAL MOORINGS AT BATTERSEA REACH.**

- 4.2.8 Floating structures relating to the River for transport purposes may be permitted. Cadogan Pier has potential for greater use by river traffic.

- 4.2.9 The only area of residential moorings within the Borough is that at Battersea Reach. Guidelines for the design of replacement boats and existing vessels are contained in the Thames Conservation Area Proposals Statement. The extension of the moorings area would be detrimental to the character of the Riverside particularly if the gap between the areas of moorings were encroached upon.

CD3 TO SEEK TO PROTECT AND ENHANCE THE ESTABLISHED AREA OF RESIDENTIAL MOORINGS AT BATTERSEA REACH.

Riverside Development

- 4.2.10 The character of the Riverside owes much to the buildings and open spaces which adjoin it. The Royal Hospital and its grounds, the Chelsea Physic Garden and the buildings on Cheyne Walk are of particular importance. The character changes to the west with the World's End Estate and industrial buildings on Lots Road. The high buildings of the World's End Estate are not in character with the remainder of the Riverside and should not be seen as a precedent for similar developments. Any new development should enhance the special character of the Riverside. To achieve this objective the Council will, on appropriate sites encourage developers to provide a mix of uses, including public uses, especially on the lower floors fronting the river. New development should also provide a safe and interesting environment. Design quality and sensitivity to local context are also important. Adequate pre-application consultation should be undertaken and design statements will be required with all applications, the content of which should follow the advice contained in RPG3B/9B.

Reason for original alteration:

To ensure that affordable housing schemes on exception sites will not have an adverse effect on adjacent employment uses.

iii) Where non-residential sites and buildings, not in an employment zone or town centre, are vacant and policies of the plan would normally require retention of employment uses and/or community service uses, the Council may permit residential development but only for permanently available affordable housing, provided that the site is environmentally satisfactory, that the development would not prejudice the continuation of adjacent employment uses and, where appropriate, subject to the replacement of community service uses (as defined in Chapter 8) and subject to site proposals (Chapter 10).

iv) Permanently available affordable housing will normally be required where a development on an employment site, not in an employment zone or town centre - in accordance with Employment policy E3 and Plot Ratio standard S1 - results in surplus land.

The following will apply to the above policies (i) to (iv):

Reason for original alteration:

It is not usually possible to ensure that any one unit of affordable housing will be "permanently" available; the proposed alteration should be as effective but is less rigid. To make it clear that the households are listed because they cannot afford market housing. Housing associations are now known as Registered Social Landlords.

a) The affordable housing must be permanently available to the initial and subsequent occupiers in need of affordable housing. ~~and~~ It may include local authority, housing association, housing co-operatives and forms of shared ownership to meet the needs of low- to middle- income households and key workers, who cannot afford adequate market housing in Hammersmith and Fulham. This may be through the disposal of land or land and buildings to the local authority, Registered housing association Social Landlords or other social body at a cost that reflects the value of the land for affordable housing.

b) The Council will regard housing as affordable if its cost to the occupier, however it is provided, is equivalent to the cost of registered ~~housing association~~ Social Landlord accommodation of similar size and quality in the Borough.

Reason for original alteration

It is not necessary to produce Supplementary Planning Guidance as a Housing Needs Survey was carried out in 1998.

c) in negotiating for affordable housing on a site, the Council will have regard, amongst other relevant factors, to the overall level of need for affordable housing in the Borough at the time of the application ~~and which will be defined in Supplementary Planning Guidance.~~

CD5b TO PROTECT THE OPEN SPACES SURROUNDING THE ROYAL HOSPITAL FROM INAPPROPRIATE DEVELOPMENT BOTH IN THE LANDSCAPED AREAS THEMSELVES AND IN THE NEIGHBOURING STREETS.

South Kensington Museums Area

4.2.12 The Area of Metropolitan Importance (see Proposals Map) also contains the South Kensington Museums, Imperial College, Brompton Oratory, and views of the Albert Hall, which is within the City of Westminster.

CD6 TO PROTECT IMPORTANT VIEWS AND VISTAS IN AND AROUND THE SOUTH KENSINGTON MUSEUMS AREA.

4.2.13 Important views and vistas include the following:

- (a) From the west: through Kynance Mews from Launceston Place; and from Victoria Road along Victoria Grove.
- (b) From the north: from the axial flight of steps south of the Albert Hall.
- (c) From the south: from Harrington Road up Queensberry Place; up the east side of Onslow Square towards the Natural History Museum; from the front of Melton Court up Cromwell Place to the tower of the Natural History Museum and the Colcutt Tower; and from Pelham Place and Thurloe Square towards the tower of the Victoria and Albert Museum.
- (d) From the east: from Princes Gate Mews; and from Fairholt Street and Cheval Place (partly within Westminster).

4.2.14 The area has a precinct character, but is generally outward-looking rather than enclosing its own space. This makes the preservation and ~~or~~ enhancement of the area particularly difficult, not least because of the presence of major roads. The area may be defined by its predominantly cultural and institutional character, stemming from the museums and Imperial College. There are residential uses in close proximity and there is very little commercial intrusion.

CD7 TO PRESERVE AND ~~OR~~ ENHANCE THE PRECINCT CHARACTER OF SOUTH KENSINGTON MUSEUMS AREA BY:

- a) SAFEGUARDING SKYLINES AND VISTAS TO THE NATURAL HISTORY AND VICTORIA AND ALBERT MUSEUMS, THE COLCUTT TOWER AND BROMPTON ORATORY;
- b) SEEKING REINFORCEMENTS OF THE AXIAL LAYOUT FORMED BY THE TOWER OF THE NATURAL HISTORY MUSEUM, THE COLCUTT TOWER AND THE ROYAL ALBERT HALL IN ANY REDEVELOPMENT ON THE SITE OF IMPERIAL COLLEGE;

6.99 The overwhelming need for additional housing in this Borough is for affordable housing. The high cost of owner occupation and private sector rents has meant that a high proportion of low- to middle-income households, including key workers (see Supplementary Planning Guidance Housing Needs Survey) cannot afford to house themselves adequately in the private market. Key workers include workers whose incomes are relatively low, but who provide services essential for the Borough and include workers such as public transport workers, health service employees and teachers.

6.100 This lack of affordable housing has resulted in high levels of homelessness - 4,143 709 households were accepted as homeless and in priority need during ~~1992/93~~ 1998/9 and there are ~~over 6,500~~ 4451 households on the Council's Housing Register waiting list (paras. 6.34-6.37).

HO5/3

6.101 It is essential therefore that the Council ensures that land is made available for the provision of affordable housing. This is in accordance with Government Guidance in PPG3: Housing (1992) and Circular 06/98 Planning and Affordable Housing, which states that:
"A community's need for affordable housing is a material consideration" and "where there is a demonstrable lack of affordable housing to meet local needs planning authorities may indicate an overall target for the provision of affordable housing throughout the plan area ... (and) ... may reasonably seek to negotiate with developers for the inclusion of an element of affordable housing."

Reason for (i)

6.102 In order to meet the need for affordable housing, it is essential that applications for wholly residential schemes do provide the maximum reasonable proportion of permanently available affordable housing. In considering applications for residential development the Council will seek to negotiate the maximum reasonable proportion of affordable housing, taking into account the overall level of need for affordable housing in the Borough, which the Council will keep under review and publish in Supplementary Planning Guidance. Other relevant factors such as site size will also be taken into account.

HO5/4

6.102A The DETR Circular 06/98 "Planning and Affordable Housing (1998) states that the size of a site is important in assessing the suitability of the site for an element of affordable housing. The Circular suggests a site size threshold of 15 dwellings of 0.5ha., irrespective of the number of dwellings. In this Borough there is a shortage of sites available for development and the majority of sites are small, under 0.5ha. Affordable housing should therefore be provided on all appropriate sites, including sites of less than 0.5ha. In order to ensure that there is not an adverse impact on the economics of provision, a part of the site or building should be sold to a RSL at a value that reflects the use for social housing.

Circular 06/98 also states that "where a requirement for an element of affordable housing would be appropriate, it should be provided as part of the proposed development"

Reason for (ii)

HO5/5

6.103 In this Borough, as there are relatively few sites purely for residential use, they will not result in a significant increase in affordable housing. It is therefore important that on sites, where residential is suitable as part of a mixed use

CD11 TO REQUIRE NEW BUILDINGS AND EXTENSIONS TO EXISTING BUILDINGS IN THE ROYAL BOROUGH, WHICH CAN BE SEEN FROM KENSINGTON GARDENS AND HYDE PARK, TO BE DESIGNED SO AS NOT TO EXCEED THE GENERAL HEIGHT OF BUILDINGS EXCLUDING POST WAR BLOCKS AND TO PAY REGARD TO THE TREE LINES.

CD12 TO ENSURE THAT NEW BUILDINGS DO NOT IMPOSE THEMSELVES AS AN UNSYMPATHETIC BACKCLOTH TO KENSINGTON PALACE, PARTICULARLY WHEN VIEWED FROM THE EAST ACROSS THE ROUND POND.

Holland Park

4.2.20 Holland Park, which is owned by the Council, is of particular historic and landscape value. A management strategy has been prepared for the park. It is also included within a conservation area for which there is a proposals statement.

CD13 TO RESIST PROPOSALS THAT WOULD ENCROACH UPON OR ADVERSELY AFFECT THE SETTING OF HOLLAND PARK.

Cemeteries

4.2.21 Two other principal open spaces in the Royal Borough are the cemeteries, dating back to the 1830's and designated as Metropolitan Open Land. They were conceived as places of beauty, of botanic and other interest. Both have been designated as conservation areas. They are social and historic "documents", also worthy of conservation as nature reserves, botanic gardens and sculpture parks. The Council will promote their appreciation by, for example, encouraging improved access, landscaping, paths, signs and visitor information, but at the same time ensure that their character is not unduly affected by greater numbers of visitors or new visitor facilities.

CD14 TO PROMOTE OPPORTUNITIES FOR THE APPRECIATION OF KENSAL GREEN AND BROMPTON CEMETERIES WHILST PROTECTING THEIR SPECIAL CHARACTER.

STRATEGIC VIEWS

4.2.22 Strategic Guidance requires the Council to protect and enhance the designated strategic view of St. Paul's seen from King Henry's Mound in Richmond Park. Protection and enhancement will be achieved by height limitations within the defined areas between view points. The protected field of view is shown on the Proposals Map and further details may be found in Strategic Guidance for London Planning Authorities (RPG3), Annex A of Supplementary Guidance for London on the Protection of Strategic Views and the Secretary of State's Direction dated 22nd May 1992. (See also policy STRAT 8).

development, particularly in Town Centres, Key Local Centres and in other shopping parades or predominantly commercial areas, permanently available affordable housing is provided. It may be appropriate, where the residential use is a subsidiary element to the main commercial and employment use, for up to 100% of the new housing to be affordable.

Reason for (iii)

HO5/6

6.104 Throughout the Borough, there are sites which are in a variety of non-residential uses - business and community service uses. The Council recognises the importance of these uses, in providing a variety of employment opportunities and local services close to residential areas, in providing sites for builders' yards, car repairs etc., and in providing premises for a wide variety of community activities; policies in Chapter 7 and Chapter 8 are designed to ensure that these uses do remain. The Council may however, because of the overwhelming need for affordable housing, permit the development of these non-residential sites if they are vacant and are environmentally satisfactory for housing and any community service use is replaced, for permanently available affordable housing. The Council may not permit affordable housing if the development might prejudice the continuation of adjacent employment uses. If there is no proposal for affordable housing the employment or community service use remains the priority. These sites are in a similar situation to sites that would be made available for permanent affordable housing in rural areas (PPG3 Housing (March 1992 2000) Annex A/B) where sites are released as an exception to normal policies for the provision of housing for general housing demand which makes provision for:

"the release of small sites which development plans would not otherwise allocate for housing within or adjoining existing villages, and on which housing would not normally be permitted"

Reason for (iv)

6.105 In some of the less accessible areas of the Borough especially where plot ratios are lower (Plot Ratio standard S1), it may be possible to replace the employment use on a part of the site (where the whole of the site is not required for the maximum permissible employment floorspace in accordance with policy E3), in a development that is appropriate in design terms to the surrounding area. This is most likely in areas where the existing development is 3 or more storeys. Where the remaining part of the site is suitable for housing, it should be developed for affordable housing in order to meet housing needs (paras. 6.21-6.42). The development of employment uses on part of the site will permit an economic return on the development and enable the remainder of the site to be developed for affordable housing.

Reason for (a) and (b)

6.106 The housing must be permanently available to the initial and subsequent occupiers in need of affordable housing, as affordable housing. Appropriate arrangements to ensure this could include planning agreements, or the land being developed either by a registered ~~housing association~~ social landlord, a local authority or a housing co-operative, or alternatively the houses could be built by the developer and managed by one of these organisations. The Council has taken the cost of ~~housing association~~ registered social landlord accommodation as its measure of affordable housing. This is ~~because housing associations~~ registered social landlords are likely to be the main providers of affordable housing in this

Private Open Space

- 4.2.27 In addition there are other important open spaces not under the Council's control which contribute significantly to the quality of the urban environment. They are valuable not only because some public access may be afforded, but also for their history, wildlife value and visual amenity. They include some of the Royal Hospital grounds, Burton's Court, the Chelsea Physic Garden, Chelsea Rectory garden, the Moravian Burial Ground, Kelfield Gardens, the grounds of the Duke of York's Headquarters and the grounds of the College of St. Mark and St. John, Chelsea. (See also Leisure and Recreation Chapter.)
- 4.2.27a Small areas of private open space and gardens also make a significant contribution to local character. In this intensively developed part of London, such areas have an amenity value to residents which far outweighs their limited size. The Council is concerned that new buildings, extensions to existing buildings and other works including helicopter facilities (See Policy TR50 of the Transportation Chapter) and swimming pools should not be allowed to intrude into private open space or gardens, which on their own or together with neighbouring gardens, are important to the character of the particular area or to the general character of the urban scene. (See Policy LR7 and LR13 of the Leisure and Recreation Chapter).

CD21 TO PROTECT AND ENHANCE, AND TO RESIST THE LOSS OF EXISTING PUBLIC AND PRIVATE OPEN SPACE WHICH MAKES, OR IS CAPABLE OF MAKING, A CONTRIBUTION TO AN AREA'S CHARACTER OR APPEARANCE; AND TO RESIST PROPOSALS WHICH WOULD ADVERSELY AFFECT ITS SETTING.

Garden Squares

- 4.2.28 There are over 100 garden squares in the Borough, which are major elements in its character providing welcome contrast to the densely built-up townscape. The mature trees, shrubs and other planted areas combine with boundary railings to give areas which are attractive, secluded, relatively peaceful and can provide wildlife habitats. This rather fragile character may be destroyed by even the most minor development. In particular, the provision of underground car parking can have detrimental effects due to the provision of ramps, retaining walls, entrances, pedestrian stairs and means of ventilation and signage. It can also result in reduced soil depth and consequent restrictions on planting. The Council considers that protection of their special character is of great importance. See also policies TR46 and LR7. Minor proposals relating to the gardens' use as open space will be treated on their merits.

CD22 TO RESIST DEVELOPMENT IN, ON, OVER OR UNDER GARDEN SQUARES, IN ORDER TO PROTECT THEIR SPECIAL CHARACTER; AND TO PROMOTE PROPOSALS FOR THEIR ENHANCEMENT.

Gardens of Special Historic Interest

Borough; this measure enables the economics of providing affordable housing to be taken into account; and, registered housing association social landlord rents have to be affordable by those in low paid employment. This measure of affordability is not intended to rule out any other method of affordable housing provision but to provide a realistic guide to the cost whether to a tenant or owner occupier.

Reason for (c)

6.107 The overall level of need for affordable housing in the Borough is affected by a variety of factors which tend to fluctuate fairly rapidly. The most important of these are house prices and private sector rents, but also include household incomes and the supply of affordable housing in the Borough. Therefore, although an overall target for the provision of affordable housing to meet local need could be included in the plan (PPG3 para. 38), it is considered more appropriate to have regard to the level of need for affordable housing estimated by the Housing Needs Survey (1998). The method of assessment used to calculate the need for affordable housing allows for regular updating, include it in Supplementary Planning Guidance (SPG) which can be revised more frequently than the UDP. SPG also provides the background data outlining how the overall level of need is determined. This SPG: The Housing Needs Assessment Survey will be an important material consideration when negotiating for affordable housing.

HO6 HOUSING MIX AND SPECIAL NEEDS

Reason for original alteration:

To apply the policy to all residential development not just new build.

In order to ensure that new residential development provided by new build, change of use or conversion meets housing needs, the Council will apply the following policies:

(i) ~~The Council will negotiate where reasonable and practicable, having regard to relevant factors affecting a site and the nature and design of the proposed development, to seek to ensure that:~~

Reason for original alteration:

To strengthen the policy and to ensure that it can also cover conversions and change of use with the introduction of Part M of the Building Regulations.

HO6/1

(a) All new ground floor units and those reached by lift are built so that they are accessible to a person using a wheelchair, ~~in accordance with Part M of the Building Regulations~~. For those domestic buildings where it is not a requirement of the Building Regulations, the Council will seek to ensure that the dwellings are built to mobility standards.

HO6/2

~~(See Supplementary Planning Guidance Standard: Mobility Housing)~~

(b) In residential developments of normally over 20 units, approximately 10% of the units should be specifically designed, or capable of easy adaptation, to meet the needs of a person confined to a wheelchair (See Supplementary Planning Guidance: Wheelchair Housing). The Council will, in negotiations, have regard to the accessibility of the site to local facilities and the local need for wheelchair housing.

MAP 4 – Parks and Gardens of Special Interest

Please see Appendix 4

provide hostel accommodation for workers needing only short-term accommodation in London.

HO7 RESIDENTIAL DENSITY

Reason for original alteration:

To take into account revised Government Guidance (RPG3) and to clarify the criteria where higher densities may be allowed

New residential developments will normally be required to satisfy the Council's density standards (S2.1-3) in conjunction with other environmental controls. Higher densities however may be permitted where all the following criteria are met:

i) there is a high standard of design and the new dwellings are compatible with the scale and character of neighbouring dwellings;

HO7/1

a) there is adequate provision for open play space and other facilities to meet the needs of the residents;

ii) the internal and external amenity space in the new development accords with UDP standards;

iii) the number of car parking spaces is in accord with car parking standards (in some circumstances it may be appropriate to reduce the level of provision in accordance with standard S18 and Table 11.1);

HO7/2

iv) the accessibility by public transport, existing and proposed, is satisfactory in relation to the size of the development;

v) there is sufficient capacity in the local road network for car trips to and from the development.

6.121 In order to meet the Borough's need for more housing it is important that the best use should be made of the scarce sites suitable for housing development and where possible residential densities should be increased but it is also important to protect the environment, particularly back garden land, which can be ecologically valuable (policy EN20), and the residential amenity of both the development and the surrounding area.

6.121A Residential density is usually a measure of the number of habitable rooms per hectare (hrha) in a residential scheme. Although residential density is not usually important in itself, it does provide a good indication as to the number and type of housing that is likely to be provided. The UDP standard of 173 to 247 hrha ensures that on most sites family and non-family housing can be provided with adequate internal and external space standards, sunlight and daylight and will maintain satisfactory levels of privacy between the new and existing housing.

6.121B Sufficient internal space is important to provide people with some flexibility in the use of the dwelling. External space, particularly garden space provides an area for children to play, for outdoor activities and can provide ecologically valuable areas in a very built up borough. Adequate internal and external space is particularly important in schemes suitable for occupation by families with children.

HO7/3

6.122 Although These the density ranges in standard S2 are within the density guidelines in LPAC's Strategic Advice, LPAC has revised their advice.

- b) ENSURING THAT THE APPEARANCE OF BUILDINGS FORM A PATTERN WHICH REFLECTS THE TRADITIONAL URBAN FORM OF THE BOROUGH, BY MAINTAINING AND CREATING NEW BUILDING LINES AND GIVING A COHERENT FORM TO THE SPACES ENCLOSED BY NEW BUILDINGS. BUILDINGS AND FEATURES SHOULD ALSO BE DESIGNED TO EMPHASISE THE RELATIVE IMPORTANCE OF MAIN ROUTES, AND OF KEY LOCATIONS SUCH AS IMPORTANT CROSS-ROADS, SHOPPING CENTRES, OR OTHER PUBLIC GATHERING PLACES;
- c) MAINTAINING A CLEAR DISTINCTION BETWEEN PRIVATE AND PUBLIC SPACE, AND ENSURING THE PROVISION OF ACTIVE BUILDING FRONTAGES, PARTICULARLY AT GROUND FLOOR LEVEL IN APPROPRIATE LOCATIONS, AND THE INCORPORATION OF DOORS AND WINDOWS TO PROVIDE PHYSICAL AND VISUAL LINKS BETWEEN BUILDINGS AND THE PUBLIC DOMAIN;
- d) PRESERVING AND CREATING THOSE ASPECTS OF ARCHITECTURE AND URBAN FORM WHICH CONTRIBUTE TO LOCAL DISTINCTIVENESS AND CHARACTER SUCH AS PLOT WIDTHS, BUILDING LINES, ROOFSCAPE AND OPEN SPACE.

Energy Efficient Design

- 4.3.2c One of the objectives of sustainable development in the Borough is to promote energy conservation through building design where appropriate. Technology is rapidly changing in this area of building construction, and includes improvements in insulation and the use of devices such as solar panels. However, energy efficient buildings are more difficult to design in a densely built-up area such as the Royal Borough, because there is more overshadowing and orientation is less flexible. Conservation area and listed building policies may also restrict the use of some energy saving proposals. The re-use and up-grading of existing buildings rather than redevelopment should always be considered as an option where appropriate. (See paragraph 2.5.12 of the Context Chapter 'Sustainable Development Objectives', Policy PUG of the Environment Chapter and Advice Note Supplementary Guidance 'Conserving Energy by Design')

CD25b TO ENCOURAGE ENERGY EFFICIENCY THROUGH THE SITING, LANDSCAPING, DESIGN, USE AND RE-USE OF MATERIALS, ORIENTATION AND LIGHTING OF BUILDINGS.

Infill Development

- 4.3.3 Infill development is more common than large-scale redevelopment in the Borough. If sensitively handled it may reinforce local character. Its form should therefore largely be determined by its townscape context. Local height, bulk, scale, building lines and materials should be carefully considered in developing appropriate designs.

Sustainable Residential Quality Interim Advice seeks to optimise the housing potential of sites whilst improving the environmental quality of new residential development. The approach encourages suggestions that boroughs should permit higher densities in areas around town centres and in other areas with high levels of accessibility, particularly where the amount of off-street parking space provided can be reduced. However, it may therefore be appropriate to permit higher densities than those included in the guidelines in specific locations where the new higher density housing can be built that is compatible with the scale and character of neighbouring residential properties and does not reduce the outlook or privacy of existing residents. The higher the density of the residential scheme the greater the importance of the quality of the design. It is also important in higher density developments that adequate internal and external space is provided.

Off-street parking space can occupy about a quarter of the ground area of a residential site. If the amount of off-street parking provided in a scheme can be reduced, then more housing can be provided on a site. However it is important to ensure that the demand for on-street spaces does not increase and adversely affect existing residents. The demand for on-street spaces can be controlled by restricting the issue of on-street parking permits to the residents of these new housing schemes.

Where new housing is built with limited off-street parking space it is important that the residents have good access to public transport and a range of other local services. Also it is important to ensure that the local road network has sufficient capacity to cater for traffic generated by a new development, particularly where the new development is large.

~~there are high levels of accessibility such as town centres which would accord with PPG13 and would help to reduce the need to travel; or where some other factor exists that makes higher densities particularly appropriate.~~

HO8 RESIDENTIAL ENVIRONMENT

The Council will seek improvements of the residential environment. In predominantly residential areas priority will be given to residential use, the provision of a range of local community services and creation of a safe and attractive residential environment.

Other non-residential uses such as small-scale businesses and other local services that need to be located close to the community they serve and particularly those providing local employment may be permitted if they do not replace housing and are compatible with the residential environment and are beneficial to the local community.

In considering the design and facilities within new residential schemes, and improvements to existing residential areas, the Council will require the following facilities and design features:

i) **Safety and Security**

A safe and secure environment including a good standard of vandal-proof lighting, and open, direct and unconcealed access ways. All residential applications will need to demonstrate that the design of the housing and the

HO8/1

WITHIN CONSERVATION AREAS WOULD MIGHT BE HARMED PUT AT RISK; OR

- d) A SATISFACTORY SCHEME OF LANDSCAPING INCLUDING ADEQUATE SOIL DEPTH HAS NOT BEEN PROVIDED; OR**
- e) THERE WOULD BE A LOSS OF TREES OF TOWNSCAPE OR AMENITY VALUE.**
- f) THERE WOULD BE A LOSS OF IMPORTANT ARCHAEOLOGICAL REMAINS**

Plot Ratio for Non-Residential Development

- 4.3.5 Plot ratio is used to assess the maximum quantity of accommodation which may be provided in non-residential developments, and is a planning tool which can indicate building bulk and levels of activity likely to be generated by development of a site. Plot ratio is not an exact control. In assessing what would be an acceptable building bulk for a site, the plot ratio standard will be the starting point. However, it cannot of itself be the determining factor, because, for example, a building with above average floor-to-ceiling heights will have a greater building bulk, but will have the same plot ratio as a lower building. The emphasis will be on the design and compatibility with adjoining buildings, the effect on the character and amenity of the area and on traffic. The Council is concerned that development to high plot ratios allowed in the past has had harmful consequences for the character and environment of the Borough. The Council will therefore be seeking lower plot ratios in new development in order to achieve a reduction in the intensity of development and thereby protect the residential character and quality of environment of the Borough. In all cases critical examination of the massing, traffic generation, access to public transport and employment density of the scheme will also be undertaken.
- 4.3.6 No standard could be expected to be universally applicable, however a plot ratio of up to 2:1 will normally be acceptable. In areas which derive their character from low intensity of building, a plot ratio lower than 2:1 will be expected; on the other hand plot ratios of up to 2.5:1 may be appropriate in areas of more intensive existing development. Over 2.5:1 may be justified only on townscape grounds.
- 4.3.7 This plot ratio assessment may also apply to extensions to existing buildings.
- 4.3.8 Guidance on the calculation of plot ratio is contained in the Planning Standards Chapter.

Sunlight and Daylight

- 4.3.9 Sunlight and daylight are valued elements in a good quality living and working environment. This is particularly the case in the Borough, where historic patterns of development have resulted in buildings often very close together. This helps to give the Borough its special character, but means less light within buildings and also within gardens and open spaces.

and the facilities that are required will vary depending on the function. A site for settled occupation will require a location that is suitable for a residential use and would require a reasonable level of services including electricity, drinking water, washing facilities, sewage disposal and refuse collection.

6.138 A site for settled occupation may not be just for residential use, but may also be for a variety of business and storage activities, such as scrap metal dealing. If a site is to be used for such activities as well, there is likely to be a greater impact on the surrounding area.

Reason for Criteria (iii)

6.139 A Travellers' site needs good road access to allow large vehicles, both caravans and trucks to enter and leave the site safely and without undue disturbance to adjoining uses.

Reason for Criteria (iv)

6.140 Any new site for settled occupation will need to be located so that it is accessible to schools, health facilities, shops and other local services especially because many Travellers and their families live on sites for long periods.

Reason for Criteria (v)

6.141 Even a caravan site that is only residential can cause more disturbance than permanent housing because more activities take place outside and because of the movement of heavy vehicles. Where business activities and storage also take place on the site, the disturbance to neighbouring uses can be greater. Circular 1/94 suggests that the location of caravan sites outside existing settlements should be considered, but that Green Belt land should not be allocated for gypsy sites in development plans. Although there is no Green Belt land in this borough there is Metropolitan Open Land to which the same presumption against development applies (Strategic Guidance para. 61). In such a built-up borough as Hammersmith and Fulham land suitable for a Travellers' caravan site is very limited, and any application would need to be considered not only in relation to the above criteria but also in relation to other policies in the Plan and need for other land uses.

HO12 RESIDENTIAL AMENITY SPACE IN NEW DEVELOPMENTS

Reason for original alteration:

To give greater strength to amenity space policies and to ensure that existing gardens are protected from overdevelopment.

The Council will resist the loss of existing residential amenity space, particularly where there will be a significant loss of garden area (Standard 6). In new residential developments, all new dwellings should have access to an area of open amenity space. New family dwellings should wherever practicable have direct access to private amenity or garden space. Where this is not possible because the dwelling is not at ground level, then there should be access to a communal open amenity space within the building's curtilage and within easy view of the dwelling. Non-family dwellings located above ground floor level should have access to a private balcony and/or to an area of communal amenity space. Supplementary Planning Guidance (SPG) Standard

- 4.3.15 In assessing developments, the Council will, where necessary, have regard to the guidelines in "Site Layout Planning for Daylight and Sunlight: a Guide to Good Practice", published by the Building Research Establishment BRE. A summary of the most relevant parts of the BRE guide is contained in the Planning Standards Chapter.

Privacy

- 4.3.16 The Borough has the highest residential density in Great Britain, and where good standards of privacy exist, within buildings and open spaces, it is a highly valued amenity. In assessing development proposals the Council will seek to protect the existing privacy of residents and, where appropriate, the working population and to ensure good standards of privacy within new development. Buildings in the Borough, however, are often close together and some loss of privacy as a result of development may be unavoidable. Where particular owners or occupiers will experience a loss of privacy, this will be material to the consideration of the proposal. However the aim of the Council's policies is to safeguard those amenities which deserve to be protected in the public interest.
- 4.3.17 In considering development proposals the Council will not be seeking to ensure that they meet any particular minimum or maximum standard. Where proposals, including extensions to existing buildings, affect the privacy of adjoining property, the extent to which they involve a significant and unreasonable worsening of overlooking to those properties will be assessed, taking account of the prevailing general standards of privacy in that local environment.
- 4.3.18 In some situations it will be appropriate to take the opportunity offered by development to achieve an improvement in privacy conditions where these presently fall below the standard generally prevailing in the area, or where it would otherwise be appropriate to do so. The 'good neighbourliness' of an existing property will also be relevant, for example some buildings are situated very close to the property boundary and would impose significant and unreasonable constraints on adjoining properties if standards were rigidly applied.
- 4.3.19 Within new developments, the Council will be seeking good standards of privacy for future occupants, taking into account the general levels of privacy in the immediate area, and the character of its built form and spaces, as well as the fact that people generally look for better standards of privacy now than in the past. A distance of about 18 metres between opposite habitable room windows reduces inter-visibility to a degree acceptable to most people. This distance may be reduced if windows are at an angle to each other. A lesser distance is normally acceptable where windows face the public highway.
- 4.3.20 A common cause of loss of privacy, in the Borough is the construction of terraces or balconies above garden level. Where existing levels of privacy are good, development involving new, direct overlooking from a balcony or terrace into an adjoining habitable room window or private garden below should be avoided, especially at first floor level. Where residential accommodation already has access to a garden this will be taken into account in considering the proposal to add a balcony or terrace. Generally, the size,

11.9 Any grant of planning permission will be conditional upon a developer demonstrating to the Council's satisfaction that such permission will not compromise the Council's key policy objectives for achieving road traffic restraint and for requiring an appropriate level of public transport accessibility to the proposed development.

STANDARD S2 - DENSITY

S2.1 RESIDENTIAL - PERMISSIBLE RANGE

The density of new residential development shall normally be not less than 173 habitable rooms per hectare (70 habitable rooms per acre) nor more than 247 habitable rooms per hectare (100 habitable rooms per acre).

S2.2 FAMILY AND NON-FAMILY DWELLINGS

Within this range the density appropriate for each scheme will depend in particular on the types of accommodation to be provided. Where only family dwellings are proposed the density should not normally exceed 210 hrh (85 hra) and in the case of non-family housing the maximum figure should not exceed 247 hrh (100 hra). Where a mix of family and non-family dwellings is proposed the maximum density shall be between 210 hrh and 247 hrh proportionate to the number of family and non-family dwellings (see glossary for definitions).

11.10 Density standards are considered very important elements in maintaining the residential amenity of the development, the character of residential areas and the quality of life of residents (see also paras. 6.121 and 6.122 of the Housing Chapter). The standards have been developed to suit the circumstances of the borough and are complemented by Supplementary Planning Guidance on internal space provision in dwellings and provision of residential amenity space.

S2.3 PLOT RATIO/DENSITY ON MIXED USE SITES

In a mixed-use development where residential and Class B land-uses are allocated separate parts of a site (i.e., with no physical overlapping of floors in different uses) then the density and plot ratio for each part of the site shall be assessed separately; and any areas of the site serving a common purpose (i.e. roads and amenity space) shall be allocated proportionately between the uses.

Where the site cannot be divided in this way then the density/plot ratio of the development shall be assessed as follows:

- i) Apply the relevant maximum plot ratio (see standard S. 1) to the proposed non-residential gross floor area. This will produce a notional non-residential site area;
- ii) Deduct the area produced in (i) from the net area of the whole site and this will produce the notional residential net site area;
- iii) Use the area produced in (ii) for calculating the notional residential gross site area; and

CD30a TO RESIST DEVELOPMENT WHERE IT WOULD RESULT IN A HARMFUL INCREASE IN THE SENSE OF ENCLOSURE TO NEARBY RESIDENTIAL PROPERTY

High Buildings, Views and Vistas

- 4.3.24 The skylines and roofscape of large areas of the Royal Borough are sensitive to ill-considered change. Existing high buildings will not be considered as precedents. LPAC has published a study of high buildings in London as a guide to draft strategic planning advice. In considering proposals for high buildings, the Council will have regard to this advice. Policy CD31 will be applied to extensions to existing high buildings as well as new development.
- 4.3.25 The Council's policies on views and vistas are contained in other sections of the Conservation and Development Chapter. While not intended to be exhaustive, these policies are: CD1, CD5a, CD6 (Areas of Metropolitan Importance); CD11, CD12, CD13, CD15 (Metropolitan Open Land); CD16 (Areas of Local Character); CD54, CD61 (Conservation Areas and Listed Buildings) and CD81 (Archaeology and Ancient Monuments). In applying these policies, account will be taken of circumstances where the subject of a view or vista may be compromised by a new development immediately to one side or behind as much as a building constructed in front. The Council will produce Supplementary Planning Guidance for those areas where skylines and vistas are important to the Borough's townscape and historic character.

CD31 TO RESIST A NEW HIGH BUILDING WHICH WOULD SIGNIFICANTLY EXCEED THE HEIGHT OF NEIGHBOURING BUILDINGS AND WHICH WOULD HARM THE SKYLINE.

- 4.3.27 The Council will also take account of:
- (a) the effect on aviation. (The Council is required to consult with the Secretary of the Civil Aviation Authority in respect of any proposed building, structure, erection or works exceeding 90 metres in height within the area shown on the safeguarding map for London (Heathrow));
 - (b) wind turbulence;
 - (c) disruption of telecommunications beam channels;
 - (d) the proximity of high chimneys;
 - (e) the location of existing underground tunnels and proposed routes for new Underground lines which might affect the potential siting or depth of deep foundations. (See also Transportation Chapter).

Landscaping

- 4.3.28 The Council considers that open spaces, both large and small, make a vital and significant contribution to the character of the Borough. It is important that where open

S5A.4 AMENITY SPACE FOR NON-FAMILY DWELLINGS NOT AT GROUND LEVEL

In the case of non-family dwellings located above ground floor level a balcony of not less than 3 square metres (32 square foot) should normally be provided to each dwelling. The remaining open space required i.e. 11 square metres (118 square feet) should be provided communally elsewhere within the development's curtilage.

11.17c The UDP Housing Chapter contains a policy which seeks the provision of residential amenity space in developments of new dwellings. The Council considers that the need to provide private open space for the enjoyment of occupiers of all new residential properties is a prime requirement for residential developments in a Borough with an existing high density of development and a deficiency of public open space. This is of even greater necessity in the case of family dwellings where every effort should be made to ensure that such dwellings have direct access to their own private open space at ground floor level. The Council has developed guidelines for the amounts of amenity space it considers should be provided in new developments.

STANDARD S6 - AMENITY SPACE IN RESIDENTIAL PROPERTIES

Reason for original alteration:

S6.3 to replace S6.2. The alteration provides protection, which is not provided by S6.2, to gardens affected by rear extensions in both family and non-family dwellings.

S6.1 USE OF GROUND LEVEL GARDENS/AMENITY SPACE

Where a property proposed for conversion contains a rear garden or amenity space then it should be used by a family-sized unit with direct access to it from that dwelling unit.

~~S6.2 SIZE OF REAR GARDENS FOR FAMILY DWELLINGS~~

~~Where a family dwelling has access to a rear garden or amenity space any extension shall not normally result in that space being reduced to less than 36 sq.m. (387 sq.ft.) or where the existing space is less than 36 sq.m. result in the space being reduced at all.~~

11.18 The size of the private open space cannot be altered in the case of the conversion of an existing property. However, the Council considers that preference should be given, where gardens are provided, to families; and accordingly, where family dwellings are proposed in a conversion scheme, they shall be located at a level which gives direct and normally exclusive access to the garden. Conversion schemes often require ground floor extensions to provide the necessary accommodation, but if such extensions result in a loss of garden space below acceptable levels, they will be considered unacceptable. If the property is of sufficient size to allow family dwellings at upper levels then these should be provided with open amenity space. Such space may be in the form of a roof terrace but its provision will have to ensure that the amenities of neighbouring properties are adequately protected. (see standard S13.2)

dwellings. Commercial properties may also adversely affect residential amenity, particularly food and drink establishments (A3 uses), through mechanical equipment and noise and disturbance. Environmental disturbance is a matter of concern to a great many people as it affects everybody one way or another. Whilst most people accept that some sources of environmental disturbance in a modern society are inevitable they also expect it to be mitigated wherever possible.

- 4.3.34 The Council will seek to ensure that all development with noise nuisance potential is sited away from residential and other noise sensitive areas. In considering planning applications for new mechanical equipment, the Council may impose conditions or seek planning obligations to moderate the noise mechanical equipment emits, and restrict the hours of operation of plant and equipment. The Council will have regard to the advice in PPG24 'Planning and Noise'. (See also Shopping, Environment and Planning Standards Chapters).

CD34 TO RESIST PROPOSALS WHERE THE NOISE GENERATED BY THE USE OR ACTIVITY WOULD CAUSE MATERIAL DISTURBANCE TO OCCUPIERS OF SURROUNDING PROPERTIES.

CD35 TO ENSURE THAT RESIDENTIAL DEVELOPMENTS INCLUDE ADEQUATE PROTECTION OF THE INTERNAL ENVIRONMENT FROM THE EFFECTS OF NOISE.

- 4.3.35 The Council will ensure that Policy CD35 is applied to proposals for the subdivision of existing buildings for residential purposes.

Access For All

- 4.3.36 The Council will ensure that all non-domestic developments (see Glossary) are designed and built to mobility and wheelchair standards. The provision of features such as wide doors, ramps and lifts enables all members of the community to make use of the development whether they have a disability, are elderly, pushing a pram, or carrying a heavy weight. Wherever possible such considerations will also apply to changes of use, alterations and extensions to such buildings. Car parking associated with the development should include bays of appropriate width and be suitably close to the development. (~~See Planning Standards Chapter~~). The Council will also seek mobility and wheelchair standard housing in housing developments. (See Policy H28 of the Housing Chapter).

CD36 TO REQUIRE THAT ALL NON-DOMESTIC DEVELOPMENTS, INCLUDING WHERE POSSIBLE, CHANGES OF USE, ALTERATIONS, AND EXTENSIONS TO EXISTING BUILDINGS ARE ACCESSIBLE TO PEOPLE WITH SPECIAL MOBILITY NEEDS, INCORPORATING LEVEL ACCESS INTO THE BUILDING.

- 4.3.37 Exceptions may be allowed for on listed buildings and some buildings in conservation areas to avoid damage to their architectural or historic interest.

S16.5 FREE-STANDING HOARDINGS

Free-standing hoardings will be unacceptable where they are out of scale with their surroundings or are located within or adjacent to areas especially sensitive to the visual impact of hoardings, i.e. conservation areas, residential areas, open spaces, or water-side land. Free-standing hoardings will be unacceptable on major traffic routes or at important road junctions where their display is liable to be prejudicial to public safety. Free-standing hoardings may be permitted in certain circumstances (subject to the above constraints) to screen and disguise unattractive sites pending redevelopment or the establishment of a permanent use provided that associated landscaping is implemented as part of the scheme.

11.36 The above standards are concerned with hoardings designed to advertise products or services in general and are not necessarily related to the premises or land upon which they are attached. They are designed to ensure that the interests of visual amenity and public safety are protected.

STANDARD S17 - PARKING AND SERVICING

S17.1 REQUIREMENTS FOR PARKING AND SERVICING

All development proposals requiring planning permission shall include provision for the parking of vehicles and the servicing of premises in accordance with the standards below and as set out in Table 11.1.

11.37 The need for parking control and servicing is explained in para. 5.67 and successive paragraphs of the Transportation and Accessibility Chapter.

STANDARD S18 - PROVISION OF CAR PARKING

Reason for original alteration:

In respect of S18.1, very minor amendment to wording as the term 'alterations' is considered to be confusing given that there is a separate standard on conversions.

In respect of 18.2, minor amendments to recognise that:

- (1) 'minimum' car parking standards no longer apply;
- (2) the Council may seek to exclude specific developments (and the future occupiers and tenants) from applying/obtaining an on-street parking permits; and (3) in accordance with the requirements of RPG3, the Council will consider what level of parking would be permitted on a site if B1-B8 car parking standards were applied - this will assist the Council in determining what level of car parking/intensity of development is appropriate for other potential uses where parking is normally determined on the merits of the case.

S18.1 CAR PARKING STANDARDS

Detailed standards for car parking are set out in Table 11.1 and apply equally to development proposals in respect of new-build alterations, extensions and change of use (residential conversions are subject to S8.2). The standards are related to the various land use classifications set out in the Town and Country Planning (Use Classes) Order 1987.

(a) their effect upon the character of the street or terrace, the skyline as seen from neighbouring houses and streets, and daylighting and sunlighting to neighbouring houses and gardens; and

(b) the design relationship of any additional storey to the building.

The Council's policies on additional storeys and roof level alterations are generally restrictive and CD38 indicates those circumstances in which planning permission will be refused. CD39 gives the limited circumstances in which permission may be granted. Policies CD38 and CD39 should therefore be read as a pair.

CD38 NORMALLY TO RESIST ADDITIONAL STOREYS AND ROOF LEVEL ALTERATIONS ON:

- a) COMPLETE TERRACES OR GROUPS OF BUILDINGS WHERE THE EXISTING ROOF LINE IS UNIMPAIRED BY EXTENSIONS, EVEN WHEN A PROPOSAL INVOLVES ADDING TO THE WHOLE TERRACE OR GROUP AS A CO-ORDINATED DESIGN;
- b) BUILDINGS OR TERRACES THAT ALREADY HAVE AN ADDITIONAL STOREY OR MANSARD;
- c) BUILDINGS THAT INCLUDE A ROOF STRUCTURE OR FORM OF HISTORIC OR ARCHITECTURAL INTEREST;
- d) BUILDINGS WHICH ARE HIGHER THAN SURROUNDING NEIGHBOURS;
- e) BUILDINGS OR TERRACES WHERE THE ROOF LINE OR PARTY WALLS ARE EXPOSED TO LONG VIEWS FROM PUBLIC SPACES, AND WHERE THEY WOULD HAVE AN INTRUSIVE IMPACT ON THAT VIEW OR WOULD IMPEDE THE VIEW OF AN IMPORTANT BUILDING OR OPEN SPACE BEYOND;
- f) BUILDINGS WHICH, BY THE NATURE OF THE ROOF CONSTRUCTION AND ARCHITECTURAL STYLE ARE UNSUITABLE FOR ROOF ADDITIONS, E.G. PITCHED ROOFS WITH EAVES;
- g) MANSION BLOCKS OF FLATS WHERE AN ADDITIONAL STOREY WOULD ADD SIGNIFICANTLY TO THE BULK OR UNBALANCE THE ARCHITECTURAL COMPOSITION;
- h) TERRACES WHICH ARE ALREADY BROKEN ONLY BY ISOLATED ROOF ADDITIONS.

TABLE 11.1: CAR PARKING STANDARDS

Reason for original alteration:
 Table 11.1 amended to recognise the need to apply maximum or specific standards for all land uses (rather than minimum standards) to reduce reliance on the private car. The table has also been amended to include a requirement for coach parking at conference facilities and, in certain circumstances, the consideration of reduced car parking for residential units.

Land Use Class	Sub-classification by user of parking space or type of accommodation	Status of Standard	Identification of Standard
A1 Shops	i) customer and/or public use	<u>minimum</u> <u>maximum</u>	One car space per 50 sq.m. <u>75 sq.m.</u> gross floor area or part thereof. Consideration must be given to ensuring the dual use of car spaces, particularly for public use, wherever possible.
	ii) employee use	maximum	In the area north of Wormwood Scrubs and west of Scrubs Lane, up to one car space may be provided for each 450 sq.m, or part thereof, of net site area. In the rest of the Borough up to one car space may be provided for each 600 sq.m., or part thereof, of net site area.
A2 Financial and Professional Services			(as class A1 above)
A3 Food and Drink			Each development application will be treated on its own merits
B1 Business		maximum	In the area north of Wormwood Scrubs and west of Scrubs Lane, up to one car space may be provided for each 450 sq.m, or part thereof, of net site area. In the rest of the Borough up to one car space may be provided for each 600 sq.m., or part thereof, of net site area.
B2 General Industrial B3 Special Industrial B8 Storage or Distribution			In the area north of Wormwood Scrubs and west of Scrubs Lane, up to one car space may be provided for each 450 sq.m, or part thereof, of net site area. In the rest of the Borough up to one car space may be provided for each 600 sq.m., or part thereof, of net site area.

gardens, these elevations may be of as much importance as the front. Whilst these elevations of buildings are generally subordinate to the front, they often have a simple dignity and harmony which makes them attractive.

- 4.4.8a The following policies are applicable to development involving extension to buildings other than additional storeys and roof extensions (see CD38 and CD39). Policy CD41 is applicable to all proposed extensions with policies CD42 and CD43 indicating additional circumstances applying specifically to conservatories and side extensions respectively.

CD41 ~~NORMALLY~~ TO RESIST PROPOSALS FOR EXTENSIONS IF:

- a) **THE EXTENSION WOULD EXTEND REARWARD BEYOND THE EXISTING GENERAL REAR BUILDING LINE OF ANY NEIGHBOURING EXTENSIONS;**
- b) **THE EXTENSION WOULD SIGNIFICANTLY REDUCE GARDEN SPACE OF AMENITY VALUE, OR SPOIL THE SENSE OF GARDEN OPENNESS WHEN VIEWED FROM PROPERTIES AROUND (See also Policy CD72);**
- c) **THE EXTENSION WOULD RISE ABOVE THE GENERAL HEIGHT OF NEIGHBOURING AND NEARBY EXTENSIONS, OR RISE TO OR ABOVE THE ORIGINAL MAIN EAVES OR PARAPET;**
- d) **THE EXTENSION WOULD NOT BE VISUALLY SUBORDINATE TO THE PARENT BUILDING;**
- e) **ON THE SITE BOUNDARY, THE EXTENSION WOULD CAUSE AN UNDUE CLIFF-LIKE EFFECT OR SENSE OF ENCLOSURE TO NEIGHBOURING PROPERTY;**
- f) **THE EXTENSION WOULD SPOIL OR DISRUPT THE EVEN RHYTHM OF REAR ADDITIONS. FULL WIDTH EXTENSIONS WILL NOT USUALLY BE ALLOWED;**
- g) **THE ADEQUACY OF SUNLIGHT AND DAYLIGHT REACHING NEIGHBOURING DWELLINGS AND GARDENS WOULD BE IMPAIRED, OR EXISTING BELOW STANDARD SITUATIONS MADE SIGNIFICANTLY WORSE (See Planning Standards Chapter);**
- h) **THERE WOULD BE A SIGNIFICANT INCREASE IN OVERLOOKING OF NEIGHBOURING PROPERTIES OR GARDENS;**
- i) **THE DETAILED DESIGN OF THE ADDITION, INCLUDING THE LOCATION OR PROPORTIONS OR DIMENSIONS OF FENESTRATION OR THE EXTERNAL MATERIALS AND**

C1 Hotels	i) in respect of residential accommodation	specific	One car space will be required for each 10 bedrooms, or part thereof. One coach space will be required for each 100 bedrooms, or part thereof.															
	ii) hotels, where other facilities (e.g. ballroom, conference, halls, etc.) are provided	specific maximum	One extra car space will be required in excess of those set out at (i) above for each 20 25 sq.m., or part thereof, of gross floor area, set aside for those facilities.															
			<u>One coach space will be required for each 500 sq.m. or part thereof, of gross floor area.</u>															
C2 Residential Institutions and Residential Hostels not specified in the Use Class Order.			(as class A3 above)															
C3 Dwelling Houses	i) private	<u>minimum specific</u>	Car spaces will be provided as follows:															
			<table border="0"> <tr> <td>habitable rooms</td> <td>resident spaces</td> <td>visitor/casual spaces</td> </tr> <tr> <td colspan="3" style="text-align: center;">per dwelling unit</td> </tr> <tr> <td>1 or 2</td> <td>0.8</td> <td>0.2</td> </tr> <tr> <td>3</td> <td>1.0</td> <td>0.2</td> </tr> <tr> <td>4</td> <td>1.2</td> <td>0.2</td> </tr> <tr> <td>5 or more</td> <td>1.4</td> <td>0.2</td> </tr> </table> <p>unless a developer can demonstrate, to the Council's satisfaction, that a lesser demand will be generated</p> <p><u>In certain circumstances a lower level of parking provision may be accepted, subject to the availability of public transport and local services, together with the practicality of meeting the full parking standard. In these circumstances, the developer must be prepared to enter into a legally binding agreement excluding future tenants and owners from applying/obtaining on-street residents parking permits.</u></p>	habitable rooms	resident spaces	visitor/casual spaces	per dwelling unit			1 or 2	0.8	0.2	3	1.0	0.2	4	1.2	0.2
habitable rooms	resident spaces	visitor/casual spaces																
per dwelling unit																		
1 or 2	0.8	0.2																
3	1.0	0.2																
4	1.2	0.2																
5 or more	1.4	0.2																

**(c) ACCESS TO THE REAR OF THE PROPERTY OR OF THOSE
ADJOINING WOULD BE LOST OR REDUCED.**

- 4.4.11 Single storey side extensions at garden level may be permitted where they would not conflict with the above policy, are in a style sympathetic to the original building, and are set back from the original front and rear building lines.

Other Alterations

- 4.4.12 Alterations and extensions are often necessary to modernise, adapt or extend the life of a building. If unsympathetically carried out they may individually spoil the appearance of buildings or collectively be detrimental to the townscape.

**CD44 TO PERMIT ALTERATIONS ONLY WHERE THE EXTERNAL
APPEARANCE OF BUILDINGS OR THE SURROUNDING AREA
WOULD NOT BE HARMED.**

- 4.4.13 Such alterations may include the following: the replacement of windows or glazing patterns; the replacement of panelled front entrance doors; the repair or replacement of stucco other than to the original design; the permanent removal of projecting mouldings; balustrades, chimneys or other architectural details; the permanent fixing of any form of equipment or structure to the facade; the rendering or painting of a brick-faced building; security works including alarms and cameras; shutters or grilles; ventilation/extract ducts and plant; front walls and railings; and signs which are not advertisements.

- 4.4.13a The Council will pay particular regard to those unsympathetic small-scale developments and extensions which may cause harm to the street scene, and the residential character or amenity. and The whose significance of these lies in the incremental and cumulative effects which can so easily be detrimental to the local environment.

**CD44a NORMALLY TO RESIST UNSYMPATHETIC SMALL-SCALE
DEVELOPMENTS WHICH IN THEMSELVES CAUSE HARM AND
WHERE THE CUMULATIVE EFFECT OF A NUMBER OF SIMILAR
PROPOSALS WOULD BE DETRIMENTAL TO THE CHARACTER
OF THE AREA.**

Plant and Equipment

- 4.4.13b Increasingly buildings are incorporating air conditioning, and ventilation equipment, both on new buildings and as alterations to existing buildings. Not only can this equipment be unsightly, but it can cause harm to nearby residents by reason of noise and odours. It is important that all new plant and equipment is incorporated in a sympathetic manner. Ideally they should be incorporated inside the building, and any vents should be located so that they do not cause problems to residents or other occupiers of nearby buildings. Where plant and equipment is to be added to existing buildings, they should be sympathetically located so that they do not cause material harm to the building, or to the amenity of nearby residents. Where appropriate, the

	ii) housing association	<u>minimum specific</u>	The full minimum provision set out in sub-paragraph (i) above, but the provision may be reduced by up to 50% <u>75%</u> subject to a legally binding agreement that: <ul style="list-style-type: none"> • <u>no on-street residents parking permit shall be issued to tenants or owners</u> • the dwelling units will not be sold on, other than to another housing association which is prepared to be legally bound by the agreement, or • any future owner will provide the full number of parking spaces appropriate to any new class of ownership, in accordance with the Council's parking standards current at the time of ownership changes.
	iii) municipal	<u>minimum specific</u>	The full minimum provision set out in sub-paragraph (i) above.
	iv) old persons' dwellings	<u>minimum specific</u>	One car space per 4 dwelling units, subject to a minimum provision of 2 car parking spaces per development
	v) dwellings for persons with physical disabilities	<u>minimum specific</u>	The full minimum provision set out in sub-paragraph (i) above.
D1 Non-Residential Institutions			(as class A3 above)
D2 Assembly and Leisure			(as class A3 above)

CD44b NORMALLY TO RESIST THE INSTALLATION OF PLANT AND EQUIPMENT WHERE:-

- a) **THEY WOULD CAUSE MATERIAL HARM TO THE APPEARANCE OF THE BUILDING OR THE CHARACTER OF THE AREA, OR**
- b) **NOISE OR VIBRATION GENERATED WOULD CAUSE MATERIAL DISTURBANCE OR NUISANCE TO OCCUPIERS OF SURROUNDING PROPERTIES, OR**
- c) **ODOURS WOULD CAUSE MATERIAL DISTURBANCE OR NUISANCE TO OCCUPIERS OF SURROUNDING PROPERTIES.**

Telecommunications Apparatus

4.4.14 Developments in telecommunications have led to changes in the way telephone and television systems operate. Both broadcasting and reception create demands for various forms of antenna (including satellite dishes). The General Permitted Development Order and Telecommunications Code Systems Operators' Licences allow certain telecommunications developments to take place without the need for planning permission, but in some cases allow the planning authority to require changes to siting and appearance with the aim of protecting amenity. The Council will use these powers to minimise the impact of telecommunications development and follow the advice contained in Planning Policy Guidance Note 8. The Council will encourage the use of communal satellite dishes on blocks of flats. Some domestic satellite dishes may be installed as permitted development under the General Permitted Development Order. Where permission is required, the following policy will apply.

CD45 TO PERMIT SATELLITE DISHES AND ANTENNAS EXCEPT:

- a) **ON LISTED BUILDINGS WHERE THEIR SPECIAL CHARACTER WOULD BE HARMED; OR**
- b) **ON THE FRONT, SIDE AND ABOVE ROOFLINES OF BUILDINGS WHERE HARM TO THE CHARACTER OR APPEARANCE OF THE AREA WOULD BE CAUSED; OR**
- c) **IN OTHER PARTS OF THE BOROUGH WHERE THEY WOULD CAUSE MATERIAL HARM TO THE APPEARANCE OF THE SURROUNDING AREA.**

4.4.15 Where complying with the above policy, new satellite dishes will only be permitted if:

- (a) they are no more than 0.9m in diameter (exceptions may be made in the case of Telecommunications Code Operators);

Any space allocated for car parking, for loading and unloading commercial vehicles and for public transport operational purposes shall be excluded from gross floor area, as shall any roof-top plant.

Rooms and other spaces which continue through two or more normal floors of the building (e.g. theatres, lecture halls, and atria) will be assessed as occupying that number of floors, except where it is assured (preferably by legal agreement) that those spaces shall not be used for the subsequent provision of additional floorspace by the insertion of extra floors.

GL8 A habitable room is any room used or intended to be used for dwelling purposes above 6.5 sq.m. (70 sq.ft.) in floor area except for kitchens of less than 13 sq.m. (140 sq.ft.), bathrooms and WC's. Utility rooms will not be included as habitable rooms if they have direct access to kitchens and provided they do not exceed 6.5 sq.m. (70 sq.ft.) or the kitchen and inter-connecting utility room together do not exceed 13 sq.m. (140 sq.ft.). If a habitable room has a net floor area exceeding 20.5 sq.m. (220 sq.ft.), that area shall be assessed at the rate of one habitable room per 20.5 sq.m. (220 sq.ft.) or part thereof, but an exception may be made in the case of accommodation designed to be used exclusively as one-room sheltered and other special-needs housing units.

GL9 Net site area means the area of the site as measured to its boundaries and does not include parts of the adjoining public highway.

GL10 Density relates to the amount of residential accommodation in any given area. It is measured by calculating the number of habitable rooms per hectare or acre. For individual sites the gross site area is the appropriate unit of measurement.

GL11 Gross site area applies to density calculations for residential purposes and means the area of the site plus an area calculated by multiplying the length of the site's frontage onto adjoining street(s) by half the width of the street(s) (up to a maximum of 6m (20ft.) subject to the area thus added being no more than 10% of the net site area. No part of any river or canal or railway (or its embankments) or of any public open space shall be used in density calculations. Private open space to be used exclusively in association with a proposed development (including that provided for communal use) shall be included with the gross site area.

GL12 A roof extension means any extension to the original roof and can apply to a dormer window or full-width extension to the roof of a pitched roofed property. The context in which the term is used should in most cases describe the exact form of the roof extension.

GL13 A full-width roof extension means any extension to a pitched roof property which extends the existing roof from party wall to party wall, associated with the raising of those party walls irrespective of whether it is over the whole of the roof area or only a part of it.

GL14 A mansard roof is traditionally a double-pitched roof slope having the lower part steeper than the upper. It has recently come to include a steep single-pitched roof slope used to retain the appearance of a roof while allowing the introduction, within the roof space, of extra accommodation.

Artists' Studios

- 4.4.18a Artist' studios represent a distinctive building type which emerged in the middle of the nineteenth century. They are characterised by a number of features including large windows and expanses of studio space behind. They exist in many forms from grand studio houses commissioned by famous artists of the day, to more modest and utilitarian speculatively built groups. There are significant numbers in the Royal Borough which make an important contribution to its character and appearance. There is considerable pressure both for the introduction of new uses and the carrying out of alterations. This pressure is threatening the essence and character of these studios and consequently, undermining the artistic traditions of the Borough. (See Policy LR31 of the Leisure and Recreation Chapter).

CD47a TO RESIST THE LOSS OF, AND INAPPROPRIATE ALTERATIONS AND EXTENSIONS TO ARTISTS' STUDIOS.

4.5 CONSERVATION AREAS AND LISTED BUILDINGS

Conservation Areas

- 4.5.1 There are currently 35 conservation areas in the Borough, covering about 70% of its area. The Council will consider from time to time whether conservation areas should be extended or new areas designated. The programme of preparing proposals statements for all existing conservation areas will be completed and those in need of review will be updated.
- 4.5.2 A list of conservation areas and Conservation Area Proposals Statements appears in Appendix 1. Conservation areas are identified on Map 5 and also shown on the Proposals Map.
- 4.5.3 Each statement identifies the characteristics which contribute to the special nature of the conservation area and includes guidance which ensures its preservation and ~~or~~ enhancement. Guidelines for the design of new building work (including extensions and alterations to existing properties), as well as proposals for enhancement work to be carried out by the Council itself, are also included. The preparation or review of Conservation Area Proposals Statements, and the enforcement or implementation of any proposals identified in them, will be carried out in consultation with local amenity groups.
- 4.5.4 The Statements will set out detailed guidance to interpret and elaborate on development control policies set out in the Plan. Such detailed guidance will be applied to all relevant planning applications.

CD48 TO PAY SPECIAL ATTENTION TO THE DESIRABILITY OF PRESERVING OR ENHANCING THE CHARACTER OR APPEARANCE OF EACH CONSERVATION AREA.

GL15 A dormer window or extension means a projecting vertical window in the sloping roof of a house (OED definition). The Council considers that any roof extension which takes less than 50% of each roof slope to the original dwelling house can be classed as a dormer window or dormer window extension provided that such an extension does not involve raising either party wall.

GL16 Back addition generally means that part of a Victorian or Edwardian dwelling (which predominate in this Borough) which projects beyond the rear wall of the main part of the building and is usually of a lesser height and width. This part of the building was designed to be subordinate to the main building and normally contained subsidiary accommodation i.e. kitchens, sanitary facilities and secondary bedrooms. It enabled the developer to achieve a greater density with a narrower frontage whilst still providing some light and air to rooms at the rear.

GL17 A building for the purposes of assessing plot ratio includes any structure or erection, and any part of a building, which comprises a roof and at least one side wall.

GL18 An Infill development means a development on a site where there is a need to ensure architectural continuity and a bulk and height of development equal to that of adjoining buildings.

GL19 The daylight and sunlight angles are normally measured from a point 2 metres above ground level along the area to be protected. The measurement could be from the boundary of the site, or the building's elevation or the street's centre line whichever is appropriate. (See the BRE's "Site layout planning for daylight and sunlight - A guide to good practice" for further details).

GL20 The hours of sunlight are measured from the path the sun makes on March 1st.

GL21 A Registered Housing Association is a Housing Association registered with the Housing Corporation.

GL22 Local Register of Buildings of Merit (see policy EN5) means buildings which are of local interest because of their townscape, architectural or historic interest.

GL23 LPAC is the London Planning Advisory Committee, a statutory body set up in November 1985 by all 32 London Boroughs and the City Corporation as a consequence of the abolition of the Greater London Council. LPAC's main tasks (as laid down by Parliament) are:

1. To advise the London Boroughs on planning and development issues of common interest to them.
2. To advise Government Departments on what the Boroughs think about planning and development issues.
3. To let local authorities around Greater London, and any bodies on which they and London Boroughs are represented, know what the London Boroughs think about the issues.

4.5.5 In many cases the character of an area depends not only on the fabric of existing buildings, but also on the ambience created by trees and gardens, walls and railings, external features and materials. The mix of land uses may contribute to the character of an area and in retail streets the design of shopfronts and signs are important.

CD49 TO ENCOURAGE AND CONTRIBUTE TO THE IMPROVEMENT OF THE ENVIRONMENT OF CONSERVATION AREAS.

CD50 TO SEEK THE IMPLEMENTATION OF SPECIFIC PROPOSALS WHICH HAVE BEEN AGREED IN CONSERVATION AREA PROPOSALS STATEMENTS AS RESOURCES PERMIT, AND IN CONSULTATION WITH AMENITY GROUPS, COMMERCIAL INTERESTS AND OTHER RELEVANT BODIES.

4.5.6 The Council will support the improvement of the environment of conservation areas through street works and the upkeep of open spaces. Many conservation areas are cluttered by street furniture such as lamp-posts and signs and, where possible, the Council will reduce unnecessary elements. The Council will pay particular attention to the design and location of street furniture in conservation areas.

Demolition

4.5.7 The architectural quality of a building and its contribution to the character and appearance of a conservation area may be severely compromised by substantial demolition, and this will be taken into account when the Council considers any proposals. It is considered that a building's contribution to the character of a conservation area stems not only from its street frontage but also the side and rear elevations. The historic plan form and integrity of the buildings also make a significant contribution to the character of the conservation areas. Redevelopment behind a retained front facade therefore is generally not acceptable.

CD51 TO RESIST DEMOLITION OR SUBSTANTIAL DEMOLITION OF BUILDINGS IN CONSERVATION AREAS UNLESS:

- a) THE BUILDING OR PART OF THE BUILDING STRUCTURE MAKES NO POSITIVE CONTRIBUTION TO THE CHARACTER OR APPEARANCE OF THE AREA; OR**
- b) THE CONDITION OF THE BUILDING IS PROVED TO BE SUCH THAT REFURBISHMENT IS NOT POSSIBLE; AND**
- c) A SATISFACTORY SCHEME FOR REDEVELOPMENT HAS BEEN APPROVED.**

4.5.8 Any consent for demolition will normally be subject to a condition that the building shall not be demolished until a contract for new work has been made.

GL24 SERPLAN is the London and South East Regional Planning Conference, a non-statutory organisation established and maintained by the local authorities of London and the rest of South East England to monitor regional planning and transport trends and to enable the authorities to achieve a better understanding of the regional context and, by study and discussion, to secure co-ordination of policies. It gives advice on planning issues to the Secretary of State for the Environment and, when appropriate, to other Ministers.

GL25 Planning Obligations. Section 12(1) of the Planning and Compensation Act 1991 substitutes new sections 106, 106A and 106B for section 106 of the Town and Country Planning Act 1990. The new section 106 introduces the concept of planning obligations, which comprises both planning agreements and unilateral undertakings. It enables a planning obligation to be entered into by means of a unilateral undertaking by a developer as well as by agreement between a developer and a local planning authority. Such obligations may restrict development or use of the land; require operations or activities to be carried out in, under or over the land; require the land to be used in any specified way; or require payments to be made to the authority either in a single sum or periodically (see Circular 46/94 1/97 Planning Obligations for further details).

GL26 Planning Policy Guidance Notes are statements of Government policy on various topics issued from time to time to guide Local Planning Authorities in their operation of the planning systems.

GL27 ACE is an abbreviation for arts, culture and entertainment activities.

GL28 Green Corridors, for the purpose of this Plan, are relatively continuous areas of open space, frequently along, major transport routes. They may be narrow, often only the "unused" margins of development, but are of value as habitats for wildlife and plants and local landscape features and because they may link nature conservation areas. Certain transport routes, such as the Thames and the Canal, also act as corridors for animals and plants in the same way as green corridors. However these have been designated as nature conservation areas because of their greater nature conservation importance, and are not shown as green corridors.

GL29 Green Chains are different from green corridors in that they consist of larger areas of public and private open space which are linked together, often across Borough boundaries. Unlike Green Corridors they are normally accessible to the public.

GL30 Metropolitan Walk, a link in the London-wide network of walks being set up by the Countryside Commission and LPAC.

GL31 Public Art, as mentioned in policy EN13, consists of design features, such as artistic or craft work, for a new building, refurbishment, or extension which are provided by the setting aside of a percentage of the capital costs of the development.

GL32 The Arts, as mentioned in the Community Services chapter, relate to potential cultural activities which use buildings such as theatres and libraries.

GL33 Archaeological Priority Areas are areas of particular archaeological importance or vulnerability in the Borough which have been identified by the Council with the advice

CD55 NORMALLY TO REQUIRE FULL PLANNING APPLICATIONS IN CONSERVATION AREAS WHERE A PROPOSAL IS LIKELY TO AFFECT THE CHARACTER OR APPEARANCE OF THE CONSERVATION AREA.

- 4.5.14 In dealing with applications for alterations and extensions, the Council will seek to enhance buildings by encouraging the reinstatement of missing architectural features.

Listed Buildings

- 4.5.15 There are over 3,700 buildings, widely dispersed within the Royal Borough, which are included in the Statutory List of Buildings of Special Architectural or Historic Interest. The Council considers that their preservation, protection and correct maintenance is of great importance.
- 4.5.16 The Council will, as the need arises, propose further buildings suitable for listing to the Department of Culture, Media and Sport.
- 4.5.17 In cases where there is an imminent threat to such buildings by demolition or development proposals, the Council will consider use of its powers to serve Building Preservation Notices.

Demolition of Listed Buildings

- 4.5.18 The Council has control over the proposed demolition of all listed buildings in the Borough. The general presumption is that all buildings on the statutory list will be preserved because of their architectural or historic interest. Redevelopment behind a retained facade is usually unacceptable.

CD57 TO RESIST THE DEMOLITION OF LISTED BUILDINGS IN WHOLE OR IN PART, OR THE REMOVAL OR MODIFICATION OF FEATURES OF ARCHITECTURAL IMPORTANCE (BOTH INTERNAL AND EXTERNAL).

Works to Listed Buildings

- 4.5.19 In dealing with works to listed buildings there is a presumption firmly in favour of preservation. All proposed works to the building should be shown on an application for listed building consent. It should be demonstrated that any matter that might be the subject of control under other legislation or by another authority can be dealt with, without adversely affecting the building's character.
- 4.5.20 The other policies in this chapter will also apply to listed buildings.

CD58 ~~NORMALLY~~ TO RESIST PROPOSALS TO ALTER LISTED BUILDINGS UNLESS:

of English Heritage. In these areas the Council's policies and proposals for archaeological sites will particularly apply. Planning applications affecting such areas will generate appropriate consultation, which could in turn lead to further processes of site assessment.

GL34 Hostel. There are many kinds of hostel use. The policies of the Plan distinguish between two main types:

(i) Residential: accommodation usually occupied by people of a specific group with a common interest. There will usually be an element of management supervision or support and some communal facilities. It will normally be occupied on a intended primarily for medium to long-term basis by people who do not have permanent accommodation elsewhere, catering residential occupation. It may cater for a wide range of socio-economic groups, including homeless families. It excludes residential institutions in the C2 Use Class which provide an significant element of care.

(ii) Tourist: normally short-stay accommodation for those whose normal residence is elsewhere. They are for holidays or short stays and are sometimes open to the general public. They resemble hotels except that the accommodation is usually of a lower standard.

GL35 Green Travel Plans are aimed at helping employees to use alternatives to driving to work - for example public transport, walking and cycling. Green travel plans also address business' transport use and cover travel in the course of business. Travel plans can make a major contribution to easing congestion, especially during the peak periods.

GL36 Greater London Authority Road Network (GRN). The GRN is a network of strategically important roads in the Capital which provide for longer distance journeys and link London to the national road system. These roads include motorways, trunk roads and priority (red) routes. The Mayor will be responsible for developing a strategy for the GRN and Transport for London (TfL) will have direct responsibility for its management.

GL37 Local Implementation Plans. The Mayor is required to produce a London-wide strategy to cover all forms of transport (for goods as well as people). The strategy is aimed at providing a framework for tackling London's transport problems. Each Borough is then required to produce a Local Implementation Plan (LIP) for approval by the Mayor. Approval is based on the LIP being consistent with the Mayoral strategy and providing for adequate implementation of this within a suitable time scale.

GL38 Community Car Pooling schemes, also known as 'car clubs', are aimed at sharing the ownership and use of cars. Owning a car is expensive, but individual journeys are relatively cheap. Once a car is acquired it also acts as a disincentive to using public transport. Community car sharing schemes are one solution which has proved very successful in Europe and is now being looked at in trials in Britain. The principle is different from conventional car hire in that the cars are kept locally and can be used at short notice and for short periods of time. Community Car Pooling Schemes ensure that cars are available when people really need them, but reduce unnecessary use and pressure for parking spaces.

CHAPTER 5

HOUSING

CONTENTS

GENERAL POLICIES

- Part I Policies and Reasoned Justifications
- Introduction
- Maintaining the Existing Stock
- Increasing the Number of Dwellings
- Maintaining and Promoting a Variety of Housing

LOCAL POLICIES

5.1 OBJECTIVES

5.2 MAINTAINING AND ENHANCING THE RESIDENTIAL FUNCTION OF THE BOROUGH

- Vacant Housing

5.3 MAINTAINING AND ENHANCING THE RESIDENTIAL CHARACTER OF THE BOROUGH

- Commercial Development in Residential Areas
- Conversions
- Development and Residential Amenity
- Density
- Improving the Quality of the Housing Stock

5.4 INCREASING THE SUPPLY OF HOUSING

- New Development

5.5 PROVIDING AND MAINTAINING A WIDE RANGE OF HOUSING

- Housing Mix
- Houses in Multiple Occupation (HMOs)
- Affordable Housing Provision
- Special Needs Accommodation
 - (i) Residential Hostels
 - (ii) Sheltered Housing
 - (iii) Access and Mobility
 - (iv) Sites for Travellers

GL39 Biodiversity the term biodiversity includes all living things and the habitats in which they live.

GL40 Biodiversity Action Plans co-ordinate action to conserve and enhance biodiversity. A Local Biodiversity Action Plan is plan of action for protecting, conserving and enhancing biodiversity at a local level.

development land for residential use, except where there is a history of employment-generating uses and the site is unsuitable for housing. This is all the more necessary because of the diminishing number of suitable properties for conversion.

Maintaining and Promoting a Variety of Housing

- 5.vi Kensington and Chelsea has some of the highest residential rents and prices in the country. Accommodation is difficult to obtain for many people who have a need to live in the Borough because of their work or family contacts. RPG3 acknowledges the importance of providing housing for lower and middle income households in London. The Council's policies aim to maintain and increase the amount of affordable housing, family dwellings, small units and accommodation for special needs. The Council will seek to negotiate for a wide variety of housing within large development schemes, and will seek the provision of a substantial element of affordable housing.

STRAT 13

TO ENSURE THE CONTRIBUTION OF THE ROYAL BOROUGH TO THE DWELLING STOCK OF GREATER LONDON IS NOT DIMINISHED AND IS INCREASED WHEREVER APPROPRIATE.

STRAT 14

TO SEEK TO MAXIMISE THE RESIDENTIAL CAPACITY OF THE BOROUGH IN LINE WITH STRATEGIC GUIDANCE FOR LONDON.

STRAT 15

TO ENCOURAGE AN ADEQUATE AND CONTINUING SUPPLY OF LAND FOR NEW HOUSING THROUGH THE DEVELOPMENT OF VACANT AND UNDER-USED LAND FOR RESIDENTIAL USE IN APPROPRIATE LOCATIONS.

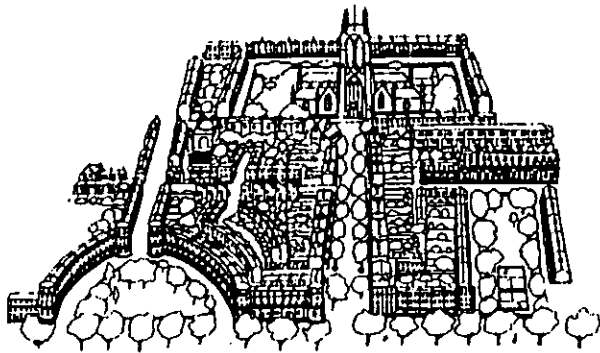
STRAT 16

TO SEEK AN INCREASE IN THE AMOUNT AND RANGE OF SIZES AND TYPES OF DWELLINGS TO MEET THE NEEDS OF THOSE SEEKING PERMANENT ACCOMMODATION IN THE ROYAL BOROUGH, WHILST MAINTAINING THE OVERALL QUALITY OF THE RESIDENTIAL ENVIRONMENT.

BOUNDARIES OF THE CONSERVATION AREA

The Conservation Area

The Norland Conservation Area was designated on 29th January, 1969. It included the original Norland Estate as built up to 1852 plus the completed north side of St. James Gardens 1864-79. The area is shown below



A Borough Surveyor's report of July 1968 identified the Norland Estate conservation area from the significant groups of listed buildings and the original planned layout of the estate. Clarendon Cross was not at this stage included "for although this area has an accidental charm, the village-like atmosphere could easily be reproduced in any redevelopment scheme". This report, the draft of 'Norland Regained', contained a history of the area and some preliminary analysis of the problems in the area. It suggested some broad outline proposals and described how the Council's statutory powers might be used. This report was the first conservation area report produced by the Royal Borough of Kensington and Chelsea.

The Norland Conservation Society gave its views on the draft report in a letter to the Borough Planning Control Officer of 28th September, 1970. In this, the Society laid down their views in the form of a brief for a conservation report, including comprehensive surveys of the area identifying areas of change and preservation and specific proposals to this end. The Society concluded that 'Norland Regained' fell short of meeting the standard of final report they envisaged in respect of its lack of survey material and that the policies indicated were too superficial, although they felt the report to be a useful framework for further work.

A final report did not apparently start and the Borough Planning Officer presented the final draft of 'Norland Regained' to the Town Planning (Development Plan) Sub-Committee on 5th August, 1969.

The traffic management schemes suggested in the report led to the road closures at Portland Road and Kenley Street in 1971. Various other schemes were proposed, including closing Pottery Lane at its junction with Penzance Place but since the Kenley Street redevelopment by the Octavia Hill and Rowe Housing Trust closed Walmer Street/Kenley Street, this was never pursued. The temporary closures were successful and following a 300 signature petition presented by the Norland Conservation Society, the road closure orders were made permanent. The treatment of the road closures, especially at Clarendon Cross, did much to give the northern area a village flavour.

In May 1976 the Norland Conservation Society requested an extension of the Conservation area. Their initial proposal, put to the Planning Committee on 14th September 1976, argued that their proposed extension lay largely within the original boundaries of the Norland Estate and that the buildings were contemporary to others within the area and were an integral part of the Conservation Area townscape.

On 28th September the Norland Conservation Society revised their proposal to include all the wedge of land between Norland and Ladbroke plus an area around Clarendon Cross, the shops fronting Holland Park Avenue to the south of the extended area and the Royal Crescent Mews/Norland Road area (listings are contained in the Appendix.) The Ladbroke Association supported this proposal which the Town Planning Committee accepted on 5th July subject to GLC observations.

The Committee of 21st March, 1978 heard the GLC proposal to include the school and listed church by J.F. Bentley and H. Clutton in Pottery Lane but to leave out 14 and 16 Penzance Place as they were in an area of approved primary school expansion. These alterations were accepted and the Council heard the approval of the Committee on 26th April, 1978. The complete list was published in the London Gazette on 2nd June, 1978. On 25th June, 1979 the DOE confirmed that the Secretary of State accepted that the extended Norland Conservation Area continues to be of outstanding historic and architectural interest.

This completes the conservation area history up to the time of the initial works on this current report beginning in November, 1979.

the loss of permanent residential accommodation through the provision of such temporary residential accommodation (See also Hotels Chapter, Policy T4).

H1 TO RESIST THE LOSS OF PERMANENT RESIDENTIAL ACCOMMODATION IN ALL BUT THE MOST EXCEPTIONAL CIRCUMSTANCES.

5.2.3 The Borough is very densely developed and there are few vacant sites available for residential development. In line with government guidance, the Council will seek to maximise housing provision within the Borough by giving priority to the residential development of sites and buildings where appropriate (see also Policy STRAT 2).

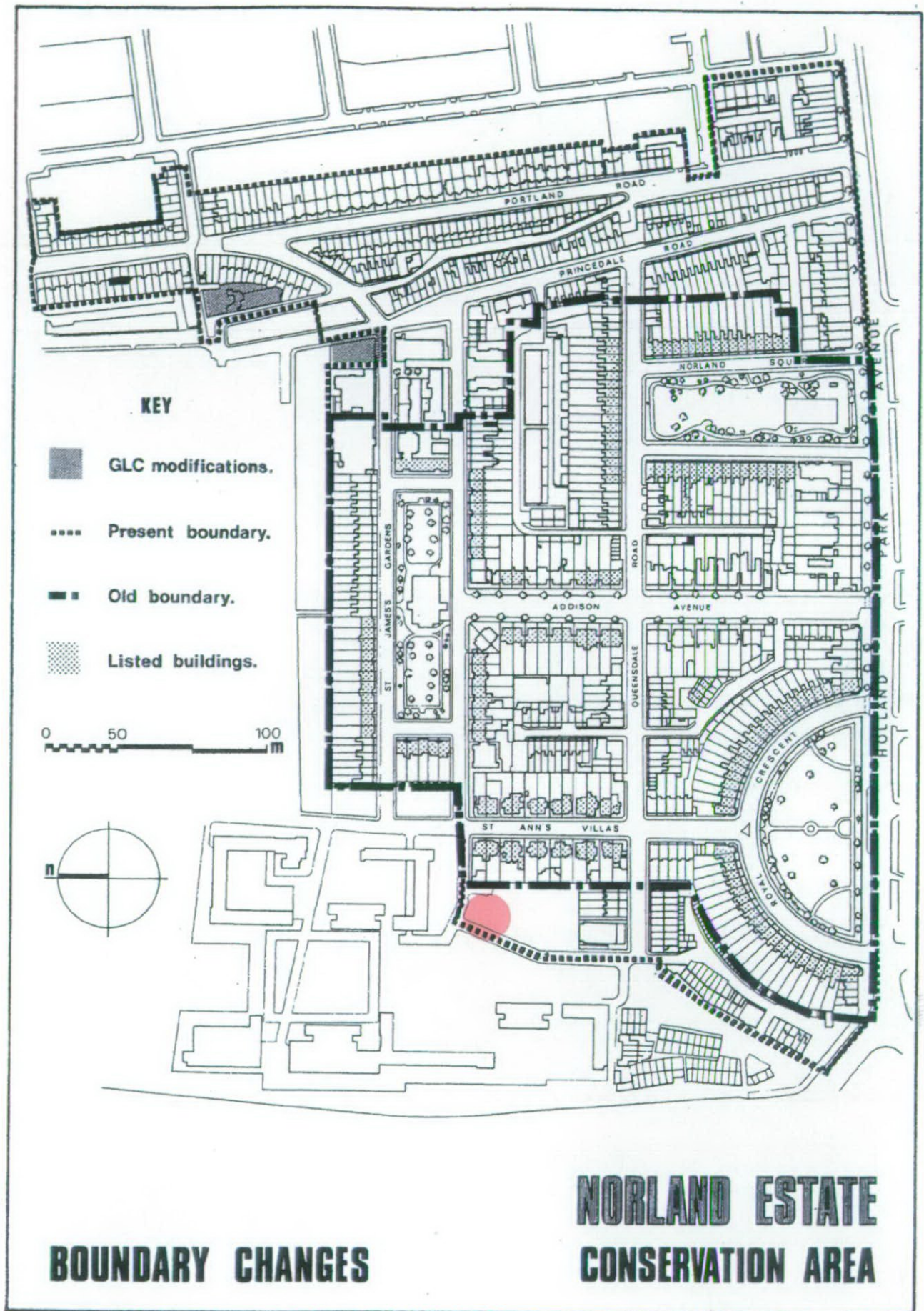
H2 TO SEEK THE DEVELOPMENT OF LAND AND BUILDINGS FOR RESIDENTIAL USE UNLESS:

- a) **A SATISFACTORY RESIDENTIAL ENVIRONMENT CANNOT REASONABLY BE ACHIEVED BY REASON OF EXCESSIVE NOISE, INAPPROPRIATE LOCATION OR GROUND CONTAMINATION; OR**
- b) **THE LAND IS REQUIRED FOR THE PROVISION OF SOCIAL OR COMMUNITY FACILITIES TO MEET LOCAL NEEDS; OR**
- c) **THE DEVELOPMENT IS FOR THE REPLACEMENT ON THE SAME SITE OF EXISTING COMMERCIAL FLOORSPACE WHICH HAS NOT GIVEN RISE TO ENVIRONMENTAL OR TRAFFIC PROBLEMS.**

5.2.4 The Council will have regard to the history of the use of the site and any known conflict with the amenity of the area through traffic or noise generation, hours of operation and any other material factors, including the considerations set out in the definition of the B1 Use Class. The Council will also have regard to the positive aspects of the existing use and its continuation or replacement by another non-residential use, such as its contribution to the vitality of the local economy. Where a site or building is not suitable or appropriate for residential use its residential use will not be sought.

Vacant Housing

5.2.5 Kensington and Chelsea suffers from a high level of vacant and under-utilised residential property. The numbers of vacant residential units above shops are of particular concern (see CD66 in Conservation and Development Chapter). To reduce the proportion of dwellings that are vacant would significantly increase the number of dwellings available to local residents. The Council is particularly concerned to prevent vacant property from falling into disrepair. The Council attaches particular importance to the return to use of vacant residential property and will continue to identify vacant residential property, negotiate with the owners and where necessary, compulsorily purchase the property, following which it will be offered for sale to housing associations or sold on the open market. The Council requires that any such property be modernised and used solely for residential purposes.



WHICH SUPPORT THE RESIDENTIAL CHARACTER OF THE AREA.

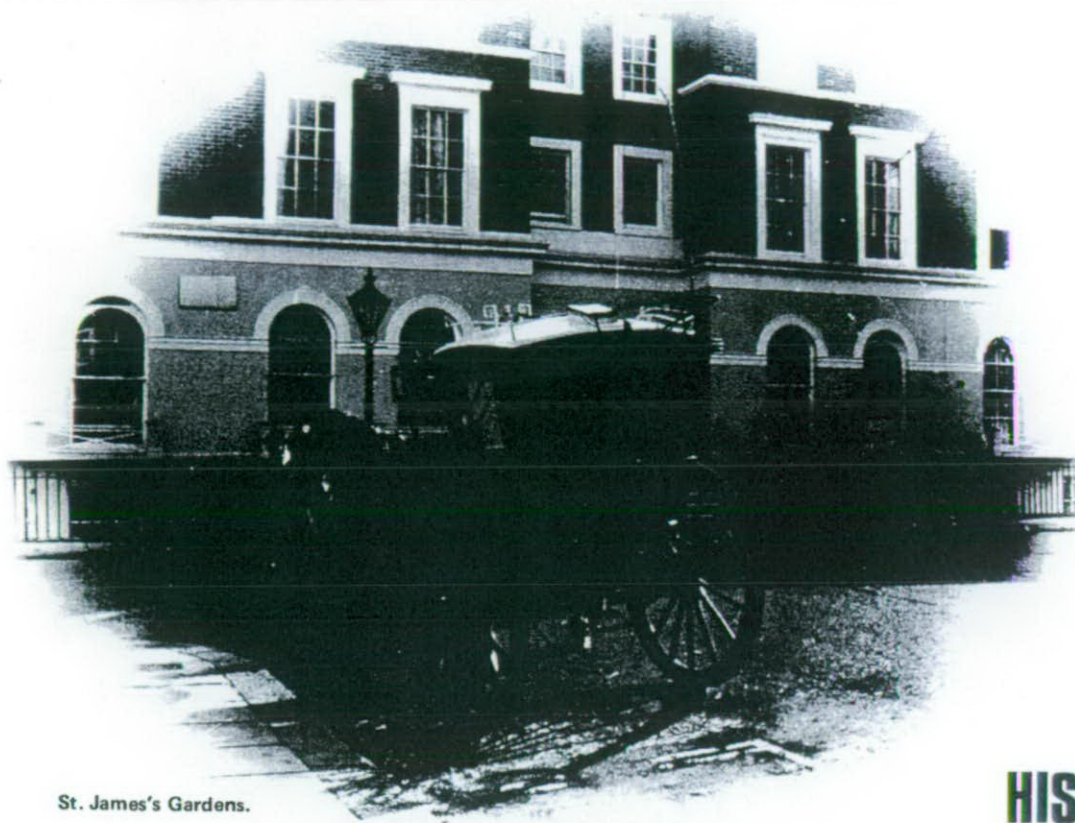
Conversions

5.3.4 Although there continues to be a steady increase in self-contained dwellings in the Borough, largely due to the conversion of buildings, there has been a large-scale loss of small, often not self-contained units. This process has made a significant contribution to the decline in population, due to the displacement of many long-term residents in small households. Conversions potentially could have an important part to play in meeting the overall housing provision envisaged by RPG3 and in providing suitable accommodation for the growing number of small households. These aims will only be realised if a higher proportion of units provided are designed to meet the needs of the Borough's permanent residents. In those cases where a proposed conversion is acceptable under H6, policies H18 and H19 will apply.

5.3.5 However, there are drawbacks to dwellings provided by conversions. Although conversions provide new, generally small, dwellings, they can result in the loss of accommodation suitable for families and certain forms of low cost housing such as bedsitting rooms (see also paragraphs 5.5.4 and 5.5.5). Conversions can lack privacy, have inadequate noise insulation, and be badly designed, although the Council ensures that conversion schemes requiring planning permission are of an adequate standard. The increase in number or size of dwellings associated with many conversion schemes puts extra pressure on existing facilities such as parking, due to the higher car ownership rates of the occupants (see also Planning Standards Chapter and consult with the Director of Building Control as appropriate). The Council will ensure that the conversion of self-contained residential units into smaller dwellings does not generate unacceptable levels of on-street parking demand or exacerbate severe problems of restricted on-street provision. On-street parking pressure in an area is considered to be unacceptable when the legal parking space (see Glossary for definition) occupied exceeds 90% of the legal space available. In cases where off-street parking provision is not possible, the Council will not grant planning permission unless means can be agreed to avoid any increase in on-street parking demand (see paragraph 7.6.16b of the Transportation Chapter).

H6 TO PERMIT PROPOSALS FOR THE CONVERSION OF SELF-CONTAINED RESIDENTIAL UNITS INTO SMALLER SELF-CONTAINED DWELLINGS, EXCEPT WHERE THEY WOULD RESULT IN :

- a) UNACCEPTABLE LEVELS OF ON-STREET PARKING DEMAND OR ADD TO ALREADY UNACCEPTABLE LEVELS;**
- b) THE UNACCEPTABLE LOSS OF OFF-STREET PARKING SPACES;**
- c) THE LOSS OF FAMILY-SIZED DWELLINGS ~~HOUSES OR FLATS OF FIVE HABITABLE ROOMS OR FEWER 100 SQUARE METRES (GROSS) OR LESS WHICH HAVE DIRECT ACCESS TO AMENITY SPACE;~~**



St. James's Gardens.

HISTORY

HISTORY OF NORLAND

INTRODUCTION

The following brief history of the Norland Estate is intended as a summary of development in the area. It is inevitable that in such a general summary the history of various specific terraces is sketchy or omitted.

The source of information was the Survey of London Northern Kensington volume published for the Greater London Council Historic Building Board, to which interested readers should refer for a definitive history of the development. References for the early history of the area are detailed on p.73.

The Site

The Norland Estate, bordered by Portland Road and Pottery Lane to the East, Holland Park Avenue (Uxbridge Road) to the South and the Kensington and Hammersmith Parish boundary to the West was originally 52 acres of grounds attached to Norland House (on the site of the present 130 Holland Park Avenue).

Early History

The ancient Roman highway of Uxbridge Road running

through Oxford to Wales and now called Holland Park Avenue formed a natural southern boundary to the land of Norlands.

By the sixteenth century the area was usually described as being part of the manor of Abbots Kensington although this was more correctly the block of land 240 acres in extent, to the west of St. Mary Abbots Church. In 1599 these lands, described as "all those several closes and wood-grounds called Norlands, lying on the north side of the said highway leading to Acton, and abutting upon a wood called Notting Wood, on the east, upon a farm called Notting Barns Farm on the north; and upon the common sewer on the west" were in the possession of Robert Horseman.

The "several closes and wood grounds" extended from a lane which led to 'Noten Barns' (now Pottery Lane) to the stream described as a common sewer called Counters Creek running along what is now Norland Road.

The estate was held by various owners amongst whom were the Arnolds who owned farms all along the western boundary of Kensington Parish in 1630's to 1700's. In the early eighteenth century, Norland House, a large house on the high road, belonged to Thomas Greene and the lane running beside it became known at this time as Green's Lane. The lane changed its name in the first

character and environment of the Borough. In most cases of new development, however, the Council's policy is to seek lower densities than in the past, in order that excessive pressure is not placed on existing facilities, particularly open space, that the quality of the existing environment is maintained, and, as appropriate, improved, and that new residential development offers facilities and a quality of environment acceptable today. It will be particularly important to design to lower densities, and make adequate provision for open space, in schemes suitable for occupation by families with children.

5.3.12 In considering both the quality of the environment proposed in a new housing scheme, and the effect of that scheme on the character and environment of the surrounding area, the density policies set out below will be followed, and regard will be had to the density ranges set out below. Schemes will also have to comply with other policies of the plan, particularly those relating to design, light, privacy, open space, and residential parking.

5.3.13 In applying the following policies the Council will have regard to the following well established density guidelines:

VERY LOW: less than 70 habitable rooms per acre (hra) (175 habitable rooms per hectare (hrha))

LOWER: between 70 hra and 100 hra (175-250 hrha)

HIGHER: between 100 hra and 140 hra (250-350 hrha)

VERY HIGH: above 140 hra (350 hrha)

Guidance on the calculation of residential density is given in the Planning Standards Chapter.

H9 NORMALLY TO RESIST RESIDENTIAL DEVELOPMENT DESIGNED TO A VERY LOW DENSITY.

H10 NORMALLY TO REQUIRE THAT HOUSING PREDOMINANTLY SUITABLE FOR OCCUPATION BY FAMILIES WITH CHILDREN IS DESIGNED TO A LOWER DENSITY.

H11 NORMALLY TO RESIST HOUSING DESIGNED TO HIGHER DENSITIES EXCEPT WHERE IT:

a) IS DESIGNED PREDOMINANTLY FOR OCCUPATION BY SMALL HOUSEHOLDS; OR

b) ENABLES THE PROVISION OF SPECIAL NEEDS OR AFFORDABLE HOUSING ON APPROPRIATE SITES; OR

c) IS AN INFILL SCHEME WHERE A HIGHER DENSITY DEVELOPMENT IS NECESSARY FOR TOWNSCAPE REASONS TO COMPLY WITH THE POLICIES OF THE CONSERVATION AND DEVELOPMENT CHAPTER.

quarter of the nineteenth century when potteries and a brickfield was established at the north end of the lane which had originally led to Notting Barns Farm. A potter's kiln still exists in Walmer Road and is listed as an ancient monument. Its conversion into the dining room of the adjoining house should ensure its preservation in sound repair.

The Uxbridge Road

In the 18th century, the Uxbridge Road was infamous for flooding, especially where the Westbourne or Bays Water stream flowed under it despite the presence of a bridge there from 1675. The general state of roads was such that there were frequent reports of near drownings of visitors to the estates on the hill. Laundry carts going to the potteries were frequently up to their axles in mire at the end of Walmer Road and one woman was drowned in Latimer Road when walking home at night.

The low lying ground by the present West London railway also attracted flood water, the area becoming known as 'The Marsh' at this time.

The turnpike Bills of the 18th century were aimed at improving the state of the roads but despite Uxbridge Road becoming a turnpike, its condition did not improve. The turnpike gate for the stretch of road towards London was known as the Kensington Gravel Pits Gate, later called Notting Hill Gate, and stood on the site of the current Notting Hill Gate station.

18th century diarists told of thefts from farms along the road and it was an infamous spot for highwaymen who hid in the scrubland on the hill, despite the presence of a gallows at Gallows Close Shepherds Bush. During their heyday in 1650-1774, highwaymen were known to frequent the Coach and Horses Public House (now 108 High Street, Notting Hill Gate).

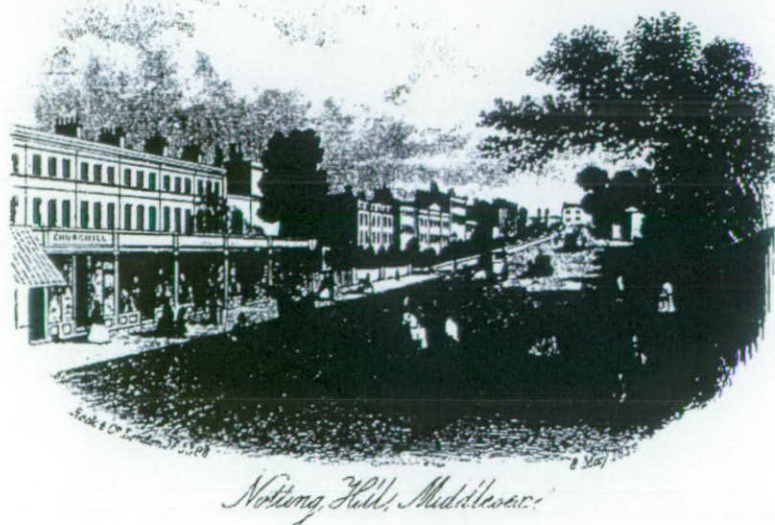
Long distance coaches used to stop opposite Royal Crescent at the Duke of Clarence Public House which until recently retained the sign post and stone mounting block.

The lead up to development

Norland was bought by Thomas Greene in the early eighteenth century and left to his grandson E.B. Greene in 1740 along with £4,000 per annum. Debts, however, forced him to lease the house (and twelve acres in the area Princedale, Queensdale, Norland Square) as a Military Academy in 1761. The Academy passed through three proprietors of varying fortune until in 1788 E.B. Greene died in debt and the estate and house were bought at auction by Benjamin Vulliamy, a Pall Mall watchmaker, in 1791. He paid £4,270 for 40 acres plus an unknown amount extra for the house and twelve acres. This remained in the ownership of the Vulliamy Family until 1839. (In 1844 Vulliamy's son Lewis designed the Church of St. James' on the estate).

The Ladbroke Estate to the east was started in 1821 and to the south the first leases of Lord Holland's land were let in 1824, so by the 1830's Norland was eligible for development. When the Birmingham, Bristol and Thames Junction Railway planned a line close to the Counters Creek sewer (a surface water drain) the Westminster Commissioner of sewers insisted that the old sewer be diverted to a new line further east over its entire length from the northern boundary of Norland to South Kensington and Warwick Road. The sewer built in 1838-9 along the line of Holland Road, Holland Villas Road, up the centre of Royal Crescent, St. Annes Villas and Road, greatly improved the drainage of the Norland area and Vulliamy prepared to sell the estate to William Kingdom in 1838. Kingdom's architect Robert Cantwell insisted that the new sewer be enclosed at the railway company's expense to the southern boundary of Norland.

Kingdom, however, assigned the sale of the estate to Charles Richardson, a London solicitor, in 1839 for which he paid a total of £19,990 to Kingdom and Vulliamy. Richardson set about raising capital in 1840-44, to build the three miles of sewers approved by the Commissioner and loan to builders to begin an estate to Cantwell's designs.



RPG3 period): the availability of development sites; the potential to convert the existing stock of buildings into dwellings; and the nature of the local housing market.

5.4.1b The Council has identified a number of new large residential opportunities as part of the review of the Plan (See Schedule of Major Development Sites). These sites are expected to provide the largest single source of additional dwellings (up to 3,000 units). Large "windfall" sites are also expected to provide up to 1,000 dwellings. Smaller sites (providing under 10 dwellings each) are likely to yield up to 600 dwellings. Conversion activity (from all sources) is likely to provide up to 1,500 dwellings even though the significance of this sector has declined in recent years.

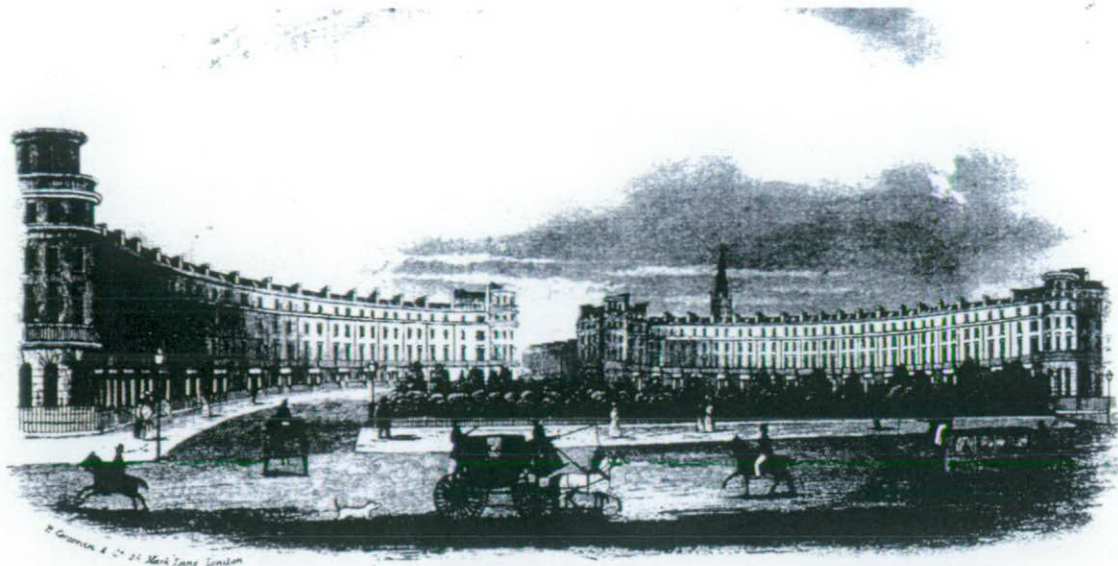
5.4.1c Kensington and Chelsea has the most expensive housing market in the UK and is subject to intense regional, national and international demand. It is also a magnet for speculative investment activity and company lettings. It is likely that its locational advantage will continue into the foreseeable future resulting in a buoyancy which is virtually unrivalled anywhere in the country. Overall, a housing capacity of over 6,000 dwellings has been identified for the years 1997 to 2006 in addition to the 3,000 or so dwellings already completed between 1992 and 1998. Given the high implementation rate (currently about 90%) for planning approvals in the Borough, there is every prospect that Kensington and Chelsea will exceed the minimum housing target of 7,750 included in RPG3. The UDP will subsequently be amended to reflect the housing provision policies of the Mayor's Spatial Development Strategy for London.

5.4.1d The sources of future housing beyond 2006 and up to 2016 will rely far less on large identified sites (since these are subject to greater uncertainty) and more on "windfall" sites and conversions. Overall there is likely to be a reduced capacity for additional dwellings in the Borough over the period 2006 - 2016 compared to the period 1997 - 2006 because of the increasing difficulty in identifying suitable development opportunities and the need to protect the distinctive character of the Borough. The residential function of the Borough needs to be supported by essential local commercial and community uses in order to maintain a sustainable balance of land uses.

H15 TO REQUIRE A SUBSTANTIAL PROPORTION OF HOUSING TO BE PROVIDED ON THOSE SITES TO WHICH THIS POLICY APPLIES AS IDENTIFIED IN THE SCHEDULE OF MAJOR DEVELOPMENT SITES AND SHOWN ON THE PROPOSALS MAP.

H16 TO ENCOURAGE THE USE OF PUBLICLY OWNED LAND FOR THE PROVISION OF HOUSING, WHEREVER APPROPRIATE.

5.4.2 A number of sites have been identified on the Schedule of Major Development Sites and Proposals Map where redevelopments will be expected to provide housing on all or at least the major part of the site area or floorspace. Such housing provision must be carefully designed to achieve an acceptable level of amenity for residents with regard to the location of any proposed business uses. (See also Offices and Industry Chapter Policy E3).



View of Royal Crescent, Norland Estate, Notting Hill

Royal Crescent, an engraved letterhead of the 1840s.

THE DEVELOPMENT OF NORLAND

Cantwell designed an estate based on two principal roads, Addison Avenue running north-south and Queensdale Road running east-west across the estate. In the south-west angle of these he planned a crescent broken in the middle by St. Annes Villas to allow unobstructed passage of the Counters Creek sewer. In the south-east quarter he placed Norland Square. In 1839 building started facing the Uxbridge Road (now Holland Park Avenue) with an existing row of four houses incorporated into a range of eleven houses. Ten of these buildings leases were taken by Charles Stewart (who took a total of 150 building leases) and who with Richardson's brother and partners in a law practice was a major speculator in the estate. Stewart had difficulty finding tenants willing to live so far from London, a problem which plagued the early establishment of the estate, and his houses in Holland Park Avenue were not fully occupied until 1845 and those on the east side of Royal Crescent, on which he took building leases in 1842, not until 1848. The western half of the crescent was not occupied until 1856. This restricted Richardson's ability to raise loans on further building leases. To assist builders in further developing his estate Richardson tried all possible incentives to induce lettings on built properties, agreeing contracts for gas lighting in 1842, mains water in 1843 and promoting an act of Parliament vesting management responsibility for street cleaning, paving, lighting and maintenance of Royal Crescent, Norland Square and St. James' Square gardens in twelve resident commissioners levying a rate of three shillings in the pound on properties. In 1844 the greatest allurements, a church, was built on a site donated by

Richardson and costing £4,941. It was consecrated in July 1845 after difficulties in raising the funds for its completion.

Despite all his efforts the progress of the estate continued to be erratic through lack of funds.

In 1840-43 the sites of twenty two-storey stucco fronted paired houses and a Public House were leased in the southern half of Addison Avenue. The houses were to the design of the tradesmen building them and sold well. In the northern half the ten pairs of houses were to one design tentatively attributed to F.W. Strent and which departed from the traditional two room per floor London town house style, having a wider frontage, less floors and well proportioned rooms. Considerable delay resulted from the lessee of the West side being unable to keep up his mortgage payments and the leases having to be resold to tradesmen. As a result it was not occupied until 1848, the leases for the east side not being sold until 1850.

Progress in Norland Square was likewise unstable, the leases of all 51 plots being granted by 1844 but 32 of these were to Richardson's joint speculators on the estate who shared his own over-extended financial position. The only multiple lessee who was a tradesman was declared bankrupt in 1845 resulting in houses on the west side not being occupied until 1849 and those on the north side (let to Richardson's brother) and east side were unoccupied until 1852-53. The houses are typical London terraces style with two rooms per floor on four floors over a basement.

g) PROVISION OF ACCOMMODATION FOR SPECIAL NEEDS (See paragraphs 5.5.13 to 5.5.25); AND

h) BUSY ROADS OR RAILWAY LINES NEARBY.

5.5.3 Particular regard should be paid to providing accommodation suitable for families in acceptable locations and the Council will encourage the provision of larger units suitable for family occupation to be located in the lower floors with access to the garden.

Houses in Multiple Occupation (HMOs)

5.5.4 The private rented sector performs an important function in the housing market, especially in meeting a need for lower cost housing, but has experienced a rapid decline. Much of the decline in this sector in the Borough has resulted from the conversion, into flats for sale, of Houses in Multiple Occupation (HMOs). There has also been a change in the types of lettings made. Whereas in the past, much of the privately rented sector had catered for lower income groups, an increasing proportion of this sector now consists of luxury furnished flats intended for short-term lets to mobile higher-income tenants.

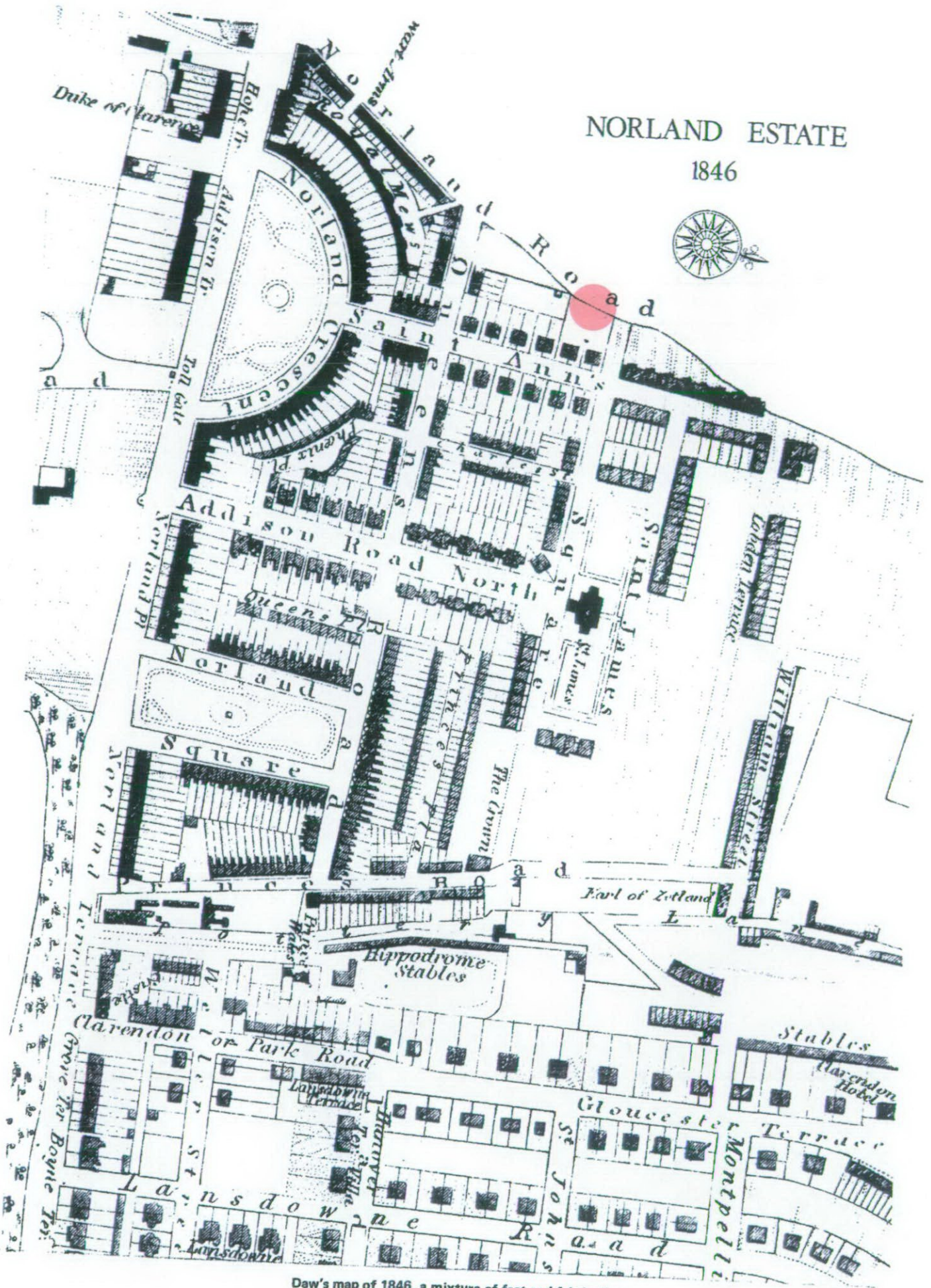
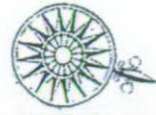
5.5.5 Despite the decline, the Borough still has a greater proportion of private rented accommodation than anywhere else in the United Kingdom. The Council has undertaken research which demonstrates the continuing high demand for HMO accommodation in the Borough and the valuable role the existing HMO stock makes towards meeting housing need and supporting the local economy. Consequently, the Council recognises that certain types of accommodation meet a specific need and will not normally consider favourably proposals which involve the loss of such accommodation. In particular, the Council is concerned that bedsit accommodation which is in compliance, or capable of complying, with building regulations and the standards laid down by the Housing Acts, should normally be maintained. However, there may be circumstances in which the loss of an HMO may be allowed, for example, in order to secure the essential restoration of a listed building where improvement is needed, and in which the existing HMO layout is harmful to the historic character of the building, or in appropriate locations having regard to the distribution of HMOs within the area. Proposals from Registered Social Landlords (RSLs) to convert properties into self-contained dwellings, in liaison with existing tenants, will be assessed in relation to how long the RSL has owned the property and whether there is a significant reduction in the number of bedspaces. RSLs, in liaison with the Council, will be encouraged to manage existing HMOs for the benefit of lower and middle income workers who have a need to live close to their place of work in the Borough.

5.5.6 Where existing HMOs and bedsitting rooms do not comply with the current Housing Acts, landlords should seek advice from the Council's Environmental Health Department.

H20 NORMALLY TO RESIST PROPOSALS FOR THE CONVERSION INTO SELF-CONTAINED ACCOMMODATION OF THOSE HOUSES IN MULTIPLE OCCUPATION AND INDIVIDUAL BEDSITTING

NORLAND ESTATE

1846

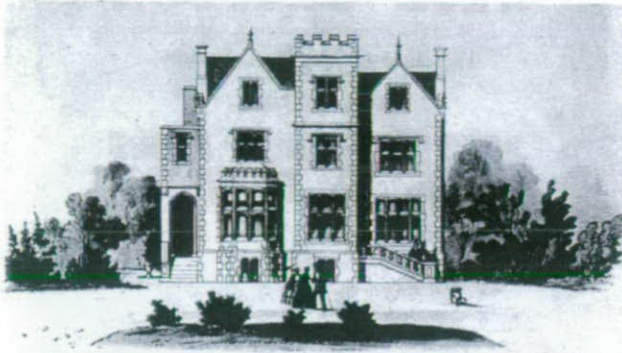


Daw's map of 1846, a mixture of fact and fabrication.

the Council's Common Housing Register (CHR). This analysis produces projections of future housing need based on trends in the rate of new applications on the CHR and projected supply data. At the beginning of ~~July 1999~~ April 2000, there were over ~~8,413~~ 8,585 applicants on the Common Housing Register. There were ~~3,392~~ applicants assessed as having high priority, and of these ~~924~~ had the highest priority ~~due to an acute need for rehousing~~ 4,359 households who were assessed as being in significant need. Current information also indicates that ~~1,539~~ 1,026 applicants (~~17%~~ of the total) on the Council's Common Housing Register have recorded an interest in low cost home ownership. However social housing lettings available to the Council, and referrals to low cost home ownership properties, are limited to approximately ~~600~~ 800 homes each year. At current rates of application and assuming lettings levels remain the same, even those in the highest priority will increase in number. The shortfall between high priority households and supply is approximately ~~4,900~~ 5,697 by April ~~2005~~ 2006.

- 5.5.10 The development of affordable housing within the Borough is extremely difficult and, therefore, the Council has continued to work with RSLs and other local authorities to develop housing out-of-borough. However, success in out-of-borough development is contingent upon the Council continuing to support affordable housing within its boundaries. Given the current and projected lack of available sites in the Borough, it is reasonable to assume that, based on experience to date, approximately 50% of all future new supply of affordable housing will continue to be developed by RSLs outside the Borough. Accordingly approximately ~~2,400~~ 2,850 homes needed to meet high need are expected to be provided outside the Borough. Therefore, it is proposed that the UDP target for affordable housing should be set at ~~2,500~~ 2,850 homes over the ten year life of the Plan. If achieved, this number of homes would meet the higher levels of housing need in the Borough, but would not provide sufficient accommodation for every household in priority need for rehousing.
- 5.5.10a The Council wishes to ensure that the present proportion of affordable housing in the Borough, about one third, is maintained (a figure of one third corresponds to the proportion of households living in affordable housing or HMOs at the time of the 1991 Population Census). The application of the Council's policies will in practice exclude a large number of small sites and proposals, which do not have sufficient capacity, from the requirement to provide affordable housing (see paragraph 5.5.10e). However, if the affordable housing target is to be met, the large sites in the Schedule of Major Development Sites should provide a higher proportion (i.e. more than one third) of affordable housing in order to compensate. In order to assess the success of this policy, the Council will regularly monitor the proportion of new affordable housing provided within the total new housing stock.
- 5.5.10b It is likely that the use of planning powers will continue to be a key mechanism for providing the majority of all identified affordable housing programmes in Kensington and Chelsea, especially if RSLs, such as housing associations, can no longer compete effectively in the local housing market for sites and properties. The supply of adequate finance is necessary but not sufficient for development to proceed. The main resource issue is an inadequate supply of land for development. Therefore, where a requirement for an element of affordable housing is appropriate

Behind the houses on the north side of Norland Square two ranges of plain brick artisans cottages were leased in 1844-45. Now replaced, they had two storeys over basements and since they backed the Gardens of Norland Square and St. James' Gardens, had no rear windows and were only 14 feet deep and 24 feet wide, set back on substantial gardens.



1840s lithograph labelled Elizabethan Villas Notting Hill,

In 1843 Stewart had built two terraced ranges of five houses on four storeys in St. Annes Villas to continue Cantwell's Royal Crescent style. As with the Crescent itself he found difficulty in finding tenants and they were not occupied until 1848. He therefore experimented with a new style of semi-detached Tudor-Gothic style of houses in a layout design of 1841, for which building leases were granted in 1845-46. Of 24 proposed paired houses North of Queensdale Road only seven were built and six occupied by 1848 and Stewart assigned some of the leases to the other speculators. Building was resumed in 1850 but they were not fully occupied until 1859.



St. James's Square, a design by the architect John Barnett.

Other buildings of similar style were the stone faced pair set at an angle on the West corner of Addison Avenue and St. James' Gardens and the modest stucco-faced mews houses designed by William Carson, Richardson's clerk of works, and built in 1844 in Queensdale Walk. In 1843 Richardson gained permission to lay sewers for a square to be formed around a church in St. James' Square. Richardson's mounting financial difficulties forced him to sell the freehold of a twelve acre brick field north of this planned square. William Morris paid £7,190 in 1844 for the site having previously leased a twenty-two acre area which had also included the site of St. James' Square for £1000 per annum. In the same year St. James' Church was built to designs by Lewis Vulliamy, and between 1847 and 1851 five ranges totalling 37 houses were built to designs by

John Barnett in the square and financed by one of the five new building societies investing in the estate. These houses were in pairs linked by recessed bays of one or two storeys. The frontages were eight feet wider than Norland Square or Royal Crescent and allowed a more spacious and better proportioned interior with up to four rooms per floor.

By 1848 Richardson became unable to stand the pressure of his personal liability in the estate. He had built sewers on the estate at his own expense and advanced money to the principle builders and lessees to keep development moving. Despite his best efforts lettings of property were slow and he was unable to raise sufficient loans against the ground rents, being unsuccessful in attempting to borrow £120,000 in 1846. By 1849 he had sold at least 270 of the 500 freeholds on the estate and carried on selling piecemeal until 1852. This included all 37 houses and land of St. James' Square as well as the vacant north-side site, sold complete in 1852 and resold piecemeal mostly to shareholders of the original building society.

Particulars and Conditions of Sale,
—
AMPLY SECURED
FREEHOLD GROUND RENTS,
—
VALUABLE FREEHOLD HOUSES,
—
£1,200 PER ANNUM,
(FORMING A PORTION OF THE NORLAND ESTATE.)
—
NOTTING HILL, KENSINGTON
—
LORD HOLLAND'S PARK,
AND CONTIGUOUS TO KENSINGTON GARDENS,
Being one of the most healthy and improving Neighbourhoods in the Metropolis.
—
FREEHOLD GROUND RENTS,
Are secured beyond the possibility of a doubt, upon nearly
130 HOUSES & SHOPS,
PREVIOUSLY LET UNDER LEASES OF UP TO 99 YEARS.
NUMEROUS ENTIRE STREETS, SQUARES, AND TERRACES,
INCLUDING THE
ROYAL CRESCENT,
THE LABURNUM AND HOVE CHURCHWARDS IN THE ENVIRONS OF LONDON.
The whole will be sold
IN 29 LOTS,
Adapted to both large and small purchasers, and so as to enable the Lessees to become the owners of the Freehold.
To be Sold by Auction, by
Mr. FREDERICK CHINNOCK,
AT THE AUCTION MART, IN THE CITY OF LONDON,
On WEDNESDAY, the 14th day of MARCH, 1849,
at TWELVE (12) o'clock precisely.
Particulars may be had of Messrs. HERRINGS, PARVE & PARVE, Solicitors, No. 37, Olden Square, London; and of
Mr. F. CHINNOCK'S Office, 55, Regent Street, Waterloo Place, W. Kensington, Middlesex, Lower Kensington Lane, Lambeth.
Selling the freeholds in 1849.

The building in St. James' Square had stopped in 1851 with one of the projected terraces not started on the north side. The builder of the majority of the houses became bankrupt and the works in progress were completed by a different builder but development did not restart on the northern site until the mid 1860's.

Virtually the rest of the estate was sold to an auctioneer Frederick Chinnock to pay off Richardson's debts in 1852.

which do not provide a satisfactory amount of affordable housing on the site will be resisted by the Council.

5.5.11 The Council will negotiate with developers on individual sites in order to establish the amount of affordable housing to be provided and the mix of dwelling type and unit size as is appropriate for the location. Inevitably, each case will be dealt with on its merits. An integrated and corporate approach to the implementation of policy will be used by the Council which is consistent with PPG3. The Council will require information about the housing need that would be met by the proposal and will have to be satisfied that the proposal would meet a known housing need. Where appropriate, the Council will seek Planning Obligations to secure the future of the housing as affordable. The Council has a duty to provide affordable housing to meet the most pressing housing needs and the Council will use the rents set by RSLs working in the Borough as a basis for affordable housing to meet this obligation. Affordability will be assessed to take into account all relevant costs in order to keep outgoings of occupiers at an affordable level.

5.5.11a An aim of the Council's Housing Strategy is to support the development of balanced communities in the Borough. In order to achieve this objective, new approaches to the provision of affordable shared ownership will be considered by the Council. Eligibility will be restricted to applicants who are registered on the Council's Common Housing Register (CHR) or the Housing Initiatives Team's Shared Ownership database. Most commonly, the best way for ensuring that affordable housing will be enjoyed by successive as well as initial occupiers of property is by involvement of a RSL providing housing for rent or shared ownership. However, alternative means of securing such provision will be considered on their merits. The Council will determine, in negotiation with the developer, the balance between affordable housing for rent and for shared ownership in each scheme depending on its assessment of current housing need.

5.5.12 The Council has always been concerned about the plight of tenants whose homes are threatened by redevelopment and by conversion schemes, and information about the arrangements for rehousing these tenants will be sought.

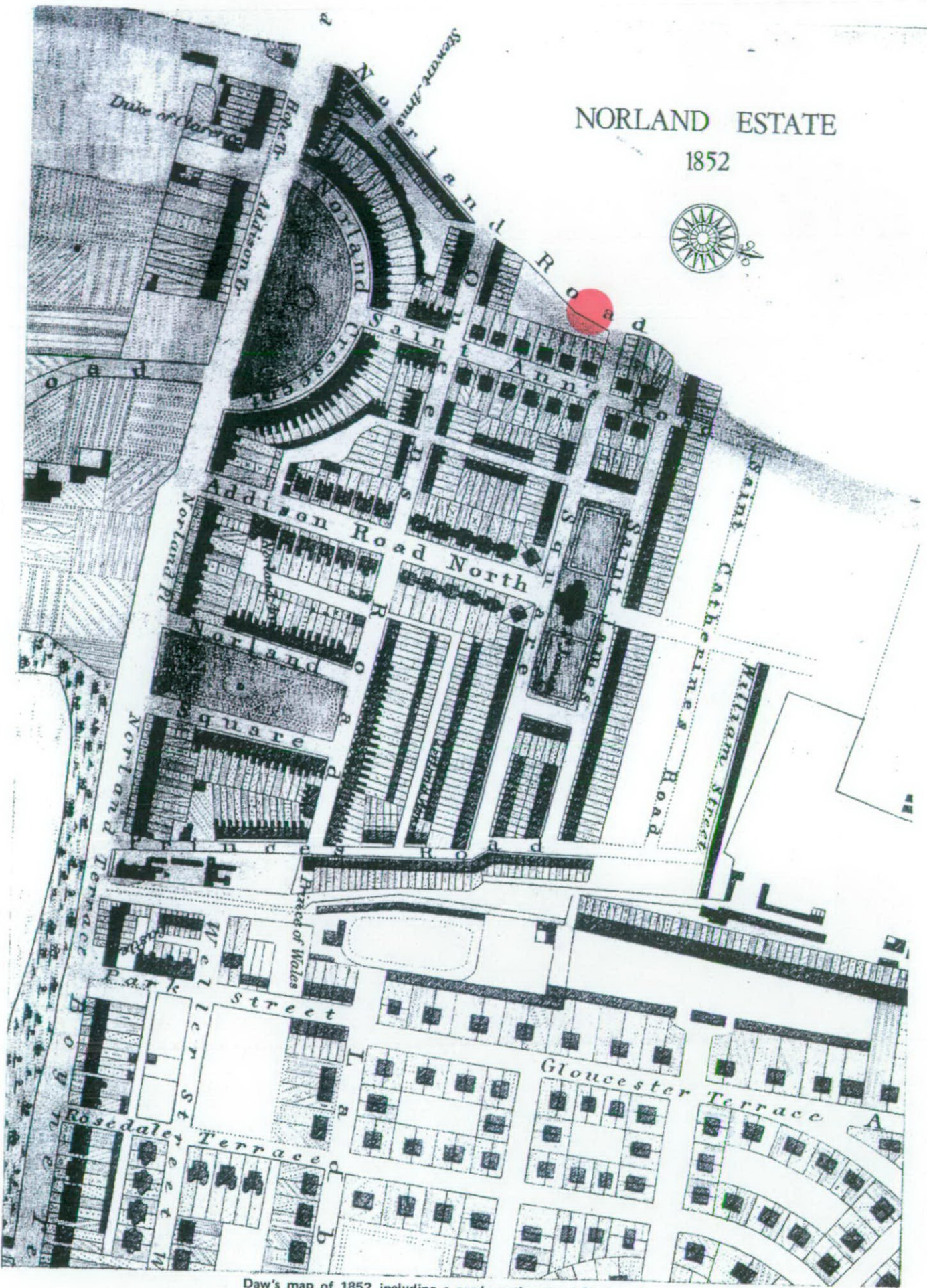
Special Needs Accommodation

5.5.13 People with special housing needs include the single homeless, the elderly, those with physical or mental disabilities, people with mental health problems, women who have experienced domestic violence, students, people with a long-term debilitating illness, and Travellers. The Council is aware of the special housing needs of these groups and is concerned that they should be adequately provided for in appropriate locations.

H24 TO WELCOME THE PROVISION OF HOUSING FOR PEOPLE WITH SPECIAL ACCOMMODATION NEEDS IN APPROPRIATE LOCATIONS, HAVING REGARD TO THE EXISTING DISTRIBUTION OF SIMILAR TYPES OF ACCOMMODATION WITHIN THE AREA.

NORLAND ESTATE

1852



Daw's map of 1852 including a road north out of St. James's Gardens and Queensdale Place extended into it.

5.5.19 A recognised provider includes colleges, housing associations, charities and employers providing staff accommodation and other organisations which provide good quality accommodation for groups of people for whom there is a known and established need for accommodation.

(ii) Sheltered Housing

5.5.20 Many elderly people are living in accommodation that is either unsuitable for their needs or is in poor condition. The provision of sheltered housing allows those who wish to move to specially designed group accommodation to do so. Sheltered accommodation can also provide better facilities for people suffering long-term debilitating illness. The most pressing need in the Borough is currently for 'very' sheltered housing, which provides a higher level of care, catering for the frail elderly and people recovering from mental illness. The Council will continue to support the work of housing associations in this respect.

H27 TO WELCOME THE PROVISION OF SHELTERED HOUSING, IN PARTICULAR VERY SHELTERED HOUSING, IN APPROPRIATE LOCATIONS, HAVING REGARD TO THE EXISTING DISTRIBUTION OF SIMILAR TYPES OF ACCOMMODATION WITHIN THE AREA.

5.5.21 Housing that provides a secure environment in which to live is an important consideration for people who are vulnerable or subject to harassment and discrimination. Careful attention to the design of dwellings created in redevelopment schemes can go a long way towards improving the safety and security for the residents. In considering the merits of proposals for sheltered housing, the Council will pay particular regard to the design and security aspects of the development.

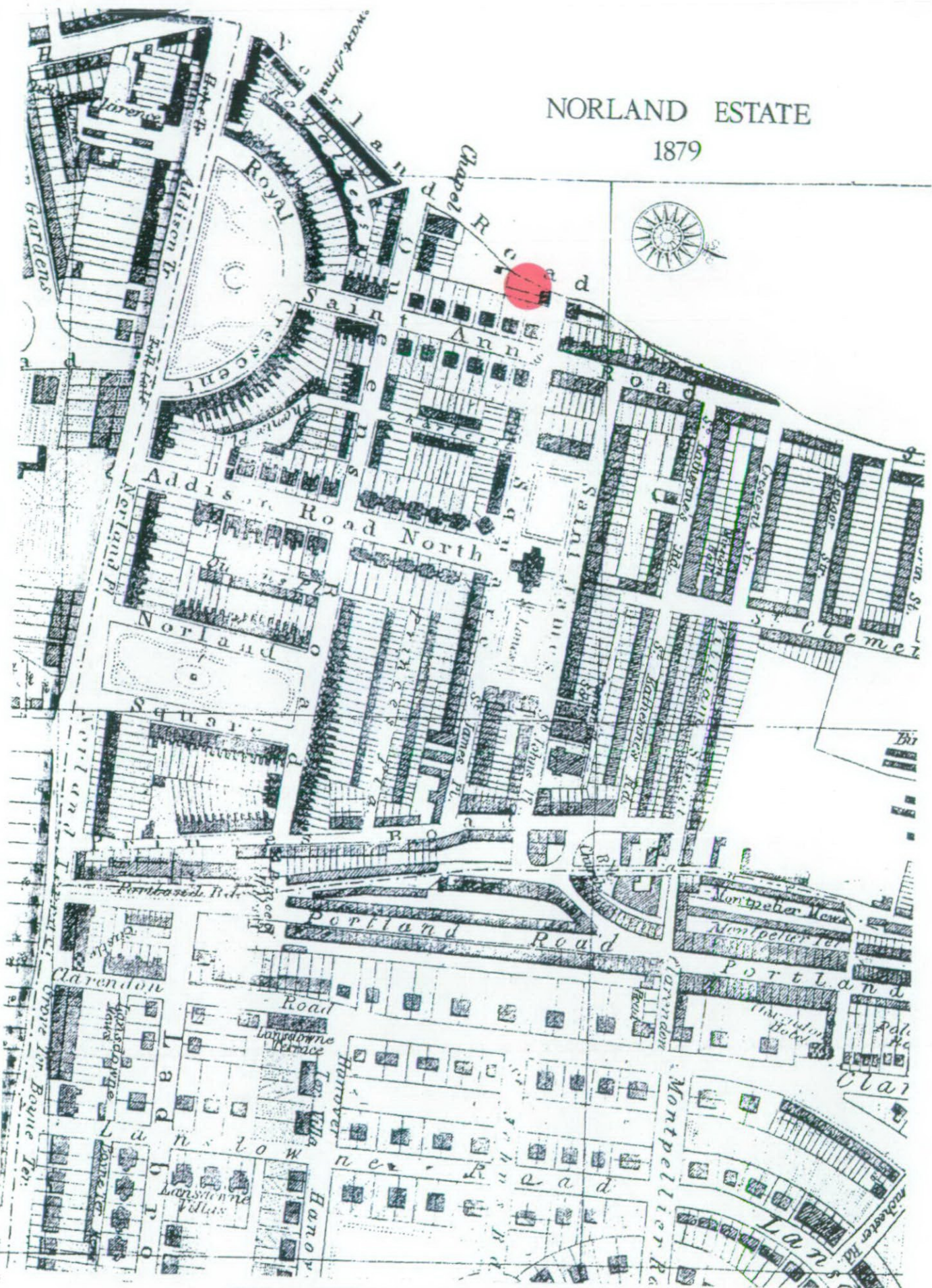
(iii) Access and Mobility

5.5.22 Disability, either temporary or permanent potentially affects every one at some stage in their lives. The likelihood of physical and /or sensory disability increases with age but such disabilities are also present in the younger population. The Borough's population has a higher than average proportion of people of 65 and over, and approximately 10% of the total population has a long term limiting illness, and is likely to require suitably designed new or converted housing.

5.5.23 People with disabilities, and those who are frail through long-term illness or old age, require appropriate housing that enables them to live in comfort and independence. The overwhelming majority of disabilities affect mobility in some way. The main requirement, therefore, is housing which is readily adaptable to meet the special mobility needs of people throughout their lives and allows ease of movement around the home and improvement in building access. Mobility and wheelchair standards in the form of supplementary planning guidance have been developed to achieve this. The location of mobility and wheelchair housing must take into account the location of amenities such as local shops and public transport facilities. It is not practical to seek mobility or wheelchair standard housing in all schemes. These will be sought only where dwellings are at ground floor level or reached by a lift. Car parking associated

NORLAND ESTATE

1879



Daw's map of 1879, the area between the Ladbrooke and Norland estates now largely completed.

CHAPTER 7

TRANSPORTATION

CONTENTS

GENERAL POLICIES

Part I Policies and Reasoned Justifications

- 7.1 BACKGROUND
- 7.2 ADVICE AND GUIDANCE
- 7.3 OBJECTIVES
- 7.4 THE LOCATION OF DEVELOPMENT
- 7.510 TRAFFIC RESTRAINT AND REDUCTION
- 7.6 AIR QUALITY AND NOISE
- 7.7 WALKING
- 7.8 CYCLING
- 7.9 PUBLIC TRANSPORT
- 7.105 ROAD SAFETY
- 7.1112 ROADS AND TRAFFIC MANAGEMENT
- 7.1211 PARKING
- 7.13 AIR TRANSPORT

LOCAL POLICIES

- 7.1A THE LOCATION OF DEVELOPMENT
- 7.1B WALKING
- 7.1C CYCLING
- 7.3A PUBLIC TRANSPORT
 - The Chelsea/Hackney Line
 - Crossrail
 - The West London Line
 - Station Improvements
 - People with Special Mobility Needs
 - Buses
 - Interchange
 - Coaches
 - Taxis
 - River and Canal Transport Services
- 7.3B ROAD SAFETY

DEPARTMENT OF THE ENVIRONMENT,
TRANSPORT AND THE REGIONS

Circular 06/98

Department of the Environment, Transport and the Regions
Eland House, Bressenden Place, London SW1E 5DU

8 April 1998

Planning and Affordable Housing

INTRODUCTION

1. A community's need for affordable housing is a material planning consideration which may properly be taken into account in formulating development plan policies and deciding planning applications. Local planning authorities have a responsibility to allocate sufficient land for housing in their development plans. Whilst the primary objective will be to ensure that there is enough land for housing to meet the agreed needs in terms of numbers, local planning authorities should also ensure that there is a mix of dwelling types and sizes - whether through new house building or conversions - to cater for a range of housing needs; and should encourage the development of mixed and balanced communities in order to avoid areas of social exclusion. Therefore, where there is evidence of need for affordable housing, local plans should include a policy for seeking an element of such housing on suitable sites.¹ Such policies will be a material consideration in determining an application for planning permission.

2. Planning Policy Guidance note 3 (PPG3): Housing (1992) sets out the Government's policy on how the planning system can contribute to the overall supply of affordable housing. It recognises that it may be desirable in planning terms for new housing development on a substantial scale to incorporate a reasonable mix and balance of house types and sizes to cater for a range of housing needs.² Whilst this is intended to encourage the development of mixed and balanced communities, it is also intended to ensure that affordable housing is only required on sites which are large enough to accommodate a reasonable mix of types and sizes of housing.

3. This Circular supplements PPG3, by amplifying the Government's preferred approach to planning and affordable housing. It aims to provide a clearer framework for preparing plan policies, and practical advice to local planning authorities on how they should encourage the supply of affordable housing in appropriate circumstances through negotiation with developers and others. It is intended to:

help local planning authorities to adopt a realistic and consistent approach to

1. References to local plans in this Circular include part II of unitary development plans.
2. Reference to new housing development in this circular refers to all types of new housing development on a substantial scale. This includes, for example, special needs housing (and housing built to higher than normal densities) which is not affordable simply because it caters to a particular group; local assessments of needs for affordable housing may show that there are elderly households who cannot afford sheltered housing provided by the market.

GENERAL POLICIES

Part I Policies And Reasoned Justifications

The provision of an efficient, safe and integrated transport system to and across London is essential to its continuing success as a World City. It is also a major contributory factor in improving the accessibility and overall quality of life of people living, working or visiting London. The Royal Borough, whilst primarily a residential area, is part of this strategic transport system, with movement in it coming both from trips serving the Borough's needs and from 'through movement' - trips that cross it without an origin or destination in the Borough.

Many of the transport-related issues affecting the Royal Borough, therefore, need to be viewed and resolved in a London-wide context, as well as reflecting residents' interests. The solutions to the many transport challenges facing London and the Borough require a coordinated, strategic approach by government and its agencies, transport authorities and transport providers and operators. An effective transport system is one that is integrated with land-use planning and is based on patterns of land-use which reduce the need to travel and promote the use of public transport, walking and cycling as alternatives to the private car. The Council's transport capital programme includes traffic safety, cycle and pedestrian schemes and measures to help buses, which together support the objectives of the Unitary Development Plan.

To guide the development of transport policy the Council has as its Principal Strategic Policy for transport: 'To seek a safe, efficient and environmentally acceptable transport system for the metropolitan area, whilst protecting the residential character, amenity and quality of the Royal Borough'.

7.1 BACKGROUND

7.1(a) The Borough is one of the most densely populated parts of the country. There are more than 100,000 people working in the Borough. The Borough is a net importer of workers from other areas, with greater numbers of non-residents travelling to work in the Borough than residents travelling to work elsewhere. Many more people visit its shopping, recreational and cultural attractions and the Borough is home to a number of institutions with international reputations, including hospitals and universities. As a result there are a large number of people travelling within and to the Borough which produces a complex pattern of journeys. In addition, a significant number of people are making through-trips by either car or public transport which places considerable pressure on the existing road and public transport infrastructure.

7.1(b) Motorised traffic has many adverse effects on people's health and on the predominantly residential character of the Borough, these include:

- road safety problems for residents, drivers and other road users;
- the effects on health of vehicle emissions, traffic noise and a lack of exercise brought on by the increased use of the private car;
- deterioration in the environment of residential areas and shopping centres brought about by excessive traffic speeds and use by non-local traffic;

appropriate for local planning authorities to seek to adopt thresholds below the lower level of 15 dwellings or 0.5 of a hectare.

- the proximity of local services and facilities and access to public transport;
 - whether there will be particular costs associated with development of the site; and
 - whether the provision of affordable housing would prejudice the realisation of other planning objectives that need to be given priority in development of the site.
- ii) the need to achieve a successful housing development:
- wherever possible such sites should incorporate a mix of affordable housing types, such as family housing and homes for smaller households; and
 - care is needed in determining the proportion of affordable housing in the overall numbers on the site and in implementation and subsequent management of the affordable housing element.

11. This circular does not preclude developers from providing affordable housing on sites which are below the size threshold set out above, and the Government encourages developers to consider such provision where they think it feasible and appropriate.

12. Where a registered social landlord is to manage affordable housing on any given site this should be an effective way of controlling occupancy without the need for additional occupancy controls to be imposed by the local planning authority (see paragraphs 16 to 20, and 27 and 28). However, the local plan should set out the other circumstances in which planning decisions for affordable housing will need to include arrangements to control occupancy, identify the preferred approach for controlling occupancy and include criteria of eligibility against which occupancy can be determined. The eligibility criteria should be clear and unambiguous, in order to avoid difficulties in determining compliance and in enforcement.

13. In some cases the identified need for affordable housing may exceed the total number of affordable homes likely to be achieved from public investment and the sites specified in the plan. If so, the plan should include the criteria, set out in paragraph 10 above, for other sites (so-called windfall sites) identified for housing after the plan is adopted or approved, on which the local planning authority would seek an element of affordable housing.

14. Local planning authorities should ensure that planning policies for affordable housing are in line with the strategic planning objectives of the development plan. For instance, objectives to make the most effective use of land within existing urban areas, reduce the need to travel particularly by car, and maintain the viability and vitality of town centres, may point to policies for higher housing densities on central sites or sites which are easily accessible by means other than the car. Sites no longer likely to be needed for office or industrial purposes may be appropriate locations for affordable housing (as well as general market housing). Higher densities should be

*

~~7.2(f) — The London Planning Advisory Committee have recently augmented their 1994 Advice with supplementary advice setting out detailed strategies relating to parking and walking policy in London (1997), which will need to be taken into account when reviewing UDP policies. LPAC are due to issue advice on road traffic reduction to help Boroughs develop targets for their areas and to establish a London wide framework for road traffic reduction (see Road Traffic Reduction Act).~~

~~7.2(g) — The London Cycling Strategy, published by LPAC and the London Pride Partnership in October 1997, sets targets to double cycle use by 2002 and double it again by 2012. The main target proposed is to achieve a 10% modal share for cycling by 2012. There are associated targets for employers to provide facilities at the workplace for at least 10% of their employees to cycle to work by 2012, and that provision for customers by retailers and service providers should be similar.~~

The Integrated Transport White Paper 'A New Deal for Transport' (1998)

~~7.2(h) — The Government's White Paper 'A New Deal for Transport' contains various references to encourage greater use of public transport, cycling and walking. The main emphasis of the White Paper is integration, which includes the integration of transport with land use planning.~~

~~7.2(i) — The White Paper builds on the approach in PPG13 and reinforces many traffic restraint measures already adopted by the Royal Borough, such as tight control over private non-residential parking. A wide range of supporting documents are awaited and some of the proposals will require legislation.~~

~~7.2(j) — The White Paper introduces the Mayor for London's integrated transport strategy and how London Boroughs would frame local plans to implement this strategy. A Strategic Rail Authority will be created to provide a programme for the strategic development of the rail system and to balance the needs of operators and services. New powers are specified in the White Paper to charge road users and impose charges on workplace car parking. These powers are contained in the Greater London Authority Act.~~

The National Air Quality Strategy

~~7.2(l) — The Environment Act 1995 provides the legal framework for the duties placed on local authorities in respect of national air quality objectives and the powers they will need to meet them. In March 1997, the Government issued the 'U.K. National Air Quality Strategy', which adopts air quality standards for seven of the eight major pollutants. The Council will be required to review air quality in the Borough against these standards and where they are not (or are unlikely to be) met by 2005, will be required to declare an 'Air Quality Management Area'. The objectives for two of the eight pollutants are unlikely to be met — that is for Nitrogen Dioxide and fine particles. Both of these are closely associated with road traffic emissions. Nitrogen Dioxide is a secondary pollutant and acts as an irritant which exacerbates existing respiratory conditions including asthma, while fine particles carry harmful substances such as carcinogens deep into the lung. The congested traffic conditions in the Borough and~~

elsewhere in central London give rise to high concentrations of pollutants and the street 'canyons' tend to hinder dispersal.

Office of the Deputy Prime Minister

ODPM Circular 01/02: The Town and Country Planning (Residential Density) (London and South East England) Direction 2002

The Town and Country Planning (Residential Density) (London and South East England) Direction 2002

1. Planning Policy Guidance Note 3, Housing (PPG3), issued in March 2000, sets out a new approach to planning for housing. PPG3 requires new development of the highest quality and for the country's future housing needs to be met in the most sustainable way.

2. Local planning authorities are expected to give priority to re-using previously developed land within urban areas, bringing empty homes back into use and converting existing buildings, in preference to the development of greenfield sites. The presumption is that new development will use land efficiently and be well-designed. To avoid the profligate use of land and encourage sustainable environments, PPG3 requires local planning authorities to examine critically the standards applied to new residential development, particularly with regard to roads, layouts and car parking. They are expected to avoid housing developments which make inefficient use of land (those of less than 30 dwellings per hectare net); encourage developments which make more efficient use of land (between 30 and 50 dwellings per hectare net) and seek greater intensity of development at places with good public transport accessibility.

3. In 2001 the overall density of residential development in England was 25 dwellings per hectare (see endnote 1). This has remained unchanged since 1996. Over the period 1997 to 2001, more than half of the land used for housing was built at densities of less than 20 dwellings per hectare and over three-quarters at less than 30 dwellings per hectare. In the South East, an area of high demand for housing where pressures for land are acute, the average for 1997 to 2001 was 23 dwellings per hectare.

4. The Deputy Prime Minister's Parliamentary Statement on 18 July on sustainable communities announced the Government's intentions for tackling the housing shortage in London and the South East. The Statement explained that the Government expects the housing numbers already agreed in Regional Planning Guidance for the South East (RPG9) (see endnote 2) to be delivered, working within the presumption of making better use of land by improving design, increasing densities and using brownfield sites to the full. In the Statement, the Deputy Prime Minister announced he would intervene in planning applications for housing that involve a density of less than 30 dwellings per hectare net. The Town and Country Planning (Residential Density) (London and



- ~~greater emphasis on measures to assist buses, cyclists, and pedestrians thereby open up a wider set of transport choices for all and reduce dependency on the car;~~
- ~~a clearer recognition of the needs of all road users, especially people with disabilities or difficulties with walking;~~
- ~~a clearer recognition that regional and local traffic strategies must be comprehensive, and a better awareness of the environmental impacts of traffic, in particular the need to reduce greenhouse gases;~~
- ~~greater realism in appreciating what can and cannot be achieved in an acceptable manner within current legislation and with available levels of resources;~~
- ~~better interchange between modes, particularly from bus and car to rail and underground, and from public transport to walking; this must be adequately reflected in the local management of traffic and parking;~~
- ~~more emphasis on the monitoring and assessment of the impacts of programmes; simple, easy to understand, output measures must become more prevalent and influential.~~

Planning Policy Guidance Notes

7.2a The objectives of Planning Policy Guidance Note 13: Transport (PPG13, 2001) are to integrate planning and transport at the national, regional, strategic and local level to:

- promote more sustainable transport choices for both people and for moving freight;
- promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and
- reduce the need to travel, especially by car.

7.2b PPG 13 establishes a locational framework to manage the pattern of urban growth to make the fullest use of public transport, and focus major generators of travel demand in city, town and district centres and near to major public transport interchanges. It also seeks to locate day to day facilities in local centres so that they are accessible by walking and cycling. It puts forward a range of complementary transport measures, for example, promotion of walking and cycling and the restraint of car parking provision, to help achieve the aims set out in the guidance. The guidance also sets out requirements concerning the needs of disabled people, the issues of community safety and road safety, and the need to protect sites and routes which could be critical in developing infrastructure to widen transport choices.

7.2c A key feature of Planning Policy Guidance Note 6: Town Centres and Retail Development (PPG6, 1996) is the emphasis placed on the sequential approach to selecting sites for development, for retail, employment, leisure and other key town centre uses and to directing development to sites accessible by a choice of means of transport other than the private car. PPG6 addresses traffic management and car parking in shopping areas. This sets out the need for a comprehensive management strategy addressing car, public transport, cycle and pedestrian access, as well as through-traffic and the need for deliveries.

Portsmouth
Reading
Slough
Southampton
Southend-on-Sea
Thurrock
West Berkshire
Windsor and Maidenhead
Wokingham

London Boroughs

Greater London Authority

The Town Clerk, City of London

**Annex A - The Town And Country Planning (Residential Density)
(London And South East England) Direction 2002**

The First Secretary of State in exercise of powers conferred on him by articles 10(3) and 14(1) of the Town and Country Planning (General Development Procedure) Order 1995 (see endnote 3), and all other powers enabling him in that behalf, hereby directs those local planning authorities in England identified in paragraph 1 and specified in the Schedule as follows:

1. This Direction shall come into force on 2 December 2002 and shall apply to those local planning authorities listed in the Schedule.

2. In this Direction -

“the Residential Development on Greenfield Land Direction” means “*The Town and Country Planning (Residential Development on Greenfield Land) [(England)] Direction 2000*”;

“PPG3” means *Planning Policy Guidance Note 3: Housing* dated March 2000; and

“RPG9” means *Regional Planning Guidance for the South East* dated March 2001.

3. This Direction shall apply to any application for planning permission which -

(a) is not an application to which the Residential Development on Greenfield Land Direction applies;

(b) is for development which falls within paragraph 4(1) below; and

(c) is received by a relevant local planning authority on or

- reducing traffic congestion;
- overcoming the backlog of investment on the Underground so as to safely increase capacity, reduce overcrowding, and increase both reliability and frequency of services;
- making radical improvements to bus services across London, including increasing the bus system's capacity, improving reliability and increasing the frequency of services;
- better integration of the National Rail system with London's other transport systems to facilitate commuting, reduce overcrowding, increase safety and move towards a Londonwide, high frequency 'turn up and go' Metro service;
- increasing the overall capacity of London's transport system by promoting: major new cross-London rail links including improving access to international transport facilities; improved orbital rail links in inner London; and new Thames river crossings in east London;
- improving journey time reliability for car users, which will particularly benefit outer London where car use dominates, whilst reducing car dependency by increasing travel choice;
- supporting local transport initiatives, including improved access to town centres and regeneration areas, walking and cycling schemes, Safer Routes to School, road safety improvements, better maintenance of roads and bridges, and improved co-ordination of streetworks;
- making the distribution of goods and services in London more reliable, sustainable and efficient, whilst minimising negative environmental impacts;
- improving the accessibility of London's transport system so that everyone, regardless of disability, can enjoy the benefits of living in, working in and visiting the Capital, thus improving social inclusion;
- bringing forward new integration initiatives to: provide integrated, simple and affordable public transport fares; improve key interchanges; enhance safety and security across all means of travel; ensure that taxis and private hire vehicles are improved and fully incorporated into London's transport system; and provide much better information and waiting environment.

7.2h In the light of the Mayor's Transport Strategy and existing and anticipated guidance to boroughs on preparing their Local Implementation Plans, the Royal Borough will be preparing the following plans:

- Road Safety Plan (required by Mayoral guidance)
- Parking and Enforcement Plan (required by Mayoral guidance)
- Street Maintenance Plan (required by Mayoral guidance)
- Walking Strategy (RBKC initiative)
- Cycling Strategy (RBKC initiative)

Consideration is also being given to producing a 'Public Transport Plan' which would pull together the various elements of bus, national rail and underground travel

6. Where a relevant local planning authority do not propose to refuse an application for planning permission to which this Direction applies, that planning authority shall consult the First Secretary of State.

7. Where a relevant local planning authority are required to consult by paragraph 6 above, they shall as soon as practicable send to the First Secretary of State at the appropriate Government Office for the Region-

(a) a copy of the application (including any accompanying plans or drawings);

(b) a copy of any representations made to the authority;

(c) a copy of any report on the application prepared by an officer of the authority;

(d) unless contained in a report supplied pursuant to subparagraph (c) above, a statement providing sufficient information to demonstrate that, in reaching a decision on the application, the local planning authority have assessed the application in light of the policies for making better use of land set out in PPG3 and RPG9.

8. Subject to paragraph 9 below, where a relevant local planning authority are required to consult by paragraph 6 above, they shall not grant planning permission on the application until the expiry of a period of 21 days beginning with the date advised in writing by the First Secretary of State to the authority as the date he received the material specified in paragraph 7 above.

9. If, before the expiry of the 21 day period mentioned in paragraph 8 above, the First Secretary of State has notified the relevant local planning authority that he does not intend to issue a direction under section 77 of the Town and Country Planning Act 1990 in respect of that application, the local planning authority may proceed to determine the application.

Signed by authority of
the First Secretary of State
28 October 2002

Jeff Channing
An Assistant Secretary in the
Office of the Deputy Prime Minister

Schedule

County Councils of and Districts in:

Bedfordshire
Buckinghamshire
East Sussex
Essex
Hampshire
Hertfordshire

between congested west London and the underdeveloped parts of east London and the Thames Gateway.

- 7.4(b) The Council is concerned about the effects of traffic generated by development. Developments should be planned in such a way to reduce the need to travel and to encourage the use of alternatives to the private car that have less of an environmental impact. High-trip generating developments should therefore be located in areas well served by public transport. The Council has devised a public transport accessibility map which is based on indices indicating walking times to bus stops and Underground stations and the frequency of bus and Underground services. The indices are banded into five groups of accessibility ranging from 'good' to 'poor'. These groups are relative values as they represent access to public transport in Kensington and Chelsea. A Public transport accessibility in the Borough is indicated on Map 11 ~~map is included in the Council's Interim Transport Plan and is reviewed on an annual basis.~~ The Council considers that high trip-generating development should be located in areas with good public transport accessibility where there is capacity for additional passengers. This approach is supported by limiting the provision of private non-residential parking and controlling on-street parking, in order to minimise traffic generation and secure sustainable patterns of development.

7.510 TRAFFIC RESTRAINT AND REDUCTION

- 7.510a The Council considers it necessary to restrain traffic to protect residential amenity, to maintain the vitality of the Borough's shopping and business areas and to cater for the needs of essential traffic in the Borough. Unrestricted demand for road space is unacceptable because the Borough's roads are unable to meet such demand without a considerable worsening in the adverse effects of traffic. Unplanned restraint occurs in the Borough and elsewhere in central and inner London through congestion which restricts growth in traffic but is inefficient and does little to improve air quality. The Council currently pursues restraint through on and off-street parking controls and controls on development, but believes that a greater level of planned restraint is needed to ensure the Borough's roads are available to those who have the greatest need to use them, complemented by measures such as facilities to help pedestrians and cyclists, public transport improvements, and other measures to reduce the need to travel. Measures to restrain traffic will discourage car usage and will support the objective of traffic reduction. However, only through a combination of fiscal and land use controls, improvements to public transport, walking and cycling facilities, and promotional and awareness initiatives, will road traffic levels in London be actually reduced.

- 7.510b To be effective, the Council believes that further traffic restraint measures need to be implemented over areas larger than a single borough and supports the concept of applying strategic measures to reduce traffic levels in London generally. It seeks collectively with other relevant authorities to restrain traffic and promote other modes of travel to the motor car, whilst ensuring that residents are not unduly penalised and that restraint proposals are directed against the less necessary car trips. These car trips are likely to be commuter trips and trips that could realistically be made by public transport, walking or cycling. If they are fully accepted, some London-wide traffic reduction policies could take several years to implement.

Office of the Deputy Prime Minister

Sustainable Communities, Housing and Planning

Checked Against Delivery

Introduction
Housing in the South
Affordable Housing
Low Demand and Abandonment
Housing Conditions
Planning Reform
Conclusion

Introduction

Mr. Speaker, I want to make a Statement on this Government's plans for a step change in our policies for building successful, thriving communities.

The Chancellor has been generous. He had given a good settlement for local authorities, RDAs, regeneration, housing and planning.

Today I want to talk about two elements of our settlement - housing and planning - to provide decent, affordable homes for people wherever they live.

And I want the House to join together to make a step change in our approach.

Mr Speaker, anyone looking at the record over past decades will recognise that all governments have failed to meet the housing needs of our people.

There has been a continuing decline in the provision of all houses - social and private.

We in this House should recognise that we have failed to meet the needs of this generation, let alone the needs of our children.

The situation will get worse unless we take radical action now.

In the last thirty years we have seen unprecedented economic growth, rising incomes, smaller households, people living longer.

We have seen an increasing demand for housing, but overall we are building 150,000 fewer homes today than we were 30 years ago.

No wonder house prices are rocketing. No wonder many people can not

numbers of people sometimes make it difficult to walk unimpeded. Illegally parked cars, street furniture and high kerbs add to the problems that pedestrians can encounter, particularly for those with special mobility needs. The needs of people with disabilities are a particular consideration which needs to be taken into account in providing for pedestrians.

- 7.7c The Council recognises the importance of pedestrian access and is aware of the need to improve the quality of the environment for pedestrians. Its standards of pavement maintenance are very high and the comprehensive approach taken to the design of traffic management schemes fully takes into account the needs of pedestrians, resulting in opportunities being taken to widen pavements and introduce new or improved pedestrian crossing facilities. A priority to follow any reduction in traffic levels in London would be to extend pedestrian provision where appropriate.
- 7.7d The Council promotes a number of walking routes connecting places of interest in the Borough in addition to the Thames Path and seeks to create new or improved rights of way, where appropriate, when sites are redeveloped (see policies LR12 and LR18 of the Leisure and Recreation Chapter). A walking strategy will be included in its Local Implementation Plan to be submitted to the Mayor in 2003.

STRAT 28b

TO PROMOTE WALKING AND TO IMPROVE THE PEDESTRIAN ENVIRONMENT.

7.8 CYCLING

- 7.8a Cycling is a convenient, low cost and non-polluting form of transport. As a mode of travel it improves health and fitness, and is often quicker than alternative modes of transport, especially in congested urban areas. With the majority of journeys being under five miles, provision for cycling forms an important part of the initiatives to reduce road traffic levels and to improve air quality. To achieve the objective of increasing targets for cycling use in London as envisaged in the Mayor's Transport Strategy by LPAC and the London Pride Partnership, comprehensive provision needs to be made for cyclists, especially in the design of all traffic management schemes.
- 7.8b The London Cycle Network (LCN) aims to provide a network of safe and convenient cycle routes linking residential areas with all the major centres of employment, retailing, leisure and transport across the capital. LCN routes in this Borough are formed predominantly from minor roads, with some major roads where no alternative minor road route exists. Responsibility for the implementation of the LCN rests mainly with the London Local Authorities. However, completion of the network needs co-ordination with other organisations such as the Traffic Director for London, the Highways Agency, The Royal Parks, the London Cycling Campaign and the Cyclists Touring Club. Sustrans project manage the Thames Cycle Route which is part of the LCN and also forms part of the National Cycle Network. Much of the Thames route runs on highways or parks which are controlled by the London Boroughs who will implement the schemes. The Council is also introducing local cycle routes to complement LCN routes in the Borough.

Tackling housing shortage is a national responsibility and we must all play our part - central and local government alike.

I am therefore putting local authorities on notice that, where they fail to meet their targets, I will take action to intervene.

Secondly, I will accelerate the existing proposals for significant growth in the four growth areas identified in Regional Planning Guidance for the Southeast.

Two years ago, I asked for reports to be prepared on potential growth in the Thames Gateway, Ashford, the Milton Keynes area and the London-Stansted-Cambridge area.

Those studies are complete or nearing completion and show how economic development will increase the number of homes we need.

Over the coming months, taking account of these studies, I will work with regional and local partners in each of the four areas to establish where, at what scale, and how quickly growth can be achieved.

Overall we estimate that at least 200,000 new homes could be created in the growth areas.

In the Thames Gateway in particular, I will be putting a renewed emphasis on delivery and in discussion with the Thames Gateway Partnership will establish new means of delivering rapid regeneration.

Third, we need to make better use of land, by improving design, increasing densities and using brownfield sites to the full.

In 1998 I committed the Government to a target that 60% of new homes should be on brownfield land. We have met that target 8 years early but we need to keep up the pressure.

To help with this, I will establish a register of surplus brownfield land held by Government and public bodies.

And I am instructing English Partnerships to use their new role on brownfields to search out and deliver even more land for housing.

I can also announce that we will be proceeding with a further three Millennium Communities, in East Ketley, Milton Keynes and Hastings.

These add to the four we have already agreed in East Manchester, Allerton Bywater, Greenwich and Kings Lynn, bringing the total number of communities to seven and the homes which will be delivered to more than 6000.

But, Mr. Speaker, to produce more sustainable development we must use land more efficiently in order to reduce overall land-take.

- 7.9c Poor access to public transport services leads to higher levels of car use on the roads within the Borough. It can also lead to greater pressure for less restrictive parking standards in new commercial developments. The Council believes that there should be substantial and sustained investment in the quality and capacity of London's bus and rail services, to encourage people to switch from private to public transport.
- 7.9d The Council seeks improved levels of service on existing bus and rail routes, better reliability of all services and the provision of new routes, particularly in areas with relatively low public transport accessibility in North Kensington and South-West Chelsea. The present network of public transport services means that movement north/south in the Borough is more difficult than movement east/west. The benefits of any changes, are considered with reference to the needs of affected residents in the Borough, and for the Borough as a whole, for example in reducing road traffic.
- 7.9e The Council also seeks to improve facilities to ensure that public transport is accessible by all groups, including those who do not own cars. Special attention will be paid to meeting the needs of elderly people, people with physical disabilities and/or sensory impairment, and those accompanied by young children or carrying heavy loads. Many people find it very difficult to use public transport for a number of reasons, which include restricted access to stations and to certain vehicles and often difficult access to buses from the footway. Consequently, the Council will have particular regard for the needs of such people when considering proposals to change public transport services and facilities, especially when stations are built or redeveloped/refurbished as it is more efficient to include such provision from the start. Such improvements often make public transport more attractive for other travellers as well.

STRAT 20

TO SUPPORT AND ENCOURAGE THE IMPROVEMENT OF THE PUBLIC TRANSPORT NETWORK FOR THE METROPOLITAN AREA, INCLUDING MEETING THE NEEDS OF THE DISABLED.

Surface Rail and Underground Services

- 7.9f(i) The Council recognises the importance of rail services as the main means of high capacity travel in and through the Borough at peak times. Overcrowding on existing rail services is of particular concern to the Council. New routes relieve overcrowding on existing services and stations and encourage a greater movement of people from road to rail to make their journeys. Proposals for new routes are always carefully examined to minimise environmental impacts and visual intrusion.
- 7.9f(ii) The Council supports in principle the transfer of freight from road to rail, but will favour routes avoiding London for rail freight not destined for the capital. However, specific sites may be identified where an opportunity for direct rail access exists to serve a rail-related use of freight handling facility.
- 7.9g The Council also supports the provision of new stations and the redevelopment and improvement of existing stations, to achieve improvements in their accessibility, capacity, safety and appearance. The Council expects that construction work on new schemes and the operation of new services would be carried out in a manner that

Some of our towns and cities are experiencing a renaissance in their economic and cultural fortunes.

But many also have communities where properties are almost worthless, leaving people trapped in negative equity and facing the problems associated with social exclusion.

We are building the wrong kind of houses in the wrong places and failing to tackle urban decay.

Earlier this year we announced the creation of nine Pathfinder projects to tackle the most acute problems of low demand and abandonment in the North and the Midlands.

I can announce that we will be taking those projects forward to help tackle the blight afflicting properties in the Pathfinder areas.

In addition I can announce that following EU approval, we will be going ahead with our new housing gap-funding scheme which will allow support for housing programmes where the market price is less than the cost of development.

Housing Conditions

Mr. Speaker, we will also reinforce our efforts to improve the overall condition of our housing and ensure that everyone has the opportunity of a decent home.

In 1997 we released £5bn of capital receipts to target the backlog of repairs to council homes. Over the last five years we have trebled council funding for housing to £2.4 billion a year, and in 2000 we set ourselves the challenging target of making all social housing decent by 2010.

These actions have allowed us to make good progress on housing conditions.

Overall, 1.7 million improvements have been made to council homes, and we are well on track to meet our interim target of bringing a third of the worst social housing - that's 550,000 homes - up to a decent standard by 2004.

Mr Speaker, we will work towards that target by:

- devoting even more resources to refurbishment,
- by allowing all local authority arms length housing companies receiving either a "good" or "excellent" rating to apply for this additional funding; and
- by reviewing all policies that contribute to our 2010 decent homes target to ensure they are as effective as possible and provide value for money.

Mr. Speaker, it isn't just social housing that needs attention. People in the

Coaches

7.9l The diversion of coach traffic from Major Roads and unrestricted access to local areas can often lead to a significant loss of environmental quality. Where such an adverse impact occurs the Council will restrict access on specific routes and at particular times and days by imposing local bans and introducing traffic management measures. The restrictions are subject to the limitations of the 1984 Road Traffic Regulation Act, and the Council would not normally seek to deny essential access to premises for the major part of the day. In assessing these measures, the efficiency of coaches in conveying large numbers of people is taken into account. The Council also recognises the important role that an enhanced network of limited stop express buses/coaches could have in improving public transport in London. In conjunction with other affected London local authorities, a Central London Coach Strategy has been adopted to help develop and co-ordinate measures to improve the management of coach activity in central London.

7.9m Coaches serve four main markets, each creating its own traffic management problems:

- Express coaches generally cater for long-distance routes or commuters and most services pass through the Borough, making few stops. Such services should only use major roads in the Borough and generally only cause traffic problems when they divert from them.
- Tourist coaches cater for visitors to London and use the Borough's roads in large numbers. The problems stem from the lack of, or misuse of, off-street facilities for setting down and picking up passengers, and the use of unsuitable local roads, creating congestion and visual intrusion. The main traffic problems occur at the many hotels in the Borough, as well as near museums and exhibition centres.
- Education coaches provide economical transport for groups of pupils and students to the museums and exhibition centres. The activity has its own peak during the education year and is highly concentrated on the most educationally attractive locations.
- Tour buses - usually open-topped double-decker buses operating on fixed routes to a timetable and usually with a commentary broadcast by an on-board guide - provide guided tours past places of tourist interest. They create considerable problems of traffic congestion, noise from commentaries, intrusion into first and second floor windows, and pollution (the vehicles are usually elderly). The problem is shared with other Inner London Boroughs, particularly Westminster, and measures to deal with the nuisance should be co-ordinated with them.

Taxis

7.9n Taxis can perform an important role in complementing public transport and reducing reliance on the private car, particularly in areas poorly served by bus or rail or at times when public transport does not operate. They are particularly useful for visitors to shops, offices, restaurants and hotels and their use helps to reduce the demand for parking spaces at such places. They are often the most convenient form of transport

These put in place extensive reform, and I would like to summarise some of the key points.

- Firstly, we will give counties a new statutory role in underpinning the new regional planning system, but we will abolish county structure plans themselves;
- Secondly, we will introduce Business Planning Zones to deliver growth, jobs and productivity without sacrificing quality of development.
- Thirdly, I will speed up the planning of major infrastructure projects by: setting out the Government's objectives in clear policy statements and changing inquiry processes to make them more efficient. I have accepted the Select Committee's arguments that Parliamentary Procedures for major infrastructure projects are not the best way forward;
- Finally, I will not change the right for objectors to make their case to the Inspector at inquiries into plans. But I will take action to speed up the inquiry process.

Conclusion

Mr. Speaker, the proposals I have announced today focus on creating sustainable communities which meet the needs of all, regardless of where they live or the size of their pocket.

But they are just the start. I will return to the House by the end of the year with a comprehensive long term programme of action.

This will meet the different needs of both the North and the South.

Whether it is key workers in need of affordable accommodation or families trapped by negative equity, we must work together to find solutions to their problems.

Our long term programme will link policies on housing, planning, transport, education, health and regeneration.

It will demand a new standard in how we build houses and communities, seeking improvements in density, design, environmental standards and construction techniques.

And it will protect and help to revitalise the countryside both for those that live in it and those that seek their leisure there.

Mr. Speaker, this is a strategy for the long term.

We know the problems.

reflected in the content of some of the education programmes some of which are carried out together with the Police. The use of theatre shows in schools to put across road safety issues to different age groups has been found to be particularly effective and the Borough has one of the most comprehensive programmes of such work in the country.

MAP 10 – Road Network Hierarchy

Please see Appendix 4

55. Local planning authorities should develop a shared vision with their local communities of the types of residential environments they wish to see in their area and articulate this through their development plan policies and supplementary planning guidance.
56. New housing development of whatever scale should not be viewed in isolation. Considerations of design and layout must be informed by the wider context, having regard not just to any immediate neighbouring buildings but the townscape and landscape of the wider locality. The local pattern of streets and spaces, building traditions, materials and ecology should all help to determine the character and identity of a development, recognising that new building technologies are capable of delivering acceptable built forms and may be more efficient. Local planning authorities should adopt policies which:
- create places and spaces with the needs of people in mind, which are attractive, have their own distinctive identity but respect and enhance local character;
 - promote designs and layouts which are safe and take account of public health, crime prevention and community safety considerations;
 - focus on the quality of the places and living environments being created and give priority to the needs of pedestrians rather than the movement and parking of vehicles;
 - avoid inflexible planning standards and reduce road widths, traffic speeds and promote safer environments for pedestrians; and
 - promote the energy efficiency of new housing where possible.

MAKING THE BEST USE OF LAND

57. Local planning authorities should avoid the inefficient use of land. New housing development in England is currently built at an average of 25 dwellings per hectare but more than half of all new housing is built at less than 20 dwellings per hectare. That represents a level of land take which is historically very high and which can no longer be sustained. Such development is also less likely to sustain local services or public transport, ultimately adding to social exclusion. Local planning authorities should therefore examine critically the standards they apply to new development, particularly with regard to roads, layouts and car parking, to avoid the profligate use of land. Policies which place unduly restrictive ceilings on the amount of housing that can be accommodated on a site, irrespective of its location and the type of housing envisaged or the types of households likely to occupy the housing, should be avoided.
58. Local planning authorities should therefore:
- avoid developments which make inefficient use of land (those of less than 30 dwellings per hectare net – see definitions at Annex C);
 - encourage housing development which makes more efficient use of land (between 30 and 50 dwellings per hectare net); and
 - seek greater intensity of development at places with good public transport accessibility such as city, town, district and local centres or around major nodes along good quality public transport corridors.



7.1112f The strategy for the management of traffic on the Borough's roads is to:

- implement measures in Local Areas to discourage inappropriate traffic where environmental considerations will be given priority over the use of motor vehicles;
- improve road safety on all roads in the Borough;
- improve the environment for residents and to improve conditions for pedestrians, cyclists and people with special mobility needs;
- reduce the adverse impact of traffic on all the Borough's roads, particularly in residential areas and shopping centres.

7.1112g To implement this strategy, the Council is developing and carrying out a programme of works based on the following:

- accident remedial measures on all roads;
- measures to improve conditions for pedestrians and cyclists;
- measures to make the use of Major Roads safer and more efficient, including the provision of bus priority measures;
- traffic calming and restraint measures on Minor Roads.

All schemes introduced should aim to improve the street scene.

STRAT 28g

TO IMPLEMENT PROGRAMMES OF COMPREHENSIVE TRAFFIC MANAGEMENT AND ACCIDENT REMEDIAL MEASURES ON ALL ROADS IN THE BOROUGH, INCORPORATING FACILITIES TO HELP PEDESTRIANS, CYCLISTS AND BUSES, WHERE APPROPRIATE.

Freight

7.1112h Most freight within inner London is carried by roads. Heavy lorries travelling in and around London create significant environmental nuisance, a problem amplified at night and at weekends when roads are generally less busy. A method of reducing noise intrusion is to limit the movement of lorries in the urban area through schemes such as the Earls Court night-time lorry ban and the London-wide night-time and weekend lorry ban. The latter gives permits for those lorry movements which are necessary for London's economic activity. The London-wide ban produces significant environmental benefits for London's residents by reducing night-time noise in residential streets and is supported by this Council. It is currently administered through the Transport Committee for London, which issues permits and undertake enforcement of the ban.

STRAT 28

TO SUPPORT AN EFFECTIVE LONDON-WIDE CONTROL OF NIGHT-TIME AND WEEKEND LORRY MOVEMENT.

New roads

- 7.1211e Parking controls have to be enforced to be effective. On Major Roads, on-street parking and servicing can make traffic congestion worse by reducing efficiency. This can lead to greater traffic flows on Minor Roads because of rat-running, worsening the environment in local residential areas. Enforcement, therefore, is particularly important to the Council. The Road Traffic Act 1991 (RTA) allows the Borough to enforce permitted parking regulations on all but the Borough's Priority (Red) Routes, thereby allowing the resources of the traffic warden service under the Metropolitan Police to be concentrated on these roads.
- 7.1211f The parking of vehicles on footways in the Borough is illegal and can reduce safety for both pedestrians and drivers. No footways in the Borough are exempt from this prohibition. At appropriate locations, the provision of bollards, raised kerbs and other physical barriers to deter such parking is considered by the Council. However, such measures are not used if they restrict pedestrian movement, or transfer the problem elsewhere.
- 7.1211g Residents' parking permits are valid for parking throughout the Borough and provide an extremely valuable facility for many residents. Residents and workers in the Borough with special mobility needs and who require on-street parking facilities are entitled to a parking restriction exemption permit (the 'blue badge' scheme) which allows free parking on meters and residents' bays. In addition, exclusive disabled parking bays are provided for those with serious mobility difficulties ('orange badge' holders) who are also entitled to a heavily discounted fee for meter parking.
- 7.1211h In respect of the Borough's existing CPZ, the availability to residents of free (at no additional cost) on-street parking anywhere in the Borough encourages extra car journeys to destinations in the Borough. This increases parking stress in the popular areas, typically near tube stations and shopping centres. On the other hand the availability of this facility encourages residents to make their car trips inside, rather than generally longer trips, outside the Borough. Future reviews of the CPZ will have to take account of such interactions as well as the effects on parking demand of future changes such as workplace car parking charges.
- 7.1211i There are around 25,500 on-street resident parking spaces available in the Borough and about 41,000 residents' parking permits issued. Whilst not all permit holders park on-street at the same time in the Borough, and can park on single yellow lines in the evening and at night, when demand is heaviest, residents find parking in most areas of the Borough to be difficult. Moreover, this pressure could increase as a result of road pricing and private non-residential parking charges which could result in fewer residents taking their cars out of the Borough during the day. In addition, the continuing increase in the number of residential units will ordinarily increase the number of resident permit holders. The difficulty for residents in finding a parking space may therefore increase, including during the evening, despite the steps the Council is taking to review the hours of parking control.
- 7.1211j The Council will investigate changes that could be made to permit charges and regulations, as well as to the provision of off-street parking, to reduce the pressure on residents' parking. Traffic Management and Parking Guidance for London has

would affect its setting, or views into or out of the area. Local planning authorities are required by section 73 to publish a notice of planning applications for development which would in their opinion affect the character or appearance of a conservation area.

4.15 The status now accorded to the development plan by section 54A of the principal Act makes it particularly important that an authority's policies for its conservation areas, insofar as they bear on the exercise of development controls, should be set out in the local plan. There should also be a clear indication of the relationship between the plan itself and detailed assessment documents or statements of proposals for particular conservation areas, making clear that development proposals will be judged for their effect on the character and appearance of the area as identified in the assessment document.

4.16 Many conservation areas include the commercial centres of the towns and villages of which they form part. While conservation (whether by preservation or enhancement) of their character or appearance must be a major consideration, this cannot realistically take the form of preventing all new development: the emphasis will generally need to be on controlled and positive management of change. Policies will need to be designed to allow the area to remain alive and prosperous, and to avoid unnecessarily detailed controls over businesses and householders, but at the same time to ensure that any new development accords with the area's special architectural and historic interest.

4.17 Many conservation areas include gap sites, or buildings that make no positive contribution to, or indeed detract from, the character or appearance of the area; their replacement should be a stimulus to imaginative, high quality design, and seen as an opportunity to enhance the area. What is important is not that new buildings should directly imitate earlier styles, but that they should be designed with respect for their context, as part of a larger whole which has a well-established character and appearance of its own.

4.18 Local planning authorities will often need to ask for detailed plans and drawings of proposed new development, including elevations which show the new development in its setting, before considering a planning application. In addition to adopted local plan policies, it may be helpful to prepare design briefs for individually important 'opportunity' sites. Special regard should be had for such matters as scale, height, form, massing, respect for the traditional pattern of frontages, vertical or horizontal emphasis, and detailed design (eg. the scale and spacing of

window openings, and the nature and quality of materials). General planning standards should be applied sensitively in the interests of harmonising the new development with its neighbours in the conservation area.

4.19 The Courts have recently confirmed that planning decisions in respect of development proposed to be carried out in a conservation area must give a high priority to the objective of preserving or enhancing the character or appearance of the area. If any proposed development would conflict with that objective, there will be a strong presumption against the grant of planning permission, though in exceptional cases the presumption may be overridden in favour of development which is desirable on the ground of some other public interest.

4.20 As to the precise interpretation of 'preserve or enhance', the Courts have held (*South Lakeland DC v Secretary of State for the Environment*, [1992] 2 WLR 204) that there is no requirement in the legislation that conservation areas should be protected from all development which does not enhance or positively preserve. Whilst the character and appearance of conservation areas should always be given full weight in planning decisions, the objective of preservation can be achieved either by development which makes a positive contribution to an area's character or appearance, or by development which leaves character and appearance unharmed.

Permitted development in conservation areas

4.21 The GDO requires planning applications for certain types of development in conservation areas which are elsewhere classified as permitted development. These include various types of cladding; the insertion of dormer windows into roof slopes; the erection of satellite dishes on walls, roofs or chimneys fronting a highway; and the installation of radio masts, antennae or radio equipment housing with a volume in excess of two cubic metres (unless the development is carried out in an emergency). The size of house and industrial extensions that may be carried out without specific planning permission is also more restricted.

4.22 On 30 March 1994 the Government announced a new proposal to enable local planning authorities to make directions withdrawing permitted development rights for a prescribed range of development materially affecting some aspects of the external appearance of dwellinghouses, such as doors, windows, roofs and frontages. There would be

LOCAL POLICIES

7.1A THE LOCATION OF DEVELOPMENT

7.1.1a It is essential that decisions taken on the location of development are integrated with decisions taken on transport investment and management. Concentrating land uses in appropriate locations can reduce the need to travel and the length of journeys, where homes, jobs and services are in close proximity to one another. High-trip generating development is best located on sites well served by public transport and accessible by foot and by cycle. The Council will assess the transport impact of development, including access by public transport, walking and cycling and the expected trip-generation and the demand for parking and servicing (see section 7.6 'Control of Development'). Development may be appropriate on other sites where provision for public transport, walking and cycling can be brought up to a level sufficient to service the scale and intensity of the use. It is important to ensure that public transport remains the primary means of travel to large-scale business, shopping and leisure developments to minimise the number of commuter movements by car and the number of trips by car-borne customers and patrons to reduce the reliance on the private car. This is reinforced by a restriction on the provision of private non-residential parking.

7.1.1b Access to, and use of, public transport is determined by a range of factors (as outlined in paragraph 7.9b. High trip-generating development should be located within 400m walking distance from high capacity Underground stations and interchanges with high frequency bus services, at South Kensington, Earl's Court, High Street Kensington, Notting Hill Gate, Gloucester Road, Knightsbridge and Sloane Square (see Map 11). ~~The Council has devised a public transport accessibility map which is included in the Council's Interim Transport Plan and is reviewed on an annual basis.~~

7.1.1c Large-scale business development will only be permitted where the site is well served by public transport or would be as a result of the development providing or contributing to the improvement of public transport facilities. (See policy E1 of the Offices and Industry Chapter and Policy T1 of the Hotels Chapter). The preferred location for large new shopping and leisure development is in the Borough's Principal Shopping Centres. The Council will adopt a sequential approach to direct retail and leisure development to sites accessible by a choice of means of transport other than the private car. (See policies S7a and S7bc of the Shopping Chapter, and policies LR6a (health and fitness developments) and LR27a of the Leisure and Recreation Chapter).

TR1a TO ENSURE THAT HIGH TRIP-GENERATING DEVELOPMENT IS LOCATED IN AREAS WELL SERVED BY PUBLIC TRANSPORT IN CONJUNCTION WITH OTHER POLICIES OF THE PLAN.

MAYOR OF LONDON

The draft London Plan

Draft Spatial Development Strategy for Greater London



June 2002

TR23 TO PROTECT EXISTING FOOTPATHS AND ENCOURAGE PROVISION OF NEW DIRECT PEDESTRIAN ROUTES AND ACCESSES WHEN ASSESSING ALL DEVELOPMENT PROPOSALS.

7.1C CYCLING

7.1.1g The Borough is committed to improving the safety and convenience of cycling which involves the need to provide comprehensively for cyclists by:

- modifying lane markings and waiting and loading arrangements on main roads need modifying to help cyclists.
- reviewing the allocation of carriageway space, particularly of main roads to ensure that proper account is taken of cyclists and whether provision for them need further improvement in line with further growth in cycle use;
- minimising conflicts of cycle flows with motor vehicles, particularly Heavy Goods Vehicles or where vehicle speeds are high;
- introducing cycle facilities on main roads such as cycle lanes, advanced stop lines and phases for cyclists at traffic signalled junctions;
- installing safe crossing points of main roads;
- reviewing the operation of complex intersections to see whether the needs of all those passing through them (buses, cyclists, general motor traffic and pedestrians) might be better met by, for example, 'removing' one-way working. Complex intersections which are often dangerous for cyclists and can present a significant barrier to cycle movement;
- introducing continuous and direct cycle routes away from main roads;
- keeping vehicle speeds down on local roads, or roads catering for short distance travel - particularly where there are many children and cyclists;
- providing for the convenient storage of cycles in people's homes, at stations, supermarkets and at their places of work, as well as cycle parking facilities wherever there is a demand;
- making shops and services more accessible by bicycle;
- introducing measures to create safe routes to school by bicycle.

It is also essential that carriageways and cycle tracks are well maintained.

TR25 TO IMPROVE AND INTRODUCE, CYCLE FACILITIES IN THE BOROUGH, PARTICULARLY ON ROADS THAT FORM PART OF THE BOROUGH'S LOCAL CYCLE NETWORK, OR PART OF THE LONDON CYCLE NETWORK.

4	the crosscutting policies	223
4A	London's metabolism	223
	Policies on waste, aggregates, air quality, energy, water, noise, climate change, contaminated land	
4B	Designs on London	240
	Overall design principles, policies for tall buildings, large buildings, historic conservation, views	
4C	Reconciliation check	254
	Sustainable development, the health of Londoners, equality of opportunity	
5	delivering the vision	261
	Working in partnership, mechanisms for implementation, resources for implementation, managing change and measuring progress, looking to the future	
	annexes	287
	credits	399

they use full sized rolling stock. The Council has responded to the consultation supporting as a priority for new underground line investment a revised 'Metro' alignment, still via King's Road but then to Clapham Junction. However it is concerned at the reduced number of stations in central and inner London implied by such schemes.

7.3.8b The Council will seek to maximise the benefits for the Borough by supporting a proposed station near Chelsea Old Town Hall and a further station in South West Chelsea to interchange with the West London Line, preferably at Chelsea Harbour / Sands End. The latter station could provide interchange with local rail services on the West London Line, as well as improving access to west Chelsea and south Fulham (including Chelsea Harbour and Stamford Bridge football stadium) which are relatively poorly served by public transport. The Council will ensure that there is safe and convenient access to these stations. The design of new routes will be carefully examined to minimise environmental impacts, such as noise and ground vibration (see paragraph 7.6.2a).

7.3.8c It is likely that the provision of a new station built near Chelsea Old Town Hall on the proposed Chelsea / Hackney Line would have a significant impact on the Kings Road area, which would require a comprehensive study.

**TR3 TO SUPPORT THE DEVELOPMENT OF THE CHELSEA/
HACKNEY LINE AS A PRIORITY FOR NEW UNDERGROUND
LINE INVESTMENT.**

Crossrail

7.3.9 The original Crossrail proposal was developed by British Rail and London Underground for a new route in tunnel between Paddington and Liverpool Street, linking suburban services east and west of London. It is intended that the future Mayor for London will take decisions on the future of the scheme. Meanwhile the route remains safeguarded. The Council supports the aims of such a proposal which should relieve congestion on the Central Line and help in reducing road traffic generally. The Council believes that the Chelsea-Hackney Line should be progressed ahead of Crossrail because it is considered better able to meet the need to disperse rail passengers from the proposed Channel Tunnel terminal at St. Pancras and reduce overcrowding on the Underground system.

TR3a TO SUPPORT THE PROPOSAL FOR CROSSRAIL

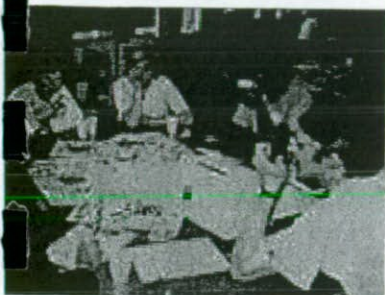
The West London Line

7.3.11 This line provides services between Willesden Junction, via Kensington Olympia and Clapham Junction. Since 1994 the local services on this line has improved from peak-period only service between Kensington Olympia and Clapham Junction, to an all-day Monday - Saturday half-hourly service between Clapham and Willesden junctions. An hourly service between Gatwick and Rugby also operates on this line as well as a long distance service between Brighton and the north-west. The Council supports the provision of additional stations on the line and a new station at West Brompton opened in June 1999.

4B Designs on London

Introduction

- 4B.1 Good design is central to all the objectives of this plan. It is a tool for achieving the best use of space and a compact city (Objective 1). Particularly given its strong growth, very high standards of design are needed to make London a better city to live in and one which is more attractive and green (Objectives 2 and 6). There is a strong link between good design and the attraction to economic investors (Objective 3). Areas of social exclusion are usually associated with poor, hostile environments and far better design must form part of their regeneration (Objective 4). Excellence in design can make higher densities a source of better, more varied and more sustainable environment in places of high accessibility (Objective 5).
- 4B.2 As London's population and economy grow, the existing fabric will need to be carefully maintained, and new spaces and buildings sensitively introduced in a city with two thousand years of history. Good urban design gives order to space and beauty to buildings. Poor design results in inefficient and fragmented use of land and in buildings and spaces that make hostile and unattractive environments for citizens and communities. London needs better urban design to improve the quality of life enjoyed by its citizens now, as well as to ensure the city's social, environmental and economic vitality into the future.
- 4B.3 London needs to accommodate growth. This means making the best possible use of buildings and land, mixing uses at both small and large scales, and focusing development in the areas best served by public transport. Compact, intensive, mixed use development is only viable if buildings and spaces are carefully designed, both in themselves and in the way in which they integrate with and complement their surroundings. The Mayor believes that the design of London's buildings and spaces is crucial to creating an exemplary sustainable world city.
- 4B.4 This section has two parts:
- Part one the overall design principle.
 - Part two of the section details specific issues including the location of tall buildings, design of large scale buildings, historic conservation and the management of London wide views.



People with Special Mobility Needs

- 7.3.13a People with special mobility needs, including some elderly people, people with physical disabilities and/or sensory impairment, and those with young children or carrying heavy loads, have very specific transport requirements. However, many people find it very difficult to use public transport for a number of reasons which include restricted access to stations and to certain vehicles and problems in obtaining travel information. Consequently, the Council will have particular regard for the needs of such people when considering proposals to change public transport services and facilities. The Council will also seek to improve facilities that help people with special mobility needs to use public transport more easily. (See Policy CD36 of the Conservation and Development Chapter).

Buses

- 7.3.15 The frequency and reliability of bus services in the Borough needs to be continuously improved to retain existing users and to encourage people to transfer from other types of motorised road travel. The Council favours more frequent smaller buses when the choice of vehicle is under consideration. Financial support will be considered in appropriate cases. New bus services will be sought where it is agreed that they can be justified and contribute to the overall attractiveness of the bus network.

TR8 TO SEEK NEW BUS SERVICES AND IMPROVEMENTS TO THE QUALITY, RELIABILITY AND ENVIRONMENTAL PERFORMANCE OF EXISTING BUS SERVICES.

- 7.3.15a The efficiency of bus services is seriously affected by traffic congestion. To improve bus movement, the Council will introduce traffic management measures on bus routes, such as bus lanes and bus detection at traffic signals and protection at bus stops from illegal parking.

TR8a TO IMPROVE BUS SERVICES BY IDENTIFYING AND INTRODUCING TRAFFIC MANAGEMENT SCHEMES ON BUS ROUTES, INCLUDING BUS PRIORITY MEASURES TO REDUCE DELAYS TO BUSES, AND BY IMPROVEMENTS TO BUS STOP FACILITIES.

Interchange

- 7.3.19 During public transport journeys, passengers often change between services or from one type of transport to another. There are some places in the Borough where these movements are substantial. To encourage the use of public transport it is important that good facilities are provided to minimise the inconvenience of interchange at such locations. This can be done, for example, by:

- good pedestrian access;
- clarity of layout and signing within stations and between modes;
- minimising walking distances between modes;

1 Principles of design for a compact city

Policy 4B.1 Design for a compact city

The Mayor will and boroughs should encourage, support and require development to:

- maximise the potential of sites
- create or enhance the public realm
- provide or enhance a mix of uses
- be accessible, usable and permeable for all users
- be sustainable, durable and adaptable
- be safe for occupants and passers-by
- respect local context and communities
- be inspiring, exciting, delighting, practical and legible
- connect with the natural environment.

These principles should be used in assessing planning applications and in drawing up area development frameworks and UDP policies. Urban design statements showing how they have been incorporated should be submitted as part of proposals that have significant design impacts.

Policy 4B.2 Promoting world class architecture and design.

The Mayor will seek to promote the world class design that London needs, by collaborating with partners to:

- prepare design guidelines for London
- prepare supplementary guidance on an inclusive and accessible environment
- prepare supplementary guidance on sustainable design and construction
- produce a public realm strategy for London to improve the look and feel of London's streets and spaces
- promote improvements to London's public realm through the Mayor's proposed 100 Spaces for London programme
- promote community involvement, competitive selection of designers and design-led change in key locations through the involvement of the GLA Architecture and Urbanism Unit.

- 4B.5 A compact city must maximise the potential of its sites. In order to absorb growth in population and jobs London must achieve more intensive development in the right places (see Policy 4B.3). It must be designed and managed to ensure long term efficient use, and in forms that are sensitive both to their own operational needs and to their surroundings. Design quality is central to this and poorly designed schemes will



Taxis

- 7.3.20a Taxis are likely to be a major way of getting to some visitor attractions and developments, particularly hotels. To enable taxis to pick up and set down passengers, the provision of special facilities may be appropriate, especially where these activities may otherwise cause conflicts with other road users and pedestrians. The Council will seek the provision of taxi parking facilities, where appropriate, to reduce the number of circulating, non-fare carrying taxis.

TR9b TO SUPPORT THE PROVISION OF SAFE AND CONVENIENT TAXI FACILITIES.

River and Canal Transport Services

- 7.3.22 The Council welcomes proposals to develop river bus services (including new piers). The Council supports scheduled passenger services between central London and the two piers with convenient access to Chelsea (Cadogan Pier and Chelsea Harbour) which can provide a useful supplement to rail and bus services. Passenger services, where operationally possible, need to be fast, frequent and reliable; they should also be integrated where possible with the rest of the public transport system through ticketing, timetabling and information. The Council also supports the increased use of the river for freight movement subject to other planning and traffic implications (see retention of Cremorne Wharf in the Environment Chapter, Policy PU6a). Likewise the Grand Union Canal in the north of the Borough has potential as a freight transport artery in addition to its other uses.

TR10 TO ENCOURAGE INCREASED USE OF THE RIVER THAMES AND GRAND UNION CANAL FOR PUBLIC TRANSPORT AND FREIGHT MOVEMENT.

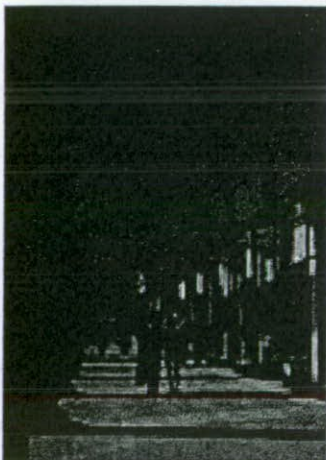
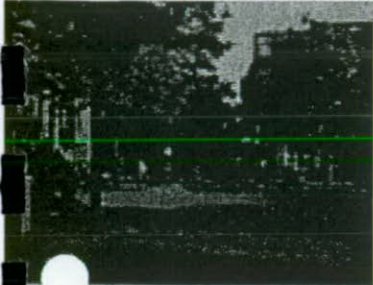
7.3B ROAD SAFETY

- 7.3.22a Development proposals require access and servicing arrangements to be provided in accordance with the Council's standards. Also, the traffic generated by larger schemes may require junction improvements to accommodate this increase. In both cases the proposed works should be 'safety audited' and, where appropriate, modified or additional works undertaken to achieve further safety benefits. Traffic management proposals will concentrate particularly on the needs of vulnerable road users, especially in areas where large volumes of people and traffic congregate, such as the Borough's shopping centres. This will have the benefit of improving the pedestrian environment of the Principal Shopping Centres.

TR17a TO ENSURE THAT ROAD IMPROVEMENTS REQUIRED BY DEVELOPMENT PROPOSALS ARE SAFE AND, IF NECESSARY, IMPROVE SAFETY.

squander London's valuable resources and can blight the lives of users and neighbours.

- 4B.6 The public realm comprises public spaces between, around and within buildings, from the doorstep to London's great parks and waterways (see also Section 3D and the Blue Ribbon Network Annex). It provides a sense of identity, walking routes for pedestrians, space for leisure activities and a backdrop for social interaction. To improve the look and feel of London's streets and spaces, Policy 4B.4 sets out detailed policies for the public realm.
- 4B.7 Mixed use development encourages a reduction in the need to travel long distances, by including a balance of housing, employment, commercial and other community facilities in the same area. Mixing uses can also help achieve intensive development by using the same space for more than one purpose. It contributes to vitality and safety by preventing areas becoming deserted and hostile. New developments should create or enhance a mix of uses within large buildings, within the development and between the development and its surroundings. Use of open space as well as buildings should be taken into account. Where mixed uses are problematic (eg, between housing and industrial areas), innovative design should be used to reduce ambient noise, and other nuisances. Sections 3A and 3B encourage mixed use as part of predominantly housing or employment based developments. Section 2B indicates potential for mixes of use in many Opportunity Areas and other development areas.
- 4B.8 Making developments permeable enhances public safety and enjoyment. In a diverse and fair city, buildings and developments also need to be accessible to all Londoners, from young to old, and from disabled people to people loaded with heavy shopping or luggage. More detailed policy for an inclusive environment is set out in Policy 4B.5.
- 4B.9 Sustainable design and construction will help to reduce the consumption of resources, to cut greenhouse gases and to contribute to the good health of Londoners. Policy for sustainable design and construction is set out in Policy 4B.6. Buildings should be robust and durable, and be adaptable to new or changed uses, as many Georgian and Victorian buildings have proved to be.
- 4B.10 Developments should be safe and secure, taking into account the objectives of 'Secured by Design'¹ and 'Designing out Crime'² and incorporating specific security requirements such as those relating to high-profile buildings and spaces. At the same time, buildings should not ensure their own safety by turning inwards and presenting a blank wall or



(f) other measures as required.

TR15 TO IMPLEMENT SCHEMES TO GAIN AREA-WIDE BENEFITS FROM MEASURES WHICH RESTRICT AND SLOW DOWN TRAFFIC ON MINOR ROADS.

TR16 TO OPPOSE PROPOSALS WHICH MAY ENCOURAGE UNNECESSARY TRAFFIC TO USE MINOR ROADS.

New Roads

7.4.25a The Council considers that, given its restraint policies and the predominantly residential character of the Borough, it is inappropriate to propose any significant construction of new roads other than for access.

TR16a TO RESIST ANY HIGHWAY PROPOSAL WHICH WOULD LEAD TO AN INCREASE IN THE OVERALL TRAFFIC CAPACITY OF THE BOROUGH'S ROAD NETWORK.

7.4.25b Consideration may be given to limited additional highway provision where there will be no overall opportunity to increase the volume of traffic passing through the Borough. Actual proposals are likely to be limited but where proposals are advanced, complementary traffic management schemes will be designed to limit the possibility of adding to traffic volumes.

7.4.25c The Council, however, has supported, for a long time, road proposals that could provide some relief to the Earls Court one-way system. This support should also extend to signage changes to re-route long distance traffic from these roads, which are linked with the Council's desire to see the Earl's Court One-Way System and the Embankment removed from London's Strategic Road Network. The Council supports means of improving the access to Earls Court Exhibition Centre, in order to reduce the number of commercial vehicles and coaches from the residential areas around Earls Court. The Council has supported an access road for lorries running north of the Centre, alongside the West London Line and beneath the West Cromwell Road, linking with Warwick Road.

TR16b TO SUPPORT PROPOSALS WHICH HELP RELIEVE THE EARL'S COURT ONE-WAY SYSTEM OF LONG DISTANCE TRAFFIC WITHOUT LEADING TO AN INCREASE IN THE TOTAL VOLUME OF TRAFFIC.

7.5 PUBLIC ON-STREET AND PUBLIC OFF-STREET PARKING

Introduction

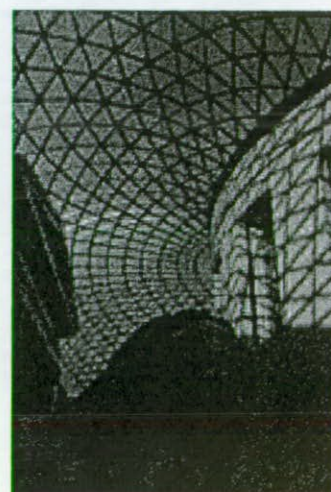
7.5.2 To achieve traffic restraint the Council has imposed restrictions on the use and availability of public on-street and public off-street parking spaces. This section is concerned with publicly available parking rather than private residential off-street

fenced-in enclosure to the street, but should provide an urban environment where outward looking buildings and natural surveillance contribute to, and benefit from, life at street level.

- 4B.11 Good design is rooted firmly in an understanding and appreciation of the local social, historical and physical context, including urban form and movement patterns and London's historic environment. London's spaces and places are as diverse and constantly changing as its population. Policy for maintaining or enhancing local distinctiveness is set out in Policy 4B.7.
- 4B.12 Development proposals should show that developers have sought to provide buildings and spaces that are designed to be beautiful and enjoyable to visit, as well as being functional, safe, accessible and sustainable. New building projects should ensure the highest possible space standards for users, in both public and private spaces inside and outside the building, creating spacious and usable private as well as public spaces. In particular, buildings should provide good storage and secondary space and maximise floor-ceiling heights where this is compatible with other urban design objectives.
- 4B.13 London is a green city with rich biodiversity. Development proposals should respect and enhance the natural environment and incorporate greening and planting initiatives. They should identify new opportunities for creating private space for example, in roof gardens and terraces. They should ensure that opportunities to naturalise and green the urban environment, for example, through the tree planting, are maximised.

Policy 4B.3 Maximising the potential of sites

The Mayor will and boroughs should ensure development proposals achieve the highest possible intensity of use compatible with local context, the design principles in Policy 4B.1 and with public transport capacity. Boroughs should develop residential and commercial density policies in their UDPs in line with this policy. Residential development should conform to the density ranges set out in Table 4B.1. The Mayor will refuse permission for strategic referrals that under-use the potential of the site.



- 4B.14 Developments should make the most of scarce land resources and investment in transport. For commercial developments to fulfil policy 4B.3 plot ratios should be maximised, for example at least 3:1 should be achieved generally wherever there is, or will be, good public transport accessibility and capacity. In highly accessible areas within Central London and some Opportunity Areas, especially in the Thames Gateway, ratios

- 7.6.1d The Council will have regard to the guidelines developed by the Department of the Environment, Transport and the Regions, the Institution of Highways and Transportation and the London Planning Advisory Committee to assess transport impact. The Council will assess the need for a Transport Impact Statement based on the net site area and proposed level of floorspace for a range of land uses and the expected trip-generation and demand for parking per day, or during peak hours.
- 7.6.1e Once the need for a TIA has been established, then a Scoping Study is required to describe the proposed approach and to identify the transport issues involved and the key measures which will be employed to overcome the impact. The content and extent of the a TIA will reflect the size and complexity of the development proposal.
- 7.6.1f A transport impact statement is likely to comprise of an assessment of the impact of the development on the following:
- public transport accessibility and capacity;
 - access for the disabled, pedestrians and cyclists;
 - the capacity and safety of cyclist and pedestrian facilities;
 - highway capacity and priority;
 - parking provision;
 - road safety;
 - air pollution and noise.

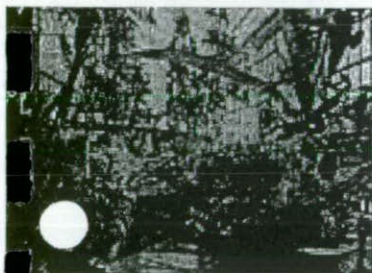
The statement should also assess the likely cumulative impact of other development proposals in the area, by taking account of the number of sites with unimplemented planning permission in the area and development in the pipeline.

TR38a TO ASSESS THE IMPACT OF NEW DEVELOPMENT ON PUBLIC TRANSPORT INFRASTRUCTURE, THE HIGHWAY AND ON THE ENVIRONMENT.

- 7.6.1g The Council will encourage the incorporation of company travel plan with the TIA. This seeks to discourage car access to developments by staff, visitors or customers and encourage the use of more environmentally sustainable modes of transport such as public transport, walking and cycling. The travel plan may include measures such as discounted public transport fares, free season ticket loans, car sharing, changing working habits and facilities for cyclists. The Council welcomes the preparation of company travel plans to discourage car use by firms and public sector agencies. However, the Council acknowledges the specific needs of essential services.
- 7.6.1h Some land uses, notably large destination restaurants, also place considerable pressure on parking provision within the vicinity of a development. Over time, a collection of smaller scale destination activities may have a cumulative effect on parking stress in the immediate area. This can cause considerable inconvenience to local residents and result in a loss of residential amenity and character (see 'Catering Establishments' and policies S13, S15 and S15a of the Shopping Chapter). The Council will therefore guide large-scale business, shopping, hotel, and leisure development to areas well served by public transport and control the scale and concentration of uses in an area.

nearer to 5:1 can be achieved. There are many examples of recent commercial development that have achieved these kinds of net plot ratio with good and sustainable design. The ability for plot ratios to be maximised at any site or area will depend on local context including built form, character, plot sizes and existing or potential public transport capacity. These should be assessed through area based planning frameworks, or when individual proposals are submitted. The Mayor will provide further technical advice on appropriate plot ratios and their measurement.

- 4B.15 The Mayor will expect a maximum contribution towards housing provision to be achieved by checking that UDP reviews and planning applications referred to him are in conformity with the density matrix in Table 4B.1. The density matrix sets a strategic framework for appropriate densities at different locations. It aims to reflect and enhance existing local character by relating the accessibility of an area to an area to appropriate development and the number of car parking spaces that should be provided.
- 4B.16 Limiting car parking and promoting integration with surrounding public transport and pedestrian networks should help ensure that the layout of sites is designed primarily for the needs of pedestrians, not cars. The growth in journeys created by new development should be accommodated as far as possible within the public transport network.
- 4B.17 The matrix is not static as it provides a tool for increasing density in situations where transports proposals will change the public transport accessibility ranking. Such changes allow a shift to a higher density range.



TR40 TO NEGOTIATE DEVELOPER CONTRIBUTIONS FROM RELATED DEVELOPMENTS FOR IMPROVEMENTS TO TRANSPORT SERVICES AND FACILITIES, INCLUDING THOSE TO PUBLIC TRANSPORT SERVICES, WALKING AND CYCLING FACILITIES AND TO IMPROVEMENTS TO THE PEDESTRIAN ENVIRONMENT, PARTICULARLY AROUND PUBLIC TRANSPORT NODES.

Parking for Non-residential Development

7.6.5 As an integral part of the policy of traffic restraint, the Council will restrict to essential need the provision of private non-residential parking and service spaces in developments. The rates of provision of essential parking and servicing spaces are contained in the Planning Standards Chapter. The Council normally requires this essential parking to be provided on-site and up to the maximum rate. (Essential need is defined in section 7.1211 'Parking').

7.6.5a With regard to proposals for food superstores and retail warehouses, the Council will require a developer to assess the existing and predicted pattern of car-borne shopping trips within the trading area of the Borough and adjoining Boroughs' shopping centres, and in particular to assess the potential diversion of trips from other stores and shopping centres. A developer will have to demonstrate that the amount of parking provided at food superstores and retail warehouse developments is required to cater for the predicted demand from diverted car-borne trips.

TR41 TO LIMIT THE NUMBER OF OFF-STREET PARKING SPACES PROVIDED IN NON- RESIDENTIAL DEVELOPMENT TO MEET ESSENTIAL NEED ONLY, IN ACCORDANCE WITH SPECIFIC STANDARDS AND CRITERIA. (See Table 5.1, Planning Standards Chapter)

Access to non-Residential Development

7.6.10 Development can have a significant impact on the traffic in and environment of Local Areas. These impacts, in the form of local congestion and noise created by the additional traffic generated on Local Roads are particularly noticeable for developments that generate coach and Heavy Goods Vehicle traffic. Only small developments will be permitted where access to the site is from a Local Road. Some small developments in Local Areas, such as restaurants, may be resisted because of the adverse impact of generated traffic upon residential amenity.

TR43 TO PERMIT ONLY SMALL-SCALE DEVELOPMENT ON SITES IN LOCAL AREAS OR WHERE ACCESS IS FROM A LOCAL ROAD.

7.6.11 Where appropriate, when a development is proposed adjacent to a Local Area, the Council will require that Planning Obligations are entered into in order to secure a contribution towards the provision of measures to limit the impact of traffic associated with the development, on the adjacent Local Area.

Residential density figures should be based on gross residential area, which includes internal roads and ancillary open spaces.

Policy 4B.4 Enhancing the quality of the public realm

The Mayor will work with boroughs and other partners to develop a coherent and strategic approach to the public realm. Boroughs should develop local objectives and implementation programmes for their public realm. In doing so they should involve stakeholders, including their local communities.

The Mayor will and boroughs should assess planning applications in terms of their contribution to the enhancement of the public realm.

- 4B.18 A strategic approach is needed to ensure consistency and high quality in the design and management of public spaces and also to help make sure they are seen both as individual and linked entities to form a coherent public realm. Public spaces can contribute to good access for pedestrians. The highest quality of design in London's public places is needed to achieve a city that is more attractive, safer and easier to get around. This means ensuring the buildings that surround or house public places are appropriate, and that the design, layout and management of the public spaces themselves, their furniture, litter, signage, and advertisement displays are of the highest quality. Natural planting and trees can enhance particularly the public realm.

Policy 4B.5 Creating an inclusive environment

The Mayor will require all future development to meet the highest standards of accessibility and inclusion.

Boroughs, in reviewing UDPs, should integrate and adopt the following principles of inclusive design that will require that developments:

- can be used easily by as many people as possible without undue effort, separation, or special treatment
- offer the freedom to choose and the ability to participate equally in the development's mainstream activities
- value diversity and difference

Boroughs should require development proposals to include an Access Statement showing how the principles of inclusive design, including the specific needs of disabled people, have been integrated into the proposed development, and how inclusion will be maintained and managed.



~~the public highway. In considering requests for crossovers under highway powers, the Council will likewise give particular attention to safety requirements. Any new crossover to a forecourt or garden will need to satisfy sight line requirements between the emerging vehicles and all other road users, including pedestrians. The Council will refuse, under the highway legislation, footway crossovers if the proposal results in any diminution of safety for any road users, including pedestrians.~~

7.7 HELICOPTER FACILITIES

7.7.4 There is increasing pressure for the provision of further helicopter facilities in central London. The Council is concerned that helicopters flying over the Borough lead to an increased nuisance from noise. While recognising the demand for helicopter services, the Council believes that these should be restricted and routed to the approved airway along the River Thames to keep noise at an acceptable level. The Council will therefore consider any proposal for additional helicopter facilities in central London in line with its policies on development, but with particular emphasis given to noise and environmental pollution, traffic generation and all other appropriate policies. The adverse effect of helicopter facilities on the Borough's character and appearance is considered in the Conservation and Development Chapter.

TR50 TO RESIST THE DEVELOPMENT OF HELICOPTER FACILITIES WHICH WOULD RESULT IN INCREASED NOISE OVER THE BOROUGH AND INCREASED PRESSURE ON THE TRANSPORT NETWORKS WITHIN THE BOROUGH.

P 016

INTRODUCTION

Background and Objectives

This report contains the findings of a tenant survey conducted by Market & Opinion Research International (MORI) on behalf of Notting Hill Housing Trust.

The research has six specific aims summarised below:

- establish current tenant socio-demographic profile
- measure perceptions of service quality
- test awareness of Housing Plus
- seek views and aspirations on various aspects of the home
- assess mobility needs and aspirations, including home ownership
- seek views on communications

The survey was designed to provide a detailed socio-demographic profile of the Trust's tenants; it also examines a range of issues relating to tenant attitudes to their housing and the housing service; these include attitudes to the Trust as a landlord, their home, contact with the Trust, repairs and maintenance, moving, community development, and communication and participation. A similar survey was conducted by MORI in 1993, as well as two smaller benchmarking surveys in 1995/6 and 1997, which examined many of the same subjects. Data from these surveys are shown in this report where appropriate, which allows changes in tenant attitudes to be monitored.

Methodology

A total of 955 addresses were drawn proportionally at random from the Trust's tenancy files, which form the basis of the survey. In total, 609 interviews were completed, and the table opposite summarises the aggregate response rates achieved:

4.57 Archaeological remains are regularly discovered in the Borough, from prehistoric Roman, Saxon, medieval and the early industrial period. The most recent find was part of a Saxon settlement discovered in Fulham Reach in 1990. They are a major part of the surviving evidence of the Borough's past, and therefore a valuable and irreplaceable asset to the community. Such remains are very vulnerable to modern development, and once destroyed they are lost forever. The need to preserve them is recognised as a material consideration when determining planning applications. PPG 16 indicates that there will be a presumption in favour of preservation in-situ, where the remains are of national importance. In other cases this is desirable, but must be weighed against other factors. These will include the need for the proposed development, as well as the potential national importance of remains that may be found in the Archaeological Priority Areas. It is therefore desirable for developers to consult English Heritage at an early stage, particularly for developments in or near the Archaeological Priority Areas.

4.58 New buildings will normally destroy any archaeological remains and therefore these should be excavated by a qualified archaeological unit before work commences. This is because the context of any archaeological find is an essential part of the historical value of any remains. The Council considers it is reasonable for a person thus threatening part of the community's heritage to fund adequate excavation, the subsequent academic and popular reports, as well as publicity both for the excavation and the reports. The Council welcomes the value to all parties of the Code of Practice drawn up by the British Archaeologists' and Developers' Liaison Group setting out mutual responsibilities.

DESIGN POLICIES FOR THE BUILT ENVIRONMENT

EN8 DESIGN OF NEW DEVELOPMENTS

Reason for original alteration:

To provide more detail to the policy to reflect the increasing recognition of the importance of design.

The physical character of a proposed building should respond to that of the surrounding area. It should take account of its scale and historical context, and recognise the importance of landmarks, the local street pattern, local places, facades, views and vistas.

The Council will require a high standard of design in new buildings compatible with the scale and character of existing development and its setting. The Council wishes to encourage where appropriate the use of innovative and contemporary materials. However, these must be sensitively integrated into the existing built form and landscape.

The Council will take the following into account when considering applications for planning permission:

i) scale of development

applicable, based on a sample of 500 in 1993 and 300 in 1995/6 and 1997. The appendices include a profile of the sample, together with details on statistical reliability (see below).

Presentation and Interpretation of the Data

It should be noted that a sample, not the entire population, of Trust tenants has been interviewed. This means that all the results are subject to sampling tolerances, and that not all differences are statistically significant. A guide to statistical reliability is appended.

Where percentages do not add up to 100, this may be due to computer rounding, or multiple answers. An asterisk (*) denotes a value of greater than 0, but less than 0.5%.

The term "net", which is used in the report, is the balance when a negative finding has been subtracted from the positive finding.

It is worth emphasising that the survey deals with tenant perceptions rather than facts; in particular, these perceptions may not accurately reflect the level of services actually being delivered.

Definitions of Terms Used

Household Composition

Single/couple 60+	Single adult, or two adults with at least one, aged 60 or over
Single/couple under 60	Single adult, or two adults both, aged under 60
Large adult/other	Three or more adults all aged 16 or over, and other households
One-parent family	One adult with child/ren, at least one aged under 16
Two-parent family	Two adults with child/ren, at least one aged under 16

Ethnic Origin

White	All tenants describing their household as White at Q10
Black	All tenants describing their household as Black at Q10, except those describing it as Asian at Q9
Asian	All tenants describing their household as Asian at Q9
Other/mixed	All tenants describing their household as Other or Mixed at Q10, except those describing it as Asian at Q9

4.82 Open space is particularly important in this Borough which is disadvantaged in strategic terms in its provision (see LPAC's 1988 Strategic Advice para. 8.24 and the London Council for Sport and Recreation's "Playing Field Strategy") and where there are also local deficiencies as shown on Figure 4.1 which identifies areas more than 400 metres from public open space. This figure only identifies major local deficiencies, in areas where there is no public open space. Areas not shown as deficient do not necessarily have a surplus of open space, and may only have access to very small open spaces.

EN22/3

4.83. Where the open space provision negotiated is subject to a legally binding agreement between the Council and the applicant, the scale of provision should meet with the tests as set out in Circular 1/97 Planning Obligations; ie provision of open space will be necessary, relevant to planning, directly related to the proposed development, fairly and reasonably related in scale and kind to the proposed development and reasonable in all other respects.

EN23 NEW OPEN SPACE

Reason for original alteration:

Enhancement of policy to expand upon the need to take into account the requirements of specific groups and areas of the borough when providing new open space. Also revisions related to proposed new policies EN23A and EN23B.

The Council will seek to increase the area of open space in the Borough and to ensure that it has safe and accessible access for all residents and visitors, including people with disabilities, that is accessible to the public. This may be achieved directly, or as part of mixed-use development schemes. In the latter case, arrangements for laying-out and management may be included in a Section 106 agreement. New open spaces should provide a range of activities appropriate to their location and size and the needs of the local community, and will be particularly appropriate in the following circumstances:

- (i) Where the locality is identified as an area of deficiency (Fig. 4.1).
- (ii) Where the new open space can contribute to the improvement of town centres and employment zones.
- (iii) Where there is potential to enhance natural features of strategic importance such as the riverside.
- (iv) In larger new residential developments and mixed use schemes (see policy EN23A). ~~Small areas within residential neighbourhoods, especially those that can provide play spaces, or are laid out by a local initiative, such as community gardens.~~
- (v) ~~In Hammersmith Town Centres and the Sands End area where several of the above criteria apply. Specific proposals for major new open space in these areas are included in Chapter 10.~~

EN23/1

(vi) Where the open space could form part of a "Green Chain", Green Corridor or "Metropolitan Walk" providing a pedestrian link between existing open spaces, town centres, entertainment venues, or other pedestrian routes such as the Thames Path National Trail, the Grand Union Canal Walk, or other

P. 06

**Q63 Do you or anyone in your household own or have use of any vehicles?
How many cars do you own/have use of?**

	%
Car/s:	27
1	24
2	2
3+	*
Van/s/lorry/ies	1
Motorbike/s	1
Bicycle/s	11
Any	34
None of these	66

Use of car and/or van
%

Total	27
Area	
Kensington & Chelsea	25
Hammersmith & Fulham	25
Ealing, Hillingdon, Hounslow & Barnet	37
Household Composition	
Single/couple 60+	11
Single/couple under 60	22
Large adult/other	48
One-parent family	13
Two-parent family	62
Economic Status: Tenant/Partner	
(Either) Working full-time	56
(Both) Fully retired	12
Other	18

Base: All (609)

MORI

Reason for original alteration:

New policy to give increased emphasis in the Plan to the provision of childrens play areas.

EN23B/1

The Council will seek to retain and enhance existing childrens play areas for both younger and older children and increase the provision of equipped and un-equipped play areas in areas of deficiency, having regard to the National Playing Fields Association (NPFA) standards. Where residential development that provides family dwellings is proposed, the Council will require appropriate provision to be made for children's play by means of a communal play area on site or in the vicinity, or by a contribution to enhanced local facilities. The scale of provision and equipment will be dependent on an assessment of factors such as the nature and size of the development and the achievement of NPFA standards. Residential developments which contain accommodation without gardens must make some or all of their play area provision on-site in accordance with standard S7.

4.83c The borough, in common with other inner London boroughs, is deficient in the provision of children's playspace. If the borough is to achieve NPFA standards it would need to have between 94 and 126 hectares of outdoor playspace, whereas currently there are just 7 hectares (excluding sports courts and school playing fields). The distribution of playspaces is uneven and there are some areas where there is play space deficiency. It is therefore important to retain and improve those existing playspaces and provide, where appropriate new play facilities for children *in addition*, because the needs of the various age groups differ, a range of facilities is required that can satisfy children from toddlers to teenagers.

EN23B/3

EN23B/2

4.83f Where the play area provision negotiated is subject to a legally binding agreement between the Council and the applicant, the scale of provision should meet with the tests as set out in Circular 1197: Planning Obligations, ie provision of open space will be necessary, relevant to planning, directly related to the proposed development, fairly and reasonably related in scale and kind to the proposed development and reasonable in all other respects

EN24 METROPOLITAN OPEN LAND

Reason for original alteration:

Revisions to reflect Government Guidance in RPG3 and PPG2.

The Council has defined four areas of Metropolitan Open Land (MOL) on the Proposals Map: Kensal Green and St. Mary's Cemeteries; Wormwood Scrubs; Bishops Park and the Warren Allotments; and Hurlingham Club and Park.

There is a presumption against inappropriate development in these areas, which must remain in predominantly open use. Development is inappropriate:

EN24/1

a) unless it provides *essential* facilities which are ancillary to the existing purpose of the MOL (ie. for outdoor sport and recreation, allotments or cemetery use, as appropriate); and,

b) if it is harmful to, and does not preserve, the open character of the land.

Appeal Decision APP/K5600/A/02/1084568

Main Issues

4. I consider a main issue in both appeals to be the effect of the proposals on the character and appearance of the Conservation Area. Two further main issues, relating to the planning appeal only, are the effects: firstly, on highway safety, in terms of additional demand for on-street parking that might be generated; and secondly, on the living conditions of the occupiers of nearby properties in terms of loss of daylight, sense of enclosure, and loss of privacy.

Planning Policy

5. The development plan for the locality is the *Royal Borough of Kensington and Chelsea Unitary Development Plan 1995* (UDP). Reference has also been made to Proposed Alterations to the UDP. The Inspector's report, following a Public Inquiry, has been received and the deposit period for representations relating to the Council's response to the report expired in March 2002. I have therefore given substantial weight to the Alterations, which are well advanced on the route towards adoption.
6. The thrust of UDP Policies CD25 and CD44 is to protect the character and appearance of areas surrounding development. In addition, Section 72(1) of the *Planning (Listed Buildings and Conservation Areas) Act 1990* imposes a duty requiring special regard to be had to the desirability of preserving or enhancing the character or appearance of a Conservation Area. This duty is broadly reflected in UDP Policies CD48, CD52 and CD53.
7. Where appropriate, particularly in developments of over 10 units, the provision of some outdoor space is sought by UDP Policy H7. Policy LR14 of the Alterations also requires amenity space to be provided for new family housing. UDP Policies CD38 and CD39 set out the circumstances where additional storeys and roof level alterations will be resisted or permitted whilst UDP Policy CD40 states that roof terraces will be resisted.
8. UDP Policy TR39 seeks to resist development that would result in any significant increase in congestion whilst UDP Policy TR46 requires development to provide adequate off-street parking unless this would be unacceptable in townscape terms. UDP Policy CD37 indicates that regard should be had to the planning standards chapter of the UDP, which requires a maximum of 11 spaces for the proposed development.
9. UDP Policies CD28, CD29 and CD30 seek to safeguard the amenities of the occupiers of nearby buildings in terms of sunlight, daylight and privacy enjoyed. Policy CD30a in the Alterations to the UDP expresses similar aims in terms of the sense of enclosure.

Character and Appearance of the Conservation Area

10. In my opinion, the character and appearance of the Conservation Area derives from the scale and colour of the residential properties. I agree with the Council that the existing buildings on the Uxbridge Street elevation of the site are of little architectural merit. Moreover, I consider that it is the facades of the Farmer Street and Hillgate Street properties, rather than the accommodation behind them, that contribute to the character and appearance of the Conservation Area.
11. There are no policies that require the A3 restaurant or the A2 estate agent uses to be retained in this predominantly residential area and there is no objection to the principle of residential development in this location. Indeed, UDP Policies STRAT 13, STRAT 14, H2

~~contained units, to enter a legal agreement to ensure that internal alterations leading to self-containment will not take place without the agreement of the Council.~~

~~6.97 Although it is accepted that these non-self-contained flats will not meet the conversion standards in Chapter 11, they should meet the standards of DoE Circular 12/92.~~

HO4 HOUSE IMPROVEMENT

The Council will monitor the condition of the housing stock and take such action that is considered appropriate, in the light of its powers and resources.

6.98 The condition of the Borough's housing stock still requires major improvement and the Housing Act 1985 (as amended by the Local Government and Housing Act 1989) requires the Council to consider the housing conditions in its district at least once a year, to determine what action to take in respect of its statutory functions under the Housing Act. The Council has policies to direct resources to deal with houses in multiple occupation, and substandard private rented accommodation requiring repair notices. The Council will continue to fund a Care and Repair Agency scheme, to assist elderly and low income owner occupiers towards carrying out home improvements and repairs. ~~The Council is currently considering a possible Renewal Area.~~

HO5 AFFORDABLE HOUSING

HO5/1

In order to ensure that new residential development in the Borough includes appropriate provision for households on low ~~to~~ middle income including key workers, the Council will apply the following policies and where appropriate use CPO powers.

Reason for original alteration:

The existing policy refers to residential development. This could be interpreted as applying to a wholly residential scheme on any site, whereas it is only meant to apply to sites which are in residential use, or are allocated for residential use.

i) In considering applications for wholly residential development on residential sites and on sites allocated for residential use the Council will regard the provision of affordable housing as a material consideration and will negotiate to secure the maximum reasonable proportion of permanently available affordable housing.

Reason for original alteration:

To clarify and to make sure that this policy is only applied to mixed use schemes in town centres and not to sites elsewhere. Also to remove reference to residential use on riverside employment zones which is being deleted from the Employment Policy E1.

HO5/2

ii) Where applications are made for mixed use schemes, ~~on sites not covered by UDP policies E1 and E3~~ particularly in town centres, and sites in riverside employment zones which abut the river the Council will expect, where housing is appropriate, permanent affordable housing to be part of the scheme (policies E1, ~~E2 & E3~~ and Chapter 10 Site Proposals).

Appeal Decision APP/K5600/A/02/1084568

development should normally include adequate off-street parking provision to supplement the restricted on-street parking. However, the UDP, which reflects advice in *Planning Policy Guidance Note 13: Transport* (PPG13), does not prescribe a minimum number of parking spaces and a 'zero provision' would not contravene parking standards.

17. The site is very close to Notting Hill Gate Underground Station and in an area which the Council considers to have excellent public transport accessibility. The proposal would provide a net increase of 8 residential units but would extinguish the estate agent and restaurant uses. The original Officer's report to Committee indicates that the latter use generates a significant parking demand in the evenings. In my view, this is a site where the lack of on-site parking provision would have a relatively insignificant impact due to the uses that would be extinguished and the excellent public transport accessibility. I conclude that, on balance, the proposal would not be detrimental to highway safety in terms of demand for additional on-street parking that might be generated. It would therefore conform with the objectives of national and development plan policies in that regard.

Living Conditions

18. Although not raised in the Council's reason for refusal, written representations from local residents express concern about the effect of the proposals on their amenities in terms of loss of daylight, privacy and visual intrusion. The properties that would be most affected are those on Farmer Street and Hillgate Street closest to the appeal site. As the site is at the northern end of the block, with the rear of a Cinema on the opposite side of the road, I consider that the proposals would have no significant impact in terms of loss of sunlight.
19. The windows that would be most affected at 6 Farmer Street are at ground and first floor level in the north elevation of the rear outshoot. However, the proposal would match the existing building envelope profile at this point and would not affect the amount of daylight enjoyed or the sense of enclosure. Properties further from the site would also be unaffected.
20. The first floor window looking north from 9 Hillgate Street would be the most affected in that building. I saw at my site visit that this serves a large 'L-shaped' room that has more extensive window areas in the elbow of the 'L' facing south and west. Whilst I consider that the levels of daylight experienced within No 9 would be affected, in the absence of any calculations I agree with the Council that this is likely to be within the tolerance allowed under Building Research Establishment guidelines. Moreover, whilst there would be some increase in the sense of enclosure when looking out of this window, I consider the main focus of views from the room to be the sunnier and more extensive windows that look away from the development. I do not consider the impact of the development would be such as to justify dismissing the planning appeal.
21. Windows at the rear of 9a Hillgate Street face east rather than north towards the proposed development and do not abut the appeal site boundary. I do not consider that the levels of daylight enjoyed by the occupiers would be significantly affected. The proposal would only be visible in oblique views from the windows and in my judgement would not have any material impact on the sense of enclosure.
22. Windows in the proposed southern elevation would face towards the roof terraces at the rear of Nos 6, 8, 10 and 12 Farmer Street. No 14 has a mansard type roof rather than a terrace on the rear outshoot, which effectively prevents views further south. Whilst the proposed ground floor windows would serve living rooms these would not overlook the terraces and

development, particularly in Town Centres, Key Local Centres and in other shopping parades or predominantly commercial areas, permanently available affordable housing is provided. It may be appropriate, where the residential use is a subsidiary element to the main commercial and employment use, for up to 100% of the new housing to be affordable.

Reason for (iii)

HO5/6

6.104 Throughout the Borough, there are sites which are in a variety of non-residential uses - business and community service uses. The Council recognises the importance of these uses, in providing a variety of employment opportunities and local services close to residential areas, in providing sites for builders' yards, car repairs etc., and in providing premises for a wide variety of community activities; policies in Chapter 7 and Chapter 8 are designed to ensure that these uses do remain. The Council may however, because of the overwhelming need for affordable housing, permit the development of these non-residential sites if they are vacant and are environmentally satisfactory for housing and any community service use is replaced, for permanently available affordable housing. The Council may not permit affordable housing if the development might prejudice the continuation of adjacent employment uses. If there is no proposal for affordable housing the employment or community service use remains the priority. These sites are in a similar situation to sites that would be made available for permanent affordable housing in rural areas (PPG3 Housing (March 1992 2000) Annex A/B) where sites are released as an exception to normal policies for the provision of housing for general housing demand which makes provision for:

"the release of small sites which development plans would not otherwise allocate for housing within or adjoining existing villages, and on which housing would not normally be permitted"

Reason for (iv)

6.105 In some of the less accessible areas of the Borough especially where plot ratios are lower (Plot Ratio standard S1), it may be possible to replace the employment use on a part of the site (where the whole of the site is not required for the maximum permissible employment floorspace in accordance with policy E3), in a development that is appropriate in design terms to the surrounding area. This is most likely in areas where the existing development is 3 or more storeys. Where the remaining part of the site is suitable for housing, it should be developed for affordable housing in order to meet housing needs (paras. 6.21-6.42). The development of employment uses on part of the site will permit an economic return on the development and enable the remainder of the site to be developed for affordable housing.

Reason for (a) and (b)

6.106 The housing must be permanently available to the initial and subsequent occupiers in need of affordable housing, as affordable housing. Appropriate arrangements to ensure this could include planning agreements, or the land being developed either by a registered ~~housing association~~ social landlord, a local authority or a housing co-operative, or alternatively the houses could be built by the developer and managed by one of these organisations. The Council has taken the cost of ~~housing association~~ registered social landlord accommodation as its measure of affordable housing. This is ~~because housing associations~~ registered social landlords are likely to be the main providers of affordable housing in this

Appeal Decision APP/K5600/A/02/1084568

so would render the development liable to enforcement action as the work would be unauthorised. In the light of my conclusion on highway safety the condition suggested by the Council requiring details of off-street parking to be submitted is also unnecessary.

Conclusions

29. For the reasons given above and having regard to all other matters raised, I conclude that the appeals should be allowed.

Formal Decision

30. In exercise of the powers transferred to me, I allow the appeals and grant planning permission and conservation area consent for retention of the facades to Farmer Street and Hillgate Street, demolition of remaining buildings, and the erection of a new residential development at 5-7 Hillgate Street, 2-4 Farmer Street and 36 Uxbridge Street, London W8 in accordance with the terms of the applications Refs: PP/00/02345 and CC/00/02346 dated 28 and 29 September 2000 respectively, and the amended plans as detailed in paragraph 1 above, subject to the following conditions:

Planning Permission

- 1) The development hereby permitted shall be begun before the expiration of five years from the date of this decision.
- 2) No development shall take place until full particulars of the following have been submitted to and approved in writing by the local planning authority and development shall be carried out in accordance with the approved particulars:
 - a) all materials to be used on the external surfaces of the buildings;
 - b) all proposed external doors at a scale of 1:20;
 - c) all proposed windows at a scale of 1:20;
 - d) all proposed railings at a scale of 1:20.
- 3) No development shall take place until a sample of obscure glass has been submitted to and approved in writing by the local planning authority. The windows at first and second floor on the southern elevation shall be fixed shut and glazed with the approved obscure glass, and maintained as such thereafter.
- 4) Notwithstanding the provisions of the *Town and Country Planning (General Permitted Development) Order 1995* (or any order revoking and re-enacting that Order with or without modification), no water tank, lift motor room, or other roof structure shall be erected which rises above a roof of any part of the building, including the roof of any extensions.
- 5) The roof of the buildings hereby permitted shall not be used at any time as a terrace without the prior written approval of the local planning authority.

Conservation Area Consent

- 1) The works hereby authorised shall be begun not later than 5 years from the date of this consent.

Sustainable Residential Quality Interim Advice seeks to optimise the housing potential of sites whilst improving the environmental quality of new residential development. The approach encourages suggestions that boroughs should permit higher densities in areas around town centres and in other areas with high levels of accessibility, particularly where the amount of off-street parking space provided can be reduced. However, it may therefore be appropriate to permit higher densities than those included in the guidelines in specific locations where the new higher density housing can be built that is compatible with the scale and character of neighbouring residential properties and does not reduce the outlook or privacy of existing residents. The higher the density of the residential scheme the greater the importance of the quality of the design. It is also important in higher density developments that adequate internal and external space is provided.

Off-street parking space can occupy about a quarter of the ground area of a residential site. If the amount of off-street parking provided in a scheme can be reduced, then more housing can be provided on a site. However it is important to ensure that the demand for on-street spaces does not increase and adversely affect existing residents. The demand for on-street spaces can be controlled by restricting the issue of on-street parking permits to the residents of these new housing schemes.

Where new housing is built with limited off-street parking space it is important that the residents have good access to public transport and a range of other local services. Also it is important to ensure that the local road network has sufficient capacity to cater for traffic generated by a new development, particularly where the new development is large.

~~there are high levels of accessibility such as town centres which would accord with PPG13 and would help to reduce the need to travel; or where some other factor exists that makes higher densities particularly appropriate.~~

HO8 RESIDENTIAL ENVIRONMENT

The Council will seek improvements of the residential environment. In predominantly residential areas priority will be given to residential use, the provision of a range of local community services and creation of a safe and attractive residential environment.

Other non-residential uses such as small-scale businesses and other local services that need to be located close to the community they serve and particularly those providing local employment may be permitted if they do not replace housing and are compatible with the residential environment and are beneficial to the local community.

In considering the design and facilities within new residential schemes, and improvements to existing residential areas, the Council will require the following facilities and design features:

i) Safety and Security

A safe and secure environment including a good standard of vandal-proof lighting, and open, direct and unconcealed access ways. All residential applications will need to demonstrate that the design of the housing and the

HO8/1



The Planning Inspectorate

Room 1404
Tollgate House
Houlton Street
Bristol BS2 9DJ

Direct Line 0117 - 987 8927
Switchboard 0117 - 987 8000
Fax No 0117 - 987 8139
GTN 1374 - 8927
E-mail ENQUIRIES.PINS@GTNET.GOV.UK

CASE COPIED BY
COMPASS
UNDER LICENCE FROM HMSO
Tel: 01452-310566

D J Freeman
Solicitors
1 Fetter Lane
LONDON
EC4A 1JB

Your Ref:
RDM/01124567/CA1
Our Ref:
T/APP/K5600/A/99/1016975/P7

Date: 4 JUN 1999

Dear Sirs

TOWN AND COUNTRY PLANNING ACT 1990, SECTION 78 AND SCHEDULE 6

APPEAL BY PETRA INVESTMENTS LTD.
APPLICATION NO: DPS/PA/TP/98/1409/A/40/4000

1. The Secretary of State for the Environment, Transport and the Regions has appointed me to determine your client's appeal against the decision of the Council of the Royal Borough of Kensington and Chelsea to refuse planning permission for the demolition and rebuilding of the entrance hall and erection of 10 flats, comprising an extension to Ranelagh House, on land at Ranelagh House, Elystan Plane, Chelsea. I held a local inquiry on 18, 19 and 20 May 1999.

THE ISSUES

2. From what I have read, seen and heard, I consider that there are two main issues in this case. Firstly, there is the effect of this proposal upon the character and appearance of the area, both in terms of its effect upon the appearance of the existing building and its wider visual impact in the townscape, with particular regard to adjoining conservation areas, and also in terms of the effect of the increased density of the development. Secondly, there is the impact that the proposal would have upon the living conditions of nearby residents, particularly as a result of loss of daylight or sunlight, of visual intrusion and of increased overlooking or loss of privacy.

POLICY

3. The development plan for this area comprises the Royal Borough of Kensington and Chelsea Unitary Development Plan (UDP), 1995. Strategic Policies aim to protect and enhance the residential character of the Borough while also maximising its residential capacity in line with the Strategic Guidance for London. The appeal property lies outside, but close to, the boundaries of three conservation areas, Chelsea, Sloane Square and the Royal Hospital. Policy CD25, following from Strategic Policy 7 aiming to promote high environmental and design standards, seeks to ensure that all development is sensitive to and compatible with the scale, height, bulk and character of the surroundings. Policies CD48 and CD54 aim to pay special attention to the desirability of preserving or enhancing the character or appearance of each conservation area and to consider the effect of proposals on views within, into and out of conservation areas. Policy CD43 aims normally to resist side

11.9 Any grant of planning permission will be conditional upon a developer demonstrating to the Council's satisfaction that such permission will not compromise the Council's key policy objectives for achieving road traffic restraint and for requiring an appropriate level of public transport accessibility to the proposed development.

STANDARD S2 - DENSITY

S2.1 RESIDENTIAL - PERMISSIBLE RANGE

The density of new residential development shall normally be not less than 173 habitable rooms per hectare (70 habitable rooms per acre) nor more than 247 habitable rooms per hectare (100 habitable rooms per acre).

S2.2 FAMILY AND NON-FAMILY DWELLINGS

Within this range the density appropriate for each scheme will depend in particular on the types of accommodation to be provided. Where only family dwellings are proposed the density should not normally exceed 210 hrh (85 hra) and in the case of non-family housing the maximum figure should not exceed 247 hrh (100 hra). Where a mix of family and non-family dwellings is proposed the maximum density shall be between 210 hrh and 247 hrh proportionate to the number of family and non-family dwellings (see glossary for definitions).

11.10 Density standards are considered very important elements in maintaining the residential amenity of the development, the character of residential areas and the quality of life of residents (see also paras. 6.121 and 6.122 of the Housing Chapter). The standards have been developed to suit the circumstances of the borough and are complemented by Supplementary Planning Guidance on internal space provision in dwellings and provision of residential amenity space.

S2.3 PLOT RATIO/DENSITY ON MIXED USE SITES

In a mixed-use development where residential and Class B land-uses are allocated separate parts of a site (i.e., with no physical overlapping of floors in different uses) then the density and plot ratio for each part of the site shall be assessed separately; and any areas of the site serving a common purpose (i.e. roads and amenity space) shall be allocated proportionately between the uses.

Where the site cannot be divided in this way then the density/plot ratio of the development shall be assessed as follows:

- i) Apply the relevant maximum plot ratio (see standard S. 1) to the proposed non-residential gross floor area. This will produce a notional non-residential site area;
- ii) Deduct the area produced in (i) from the net area of the whole site and this will produce the notional residential net site area;
- iii) Use the area produced in (ii) for calculating the notional residential gross site area; and

particular the painting of the concrete, have severely affected the original design integrity.

8. Ranelagh House is not listed, and the Council does not argue that the blocks are worthy of listing. In my view, while there is a considerable similarity of design in the two blocks, there is not an overall true symmetry of design which would be fundamentally upset by the proposed extensions and alterations. Similarly, I do not consider that the building has or retains such original design integrity that proposals such as this should be considered unacceptable in principle. I do not, therefore, consider that these proposals would be contrary to Policy CD43 in the UDP aiming to ensure that side extensions to buildings would not impair the symmetry of a building or group of buildings or obscure original architectural features on a formal flank elevation.

9. The acceptability or otherwise of the impact of these proposals upon the existing building must, therefore, be considered in terms of the detailed elements of the scheme. The Council maintains that the curved facades to the east and west extensions would be ill-fitting elements, alien to the angular appearance and generally rectangular shape of the existing building. The Council also argues that the curved pitched metal roof, which it acknowledges would not be unattractive in isolation, would be incongruous and markedly at variance with the flat, horizontal planes of the existing roofs, an effect which would be emphasised by the overhanging eaves of the new roof. Further areas of concern to the Council are the large extent of glazing at the upper levels of the eastern extension and the horizontal banding in the extensions being much thicker than the floor level bands in the existing building. The Council believes that the powerful statements made in the proposed eastern elevation would unbalance the simplicity of the existing building and would not reflect any other design or building elements in the locality.

10. It is argued on behalf of the appellant that the proposals are intended to cap the blank ends of the existing building and to introduce animated elevations, including windows, architectural features and rooflines to provide interest and human scale in contrast to the presently forbidding architecture. It is accepted that the existing building is generally of an angular and rectilinear nature, but argued that this results in it being overbearing and out of scale and character with its surroundings, whereas these proposals would introduce a hierarchy of scale and degree of lightness as opposed to the overbearing heaviness and monotony of the existing unbroken concrete facade. The design is based on a theme of base, middle and light top, and it is argued that the curved metal roof provides a significantly lighter impression than conventional roofs or vertical walls.

11. In my opinion, the blank east and west flank elevations of the existing building are very stark and harsh, and this accentuates the scale and overbearing nature of the building from closer viewpoints such as to the front in Elystan Place or from Sloane Avenue where it joins Bray Place. On the other hand, these proposals, particularly the taller eastern extension, do offer a much softer facade, which I consider would offer some relief from the heavy and overbearing aspects of the building. In particular, the large glazed areas at the upper levels of the eastern extension, capped by the curved and overhanging metal roof, do considerably lighten the impact of the building without increasing its height or bulk to any great extent. Although the main elements of the existing building are largely rectilinear, there are a number of curved features in the more subservient elements of the building, and I see no reason why more significant curved elements should not be introduced into these proposals.

S6.3 REAR EXTENSIONS WHICH PROJECT BEYOND THE REAR BUILDING LINE OF THE OF THE PROPERTY AS ORIGINALLY BUILT

In determining applications for such extensions the Council will have regard to the existing established rear building lines of adjoining properties. However, planning permission will not normally be granted for any extension if:

i. The proposed extension is more than 3.5 metres in length or, where the original property has already been extended, if the combined length of the existing and the proposed extensions would project more than 3.5 metres beyond the rear building line of the back addition as it was originally built; or

ii. The proposed extension would extend to within 4 metres of the rear boundary of the application property; or

iii. The proposed extension would cover more than 50% of the open area at the rear of the property as originally built or, where the original property has already been extended, if the cumulative area of the existing and proposed extensions would cover more than 50% of the open area at the rear of the property as originally built.

S6.3/1

11.18a The Borough already has a high density of development, with little space between buildings, particularly in the south of the Borough. In addition to being important as an amenity for residents, back gardens and the open spaces at the rear of buildings can also be an important element in defining the character and appearance of an area. In some cases erecting a rear extension to a single dwellinghouse may not require planning permission because it is identified as permitted development (The Town and Country Planning (General Permitted Development) Order 1995). However, in cases where planning permission is required, For this reason the Council considers it necessary to limit the size of rear extensions to ensure that they do not result in an unacceptable loss of existing amenity space or adversely affect the existing sense of openness between buildings to a degree which could be considered unneighbourly or harmful to the existing established character of the area. Where the existing level of amenity space is already limited and/or the existing space between buildings is confined, it may not be appropriate to permit any rear extension.

STANDARD NO. 7 - CHILDREN'S PLAYSPACE

Reason for original alteration:

The standard is presently contained in the Council's SPG but it is now thought appropriate to include it in the UDP. The standard will help assist in quality of life initiatives.

S7.1 DEVELOPMENTS ON SITES OVER 0.2 HECTARES

All new residential development which contains flats on sites which have a gross area exceeding 0.2 hectares (0.5 acres), and which include accommodation for at least 10 children, shall also include at least one appropriately equipped play area.

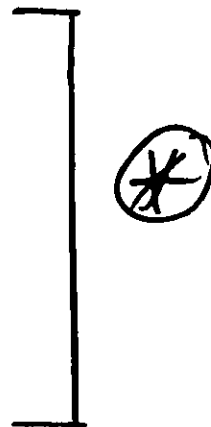
16. From many viewpoints along Cale Street and Elystan Place the proposed western extension would be obscured by Thackeray Court and the eastern extension would be largely hidden by the existing building or only seen at a very oblique angle. In my opinion, the proposals would have a very limited impact from these viewpoints. From more directly in front of the property in Elystan Place there would be clearer views of the extensions, but I have already reached the conclusion that they would soften and lighten the overbearing nature of the building. It follows from this that I consider that the proposals would result in an improvement to this street scene, particularly in the context also of the continuation of the adjoining 3-storey buildings across part of the frontage, giving an increased sense of enclosure and helping to obscure from some viewpoints the angled siting of the existing building.

17. As viewed from Bray Place or the end of Tyron Street, the proposed eastern extension would project dramatically above older 2- and 3-storey buildings. However, the existing building already does that in a stark and harsh way, showing only part of a blank end elevation dominated by the projecting lift motor room at the highest level. As with views from the Elystan Place frontage, I consider that this proposal would improve the appearance of the building, creating a lighter, less overbearing and more interesting feature. In views from Royal Avenue to the south, the eastern end of the existing building, and in particular the lift motor room, stands out very much in isolation from the rest of the building and appears very much an alien feature in that street scene. I consider that the proposed eastern extension, while still standing out in views from this direction, would appear much more as a unified design concept and in consequence would be less intrusive and alien in the street scene.

18. In views from Sprimont Place and Whiteheads Grove, from some locations parts of the extensions would be seen between other buildings, and generally there would be limited opportunities to view the extensions in the context of the building as a whole. The Gateways, between Whiteheads Grove and Sprimont Place, is listed, and Ranelagh House does from some viewpoints form part of the setting of those buildings. However, similar considerations apply as with other views of the proposals, and to my mind they would help soften the harsh impact of the existing building. Overall, therefore, I have reached the conclusions that: firstly, there are a considerable number of streets in the vicinity of the site from which the proposals would not be seen at all; secondly, from some of the locations from which they would be seen, such as along Cale Street and Elystan Place to the west, their visual impact would be limited; and thirdly, from those locations where the proposals would be most clearly seen, they would result in an improvement to the townscape from the present harsh and overbearing appearance of the building.

IMPACT OF INCREASED DENSITY

19. The existing density of development at the appeal property is agreed to be 398 habitable rooms per hectare (hrha). These proposed additions would increase that density to 518 hrha. The Council maintains that this would be contrary to Policy H12 in the UDP, which aims to resist development to a density greater than 350 hrha. The Council argues that this aim reflects the very high densities which already prevail across the Borough. The Council recognises that higher densities should be encouraged so as to make the fullest use of urban land, but maintains that this should not be at the expense of the environment. While Policy H12 does allow for housing at very high densities if this is necessary for townscape reasons, the Council does not accept that this applies in this case. Furthermore, the Borough



C1 Hotels	i) in respect of residential accommodation	specific	One car space will be required for each 10 bedrooms, or part thereof. One coach space will be required for each 100 bedrooms, or part thereof.															
	ii) hotels, where other facilities (e.g. ballroom, conference, halls, etc.) are provided	specific maximum	One extra car space will be required in excess of those set out at (i) above for each 20 25 sq.m., or part thereof, of gross floor area, set aside for those facilities.															
			<u>One coach space will be required for each 500 sq.m. or part thereof, of gross floor area.</u>															
C2 Residential Institutions and Residential Hostels not specified in the Use Class Order.			(as class A3 above)															
C3 Dwelling Houses	i) private	minimum specific	Car spaces will be provided as follows:															
			<table border="0"> <tr> <td>habitable rooms</td> <td>resident spaces</td> <td>visitor/casual spaces</td> </tr> <tr> <td colspan="3" style="text-align: center;">per dwelling unit</td> </tr> <tr> <td>1 or 2</td> <td>0.8</td> <td>0.2</td> </tr> <tr> <td>3</td> <td>1.0</td> <td>0.2</td> </tr> <tr> <td>4</td> <td>1.2</td> <td>0.2</td> </tr> <tr> <td>5 or more</td> <td>1.4</td> <td>0.2</td> </tr> </table> <p>unless a developer can demonstrate, to the Council's satisfaction, that a lesser demand will be generated</p> <p><u>In certain circumstances a lower level of parking provision may be accepted, subject to the availability of public transport and local services, together with the practicality of meeting the full parking standard. In these circumstances, the developer must be prepared to enter into a legally binding agreement excluding future tenants and owners from applying/obtaining on-street residents parking permits.</u></p>	habitable rooms	resident spaces	visitor/casual spaces	per dwelling unit			1 or 2	0.8	0.2	3	1.0	0.2	4	1.2	0.2
habitable rooms	resident spaces	visitor/casual spaces																
per dwelling unit																		
1 or 2	0.8	0.2																
3	1.0	0.2																
4	1.2	0.2																
5 or more	1.4	0.2																

proposed new windows and surrounding properties, with either very oblique angles or distances of over 20 metres between windows being achieved.

28. Although the Council included inadequate provision of car parking in the reasons for refusing the application, it is now satisfied that sufficient provision can be made from the existing basement spaces. While some residents remain concerned that the proposal would add to problems of congestion and parking difficulties, I do not consider that to be a matter upon which this case turns. Other concerns raised by local residents include noise and disruption during construction, the possibility of air pollution and the effect upon property values, but these are matters which are either the subject of control under other legislation or not planning considerations. I have taken into account all other matters raised, but have found nothing which outweighs the factors which have led me to my conclusions. I propose, therefore, to allow this appeal.

CONDITIONS

29. The Council has suggested, in addition to the statutory time limitation, a number of conditions to be imposed. Proposed condition 2 would require the development to be carried out in accordance with the drawings and the permission, but this is implicit in any permission granted and the condition is not necessary. Proposed condition 3 would require the provision and retention of at least 11 parking spaces. In my view such a condition is necessary, but should be more precise, and simply specify 11 spaces. Proposed conditions 4 and 5 would require that no additional structures be erected rising above the roof of the building and extensions and that no additional plumbing or pipes be fixed on the external faces of the building. However, other than minimal works that would not affect the external appearance of the building, no additional structures or works can be carried out without further permission, and I do not consider these conditions to be necessary.

30. Proposed condition 6 would require the further approval of: all external finishing materials; all fenestration; the detailed design of the Elystan place elevation; hard and soft landscaping and boundary treatment to the Elystan Place elevation. Although there is some specification of external finishing materials on the drawings, the Council does not consider that there is enough detail. Similarly with fenestration, the Council is not satisfied that there is sufficient detailing provided, particularly with regard to the glazed elements at upper levels in the eastern extension. Additionally, as considered above, there is a need to clarify some discrepancies on the drawings and to secure amendments or specifications to the fenestration at 1st floor level in the western extension to prevent overlooking. The Council states that it would have negotiated further over the details of the Elystan Place frontage if permission were to have been granted, and this is accepted on behalf of the appellant. Similarly no details of landscaping or boundary treatment were requested at the application stage. Overall, I am satisfied that all the requirements of proposed condition 6 are reasonable and necessary for the reasons considered above.

DECISION

31. For the above reasons and in exercise of powers transferred to me, I hereby allow this appeal and grant planning permission for the demolition and rebuilding of the entrance hall and erection of 10 flats, comprising an extension to Ranelagh House, on land at Ranelagh House, Elystan Plane, Chelsea in accordance with the terms of the application (No

Any space allocated for car parking, for loading and unloading commercial vehicles and for public transport operational purposes shall be excluded from gross floor area, as shall any roof-top plant.

Rooms and other spaces which continue through two or more normal floors of the building (e.g. theatres, lecture halls, and atria) will be assessed as occupying that number of floors, except where it is assured (preferably by legal agreement) that those spaces shall not be used for the subsequent provision of additional floorspace by the insertion of extra floors.

GL8 A habitable room is any room used or intended to be used for dwelling purposes above 6.5 sq.m. (70 sq.ft.) in floor area except for kitchens of less than 13 sq.m. (140 sq.ft.), bathrooms and WC's. Utility rooms will not be included as habitable rooms if they have direct access to kitchens and provided they do not exceed 6.5 sq.m. (70 sq.ft.) or the kitchen and inter-connecting utility room together do not exceed 13 sq.m. (140 sq.ft.). If a habitable room has a net floor area exceeding 20.5 sq.m. (220 sq.ft.), that area shall be assessed at the rate of one habitable room per 20.5 sq.m. (220 sq.ft.) or part thereof, but an exception may be made in the case of accommodation designed to be used exclusively as one-room sheltered and other special-needs housing units.

GL9 Net site area means the area of the site as measured to its boundaries and does not include parts of the adjoining public highway.

GL10 Density relates to the amount of residential accommodation in any given area. It is measured by calculating the number of habitable rooms per hectare or acre. For individual sites the gross site area is the appropriate unit of measurement.

GL11 Gross site area applies to density calculations for residential purposes and means the area of the site plus an area calculated by multiplying the length of the site's frontage onto adjoining street(s) by half the width of the street(s) (up to a maximum of 6m (20ft.) subject to the area thus added being no more than 10% of the net site area. No part of any river or canal or railway (or its embankments) or of any public open space shall be used in density calculations. Private open space to be used exclusively in association with a proposed development (including that provided for communal use) shall be included with the gross site area.

GL12 A roof extension means any extension to the original roof and can apply to a dormer window or full-width extension to the roof of a pitched roofed property. The context in which the term is used should in most cases describe the exact form of the roof extension.

GL13 A full-width roof extension means any extension to a pitched roof property which extends the existing roof from party wall to party wall, associated with the raising of those party walls irrespective of whether it is over the whole of the roof area or only a part of it.

GL14 A mansard roof is traditionally a double-pitched roof slope having the lower part steeper than the upper. It has recently come to include a steep single-pitched roof slope used to retain the appearance of a roof while allowing the introduction, within the roof space, of extra accommodation.

GL15 A dormer window or extension means a projecting vertical window in the sloping roof of a house (OED definition). The Council considers that any roof extension which takes less than 50% of each roof slope to the original dwelling house can be classed as a dormer window or dormer window extension provided that such an extension does not involve raising either party wall.

GL16 Back addition generally means that part of a Victorian or Edwardian dwelling (which predominate in this Borough) which projects beyond the rear wall of the main part of the building and is usually of a lesser height and width. This part of the building was designed to be subordinate to the main building and normally contained subsidiary accommodation i.e. kitchens, sanitary facilities and secondary bedrooms. It enabled the developer to achieve a greater density with a narrower frontage whilst still providing some light and air to rooms at the rear.

GL17 A building for the purposes of assessing plot ratio includes any structure or erection, and any part of a building, which comprises a roof and at least one side wall.

GL18 An Infill development means a development on a site where there is a need to ensure architectural continuity and a bulk and height of development equal to that of adjoining buildings.

GL19 The daylight and sunlight angles are normally measured from a point 2 metres above ground level along the area to be protected. The measurement could be from the boundary of the site, or the building's elevation or the street's centre line whichever is appropriate. (See the BRE's "Site layout planning for daylight and sunlight - A guide to good practice" for further details).

GL20 The hours of sunlight are measured from the path the sun makes on March 1st.

GL21 A Registered Housing Association is a Housing Association registered with the Housing Corporation.

GL22 Local Register of Buildings of Merit (see policy EN5) means buildings which are of local interest because of their townscape, architectural or historic interest.

GL23 LPAC is the London Planning Advisory Committee, a statutory body set up in November 1985 by all 32 London Boroughs and the City Corporation as a consequence of the abolition of the Greater London Council. LPAC's main tasks (as laid down by Parliament) are:

1. To advise the London Boroughs on planning and development issues of common interest to them.
2. To advise Government Departments on what the Boroughs think about planning and development issues.
3. To let local authorities around Greater London, and any bodies on which they and London Boroughs are represented, know what the London Boroughs think about the issues.

GL24 SERPLAN is the London and South East Regional Planning Conference, a non-statutory organisation established and maintained by the local authorities of London and the rest of South East England to monitor regional planning and transport trends and to enable the authorities to achieve a better understanding of the regional context and, by study and discussion, to secure co-ordination of policies. It gives advice on planning issues to the Secretary of State for the Environment and, when appropriate, to other Ministers.

GL25 Planning Obligations. Section 12(1) of the Planning and Compensation Act 1991 substitutes new sections 106, 106A and 106B for section 106 of the Town and Country Planning Act 1990. The new section 106 introduces the concept of planning obligations, which comprises both planning agreements and unilateral undertakings. It enables a planning obligation to be entered into by means of a unilateral undertaking by a developer as well as by agreement between a developer and a local planning authority. Such obligations may restrict development or use of the land; require operations or activities to be carried out in, under or over the land; require the land to be used in any specified way; or require payments to be made to the authority either in a single sum or periodically (see Circular 46/94 1/97 Planning Obligations for further details).

GL26 Planning Policy Guidance Notes are statements of Government policy on various topics issued from time to time to guide Local Planning Authorities in their operation of the planning systems.

GL27 ACE is an abbreviation for arts, culture and entertainment activities.

GL28 Green Corridors, for the purpose of this Plan, are relatively continuous areas of open space, frequently along, major transport routes. They may be narrow, often only the "unused" margins of development, but are of value as habitats for wildlife and plants and local landscape features and because they may link nature conservation areas. Certain transport routes, such as the Thames and the Canal, also act as corridors for animals and plants in the same way as green corridors. However these have been designated as nature conservation areas because of their greater nature conservation importance, and are not shown as green corridors.

GL29 Green Chains are different from green corridors in that they consist of larger areas of public and private open space which are linked together, often across Borough boundaries. Unlike Green Corridors they are normally accessible to the public.

GL30 Metropolitan Walk, a link in the London-wide network of walks being set up by the Countryside Commission and LPAC.

GL31 Public Art, as mentioned in policy EN13, consists of design features, such as artistic or craft work, for a new building, refurbishment, or extension which are provided by the setting aside of a percentage of the capital costs of the development.

GL32 The Arts, as mentioned in the Community Services chapter, relate to potential cultural activities which use buildings such as theatres and libraries.

GL33 Archaeological Priority Areas are areas of particular archaeological importance or vulnerability in the Borough which have been identified by the Council with the advice

of English Heritage. In these areas the Council's policies and proposals for archaeological sites will particularly apply. Planning applications affecting such areas will generate appropriate consultation, which could in turn lead to further processes of site assessment.

GL34 Hostel. There are many kinds of hostel use. The policies of the Plan distinguish between two main types:

(i) Residential: accommodation usually occupied by people of a specific group with a common interest. There will usually be an element of management supervision or support and some communal facilities. It will normally be occupied on a intended primarily for medium to long-term basis by people who do not have permanent accommodation elsewhere, catering residential occupation. It may cater for a wide range of socio-economic groups, including homeless families. It excludes residential institutions in the C2 Use Class which provide an significant element of care.

(ii) Tourist: normally short-stay accommodation for those whose normal residence is elsewhere. They are for holidays or short stays and are sometimes open to the general public. They resemble hotels except that the accommodation is usually of a lower standard.

GL35 Green Travel Plans are aimed at helping employees to use alternatives to driving to work - for example public transport, walking and cycling. Green travel plans also address business' transport use and cover travel in the course of business. Travel plans can make a major contribution to easing congestion, especially during the peak periods.

GL36 Greater London Authority Road Network (GRN). The GRN is a network of strategically important roads in the Capital which provide for longer distance journeys and link London to the national road system. These roads include motorways, trunk roads and priority (red) routes. The Mayor will be responsible for developing a strategy for the GRN and Transport for London (TfL) will have direct responsibility for its management.

GL37 Local Implementation Plans. The Mayor is required to produce a London-wide strategy to cover all forms of transport (for goods as well as people). The strategy is aimed at providing a framework for tackling London's transport problems. Each Borough is then required to produce a Local Implementation Plan (LIP) for approval by the Mayor. Approval is based on the LIP being consistent with the Mayoral strategy and providing for adequate implementation of this within a suitable time scale.

GL38 Community Car Pooling schemes, also known as 'car clubs', are aimed at sharing the ownership and use of cars. Owning a car is expensive, but individual journeys are relatively cheap. Once a car is acquired it also acts as a disincentive to using public transport. Community car sharing schemes are one solution which has proved very successful in Europe and is now being looked at in trials in Britain. The principle is different from conventional car hire in that the cars are kept locally and can be used at short notice and for short periods of time. Community Car Pooling Schemes ensure that cars are available when people really need them, but reduce unnecessary use and pressure for parking spaces.

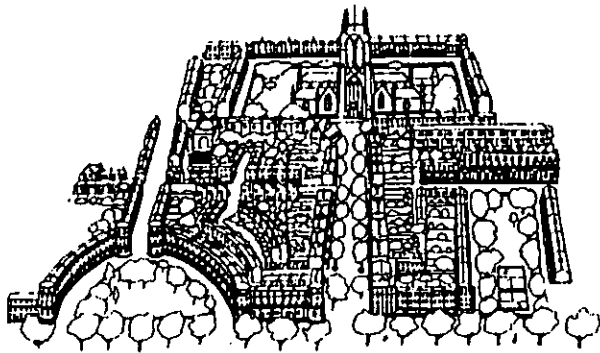
GL39 Biodiversity the term biodiversity includes all living things and the habitats in which they live.

GL40 Biodiversity Action Plans co-ordinate action to conserve and enhance biodiversity. A Local Biodiversity Action Plan is plan of action for protecting, conserving and enhancing biodiversity at a local level.

BOUNDARIES OF THE CONSERVATION AREA

The Conservation Area

The Norland Conservation Area was designated on 29th January, 1969. It included the original Norland Estate as built up to 1852 plus the completed north side of St. James Gardens 1864-79. The area is shown below



A Borough Surveyor's report of July 1968 identified the Norland Estate conservation area from the significant groups of listed buildings and the original planned layout of the estate. Clarendon Cross was not at this stage included "for although this area has an accidental charm, the village-like atmosphere could easily be reproduced in any redevelopment scheme". This report, the draft of 'Norland Regained', contained a history of the area and some preliminary analysis of the problems in the area. It suggested some broad outline proposals and described how the Council's statutory powers might be used. This report was the first conservation area report produced by the Royal Borough of Kensington and Chelsea.

The Norland Conservation Society gave its views on the draft report in a letter to the Borough Planning Control Officer of 28th September, 1970. In this, the Society laid down their views in the form of a brief for a conservation report, including comprehensive surveys of the area identifying areas of change and preservation and specific proposals to this end. The Society concluded that 'Norland Regained' fell short of meeting the standard of final report they envisaged in respect of its lack of survey material and that the policies indicated were too superficial, although they felt the report to be a useful framework for further work.

A final report did not apparently start and the Borough Planning Officer presented the final draft of 'Norland Regained' to the Town Planning (Development Plan) Sub-Committee on 5th August, 1969.

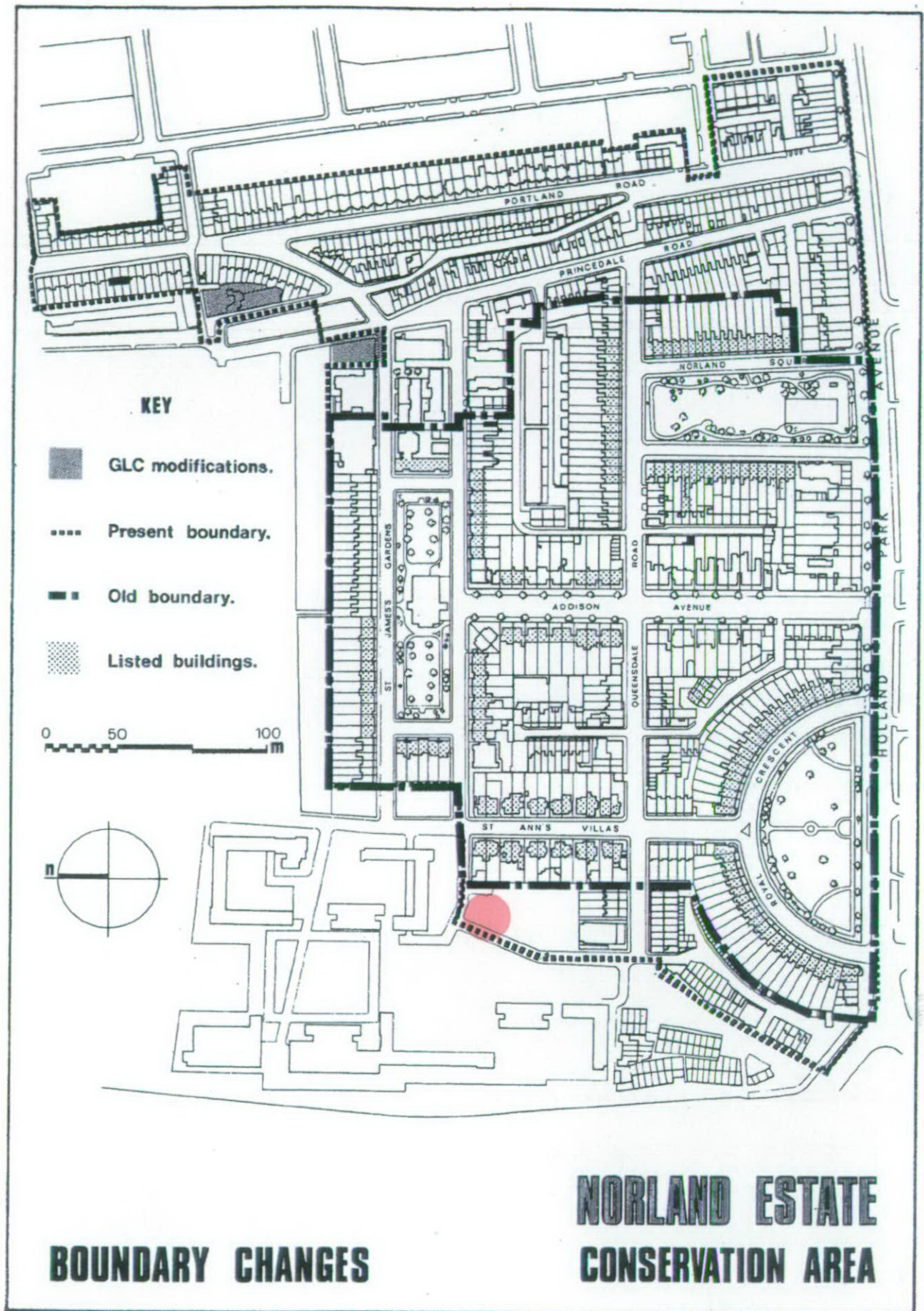
The traffic management schemes suggested in the report led to the road closures at Portland Road and Kenley Street in 1971. Various other schemes were proposed, including closing Pottery Lane at its junction with Penzance Place but since the Kenley Street redevelopment by the Octavia Hill and Rowe Housing Trust closed Walmer Street/Kenley Street, this was never pursued. The temporary closures were successful and following a 300 signature petition presented by the Norland Conservation Society, the road closure orders were made permanent. The treatment of the road closures, especially at Clarendon Cross, did much to give the northern area a village flavour.

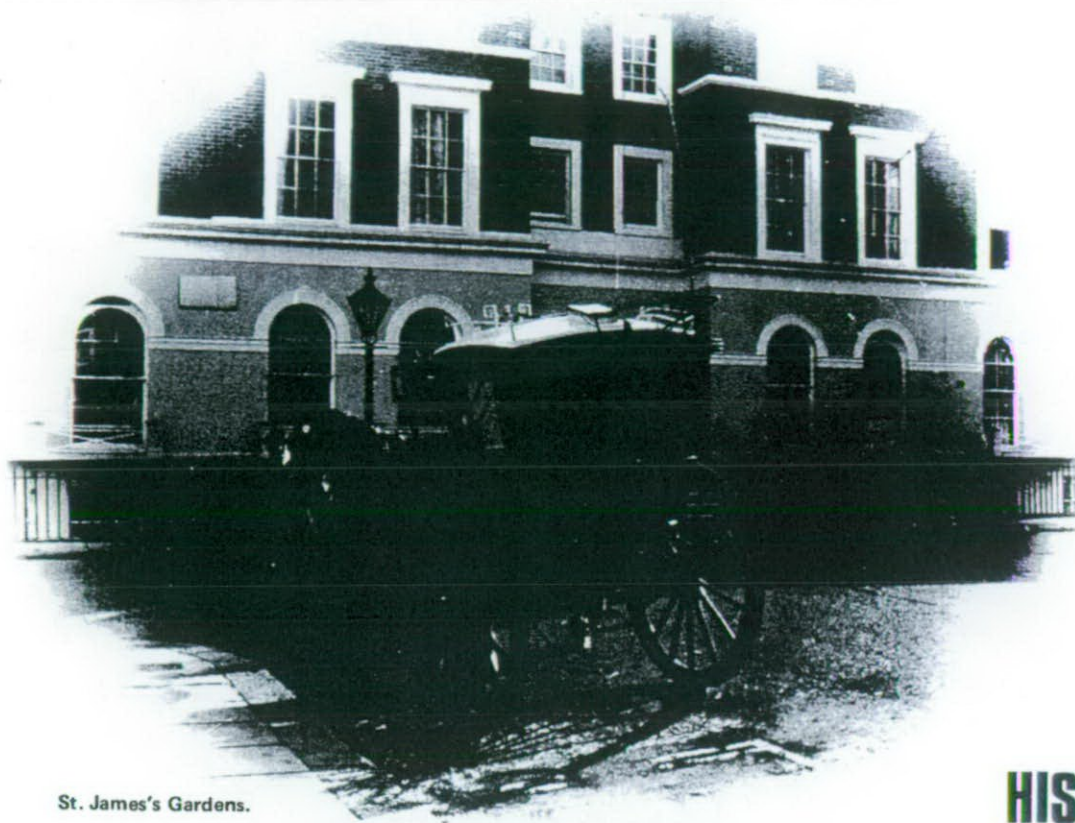
In May 1976 the Norland Conservation Society requested an extension of the Conservation area. Their initial proposal, put to the Planning Committee on 14th September 1976, argued that their proposed extension lay largely within the original boundaries of the Norland Estate and that the buildings were contemporary to others within the area and were an integral part of the Conservation Area townscape.

On 28th September the Norland Conservation Society revised their proposal to include all the wedge of land between Norland and Ladbroke plus an area around Clarendon Cross, the shops fronting Holland Park Avenue to the south of the extended area and the Royal Crescent Mews/Norland Road area (listings are contained in the Appendix.) The Ladbroke Association supported this proposal which the Town Planning Committee accepted on 5th July subject to GLC observations.

The Committee of 21st March, 1978 heard the GLC proposal to include the school and listed church by J.F. Bentley and H. Clutton in Pottery Lane but to leave out 14 and 16 Penzance Place as they were in an area of approved primary school expansion. These alterations were accepted and the Council heard the approval of the Committee on 26th April, 1978. The complete list was published in the London Gazette on 2nd June, 1978. On 25th June, 1979 the DOE confirmed that the Secretary of State accepted that the extended Norland Conservation Area continues to be of outstanding historic and architectural interest.

This completes the conservation area history up to the time of the initial works on this current report beginning in November, 1979.





St. James's Gardens.

HISTORY

HISTORY OF NORLAND

INTRODUCTION

The following brief history of the Norland Estate is intended as a summary of development in the area. It is inevitable that in such a general summary the history of various specific terraces is sketchy or omitted.

The source of information was the Survey of London Northern Kensington volume published for the Greater London Council Historic Building Board, to which interested readers should refer for a definitive history of the development. References for the early history of the area are detailed on p.73.

The Site

The Norland Estate, bordered by Portland Road and Pottery Lane to the East, Holland Park Avenue (Uxbridge Road) to the South and the Kensington and Hammersmith Parish boundary to the West was originally 52 acres of grounds attached to Norland House (on the site of the present 130 Holland Park Avenue).

Early History

The ancient Roman highway of Uxbridge Road running

through Oxford to Wales and now called Holland Park Avenue formed a natural southern boundary to the land of Norlands.

By the sixteenth century the area was usually described as being part of the manor of Abbots Kensington although this was more correctly the block of land 240 acres in extent, to the west of St. Mary Abbots Church. In 1599 these lands, described as "all those several closes and wood-grounds called Norlands, lying on the north side of the said highway leading to Acton, and abutting upon a wood called Notting Wood, on the east, upon a farm called Notting Barns Farm on the north; and upon the common sewer on the west" were in the possession of Robert Horseman.

The "several closes and wood grounds" extended from a lane which led to 'Noten Barns' (now Pottery Lane) to the stream described as a common sewer called Counters Creek running along what is now Norland Road.

The estate was held by various owners amongst whom were the Arnolds who owned farms all along the western boundary of Kensington Parish in 1630's to 1700's. In the early eighteenth century, Norland House, a large house on the high road, belonged to Thomas Greene and the lane running beside it became known at this time as Green's Lane. The lane changed its name in the first

quarter of the nineteenth century when potteries and a brickfield was established at the north end of the lane which had originally led to Notting Barns Farm. A potter's kiln still exists in Walmer Road and is listed as an ancient monument. Its conversion into the dining room of the adjoining house should ensure its preservation in sound repair.

The Uxbridge Road

In the 18th century, the Uxbridge Road was infamous for flooding, especially where the Westbourne or Bays Water stream flowed under it despite the presence of a bridge there from 1675. The general state of roads was such that there were frequent reports of near drownings of visitors to the estates on the hill. Laundry carts going to the potteries were frequently up to their axles in mire at the end of Walmer Road and one woman was drowned in Latimer Road when walking home at night.

The low lying ground by the present West London railway also attracted flood water, the area becoming known as 'The Marsh' at this time.

The turnpike Bills of the 18th century were aimed at improving the state of the roads but despite Uxbridge Road becoming a turnpike, its condition did not improve. The turnpike gate for the stretch of road towards London was known as the Kensington Gravel Pits Gate, later called Notting Hill Gate, and stood on the site of the current Notting Hill Gate station.

18th century diarists told of thefts from farms along the road and it was an infamous spot for highwaymen who hid in the scrubland on the hill, despite the presence of a gallows at Gallows Close Shepherds Bush. During their heyday in 1650-1774, highwaymen were known to frequent the Coach and Horses Public House (now 108 High Street, Notting Hill Gate).

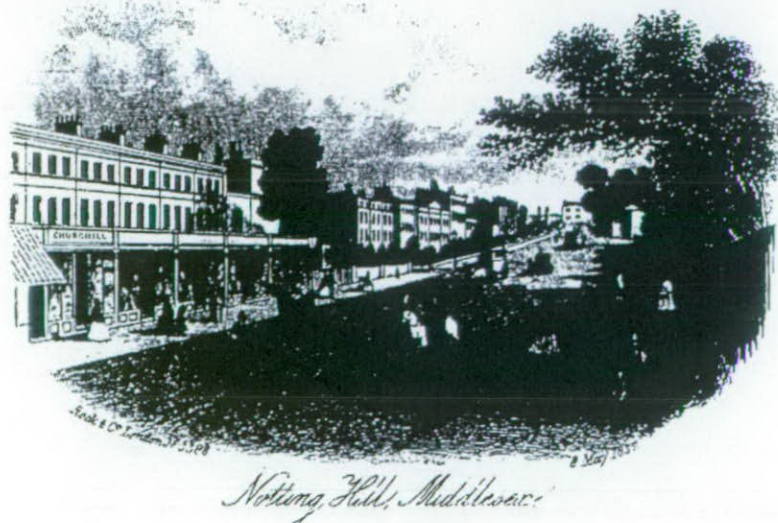
Long distance coaches used to stop opposite Royal Crescent at the Duke of Clarence Public House which until recently retained the sign post and stone mounting block.

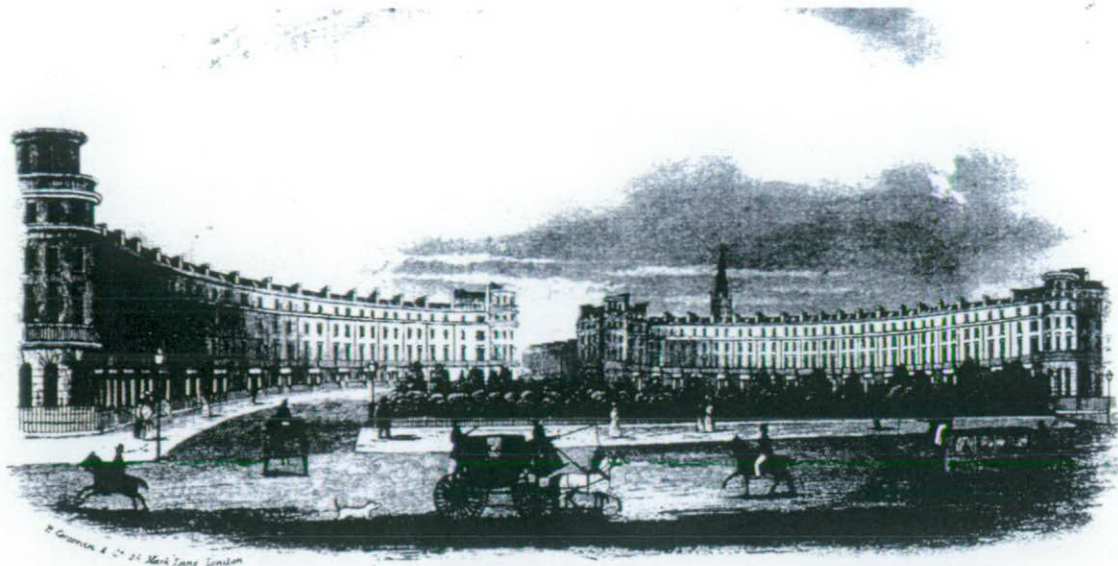
The lead up to development

Norland was bought by Thomas Greene in the early eighteenth century and left to his grandson E.B. Greene in 1740 along with £4,000 per annum. Debts, however, forced him to lease the house (and twelve acres in the area Princedale, Queensdale, Norland Square) as a Military Academy in 1761. The Academy passed through three proprietors of varying fortune until in 1788 E.B. Greene died in debt and the estate and house were bought at auction by Benjamin Vulliamy, a Pall Mall watchmaker, in 1791. He paid £4,270 for 40 acres plus an unknown amount extra for the house and twelve acres. This remained in the ownership of the Vulliamy Family until 1839. (In 1844 Vulliamy's son Lewis designed the Church of St. James' on the estate).

The Ladbroke Estate to the east was started in 1821 and to the south the first leases of Lord Holland's land were let in 1824, so by the 1830's Norland was eligible for development. When the Birmingham, Bristol and Thames Junction Railway planned a line close to the Counters Creek sewer (a surface water drain) the Westminster Commissioner of sewers insisted that the old sewer be diverted to a new line further east over its entire length from the northern boundary of Norland to South Kensington and Warwick Road. The sewer built in 1838-9 along the line of Holland Road, Holland Villas Road, up the centre of Royal Crescent, St. Annes Villas and Road, greatly improved the drainage of the Norland area and Vulliamy prepared to sell the estate to William Kingdom in 1838. Kingdom's architect Robert Cantwell insisted that the new sewer be enclosed at the railway company's expense to the southern boundary of Norland.

Kingdom, however, assigned the sale of the estate to Charles Richardson, a London solicitor, in 1839 for which he paid a total of £19,990 to Kingdom and Vulliamy. Richardson set about raising capital in 1840-44, to build the three miles of sewers approved by the Commissioner and loan to builders to begin an estate to Cantwell's designs.





View of Royal Crescent, Norland Estate, Notting Hill

Royal Crescent, an engraved letterhead of the 1840s.

THE DEVELOPMENT OF NORLAND

Cantwell designed an estate based on two principal roads, Addison Avenue running north-south and Queensdale Road running east-west across the estate. In the south-west angle of these he planned a crescent broken in the middle by St. Annes Villas to allow unobstructed passage of the Counters Creek sewer. In the south-east quarter he placed Norland Square. In 1839 building started facing the Uxbridge Road (now Holland Park Avenue) with an existing row of four houses incorporated into a range of eleven houses. Ten of these buildings leases were taken by Charles Stewart (who took a total of 150 building leases) and who with Richardson's brother and partners in a law practice was a major speculator in the estate. Stewart had difficulty finding tenants willing to live so far from London, a problem which plagued the early establishment of the estate, and his houses in Holland Park Avenue were not fully occupied until 1845 and those on the east side of Royal Crescent, on which he took building leases in 1842, not until 1848. The western half of the crescent was not occupied until 1856. This restricted Richardson's ability to raise loans on further building leases. To assist builders in further developing his estate Richardson tried all possible incentives to induce lettings on built properties, agreeing contracts for gas lighting in 1842, mains water in 1843 and promoting an act of Parliament vesting management responsibility for street cleaning, paving, lighting and maintenance of Royal Crescent, Norland Square and St. James' Square gardens in twelve resident commissioners levying a rate of three shillings in the pound on properties. In 1844 the greatest allurements, a church, was built on a site donated by

Richardson and costing £4,941. It was consecrated in July 1845 after difficulties in raising the funds for its completion.

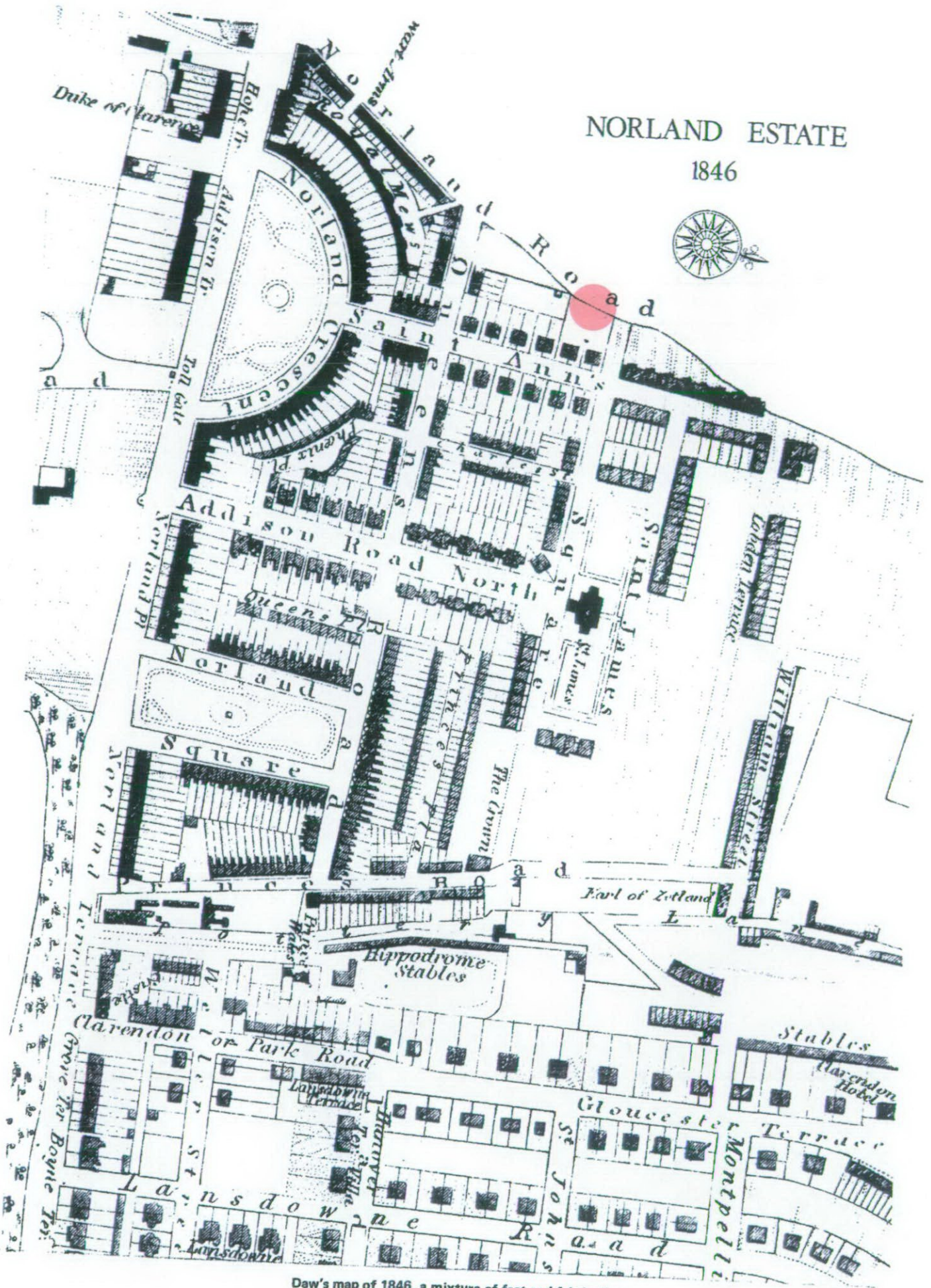
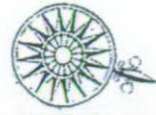
Despite all his efforts the progress of the estate continued to be erratic through lack of funds.

In 1840-43 the sites of twenty two-storey stucco fronted paired houses and a Public House were leased in the southern half of Addison Avenue. The houses were to the design of the tradesmen building them and sold well. In the northern half the ten pairs of houses were to one design tentatively attributed to F.W. Strent and which departed from the traditional two room per floor London town house style, having a wider frontage, less floors and well proportioned rooms. Considerable delay resulted from the lessee of the West side being unable to keep up his mortgage payments and the leases having to be resold to tradesmen. As a result it was not occupied until 1848, the leases for the east side not being sold until 1850.

Progress in Norland Square was likewise unstable, the leases of all 51 plots being granted by 1844 but 32 of these were to Richardson's joint speculators on the estate who shared his own over-extended financial position. The only multiple lessee who was a tradesman was declared bankrupt in 1845 resulting in houses on the west side not being occupied until 1849 and those on the north side (let to Richardson's brother) and east side were unoccupied until 1852-53. The houses are typical London terraces style with two rooms per floor on four floors over a basement.

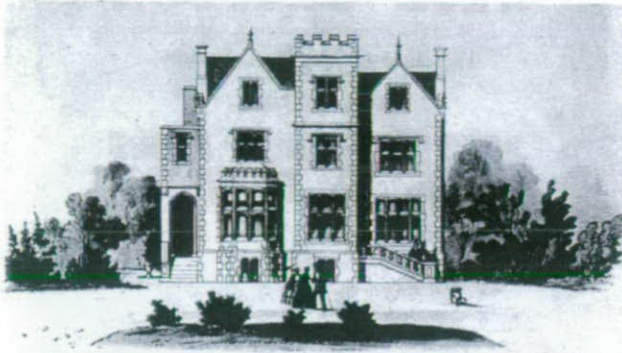
NORLAND ESTATE

1846



Daw's map of 1846, a mixture of fact and fabrication.

Behind the houses on the north side of Norland Square two ranges of plain brick artisans cottages were leased in 1844-45. Now replaced, they had two storeys over basements and since they backed the Gardens of Norland Square and St. James' Gardens, had no rear windows and were only 14 feet deep and 24 feet wide, set back on substantial gardens.



1840s lithograph labelled Elizabethan Villas Notting Hill,

In 1843 Stewart had built two terraced ranges of five houses on four storeys in St. Annes Villas to continue Cantwell's Royal Crescent style. As with the Crescent itself he found difficulty in finding tenants and they were not occupied until 1848. He therefore experimented with a new style of semi-detached Tudor-Gothic style of houses in a layout design of 1841, for which building leases were granted in 1845-46. Of 24 proposed paired houses North of Queensdale Road only seven were built and six occupied by 1848 and Stewart assigned some of the leases to the other speculators. Building was resumed in 1850 but they were not fully occupied until 1859.



St. James's Square, a design by the architect John Barnett.

Other buildings of similar style were the stone faced pair set at an angle on the West corner of Addison Avenue and St. James' Gardens and the modest stucco-faced mews houses designed by William Carson, Richardson's clerk of works, and built in 1844 in Queensdale Walk. In 1843 Richardson gained permission to lay sewers for a square to be formed around a church in St. James' Square. Richardson's mounting financial difficulties forced him to sell the freehold of a twelve acre brick field north of this planned square. William Morris paid £7,190 in 1844 for the site having previously leased a twenty-two acre area which had also included the site of St. James' Square for £1000 per annum. In the same year St. James' Church was built to designs by Lewis Vulliamy, and between 1847 and 1851 five ranges totalling 37 houses were built to designs by

John Barnett in the square and financed by one of the five new building societies investing in the estate. These houses were in pairs linked by recessed bays of one or two storeys. The frontages were eight feet wider than Norland Square or Royal Crescent and allowed a more spacious and better proportioned interior with up to four rooms per floor.

By 1848 Richardson became unable to stand the pressure of his personal liability in the estate. He had built sewers on the estate at his own expense and advanced money to the principle builders and lessees to keep development moving. Despite his best efforts lettings of property were slow and he was unable to raise sufficient loans against the ground rents, being unsuccessful in attempting to borrow £120,000 in 1846. By 1849 he had sold at least 270 of the 500 freeholds on the estate and carried on selling piecemeal until 1852. This included all 37 houses and land of St. James' Square as well as the vacant north-side site, sold complete in 1852 and resold piecemeal mostly to shareholders of the original building society.

Particulars and Conditions of Sale,
 AMPLY SECURED
FREEHOLD GROUND RENTS,
 VALUABLE FREEHOLD HOUSES,
 £1,200 PER ANNUM,
 (FORMING A PORTION OF THE NORLAND ESTATE.)
 NOTTING HILL, KENSINGTON
 LORD HOLLAND'S PARK,
 AND CONTIGUOUS TO KENSINGTON GARDENS,
 Being one of the most healthy and improving Neighbourhoods in the Metropolis.
 FREEHOLD GROUND RENTS,
 Are secured beyond the possibility of a doubt, upon nearly
130 HOUSES & SHOPS,
 NUMEROUS ENTIRE STREETS, SQUARES, AND TERRACES,
 ROYAL CRESCENT,
 THE LABURNUM AND HOVE GARDENS IN THE ENVIRONS OF LONDON.
 The whole will be sold
IN 29 LOTS,
 Adapted to both large and small purchasers, and so as to enable the Lessee to become the owner of the Freehold.
 To be Sold by Auction, by
Mr. FREDERICK CHINNOCK,

AT THE AUCTION MART, IN THE CITY OF LONDON,
 On WEDNESDAY, the 14th day of MARCH, 1849,
 at TWELVE (12) o'clock precisely.

Particulars may be had of Messrs. HERRING, PARSONS & CO., Auctioneers, No. 37, Olden Street, London;
 Mr. F. CHINNOCK'S Office, 55, Regent Street, Waterloo Place,
 11, Kenmare, Madras Street, Lower Kensington Lane, Lambeth.

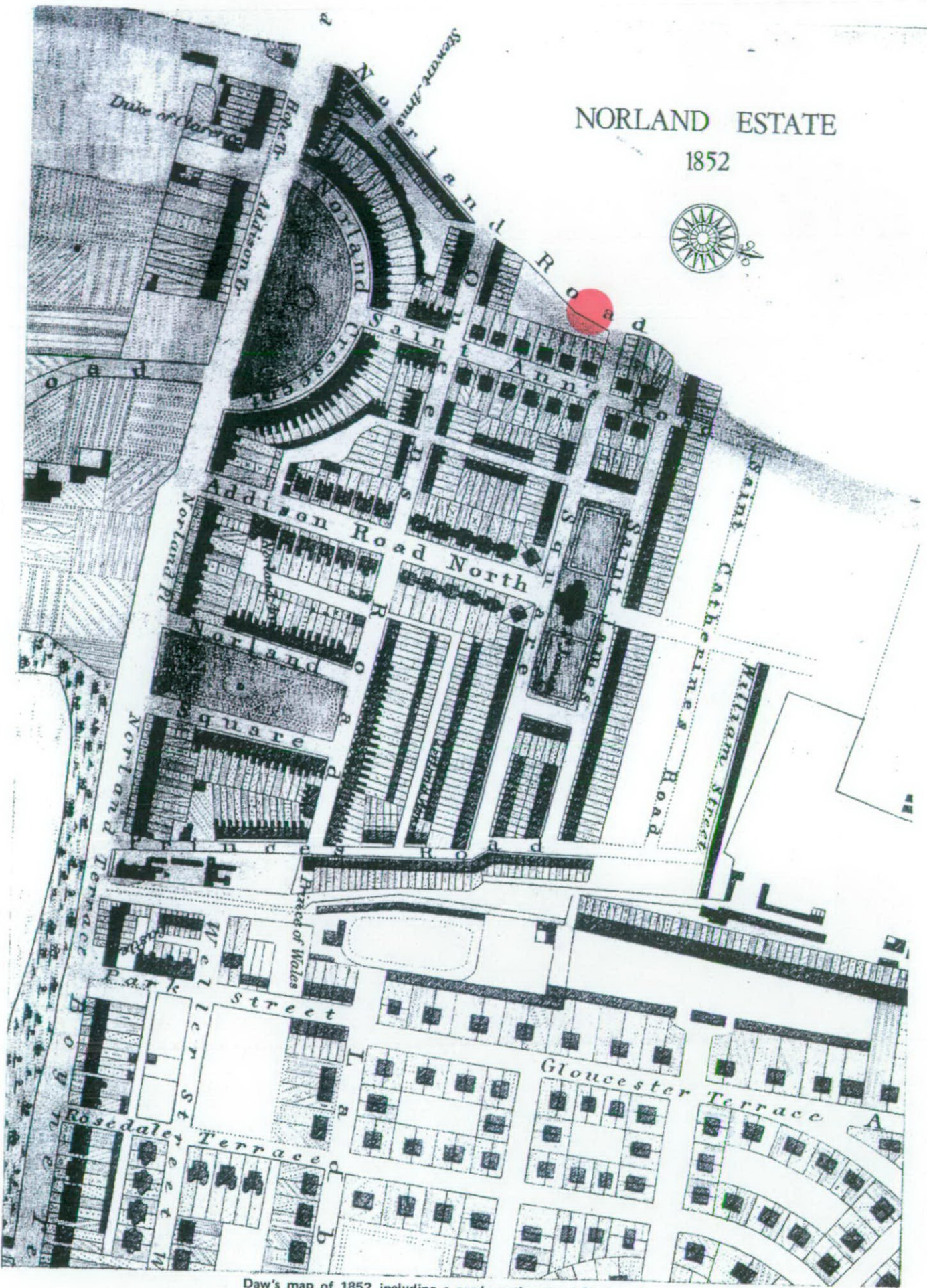
Selling the freeholds in 1849.

The building in St. James' Square had stopped in 1851 with one of the projected terraces not started on the north side. The builder of the majority of the houses became bankrupt and the works in progress were completed by a different builder but development did not restart on the northern site until the mid 1860's.

Virtually the rest of the estate was sold to an auctioneer Frederick Chinnock to pay off Richardson's debts in 1852.

NORLAND ESTATE

1852



Daw's map of 1852 including a road north out of St. James's Gardens and Queensdale Place extended into it.

Excepting the north side of St. James' Gardens and Penzance Street and Place and that area sold to Morris as a brick field the estate was completed by early 1850's. In a dozen years over 500 houses had been built on a suburban estate but Richardson, the prime mover and financier was bankrupt by 1855.

NOTTING HILL.

PARTICULARS & CONDITIONS OF SALE

EXCELLENT MODERN

HOUSE AND FURNITURE,

With Coach-House and Stabling,

(WHICH IS LET OFF.)

FOR SALE IN ONE LOT, with Immediate Possession,

No. 46, NORLAND SQUARE,

NEARLY ADJACENT TO

LORD HOLLAND'S PARK,

The HOUSE contains Four and a half Chambers, Two Drawing Rooms, Dining Room and Library, with excellent Office, large Garden to the rear, and the privilege of using the Ornamental Gardens to the Square. The FURNITURE is all in modern taste, and of appropriate character, and the whole Property is fit for

IMMEDIATE OCCUPATION.

The Property is sold direct from the Possibility, for 27 Years, from Michaelmas 1846, at a Grand Rent, in respect of the House of £250, and the Coach-House and Stable of £25 per Annum.

The Coach-House and Stable is Let at a Weekly Rent, amounting to £15 12s. per Annum.

THE PRINCIPAL PORTION OF THE PURCHASE MONEY MAY REMAIN ON MORTGAGE, IF REQUIRED.

This offering is specially approved by a person residing in a House and Furniture complete, at a very small cost. (A detailed Inventory of the Furniture and Pictures will be produced at the time of sale.)

Shewn out by Sale by Auction, by

MESSES. CHINNOCK & GALSWORTHY,

AT THE AUCTION MART, CITY,

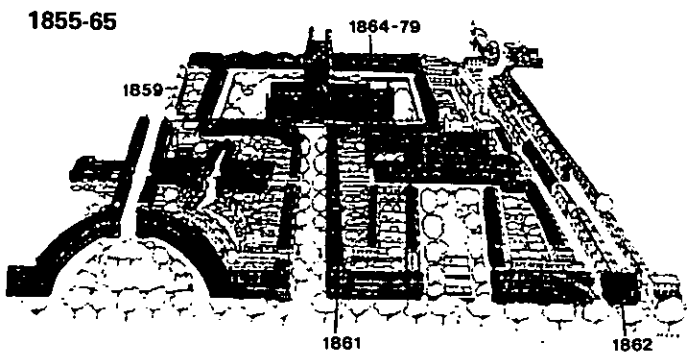
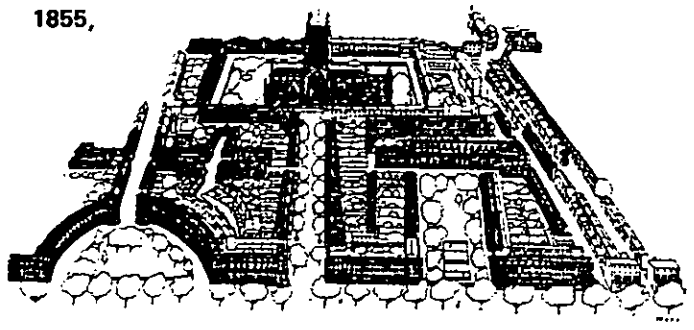
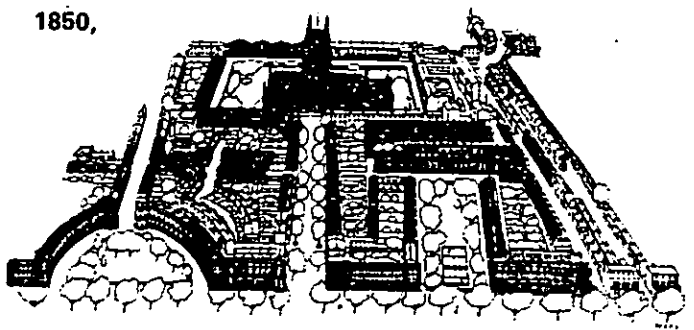
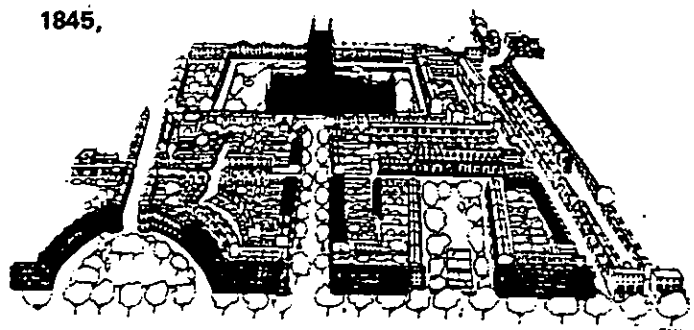
On **TUESDAY, MARCH the 1st, 1853,**

AT ONE O'CLOCK PRECISELY.

May be viewed at any time, and Particulars had of Messrs. BARRINGTON & BARRINGTON, Solicitors, 25, Golden Square; at the Mart; and of

Messrs. CHINNOCK and GALSWORTHY, 25, Regent Street, Waterloo Place.

46 Norland Square for sale in 1853.



When Morris developed his brick fields he abandoned the original plans to put three roads northward out of St. James' Square and when building on the north side resumed in 1864 the site of the projected roads was built over leaving only Princedale and St. Annes Road as access to his area. The conditions left by his brick field exploits led him to build an estate of modest dwellings crammed with as many terraces as possible on long straight streets. The character of development changes therefore north of the St. James' Gardens — Darnley Terrace ranges, the line of the present conservation area boundary.

Norland Square were in evidence and St. James's Gardens was taking shape.

The diagrams show the progression of development of the estate. Terraces shaded green are those completed in the period leading up to the date of the map.

In 1855, little further progress had been made — the major terraces were mostly complete and the gaps between them were being developed as minor streets. The final map shows the dates of the completion of the later terraces.

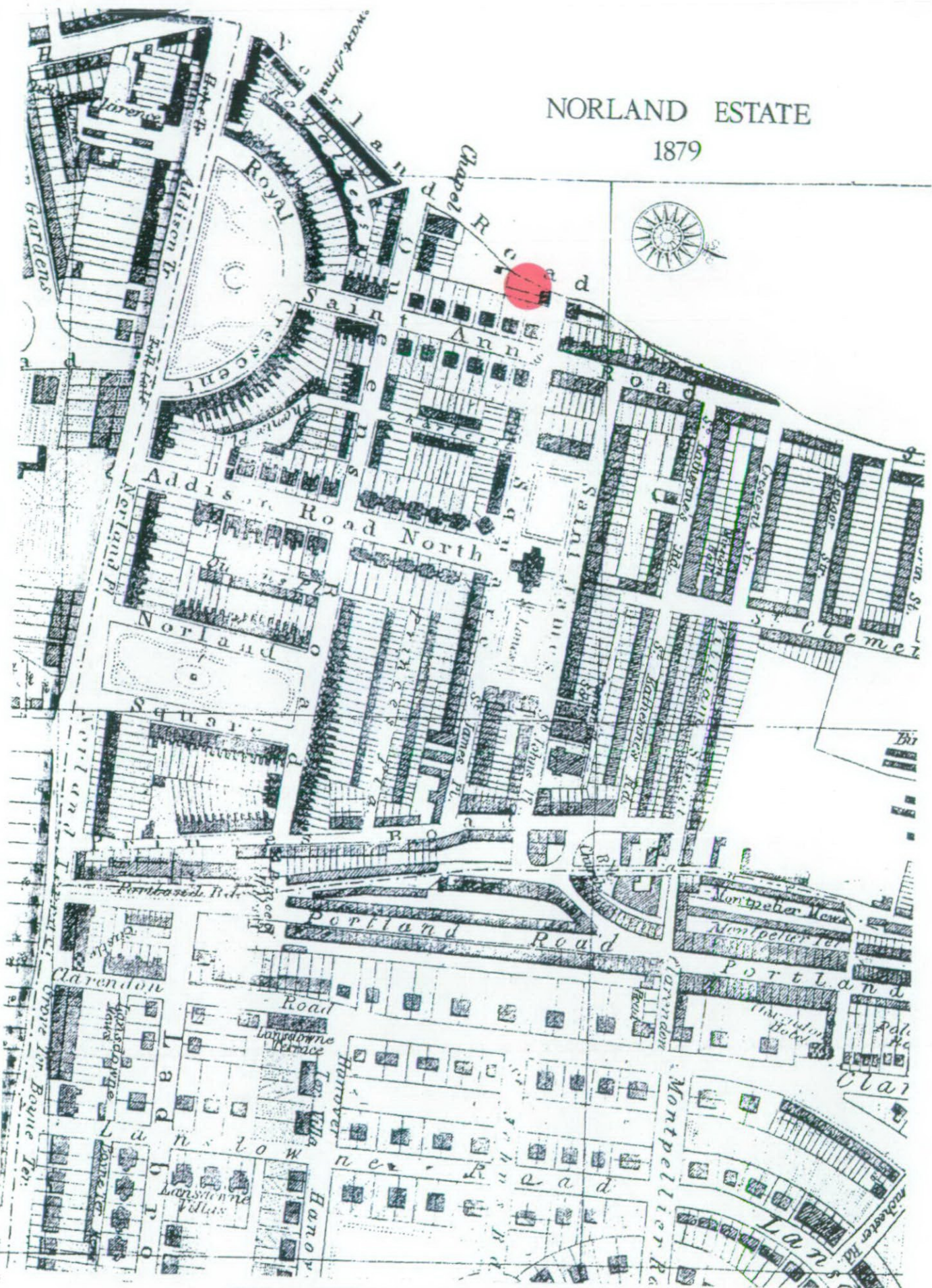
In 1845 the Holland Park Avenue frontage was nearly complete, a start had been made on Royal Crescent and the line of Addison Avenue was already defined, leading up to the new church.

Portland and Princedale Roads were built as part of the Ladbrooke Estate, most of these terraces dating from the 1855-65 period.

By 1850, Royal Crescent was still incomplete, St. Ann's Villas had just begun building, Queensdale Road and

NORLAND ESTATE

1879



Daw's map of 1879, the area between the Ladbrooke and Norland estates now largely completed.

DEPARTMENT OF THE ENVIRONMENT,
TRANSPORT AND THE REGIONS

Circular 06/98

Department of the Environment, Transport and the Regions
Eland House, Bressenden Place, London SW1E 5DU

8 April 1998

Planning and Affordable Housing

INTRODUCTION

1. A community's need for affordable housing is a material planning consideration which may properly be taken into account in formulating development plan policies and deciding planning applications. Local planning authorities have a responsibility to allocate sufficient land for housing in their development plans. Whilst the primary objective will be to ensure that there is enough land for housing to meet the agreed needs in terms of numbers, local planning authorities should also ensure that there is a mix of dwelling types and sizes - whether through new house building or conversions - to cater for a range of housing needs; and should encourage the development of mixed and balanced communities in order to avoid areas of social exclusion. Therefore, where there is evidence of need for affordable housing, local plans should include a policy for seeking an element of such housing on suitable sites.¹ Such policies will be a material consideration in determining an application for planning permission.

2. Planning Policy Guidance note 3 (PPG3): Housing (1992) sets out the Government's policy on how the planning system can contribute to the overall supply of affordable housing. It recognises that it may be desirable in planning terms for new housing development on a substantial scale to incorporate a reasonable mix and balance of house types and sizes to cater for a range of housing needs.² Whilst this is intended to encourage the development of mixed and balanced communities, it is also intended to ensure that affordable housing is only required on sites which are large enough to accommodate a reasonable mix of types and sizes of housing.

3. This Circular supplements PPG3, by amplifying the Government's preferred approach to planning and affordable housing. It aims to provide a clearer framework for preparing plan policies, and practical advice to local planning authorities on how they should encourage the supply of affordable housing in appropriate circumstances through negotiation with developers and others. It is intended to:

help local planning authorities to adopt a realistic and consistent approach to

1. References to local plans in this Circular include part II of unitary development plans.
2. Reference to new housing development in this circular refers to all types of new housing development on a substantial scale. This includes, for example, special needs housing (and housing built to higher than normal densities) which is not affordable simply because it caters to a particular group; local assessments of needs for affordable housing may show that there are elderly households who cannot afford sheltered housing provided by the market.

preparing plan policies and handling planning applications involving affordable housing;

- encourage a cooperative approach to preparing affordable housing policies, which ensures that the views of all those involved in delivering affordable housing are taken into account;
- clarify that affordable housing policies should be based on a clear and up-to-date assessment of local need for affordable housing;
- provide guidance on securing and controlling the occupancy of affordable housing; and
- ensure that affordable housing delivered through the planning system is likely to be attractive to lenders of private finance.

4. Planning policy should not be expressed in favour of any particular form of tenure. Therefore, the terms "affordable housing" or "affordable homes" are used in this Circular to encompass both low-cost market and subsidised housing (irrespective of tenure, ownership - whether exclusive or shared - or financial arrangements) that will be available to people who cannot afford to rent or buy houses generally available on the open market (see also paragraphs 9[a] and 15). This document refers to other housing as general market housing.

ASSESSMENT OF NEED FOR AFFORDABLE HOUSING

5. Any local plan policy for affordable housing should be based on a good understanding of the needs of the area over the period of the development plan. The need should be clear from the assessments used to develop the authority's housing strategy. However, if the local planning authority considers that it does not have all the information it requires, it may want to obtain additional information. The Department produces guidance on preparing housing strategies³. The Department's research report of 1994 on planning for affordable housing⁴ also gives advice on the assessment of need.

6. Assessments will need to be rigorous, making clear the assumptions and definitions used, so that they can withstand detailed scrutiny. Double counting of those in need must not occur and full account must be taken of affordable housing already available. Assessments should usually include factors such as: local market house prices and rents, local incomes, the supply and suitability of existing local affordable housing (including both subsidised and low-cost market housing), the size and type of local households, and the types of housing best suited to meeting these local needs. Assessments should be kept up to date during the plan period.

7. Structure plans should not provide detailed guidance on the provision of affordable housing, for example, by imposing on districts a so-called 'normal'

3. Guidance for Local Authorities available from LAH Division, DETR, 2/4 Eland House (tel: 0171 890 3575).

4. Planning for Affordable Housing, Department of the Environment, 1994 (ISBN 0 11 752969 9). Available from HMSO.

appropriate for local planning authorities to seek to adopt thresholds below the lower level of 15 dwellings or 0.5 of a hectare.

- the proximity of local services and facilities and access to public transport;
 - whether there will be particular costs associated with development of the site; and
 - whether the provision of affordable housing would prejudice the realisation of other planning objectives that need to be given priority in development of the site.
- ii) the need to achieve a successful housing development:
- wherever possible such sites should incorporate a mix of affordable housing types, such as family housing and homes for smaller households; and
 - care is needed in determining the proportion of affordable housing in the overall numbers on the site and in implementation and subsequent management of the affordable housing element.

11. This circular does not preclude developers from providing affordable housing on sites which are below the size threshold set out above, and the Government encourages developers to consider such provision where they think it feasible and appropriate.

12. Where a registered social landlord is to manage affordable housing on any given site this should be an effective way of controlling occupancy without the need for additional occupancy controls to be imposed by the local planning authority (see paragraphs 16 to 20, and 27 and 28). However, the local plan should set out the other circumstances in which planning decisions for affordable housing will need to include arrangements to control occupancy, identify the preferred approach for controlling occupancy and include criteria of eligibility against which occupancy can be determined. The eligibility criteria should be clear and unambiguous, in order to avoid difficulties in determining compliance and in enforcement.

13. In some cases the identified need for affordable housing may exceed the total number of affordable homes likely to be achieved from public investment and the sites specified in the plan. If so, the plan should include the criteria, set out in paragraph 10 above, for other sites (so-called windfall sites) identified for housing after the plan is adopted or approved, on which the local planning authority would seek an element of affordable housing.

14. Local planning authorities should ensure that planning policies for affordable housing are in line with the strategic planning objectives of the development plan. For instance, objectives to make the most effective use of land within existing urban areas, reduce the need to travel particularly by car, and maintain the viability and vitality of town centres, may point to policies for higher housing densities on central sites or sites which are easily accessible by means other than the car. Sites no longer likely to be needed for office or industrial purposes may be appropriate locations for affordable housing (as well as general market housing). Higher densities should be

*

encouraged on easily accessible sites, where appropriate (see paragraph 3.3 of PPG13: Transport), but such developments will need special care in their design to ensure a good quality environment. In particular, local planning authorities should be flexible on car parking standards as car ownership rates are generally lower for occupants of affordable housing than for those of general market housing. This approach may make it easier for the developer to provide affordable housing.

SECURING AFFORDABLE HOUSING AND CONTROLLING OCCUPANCY

15. Decisions about what affordable housing types to build should reflect local housing need and individual site suitability and be a matter for discussion and agreement between the parties involved. Within that framework, local planning authorities and developers should be reasonably flexible in deciding the detailed mix of affordable housing types most appropriate to a particular site - subsidised and low-cost market housing - provided that it will contribute to satisfying a local need for affordable housing as demonstrated by a rigorous and realistic assessment of local need.

16. Both conditions and planning obligations may legitimately be used, where justified, to achieve the development and use of land in a way which ensures that some of the housing built is occupied, either initially or in perpetuity, only by people falling within particular categories of need for affordable housing. Local planning authorities should not normally impose additional occupancy controls where a registered social landlord is to be responsible for the management of the affordable housing. However, on rural exception sites local planning authorities should ensure that there are adequate occupancy controls to reserve the housing in question for local needs in perpetuity, and this may involve the use of conditions or planning obligations.

17. When deciding whether to use conditions or planning obligations, and in drafting them, authorities should be aware of the need both for secure arrangements to cover all eventualities and for flexibility to enable or encourage the scheme to proceed. In cases where planning obligations are used, local planning authorities should ensure that they are consistent with the general guidance on the use of obligations set out in Circular 1/97. While arrangements should be legally binding and ensure that the housing is occupied as intended, they should also take account of the needs of developers and registered social landlords who must ensure that schemes are financially viable - including the need to raise development finance - and who may well need to operate within certain time limits. Local planning authorities should not prescribe which partners developers should use to deliver the affordable housing, but rather should aim to ensure that arrangements will deliver the objectives of the policy as set out in the local plan.

18. Although the development plan should outline the preferred approach for controlling occupancy where a registered social landlord is not involved the details of such arrangements will be influenced by the circumstances of each case and by negotiation on each scheme. The drafting of appropriate conditions or planning obligations need not take an excessive amount of time, given co-operation between the parties. It may be possible to use or adapt existing arrangements on other sites already developed. However, the local planning authority should not use conditions

Office of the Deputy Prime Minister

ODPM Circular 01/02: The Town and Country Planning (Residential Density) (London and South East England) Direction 2002

The Town and Country Planning (Residential Density) (London and South East England) Direction 2002

1. Planning Policy Guidance Note 3, Housing (PPG3), issued in March 2000, sets out a new approach to planning for housing. PPG3 requires new development of the highest quality and for the country's future housing needs to be met in the most sustainable way.

2. Local planning authorities are expected to give priority to re-using previously developed land within urban areas, bringing empty homes back into use and converting existing buildings, in preference to the development of greenfield sites. The presumption is that new development will use land efficiently and be well-designed. To avoid the profligate use of land and encourage sustainable environments, PPG3 requires local planning authorities to examine critically the standards applied to new residential development, particularly with regard to roads, layouts and car parking. They are expected to avoid housing developments which make inefficient use of land (those of less than 30 dwellings per hectare net); encourage developments which make more efficient use of land (between 30 and 50 dwellings per hectare net) and seek greater intensity of development at places with good public transport accessibility.

3. In 2001 the overall density of residential development in England was 25 dwellings per hectare (see endnote 1). This has remained unchanged since 1996. Over the period 1997 to 2001, more than half of the land used for housing was built at densities of less than 20 dwellings per hectare and over three-quarters at less than 30 dwellings per hectare. In the South East, an area of high demand for housing where pressures for land are acute, the average for 1997 to 2001 was 23 dwellings per hectare.

4. The Deputy Prime Minister's Parliamentary Statement on 18 July on sustainable communities announced the Government's intentions for tackling the housing shortage in London and the South East. The Statement explained that the Government expects the housing numbers already agreed in Regional Planning Guidance for the South East (RPG9) (see endnote 2) to be delivered, working within the presumption of making better use of land by improving design, increasing densities and using brownfield sites to the full. In the Statement, the Deputy Prime Minister announced he would intervene in planning applications for housing that involve a density of less than 30 dwellings per hectare net. The Town and Country Planning (Residential Density) (London and



South East England) Direction 2002 gives effect to this announcement. A copy of the Direction, which comes into force on **2 December 2002**, forms the Annex to this Circular.



5. The Direction will apply to those applications defined in paragraphs 3 and 4 of the Direction, made to local planning authorities listed in the accompanying schedule. The Direction requires local planning authorities proposing to approve qualifying developments to notify the Deputy Prime Minister at the appropriate Government Office for the region. The notification requirements will provide the Deputy Prime Minister with an opportunity to check general compliance with the guidance in PPG3 and RPG9 on making better use of land through well-designed higher density development.

6. The approach to calculating the area of a residential development set out in paragraph 4 of the Direction derives from Annex C to PPG3. Planning applications that include proposals in addition to residential development should be notified to the Deputy Prime Minister under the provisions of the Direction only where the residential development meets the criteria set out in paragraph 4 of the Direction.

7. In considering, under paragraph 5 of the Direction, whether an application for planning permission forms part of more substantial proposed development, local planning authorities should be mindful of situations where the particular application for planning permission could set the context for development over an area larger than that included in the planning application in question.

Jeff Channing
Assistant Secretary

The Chief Executive:
County Councils of and Districts in:

Bedfordshire
Buckinghamshire
East Sussex
Essex
Hampshire
Hertfordshire
Kent
Oxfordshire
Surrey
West Sussex

Unitary Authorities:

Bracknell Forest
Brighton and Hove
Isle of Wight
Luton
Medway
Milton Keynes

Portsmouth
Reading
Slough
Southampton
Southend-on-Sea
Thurrock
West Berkshire
Windsor and Maidenhead
Wokingham

London Boroughs

Greater London Authority

The Town Clerk, City of London

**Annex A - The Town And Country Planning (Residential Density)
(London And South East England) Direction 2002**

The First Secretary of State in exercise of powers conferred on him by articles 10(3) and 14(1) of the Town and Country Planning (General Development Procedure) Order 1995 (see endnote 3), and all other powers enabling him in that behalf, hereby directs those local planning authorities in England identified in paragraph 1 and specified in the Schedule as follows:

1. This Direction shall come into force on 2 December 2002 and shall apply to those local planning authorities listed in the Schedule.

2. In this Direction -

“the Residential Development on Greenfield Land Direction” means “*The Town and Country Planning (Residential Development on Greenfield Land) [(England)] Direction 2000*”;

“PPG3” means *Planning Policy Guidance Note 3: Housing* dated March 2000; and

“RPG9” means *Regional Planning Guidance for the South East* dated March 2001.

3. This Direction shall apply to any application for planning permission which -

(a) is not an application to which the Residential Development on Greenfield Land Direction applies;

(b) is for development which falls within paragraph 4(1) below; and

(c) is received by a relevant local planning authority on or

after 2 December 2002.

4. (1) The development referred to in paragraph 3 above is development which comprises or includes -

(a) the provision of houses or flats on sites of 1 hectare or more; and where

(b) the residential density is either not provided in the application for planning permission or will be less than 30 dwellings per hectare.

(2) In calculating the area mentioned in paragraph (1)(a) and (1)(b) above, the following shall be taken into account-

(a) the area of land occupied by the houses or flats referred to in that paragraph; and

(b) any-

(i) access roads within the site,

(ii) private garden space,

(iii) car parking areas,

(iv) incidental open space and landscaping, and

(v) children's play areas, which are directly associated with the use and enjoyment of those houses or flats.

(3) For the avoidance of doubt, in calculating the area in paragraphs (1) (a) and (1)(b) above, the following shall not be taken into account-

(a) major distributor roads,

(b) primary schools,

(c) open spaces serving a wider area, and

(d) significant landscape buffer strips.

5. If the relevant local planning authority receive an application for planning permission for development, which they consider forms part of a more substantial proposed development, on the same land or adjoining land, they shall for the purposes of this Direction treat that application as an application for planning permission for the more substantial development.

6. Where a relevant local planning authority do not propose to refuse an application for planning permission to which this Direction applies, that planning authority shall consult the First Secretary of State.

7. Where a relevant local planning authority are required to consult by paragraph 6 above, they shall as soon as practicable send to the First Secretary of State at the appropriate Government Office for the Region-

(a) a copy of the application (including any accompanying plans or drawings);

(b) a copy of any representations made to the authority;

(c) a copy of any report on the application prepared by an officer of the authority;

(d) unless contained in a report supplied pursuant to subparagraph (c) above, a statement providing sufficient information to demonstrate that, in reaching a decision on the application, the local planning authority have assessed the application in light of the policies for making better use of land set out in PPG3 and RPG9.

8. Subject to paragraph 9 below, where a relevant local planning authority are required to consult by paragraph 6 above, they shall not grant planning permission on the application until the expiry of a period of 21 days beginning with the date advised in writing by the First Secretary of State to the authority as the date he received the material specified in paragraph 7 above.

9. If, before the expiry of the 21 day period mentioned in paragraph 8 above, the First Secretary of State has notified the relevant local planning authority that he does not intend to issue a direction under section 77 of the Town and Country Planning Act 1990 in respect of that application, the local planning authority may proceed to determine the application.

Signed by authority of
the First Secretary of State
28 October 2002

Jeff Channing
An Assistant Secretary in the
Office of the Deputy Prime Minister

Schedule

County Councils of and Districts in:

Bedfordshire
Buckinghamshire
East Sussex
Essex
Hampshire
Hertfordshire

Kent
Oxfordshire
Surrey
West Sussex

Unitary Authorities:

Bracknell Forest
Brighton and Hove
Isle of Wight
Luton
Medway
Milton Keynes
Portsmouth
Reading
Slough
Southampton
Southend-on-Sea
Thurrock
West Berkshire
Windsor and Maidenhead
Wokingham

London Boroughs and the City of London:

Endnotes

1. The Land Use Change Statistical release published by DTLR in May 2002
2. RPG9 dated March 2001
3. (a) S.I. 1995/419, to which there are amendments not relevant to this Direction.

Published 31 October 2002

[Return to Planning Circular Index](#)

[Return to Planning Index](#)

[Return to Home Page](#)

[Web site terms](#)

Office of the Deputy Prime Minister

Sustainable Communities, Housing and Planning

Checked Against Delivery

Introduction
Housing in the South
Affordable Housing
Low Demand and Abandonment
Housing Conditions
Planning Reform
Conclusion

Introduction

Mr. Speaker, I want to make a Statement on this Government's plans for a step change in our policies for building successful, thriving communities.

The Chancellor has been generous. He had given a good settlement for local authorities, RDAs, regeneration, housing and planning.

Today I want to talk about two elements of our settlement - housing and planning - to provide decent, affordable homes for people wherever they live.

And I want the House to join together to make a step change in our approach.

Mr Speaker, anyone looking at the record over past decades will recognise that all governments have failed to meet the housing needs of our people.

There has been a continuing decline in the provision of all houses - social and private.

We in this House should recognise that we have failed to meet the needs of this generation, let alone the needs of our children.

The situation will get worse unless we take radical action now.

In the last thirty years we have seen unprecedented economic growth, rising incomes, smaller households, people living longer.

We have seen an increasing demand for housing, but overall we are building 150,000 fewer homes today than we were 30 years ago.

No wonder house prices are rocketing. No wonder many people can not

afford to live where they were born in both urban and rural areas.

There are different problems in different places.

We are failing to adjust to geographic changes in economic activity.

We are failing to tackle abandonment and dereliction.

We are failing to provide homes for teachers and other key workers.

We are placing our public services under pressure because they can not get enough skilled staff.

So today I am announcing a step change in housing policy.

And I propose to do that by promoting sustainable communities, making the best use of our land, increasing development on brownfield sites and protecting and enhancing our greenbelt and valuable countryside.

Housing in the South

Mr. Speaker, the shortage of housing in London and the South East is causing record housing costs which are impacting directly on living standards.

They make it more expensive for companies and public services to recruit and retain staff.

They make it more difficult for young people to get a foot on the housing ladder.

They affect our public services and force more families into bed and breakfast.

Two years ago in Regional Planning Guidance 9 I put in place a "plan, monitor and manage" approach to planning for additional housing in the South East.

I said then that local authorities should provide for new homes at the rate of 23,000 a year in London and 39,000 a year in the wider Southeast.

Today we have to be open and honest and recognise that these targets are not being met. We estimate that over the last two years the shortfall was approximately 10,000 homes.

We can not allow this to continue. I am therefore announcing today a number of measures that will meet the real pressures and challenges that we face.

First, Mr. Speaker, I will insist that all local authorities deliver the housing numbers set out in Regional Planning Guidance.

Tackling housing shortage is a national responsibility and we must all play our part - central and local government alike.

I am therefore putting local authorities on notice that, where they fail to meet their targets, I will take action to intervene.

Secondly, I will accelerate the existing proposals for significant growth in the four growth areas identified in Regional Planning Guidance for the Southeast.

Two years ago, I asked for reports to be prepared on potential growth in the Thames Gateway, Ashford, the Milton Keynes area and the London-Stansted-Cambridge area.

Those studies are complete or nearing completion and show how economic development will increase the number of homes we need.

Over the coming months, taking account of these studies, I will work with regional and local partners in each of the four areas to establish where, at what scale, and how quickly growth can be achieved.

Overall we estimate that at least 200,000 new homes could be created in the growth areas.

In the Thames Gateway in particular, I will be putting a renewed emphasis on delivery and in discussion with the Thames Gateway Partnership will establish new means of delivering rapid regeneration.

Third, we need to make better use of land, by improving design, increasing densities and using brownfield sites to the full.

In 1998 I committed the Government to a target that 60% of new homes should be on brownfield land. We have met that target 8 years early but we need to keep up the pressure.

To help with this, I will establish a register of surplus brownfield land held by Government and public bodies.

And I am instructing English Partnerships to use their new role on brownfields to search out and deliver even more land for housing.

I can also announce that we will be proceeding with a further three Millennium Communities, in East Ketley, Milton Keynes and Hastings.

These add to the four we have already agreed in East Manchester, Allerton Bywater, Greenwich and Kings Lynn, bringing the total number of communities to seven and the homes which will be delivered to more than 6000.

But, Mr. Speaker, to produce more sustainable development we must use land more efficiently in order to reduce overall land-take.

To do this I am announcing that I intend to intervene in planning applications for housing that involve a density of less than 30 dwellings per hectare.

I am also setting a new target to protect valuable countryside.

Since 1997, I have increased the greenbelt by 30,000 hectares. Today I can announce, for the first time, a Public Service Agreement target which commits us to protecting the valuable countryside around our towns, our cities and in the greenbelt.

Mr. Speaker, we will not tolerate urban sprawl, and we will not concrete over the South East - as some have speculated in the press - or any other region.

But housing pressures in London and the South East are acute and require ambitious solutions.

My strategy of providing for sustainable, high quality, well-planned communities in the growth areas will benefit everyone.

It will mean that we reduce the pressure elsewhere in the South East and will protect valuable countryside for the benefit and enjoyment of all.

Affordable Housing

Mr. Speaker, there need to be not just more homes, but more homes that people can afford.

We have said schools and hospitals first. That means special attention to helping nurses, teachers and other public service workers getting affordable homes.

Since 1997 this Government has almost doubled funding for affordable housing to £1.2 billion a year and this is now supporting the creation of 20,000 new affordable homes every year.

Subject to further detailed consideration about how best to use the new money available, we will now be able to increase that funding to provide additional homes for key workers and new social housing for the homeless and families in bed and breakfast accommodation.

In addition to this new funding, we will be looking for ways to extend our existing programmes for affordable housing through greater partnership with employers and public and private landlords.

Low Demand and Abandonment

Mr. Speaker, the problems in the North and the Midlands are different but just as pressing.

Some of our towns and cities are experiencing a renaissance in their economic and cultural fortunes.

But many also have communities where properties are almost worthless, leaving people trapped in negative equity and facing the problems associated with social exclusion.

We are building the wrong kind of houses in the wrong places and failing to tackle urban decay.

Earlier this year we announced the creation of nine Pathfinder projects to tackle the most acute problems of low demand and abandonment in the North and the Midlands.

I can announce that we will be taking those projects forward to help tackle the blight afflicting properties in the Pathfinder areas.

In addition I can announce that following EU approval, we will be going ahead with our new housing gap-funding scheme which will allow support for housing programmes where the market price is less than the cost of development.

Housing Conditions

Mr. Speaker, we will also reinforce our efforts to improve the overall condition of our housing and ensure that everyone has the opportunity of a decent home.

In 1997 we released £5bn of capital receipts to target the backlog of repairs to council homes. Over the last five years we have trebled council funding for housing to £2.4 billion a year, and in 2000 we set ourselves the challenging target of making all social housing decent by 2010.

These actions have allowed us to make good progress on housing conditions.

Overall, 1.7 million improvements have been made to council homes, and we are well on track to meet our interim target of bringing a third of the worst social housing - that's 550,000 homes - up to a decent standard by 2004.

Mr Speaker, we will work towards that target by:

- devoting even more resources to refurbishment,
- by allowing all local authority arms length housing companies receiving either a "good" or "excellent" rating to apply for this additional funding; and
- by reviewing all policies that contribute to our 2010 decent homes target to ensure they are as effective as possible and provide value for money.

Mr. Speaker, it isn't just social housing that needs attention. People in the

private sector suffer some of our worst housing conditions.

All too often housing benefit is funding the provision of unfit housing to the detriment of the tenant and the benefit of the landlord.

This is unacceptable.

As soon as Parliamentary time allows, we will legislate to tackle the minority of unscrupulous landlords and boost our drive against poor conditions.

Over the last five years we have provided funding to local authorities to help improve 30,000 private homes a year.

I can announce today that we are setting a new objective to help improve more non-decent private sector homes occupied by vulnerable households.

Mr. Speaker, we are investing large sums of money in improving all housing. So we must have an inspection regime that drives up standards across the board and ensures reform.

I am announcing today that I will establish a single housing inspectorate, building on the excellent work of the Audit Commission and Housing Corporation.

I am also announcing that we will establish strong regional bodies, going with the grain of our proposals for regional governance.

These will bring housing investment together into a single regional pot. And they will link that investment with planning, infrastructure and economic growth strategies.

I will announce further details later in the year when I have discussed with key stakeholders. And I will put the new arrangements in place as soon as possible.

Planning Reform

Mr. Speaker, in order to achieve a step change we need to increase resources for the planning system and bring about much needed reform.

We are therefore providing an extra £350 million for the planning system over the next three years.

This must be targeted where it will improve performance the most. And I give notice that if poor performance doesn't improve, I will intervene.

The extra money will be linked to reform and I am publishing today three documents - our response to the recent Planning Green paper consultation; and supporting papers on compulsory purchase and on regional and local plans. Copies are in the Library.

These put in place extensive reform, and I would like to summarise some of the key points.

- Firstly, we will give counties a new statutory role in underpinning the new regional planning system, but we will abolish county structure plans themselves;
- Secondly, we will introduce Business Planning Zones to deliver growth, jobs and productivity without sacrificing quality of development.
- Thirdly, I will speed up the planning of major infrastructure projects by: setting out the Government's objectives in clear policy statements and changing inquiry processes to make them more efficient. I have accepted the Select Committee's arguments that Parliamentary Procedures for major infrastructure projects are not the best way forward;
- Finally, I will not change the right for objectors to make their case to the Inspector at inquiries into plans. But I will take action to speed up the inquiry process.

Conclusion

Mr. Speaker, the proposals I have announced today focus on creating sustainable communities which meet the needs of all, regardless of where they live or the size of their pocket.

But they are just the start. I will return to the House by the end of the year with a comprehensive long term programme of action.

This will meet the different needs of both the North and the South.

Whether it is key workers in need of affordable accommodation or families trapped by negative equity, we must work together to find solutions to their problems.

Our long term programme will link policies on housing, planning, transport, education, health and regeneration.

It will demand a new standard in how we build houses and communities, seeking improvements in density, design, environmental standards and construction techniques.

And it will protect and help to revitalise the countryside both for those that live in it and those that seek their leisure there.

Mr. Speaker, this is a strategy for the long term.

We know the problems.

We have the commitment.

We have the resources.

And we must recognise in the country and on both sides of this House that we have not done enough.

We need more homes where people want to live, near where they work, in the North and in the South, at a price people can afford and in a way that protects the countryside.

Mr Speaker, this is a challenge to us all. But I believe the strategy I have put to the House today will rise to that challenge.

Published 18 July 2002

[Return to Speeches Index](#)

[Return to Home Page](#)

[Web site terms](#)



Planning Policy Guidance Note 3:
Housing

55. Local planning authorities should develop a shared vision with their local communities of the types of residential environments they wish to see in their area and articulate this through their development plan policies and supplementary planning guidance.
56. New housing development of whatever scale should not be viewed in isolation. Considerations of design and layout must be informed by the wider context, having regard not just to any immediate neighbouring buildings but the townscape and landscape of the wider locality. The local pattern of streets and spaces, building traditions, materials and ecology should all help to determine the character and identity of a development, recognising that new building technologies are capable of delivering acceptable built forms and may be more efficient. Local planning authorities should adopt policies which:
- create places and spaces with the needs of people in mind, which are attractive, have their own distinctive identity but respect and enhance local character;
 - promote designs and layouts which are safe and take account of public health, crime prevention and community safety considerations;
 - focus on the quality of the places and living environments being created and give priority to the needs of pedestrians rather than the movement and parking of vehicles;
 - avoid inflexible planning standards and reduce road widths, traffic speeds and promote safer environments for pedestrians; and
 - promote the energy efficiency of new housing where possible.

MAKING THE BEST USE OF LAND

57. Local planning authorities should avoid the inefficient use of land. New housing development in England is currently built at an average of 25 dwellings per hectare but more than half of all new housing is built at less than 20 dwellings per hectare. That represents a level of land take which is historically very high and which can no longer be sustained. Such development is also less likely to sustain local services or public transport, ultimately adding to social exclusion. Local planning authorities should therefore examine critically the standards they apply to new development, particularly with regard to roads, layouts and car parking, to avoid the profligate use of land. Policies which place unduly restrictive ceilings on the amount of housing that can be accommodated on a site, irrespective of its location and the type of housing envisaged or the types of households likely to occupy the housing, should be avoided.
58. Local planning authorities should therefore:
- avoid developments which make inefficient use of land (those of less than 30 dwellings per hectare net – see definitions at Annex C);
 - encourage housing development which makes more efficient use of land (between 30 and 50 dwellings per hectare net); and
 - seek greater intensity of development at places with good public transport accessibility such as city, town, district and local centres or around major nodes along good quality public transport corridors.



REVIEWING PARKING STANDARDS

59. Local authority requirements for car parking, especially off-street car parking, are also a significant determinant of the amount of land required for new housing.
60. Car parking standards for housing have become increasingly demanding and have been applied too rigidly, often as minimum standards. Developers should not be required to provide more car parking than they or potential occupiers might want, nor to provide off-street parking when there is no need, particularly in urban areas where public transport is available or where there is a demand for car-free housing. Parking policies should be framed with good design in mind, recognising that car ownership varies with income, age, household type, and the type of housing and its location. They should not be expressed as minimum standards. *
61. Local authorities should revise their parking standards to allow for significantly lower levels of off-street parking provision, particularly for developments:
 - in locations, such as town centres, where services are readily accessible by walking, cycling or public transport;
 - which provide housing for elderly people, students and single people where the demand for car parking is likely to be less than for family housing; and
 - involving the conversion of housing or non-residential buildings where off-street parking is less likely to be successfully designed into the scheme.
62. Car parking standards that result, on average, in development with more than 1.5 off-street car parking spaces per dwelling are unlikely to reflect the Government's emphasis on securing sustainable residential environments. Policies which would result in higher levels of off-street parking, especially in urban areas, should not be adopted.

REJECTING POOR DESIGN

63. In determining planning applications, local planning authorities should reject poor design particularly where their decisions are supported by clear plan policies and adopted supplementary planning guidance, including village design statements. Applicants for planning permission for housing development should be able to demonstrate how they have taken account of the need for good layout and design and how their proposals reflect the guidance set out in this PPG.
64. Annex D includes references to sources of good practice guidance on the layout and design of new development and on the positive role of development briefs.

DEVELOPING OUTSIDE URBAN AREAS

65. Not all development can take place within urban areas. How much development should take place outside existing areas will depend on the overall need for housing land, the capacity of existing urban areas to accommodate additional housing and the efficiency with which land is developed. Where development has to take place outside urban areas, the Government is looking to local planning authorities to utilise the most sustainable option.

PLANNING POLICY GUIDANCE:

PLANNING AND THE HISTORIC ENVIRONMENT

Planning policy guidance notes set out Government policy on planning issues and provide guidance to local authorities and others on the operation of the planning system. They also explain the relationship between planning policies and other policies which have an important bearing on issues of development and land use. Local planning authorities must take their content into account in preparing their development plans. The guidance may also be material to decisions on individual planning applications and appeals.

This PPG, which is issued jointly by the Secretary of State for the Environment and the Secretary of State for National Heritage, updates the advice in Department of the Environment *Circular 8/87*.

CONTENTS			
		paras.	
INTRODUCTION	1-4		
PART 1			
1. Planning and conservation			
The role of the planning system	1.2		
Conservation and economic prosperity	1.4		
Stewardship: the role of local authorities and others	1.6		
2. Development plans and development control			
Development plans	2.2		
Development control	2.11		
The setting of listed buildings	2.16		
Changes of use	2.18		
Article 4 directions for listed buildings	2.20		
Planning controls and other aspects of the historic environment	2.21		
World Heritage Sites	2.22		
Historic parks and gardens	2.24		
Historic battlefields	2.25		
The wider historic landscape	2.26		
3. Listed building control			
General criteria	3.5		
Use	3.8		
Alterations and extensions	3.12		
Demolitions	3.16		
Called-in applications	3.20		
Recording buildings	3.22		
Advice to owners	3.25		
Building and fire legislation; access for disabled people; house renovation grants	3.26		
Fixtures and curtilage structures	3.30		
4. Conservation areas			
Assessment and designation of conservation areas			4.2
Policies for conservation areas			4.9
Vacant premises over shops			4.11
Local information and consultation			4.12
Use of planning powers in conservation areas			4.14
Permitted development in conservation areas			4.21
Conservation area control over demolition			4.25
Leasehold reform			4.30
Advertisement control			4.31
Trees in conservation areas			4.38
5. Transport and traffic management			
New traffic routes			5.4
Schemes promoted under the Transport and Works Act 1992			5.8
Roads in centres or settlements			5.11
Floorscape and street furniture			5.13
PART 2			
6. Identifying and recording the historic environment			
Historic buildings			6.6
Identification of buildings for listing			6.7
Principles of selection			6.10

would affect its setting, or views into or out of the area. Local planning authorities are required by section 73 to publish a notice of planning applications for development which would in their opinion affect the character or appearance of a conservation area.

4.15 The status now accorded to the development plan by section 54A of the principal Act makes it particularly important that an authority's policies for its conservation areas, insofar as they bear on the exercise of development controls, should be set out in the local plan. There should also be a clear indication of the relationship between the plan itself and detailed assessment documents or statements of proposals for particular conservation areas, making clear that development proposals will be judged for their effect on the character and appearance of the area as identified in the assessment document.

4.16 Many conservation areas include the commercial centres of the towns and villages of which they form part. While conservation (whether by preservation or enhancement) of their character or appearance must be a major consideration, this cannot realistically take the form of preventing all new development: the emphasis will generally need to be on controlled and positive management of change. Policies will need to be designed to allow the area to remain alive and prosperous, and to avoid unnecessarily detailed controls over businesses and householders, but at the same time to ensure that any new development accords with the area's special architectural and historic interest.

4.17 Many conservation areas include gap sites, or buildings that make no positive contribution to, or indeed detract from, the character or appearance of the area; their replacement should be a stimulus to imaginative, high quality design, and seen as an opportunity to enhance the area. What is important is not that new buildings should directly imitate earlier styles, but that they should be designed with respect for their context, as part of a larger whole which has a well-established character and appearance of its own.

4.18 Local planning authorities will often need to ask for detailed plans and drawings of proposed new development, including elevations which show the new development in its setting, before considering a planning application. In addition to adopted local plan policies, it may be helpful to prepare design briefs for individually important 'opportunity' sites. Special regard should be had for such matters as scale, height, form, massing, respect for the traditional pattern of frontages, vertical or horizontal emphasis, and detailed design (eg. the scale and spacing of

window openings, and the nature and quality of materials). General planning standards should be applied sensitively in the interests of harmonising the new development with its neighbours in the conservation area.

4.19 The Courts have recently confirmed that planning decisions in respect of development proposed to be carried out in a conservation area must give a high priority to the objective of preserving or enhancing the character or appearance of the area. If any proposed development would conflict with that objective, there will be a strong presumption against the grant of planning permission, though in exceptional cases the presumption may be overridden in favour of development which is desirable on the ground of some other public interest.

4.20 As to the precise interpretation of 'preserve or enhance', the Courts have held (*South Lakeland DC v Secretary of State for the Environment*, [1992] 2 WLR 204) that there is no requirement in the legislation that conservation areas should be protected from all development which does not enhance or positively preserve. Whilst the character and appearance of conservation areas should always be given full weight in planning decisions, the objective of preservation can be achieved either by development which makes a positive contribution to an area's character or appearance, or by development which leaves character and appearance unharmed.

Permitted development in conservation areas

4.21 The GDO requires planning applications for certain types of development in conservation areas which are elsewhere classified as permitted development. These include various types of cladding; the insertion of dormer windows into roof slopes; the erection of satellite dishes on walls, roofs or chimneys fronting a highway; and the installation of radio masts, antennae or radio equipment housing with a volume in excess of two cubic metres (unless the development is carried out in an emergency). The size of house and industrial extensions that may be carried out without specific planning permission is also more restricted.

4.22 On 30 March 1994 the Government announced a new proposal to enable local planning authorities to make directions withdrawing permitted development rights for a prescribed range of development materially affecting some aspects of the external appearance of dwellinghouses, such as doors, windows, roofs and frontages. There would be

MAYOR OF LONDON

The draft London Plan

Draft Spatial Development Strategy for Greater London



June 2002

contents

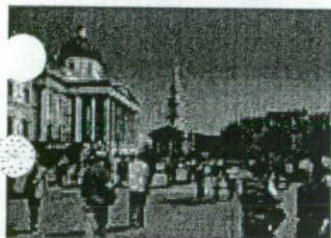
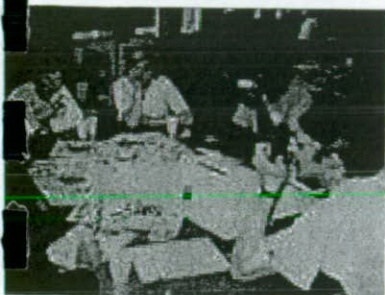
preamble	v
foreword by Richard Rogers and Nicky Gavron	ix
'My vision for London' by Ken Livingstone, Mayor of London	xi
Introduction	1
1 change in London	15
1A The forces driving change in London	15
Population, economy, environment, lifestyles, new technology, social justice, longer term change including alternative future scenarios and London after 2002	
1B London's place in the world	38
A world city, a European city, a capital city, a regional centre	
2 spaces and places	45
2A The focus of change across London	45
London past and present, future spatial development, London's sub-regions, policies for opportunity areas, areas for intensification, areas for regeneration, London's suburbs, sustainability, strategic open spaces, rivers and waterways	
2B Sub-regional frameworks	72
Policies for Central, East, West, North and South London	
3 thematic policies	111
3A Living in London	111
Policies on housing, key public services, London's communities	
3B Working in London	154
The economic context, demand and supply of office space, sectors in transition, emerging growth sectors, improving skills and employment opportunities	
3C Connecting London	174
Integrating transport and spatial policies, national and international links, new public transport, traffic congestion, moving freight and goods	
3D Enjoying London	199
Policies on retail, other services, leisure, culture, tourism, the open environment	

4	the crosscutting policies	223
4A	London's metabolism	223
	Policies on waste, aggregates, air quality, energy, water, noise, climate change, contaminated land	
4B	Designs on London	240
	Overall design principles, policies for tall buildings, large buildings, historic conservation, views	
4C	Reconciliation check	254
	Sustainable development, the health of Londoners, equality of opportunity	
5	delivering the vision	261
	Working in partnership, mechanisms for implementation, resources for implementation, managing change and measuring progress, looking to the future	
	annexes	287
	credits	399

4B Designs on London

Introduction

- 4B.1 Good design is central to all the objectives of this plan. It is a tool for achieving the best use of space and a compact city (Objective 1). Particularly given its strong growth, very high standards of design are needed to make London a better city to live in and one which is more attractive and green (Objectives 2 and 6). There is a strong link between good design and the attraction to economic investors (Objective 3). Areas of social exclusion are usually associated with poor, hostile environments and far better design must form part of their regeneration (Objective 4). Excellence in design can make higher densities a source of better, more varied and more sustainable environment in places of high accessibility (Objective 5).
- 4B.2 As London's population and economy grow, the existing fabric will need to be carefully maintained, and new spaces and buildings sensitively introduced in a city with two thousand years of history. Good urban design gives order to space and beauty to buildings. Poor design results in inefficient and fragmented use of land and in buildings and spaces that make hostile and unattractive environments for citizens and communities. London needs better urban design to improve the quality of life enjoyed by its citizens now, as well as to ensure the city's social, environmental and economic vitality into the future.
- 4B.3 London needs to accommodate growth. This means making the best possible use of buildings and land, mixing uses at both small and large scales, and focusing development in the areas best served by public transport. Compact, intensive, mixed use development is only viable if buildings and spaces are carefully designed, both in themselves and in the way in which they integrate with and complement their surroundings. The Mayor believes that the design of London's buildings and spaces is crucial to creating an exemplary sustainable world city.
- 4B.4 This section has two parts:
- Part one the overall design principle.
 - Part two of the section details specific issues including the location of tall buildings, design of large scale buildings, historic conservation and the management of London wide views.



1 Principles of design for a compact city

Policy 4B.1 Design for a compact city

The Mayor will and boroughs should encourage, support and require development to:

- maximise the potential of sites
- create or enhance the public realm
- provide or enhance a mix of uses
- be accessible, usable and permeable for all users
- be sustainable, durable and adaptable
- be safe for occupants and passers-by
- respect local context and communities
- be inspiring, exciting, delighting, practical and legible
- connect with the natural environment.

These principles should be used in assessing planning applications and in drawing up area development frameworks and UDP policies. Urban design statements showing how they have been incorporated should be submitted as part of proposals that have significant design impacts.

Policy 4B.2 Promoting world class architecture and design.

The Mayor will seek to promote the world class design that London needs, by collaborating with partners to:

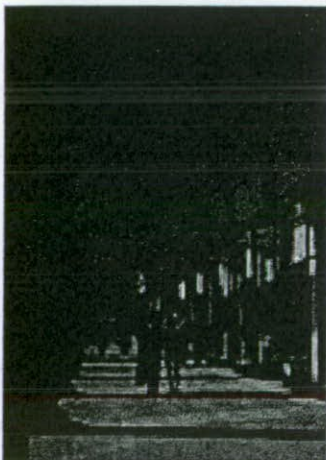
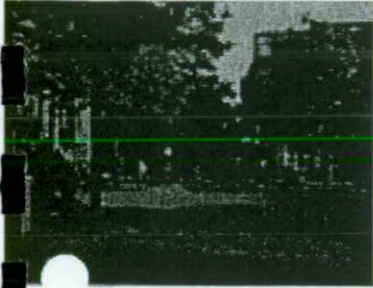
- prepare design guidelines for London
- prepare supplementary guidance on an inclusive and accessible environment
- prepare supplementary guidance on sustainable design and construction
- produce a public realm strategy for London to improve the look and feel of London's streets and spaces
- promote improvements to London's public realm through the Mayor's proposed 100 Spaces for London programme
- promote community involvement, competitive selection of designers and design-led change in key locations through the involvement of the GLA Architecture and Urbanism Unit.

- 4B.5 A compact city must maximise the potential of its sites. In order to absorb growth in population and jobs London must achieve more intensive development in the right places (see Policy 4B.3). It must be designed and managed to ensure long term efficient use, and in forms that are sensitive both to their own operational needs and to their surroundings. Design quality is central to this and poorly designed schemes will



squander London's valuable resources and can blight the lives of users and neighbours.

- 4B.6 The public realm comprises public spaces between, around and within buildings, from the doorstep to London's great parks and waterways (see also Section 3D and the Blue Ribbon Network Annex). It provides a sense of identity, walking routes for pedestrians, space for leisure activities and a backdrop for social interaction. To improve the look and feel of London's streets and spaces, Policy 4B.4 sets out detailed policies for the public realm.
- 4B.7 Mixed use development encourages a reduction in the need to travel long distances, by including a balance of housing, employment, commercial and other community facilities in the same area. Mixing uses can also help achieve intensive development by using the same space for more than one purpose. It contributes to vitality and safety by preventing areas becoming deserted and hostile. New developments should create or enhance a mix of uses within large buildings, within the development and between the development and its surroundings. Use of open space as well as buildings should be taken into account. Where mixed uses are problematic (eg, between housing and industrial areas), innovative design should be used to reduce ambient noise, and other nuisances. Sections 3A and 3B encourage mixed use as part of predominantly housing or employment based developments. Section 2B indicates potential for mixes of use in many Opportunity Areas and other development areas.
- 4B.8 Making developments permeable enhances public safety and enjoyment. In a diverse and fair city, buildings and developments also need to be accessible to all Londoners, from young to old, and from disabled people to people loaded with heavy shopping or luggage. More detailed policy for an inclusive environment is set out in Policy 4B.5.
- 4B.9 Sustainable design and construction will help to reduce the consumption of resources, to cut greenhouse gases and to contribute to the good health of Londoners. Policy for sustainable design and construction is set out in Policy 4B.6. Buildings should be robust and durable, and be adaptable to new or changed uses, as many Georgian and Victorian buildings have proved to be.
- 4B.10 Developments should be safe and secure, taking into account the objectives of 'Secured by Design'¹ and 'Designing out Crime'² and incorporating specific security requirements such as those relating to high-profile buildings and spaces. At the same time, buildings should not ensure their own safety by turning inwards and presenting a blank wall or



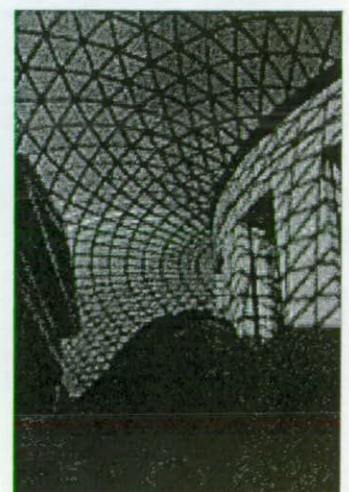
fenced-in enclosure to the street, but should provide an urban environment where outward looking buildings and natural surveillance contribute to, and benefit from, life at street level.

- 4B.11 Good design is rooted firmly in an understanding and appreciation of the local social, historical and physical context, including urban form and movement patterns and London's historic environment. London's spaces and places are as diverse and constantly changing as its population. Policy for maintaining or enhancing local distinctiveness is set out in Policy 4B.7.
- 4B.12 Development proposals should show that developers have sought to provide buildings and spaces that are designed to be beautiful and enjoyable to visit, as well as being functional, safe, accessible and sustainable. New building projects should ensure the highest possible space standards for users, in both public and private spaces inside and outside the building, creating spacious and usable private as well as public spaces. In particular, buildings should provide good storage and secondary space and maximise floor-ceiling heights where this is compatible with other urban design objectives.
- 4B.13 London is a green city with rich biodiversity. Development proposals should respect and enhance the natural environment and incorporate greening and planting initiatives. They should identify new opportunities for creating private space for example, in roof gardens and terraces. They should ensure that opportunities to naturalise and green the urban environment, for example, through the tree planting, are maximised.

Policy 4B.3 Maximising the potential of sites

The Mayor will and boroughs should ensure development proposals achieve the highest possible intensity of use compatible with local context, the design principles in Policy 4B.1 and with public transport capacity. Boroughs should develop residential and commercial density policies in their UDPs in line with this policy. Residential development should conform to the density ranges set out in Table 4B.1. The Mayor will refuse permission for strategic referrals that under-use the potential of the site.

- 4B.14 Developments should make the most of scarce land resources and investment in transport. For commercial developments to fulfil policy 4B.3 plot ratios should be maximised, for example at least 3:1 should be achieved generally wherever there is, or will be, good public transport accessibility and capacity. In highly accessible areas within Central London and some Opportunity Areas, especially in the Thames Gateway, ratios



nearer to 5:1 can be achieved. There are many examples of recent commercial development that have achieved these kinds of net plot ratio with good and sustainable design. The ability for plot ratios to be maximised at any site or area will depend on local context including built form, character, plot sizes and existing or potential public transport capacity. These should be assessed through area based planning frameworks, or when individual proposals are submitted. The Mayor will provide further technical advice on appropriate plot ratios and their measurement.

- 4B.15 The Mayor will expect a maximum contribution towards housing provision to be achieved by checking that UDP reviews and planning applications referred to him are in conformity with the density matrix in Table 4B.1. The density matrix sets a strategic framework for appropriate densities at different locations. It aims to reflect and enhance existing local character by relating the accessibility of an area to an area to appropriate development and the number of car parking spaces that should be provided.
- 4B.16 Limiting car parking and promoting integration with surrounding public transport and pedestrian networks should help ensure that the layout of sites is designed primarily for the needs of pedestrians, not cars. The growth in journeys created by new development should be accommodated as far as possible within the public transport network.
- 4B.17 The matrix is not static as it provides a tool for increasing density in situations where transports proposals will change the public transport accessibility ranking. Such changes allow a shift to a higher density range.

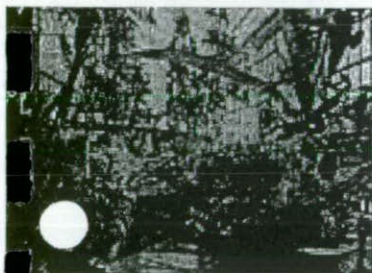


Table 4B.1 Density location and parking matrix (habitable rooms and dwellings per hectare)

		Car parking provision	High 2 – 1.5 spaces per unit	Moderate 1.5 – 1 space per unit	Low Less than 1 space per unit
		Predominant housing type	Detached and linked houses	Terraced houses & flats	Mostly flats
Location	Accessibility Index	Setting			
Sites within 10 mins walking distance of a town centre	6 to 4	Central			650 – 1100 hr/ha 240 – 435 u/ha Ave. 2.7hr/u
		Urban		200 – 450 hr/ha 55 – 175 u/ha Ave. 3.1hr/u	450 – 700 hr/h 165 – 275 u/ha Ave. 3.0hr/u
		Suburban		200 – 300 hr/ha 50 – 110 u/ha Ave. 3.7hr/u	250 – 350 hr/ha 80 – 120 u/ha Ave. 3.0hr/u
Sites along transport corridors & Sites close to a town centre	3 to 2	Urban		200 – 300 hr/ha 50 – 110 u/ha Ave. 3.7hr/u	300 – 450 hr/ha 100 – 150 u/ha Ave. 3.0hr/u
		Suburban	150 – 200 hr/ha 30 – 65 u/ha Ave. 4.4hr/u	200 – 250hr/ha 50 – 80 u/ha Ave. 3.8hr/u	
Currently remote sites	2 to 1	Suburban	150 – 200 hr/ha 30 – 50 u/ha Ave. 4.6hr/u		

The matrix expresses residential density as habitable rooms per hectare and dwelling units per hectare. Appropriate density ranges are related to location, setting in terms of existing building form and massing, and the index of public transport accessibility (PTAL). Site setting can be defined as:

- Central – very dense development, large building foot prints and buildings of 4–6 stories and above eg larger town centres all over London and much of Central London
- Urban – dense development, with a mix of different uses and buildings 3–4 stories eg town centres, along main arterial routes and substantial parts of inner London
- Suburban – lower density development, predominantly residential of 2–3 stories eg some parts of inner London, much of outer London.

Residential density figures should be based on gross residential area, which includes internal roads and ancillary open spaces.

Policy 4B.4 Enhancing the quality of the public realm

The Mayor will work with boroughs and other partners to develop a coherent and strategic approach to the public realm. Boroughs should develop local objectives and implementation programmes for their public realm. In doing so they should involve stakeholders, including their local communities.

The Mayor will and boroughs should assess planning applications in terms of their contribution to the enhancement of the public realm.

- 4B.18 A strategic approach is needed to ensure consistency and high quality in the design and management of public spaces and also to help make sure they are seen both as individual and linked entities to form a coherent public realm. Public spaces can contribute to good access for pedestrians. The highest quality of design in London's public places is needed to achieve a city that is more attractive, safer and easier to get around. This means ensuring the buildings that surround or house public places are appropriate, and that the design, layout and management of the public spaces themselves, their furniture, litter, signage, and advertisement displays are of the highest quality. Natural planting and trees can enhance particularly the public realm.

Policy 4B.5 Creating an inclusive environment

The Mayor will require all future development to meet the highest standards of accessibility and inclusion.

Boroughs, in reviewing UDPs, should integrate and adopt the following principles of inclusive design that will require that developments:

- can be used easily by as many people as possible without undue effort, separation, or special treatment
- offer the freedom to choose and the ability to participate equally in the development's mainstream activities
- value diversity and difference

Boroughs should require development proposals to include an Access Statement showing how the principles of inclusive design, including the specific needs of disabled people, have been integrated into the proposed development, and how inclusion will be maintained and managed.



P 016

INTRODUCTION

Background and Objectives

This report contains the findings of a tenant survey conducted by Market & Opinion Research International (MORI) on behalf of Notting Hill Housing Trust.

The research has six specific aims summarised below:

- establish current tenant socio-demographic profile
- measure perceptions of service quality
- test awareness of Housing Plus
- seek views and aspirations on various aspects of the home
- assess mobility needs and aspirations, including home ownership
- seek views on communications

The survey was designed to provide a detailed socio-demographic profile of the Trust's tenants; it also examines a range of issues relating to tenant attitudes to their housing and the housing service; these include attitudes to the Trust as a landlord, their home, contact with the Trust, repairs and maintenance, moving, community development, and communication and participation. A similar survey was conducted by MORI in 1993, as well as two smaller benchmarking surveys in 1995/6 and 1997, which examined many of the same subjects. Data from these surveys are shown in this report where appropriate, which allows changes in tenant attitudes to be monitored.

Methodology

A total of 955 addresses were drawn proportionally at random from the Trust's tenancy files, which form the basis of the survey. In total, 609 interviews were completed, and the table opposite summarises the aggregate response rates achieved:

	Number of Addresses
Addresses issued	955
Successful interviews	609
 Unadjusted response rate %	 64
Unsuccessful:	
Away/ill	39
Address vacant	7
Address not found	5
 Adjusted response rate %	 67
 No contact	 192
Refused	78
Other (including mother tongue interview required)	25

Interviews were carried out face-to-face, in tenants' homes, between 25 July and 31 August 1998. The Trust sent an advance letter to all tenants in the sample (copy appended). A minimum of four calls were made at each address at different times, including evenings, and on different days, including weekends. Interviewers were instructed to interview the (joint) tenant or, if that person was not available on the second call, their partner/spouse. A copy of the contact sheet is appended.

Questionnaire

The questionnaire was drawn up by MORI in consultation with the Trust. A copy of the marked-up questionnaire is appended.

Computer Tables

There is a separate volume containing the computer tables, with each question analysed by two pages of sub-groups agreed with the Trust.

Report Layout

The following pages contain a summary of the key findings, followed by detailed commentary on each question. As mentioned above, findings from the previous surveys have been shown where

applicable, based on a sample of 500 in 1993 and 300 in 1995/6 and 1997. The appendices include a profile of the sample, together with details on statistical reliability (see below).

Presentation and Interpretation of the Data

It should be noted that a sample, not the entire population, of Trust tenants has been interviewed. This means that all the results are subject to sampling tolerances, and that not all differences are statistically significant. A guide to statistical reliability is appended.

Where percentages do not add up to 100, this may be due to computer rounding, or multiple answers. An asterisk (*) denotes a value of greater than 0, but less than 0.5%.

The term "net", which is used in the report, is the balance when a negative finding has been subtracted from the positive finding.

It is worth emphasising that the survey deals with tenant perceptions rather than facts; in particular, these perceptions may not accurately reflect the level of services actually being delivered.

Definitions of Terms Used

Household Composition

Single/couple 60+	Single adult, or two adults with at least one, aged 60 or over
Single/couple under 60	Single adult, or two adults both, aged under 60
Large adult/other	Three or more adults all aged 16 or over, and other households
One-parent family	One adult with child/ren, at least one aged under 16
Two-parent family	Two adults with child/ren, at least one aged under 16

Ethnic Origin

White	All tenants describing their household as White at Q10
Black	All tenants describing their household as Black at Q10, except those describing it as Asian at Q9
Asian	All tenants describing their household as Asian at Q9
Other/mixed	All tenants describing their household as Other or Mixed at Q10, except those describing it as Asian at Q9

Use of Vehicle

Two in three respondents (66%) say that their household does not have use of any vehicle. Among those who do, most have a car (27%) - mainly just one (24%) - with one per cent each having a van or lorry and motorbike. One in nine (11%) says they have a bicycle.

Among the one in four households with access to a car, van or lorry, there are more in Ealing, Hillingdon, Hounslow and Barnet (37%). These households are more likely to be two-parent families and large adult or other households (62% and 48% respectively). They also tend to have at least one person working full-time (56%).

P. 06

**Q63 Do you or anyone in your household own or have use of any vehicles?
How many cars do you own/have use of?**

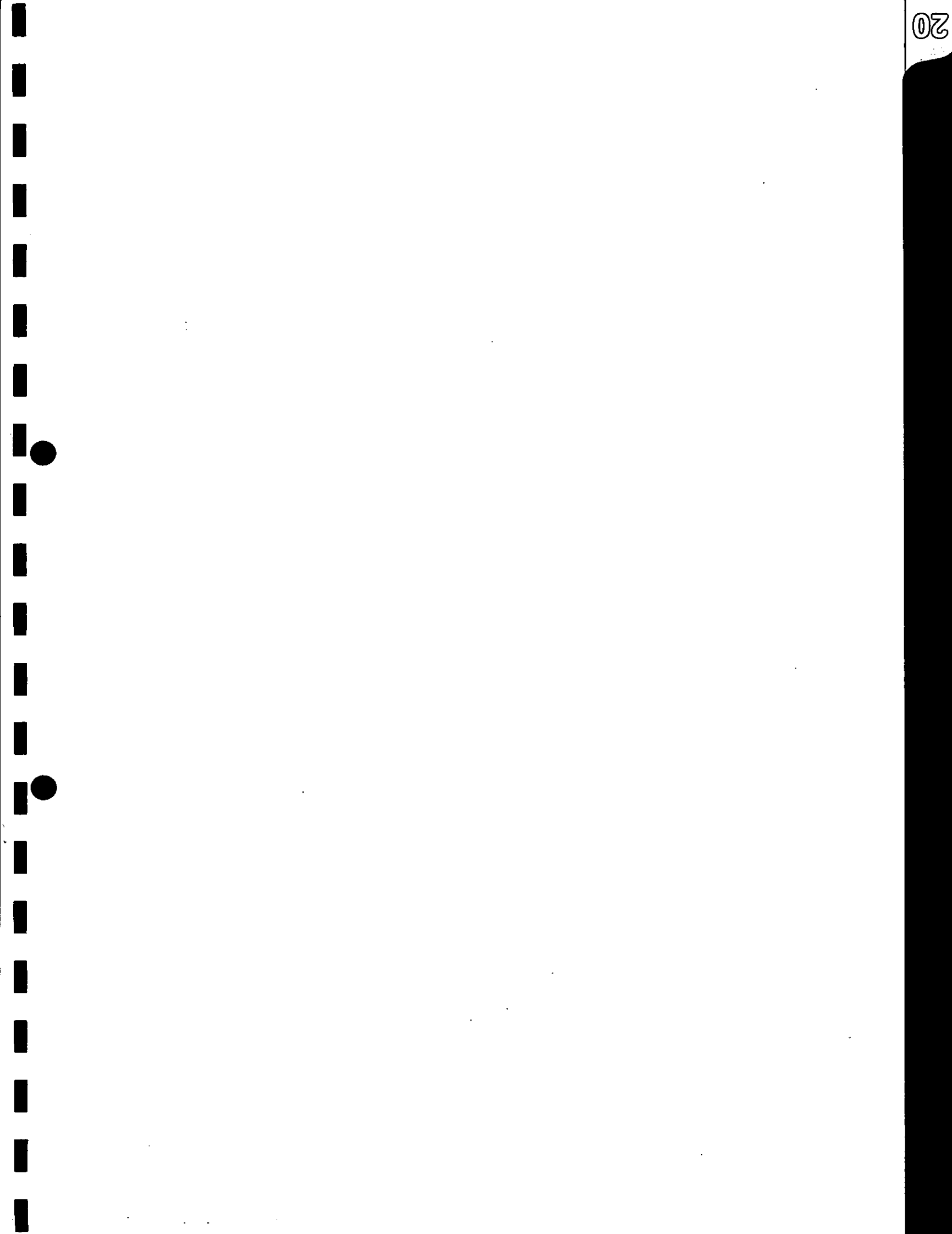
	%
Car/s:	27
1	24
2	2
3+	*
Van/s/lorry/ies	1
Motorbike/s	1
Bicycle/s	11
Any	34
None of these	66

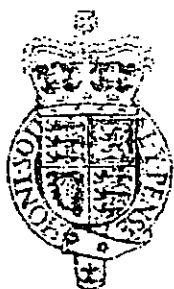
Use of car and/or van
%

Total	27
Area	
Kensington & Chelsea	25
Hammersmith & Fulham	25
Ealing, Hillingdon, Hounslow & Barnet	37
Household Composition	
Single/couple 60+	11
Single/couple under 60	22
Large adult/other	48
One-parent family	13
Two-parent family	62
Economic Status: Tenant/Partner	
(Either) Working full-time	56
(Both) Fully retired	12
Other	18

Base: All (609)

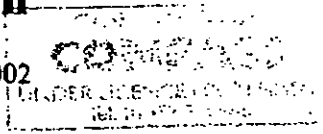
MORI





Appeal Decision

Site visit made on 30 May 2002



by **K D Barton BA(Hons) DipArch DipArb RIBA FCI Arb**

an Inspector appointed by the Secretary of State for Transport,
Local Government and the Regions

The Planning Inspectorate
409 Kite Wing
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN
☎ 0117 372 6372
e-mail: enquiries@planning-
inspectorate.gsi.gov.uk

Date **14 JUN 2002**

Appeal A: APP/K5600/A/02/1083281

Appeal B: APP/K5600/E/02/1084568

5-7 Hillgate Street, 2-4 Farmer Street and 36 Uxbridge Street, London W8

- Appeal A is made under section 78 of the *Town and Country Planning Act 1990* against a refusal to grant planning permission.
- Appeal B is made under sections 20 and 74 of the *Planning (Listed Buildings and Conservation Areas) Act 1990* against a refusal to grant conservation area consent.
- The appeals are made by Gate Securities Limited against the decisions of the Council of The Royal Borough of Kensington & Chelsea.
- The applications (Ref: PP/00/02345 and CC/00/02346), dated 28 and 29 September 2000 respectively, were refused by notices that are undated.
- The development and works proposed are the retention of the facades to Farmer Street and Hillgate Street, demolition of remaining buildings, and the erection of a new residential development.

Summary of Decisions: The appeals are allowed and planning permission and conservation area consent granted subject to conditions set out in the Formal Decisions below.

Procedural Matters

1. The Council and appellant agree that the undated decision notices were issued on 6 August 2001. The Council considered the original applications on 15 May 2001 when decisions were deferred. An amended planning application was subsequently made on 8 June 2001, which was itself revised by the submission of an amended drawing. It was on the basis of the revised scheme and drawings Nos 9613/PP02, PP03, PP04E, PP05F, PP06C and PP07B that the Council reached its decisions and on which I shall determine these appeals.

The Site and Its Surroundings

2. The appeal site lies to the south of the designated Notting Hill Gate Principal Shopping Centre in an area known as Hillgate Village within the Kensington Conservation Area. The site, which contains five properties, extends from Farmer Street to Hillgate Street on the southern side of Uxbridge Street. On the opposite side of Uxbridge Street is the rear of a cinema that fronts onto the commercial area of Notting Hill Gate. Farmer Street and Hillgate Street, to the south of the site, consist predominantly of relatively small scale Victorian houses.
3. Nos 2 and 4 Farmer Street are three storey buildings. A fish restaurant occupies the ground and first floors of the two properties with two residential units on the second floors. No 36 Uxbridge Street is a vacant single storey building with a mezzanine floor. Nos 5 and 7 Hillgate Street consist of a basement and two additional storeys. The basement and ground floor are occupied by an estate agent and the first floor contains a single residential unit.

Appeal Decision APP/K5600/A/02/1084568

Main Issues

4. I consider a main issue in both appeals to be the effect of the proposals on the character and appearance of the Conservation Area. Two further main issues, relating to the planning appeal only, are the effects: firstly, on highway safety, in terms of additional demand for on-street parking that might be generated; and secondly, on the living conditions of the occupiers of nearby properties in terms of loss of daylight, sense of enclosure, and loss of privacy.

Planning Policy

5. The development plan for the locality is the *Royal Borough of Kensington and Chelsea Unitary Development Plan 1995* (UDP). Reference has also been made to Proposed Alterations to the UDP. The Inspector's report, following a Public Inquiry, has been received and the deposit period for representations relating to the Council's response to the report expired in March 2002. I have therefore given substantial weight to the Alterations, which are well advanced on the route towards adoption.
6. The thrust of UDP Policies CD25 and CD44 is to protect the character and appearance of areas surrounding development. In addition, Section 72(1) of the *Planning (Listed Buildings and Conservation Areas) Act 1990* imposes a duty requiring special regard to be had to the desirability of preserving or enhancing the character or appearance of a Conservation Area. This duty is broadly reflected in UDP Policies CD48, CD52 and CD53.
7. Where appropriate, particularly in developments of over 10 units, the provision of some outdoor space is sought by UDP Policy H7. Policy LR14 of the Alterations also requires amenity space to be provided for new family housing. UDP Policies CD38 and CD39 set out the circumstances where additional storeys and roof level alterations will be resisted or permitted whilst UDP Policy CD40 states that roof terraces will be resisted.
8. UDP Policy TR39 seeks to resist development that would result in any significant increase in congestion whilst UDP Policy TR46 requires development to provide adequate off-street parking unless this would be unacceptable in townscape terms. UDP Policy CD37 indicates that regard should be had to the planning standards chapter of the UDP, which requires a maximum of 11 spaces for the proposed development.
9. UDP Policies CD28, CD29 and CD30 seek to safeguard the amenities of the occupiers of nearby buildings in terms of sunlight, daylight and privacy enjoyed. Policy CD30a in the Alterations to the UDP expresses similar aims in terms of the sense of enclosure.

Character and Appearance of the Conservation Area

10. In my opinion, the character and appearance of the Conservation Area derives from the scale and colour of the residential properties. I agree with the Council that the existing buildings on the Uxbridge Street elevation of the site are of little architectural merit. Moreover, I consider that it is the facades of the Farmer Street and Hillgate Street properties, rather than the accommodation behind them, that contribute to the character and appearance of the Conservation Area.
11. There are no policies that require the A3 restaurant or the A2 estate agent uses to be retained in this predominantly residential area and there is no objection to the principle of residential development in this location. Indeed, UDP Policies STRAT 13, STRAT 14, H2

Appeal Decision APP/K5600/A/02/1084568

and H3 generally support the provision of additional dwellings. Nor do the Council object to the mix of unit sizes, which complies with the objectives of UDP Policy H18. I do not agree that the change from single occupancy 'cottages' to flats would be out of keeping in this residential area. Nor do I consider that flats purchased for letting necessarily lead to a loss of community.

12. The Farmer Street elevation has been designed to read as two separate buildings rather than one. Window surrounds missing from the existing buildings have been included to match the rest of the terrace and the shop front replaced by windows and doors to reflect the residential character of the street. A cornice to match the rest of the terrace would replace the incongruous railings at roof level. Metal railings would separate a lightwell, which is characteristic of this type of property, from the street. An additional storey would be added to Nos 5 and 7 Hillgate Street. However, the *Kensington Conservation Area Proposal Statement* identifies them as properties where additional storeys might be acceptable. The buildings would be built up vertically and the top of the parapet would match other roof additions in the terrace. The apex of the additional floor would not rise above that of the adjoining property. In my view the proposals would be in keeping with the scale of Farmer and Hillgate Streets and would significantly enhance the character and appearance of the Conservation Area.
13. Uxbridge Street is relatively narrow, and views of the proposed elevation are mainly oblique along the road. The scale of the buildings in this road is, in my view, different to Farmer and Hillgate Streets. The proposal would appear as three 3-storey and three 4-storey buildings. The central section of the elevation is of a contemporary design but, in my opinion, is sympathetic to the surrounding Victorian buildings. Indeed, it reflects the design of buildings further along Uxbridge Street. Moreover, there are a number of 4-storey Victorian buildings in the vicinity and planning permission was granted in 1996 for a building on the site of 36 Uxbridge Street that was taller than the proposed scheme. I consider that the proposal would preserve the character and appearance of Uxbridge Street.
14. The existing southern elevation of the site is fragmented. The proposed elevation would be simple and provided that suitable white painted timber windows were required by condition would, in my view, be acceptable. I conclude that the proposals would enhance the character and appearance of the Kensington Conservation Area in accordance with national and development plan policy objectives.

Highway Safety

15. The original application included six off-street parking spaces in a basement but these were removed following consideration by Committee. This was due to concerns that vehicles accessing the basement parking would cause a bottleneck in the local road network. The intention was that the proposed development would become 'permit free' with the residents' right to on-street parking permits being removed. Despite the appellant's willingness to enter into a S106 Agreement removing the rights to apply for or receive car parking permits, the Council subsequently became concerned about the principle and practicality of removing such rights. However, I note that the Council's Traffic Management Order could be revised to include the concept of 'permit free' development.
16. There is intense pressure for on-street parking spaces in the area surrounding the proposed development. The Borough has 26,000 on-street parking spaces but 41,000 residents' parking permits have been issued. The UDP Alterations include the proviso that residential

Appeal Decision APP/K5600/A/02/1084568

development should normally include adequate off-street parking provision to supplement the restricted on-street parking. However, the UDP, which reflects advice in *Planning Policy Guidance Note 13: Transport* (PPG13), does not prescribe a minimum number of parking spaces and a 'zero provision' would not contravene parking standards.

17. The site is very close to Notting Hill Gate Underground Station and in an area which the Council considers to have excellent public transport accessibility. The proposal would provide a net increase of 8 residential units but would extinguish the estate agent and restaurant uses. The original Officer's report to Committee indicates that the latter use generates a significant parking demand in the evenings. In my view, this is a site where the lack of on-site parking provision would have a relatively insignificant impact due to the uses that would be extinguished and the excellent public transport accessibility. I conclude that, on balance, the proposal would not be detrimental to highway safety in terms of demand for additional on-street parking that might be generated. It would therefore conform with the objectives of national and development plan policies in that regard.

Living Conditions

18. Although not raised in the Council's reason for refusal, written representations from local residents express concern about the effect of the proposals on their amenities in terms of loss of daylight, privacy and visual intrusion. The properties that would be most affected are those on Farmer Street and Hillgate Street closest to the appeal site. As the site is at the northern end of the block, with the rear of a Cinema on the opposite side of the road, I consider that the proposals would have no significant impact in terms of loss of sunlight.
19. The windows that would be most affected at 6 Farmer Street are at ground and first floor level in the north elevation of the rear outshoot. However, the proposal would match the existing building envelope profile at this point and would not affect the amount of daylight enjoyed or the sense of enclosure. Properties further from the site would also be unaffected.
20. The first floor window looking north from 9 Hillgate Street would be the most affected in that building. I saw at my site visit that this serves a large 'L-shaped' room that has more extensive window areas in the elbow of the 'L' facing south and west. Whilst I consider that the levels of daylight experienced within No 9 would be affected, in the absence of any calculations I agree with the Council that this is likely to be within the tolerance allowed under Building Research Establishment guidelines. Moreover, whilst there would be some increase in the sense of enclosure when looking out of this window, I consider the main focus of views from the room to be the sunnier and more extensive windows that look away from the development. I do not consider the impact of the development would be such as to justify dismissing the planning appeal.
21. Windows at the rear of 9a Hillgate Street face east rather than north towards the proposed development and do not abut the appeal site boundary. I do not consider that the levels of daylight enjoyed by the occupiers would be significantly affected. The proposal would only be visible in oblique views from the windows and in my judgement would not have any material impact on the sense of enclosure.
22. Windows in the proposed southern elevation would face towards the roof terraces at the rear of Nos 6, 8, 10 and 12 Farmer Street. No 14 has a mansard type roof rather than a terrace on the rear outshoot, which effectively prevents views further south. Whilst the proposed ground floor windows would serve living rooms these would not overlook the terraces and

Appeal Decision APP/K5600/A/02/1084568

would not affect privacy. Windows at first and second floor levels would not serve habitable rooms. A condition could ensure that these windows were fixed shut, obscure glazed with glass approved by the Council, and maintained as such. No roof terraces are proposed and a condition could prevent the use of the roofs as terraces. With these safeguards I consider that the proposal would not have any significant effect on the levels of privacy enjoyed by the occupiers of properties to the south.

23. I therefore conclude on this issue that the proposal would not have an unacceptable detrimental impact on the living conditions of the occupiers of nearby properties in terms of loss of daylight, sense of enclosure or loss of privacy. It would therefore accord with development plan and emerging plan policy objectives in that respect.

Other Considerations

24. Little evidence has been submitted to support the view that residential rather than mixed use of the site would lead to additional noise. The proposal provides little outdoor amenity space. However, the Officer's report to Committee on 15 May 2001 states that "in this case the provision of open space is not considered appropriate, given the built up nature of the site and its close proximity to other residential properties". Moreover, the site is close to the substantial open spaces of Kensington Gardens and Holland Park.
25. The proposal would provide approximately 535 habitable rooms per hectare (hrh). The Council and local residents consider this would be overdevelopment of the site. UDP Policies H11 and H12 state that housing designed to 'higher' and 'very high' densities will be resisted. The UDP defines 'very high density' as development providing more than 350 hrh. This is similar to density figures identified by Westminster and higher than those identified by neighbouring Hammersmith and Fulham or Wandsworth.
26. However, advice in *Planning Policy Guidance Note 3: Housing (PPG3)* advocates that the best use be made of land. It states that "Policies which place unduly restrictive ceilings on the amount of housing that can be accommodated on a site, irrespective of its location and the type of housing envisaged or the types of households likely to occupy the housing, should be avoided". In this case, although the proposal would not comply with the density figures identified in the UDP, it would not cause any significant harm to the character and appearance of the area, highway safety, or the living conditions enjoyed by the occupiers of neighbouring properties. I therefore consider, on balance, that the advice in PPG3 and the particular circumstances of this case outweigh the strict density and open space requirements of the UDP Policies.
27. As there is a satisfactory scheme for redevelopment the proposed demolition would accord with the aims of UDP Policy CD51 and Conservation Area consent should be granted.

Conditions

28. I therefore intend to allow these appeals and turn to consider what conditions, other than those already discussed, should be attached. Due to the location in a Conservation Area I consider that the character and appearance of the proposals should be safeguarded by removing 'permitted development' rights that would allow water tanks, lift motor rooms or other similar structures or extensions at roof level. Similarly, details of external materials, windows, doors, and railings should be submitted for approval. I do not consider it necessary to require development to be carried out as the approved drawings as failure to do

Appeal Decision APP/K5600/A/02/1084568

so would render the development liable to enforcement action as the work would be unauthorised. In the light of my conclusion on highway safety the condition suggested by the Council requiring details of off-street parking to be submitted is also unnecessary.

Conclusions

29. For the reasons given above and having regard to all other matters raised, I conclude that the appeals should be allowed.

Formal Decision

30. In exercise of the powers transferred to me, I allow the appeals and grant planning permission and conservation area consent for retention of the facades to Farmer Street and Hillgate Street, demolition of remaining buildings, and the erection of a new residential development at 5-7 Hillgate Street, 2-4 Farmer Street and 36 Uxbridge Street, London W8 in accordance with the terms of the applications Refs: PP/00/02345 and CC/00/02346 dated 28 and 29 September 2000 respectively, and the amended plans as detailed in paragraph 1 above, subject to the following conditions:

Planning Permission

- 1) The development hereby permitted shall be begun before the expiration of five years from the date of this decision.
- 2) No development shall take place until full particulars of the following have been submitted to and approved in writing by the local planning authority and development shall be carried out in accordance with the approved particulars:
 - a) all materials to be used on the external surfaces of the buildings;
 - b) all proposed external doors at a scale of 1:20;
 - c) all proposed windows at a scale of 1:20;
 - d) all proposed railings at a scale of 1:20.
- 3) No development shall take place until a sample of obscure glass has been submitted to and approved in writing by the local planning authority. The windows at first and second floor on the southern elevation shall be fixed shut and glazed with the approved obscure glass, and maintained as such thereafter.
- 4) Notwithstanding the provisions of the *Town and Country Planning (General Permitted Development) Order 1995* (or any order revoking and re-enacting that Order with or without modification), no water tank, lift motor room, or other roof structure shall be erected which rises above a roof of any part of the building, including the roof of any extensions.
- 5) The roof of the buildings hereby permitted shall not be used at any time as a terrace without the prior written approval of the local planning authority.

Conservation Area Consent

- 1) The works hereby authorised shall be begun not later than 5 years from the date of this consent.

Appeal Decision APP/K5600/A/02/1084568

Information

31. A separate note is attached setting out the circumstances in which the validity of either of these decisions may be challenged by making an application to the High Court.
32. These decisions do not convey any approval or consent that may be required under any enactment, by-law, order or regulation other than section 57 of the *Town and Country Planning Act 1990* and section 74 of the *Planning (Listed Buildings and Conservation Areas) Act 1990*.
33. An applicant for any approval required by a condition attached to this permission or consent has a statutory right of appeal to the Secretary of State if that approval is refused or granted conditionally or if the authority fails to give notice of its decision within the prescribed period.

K. D. Barton.

Inspector



The Planning Inspectorate

Room 1404
Tollgate House
Houlton Street
Bristol BS2 9DJ

Direct Line 0117 - 987 8927
Switchboard 0117 - 987 8000
Fax No 0117 - 987 8139
GTN 1374 - 8927
E-mail ENQUIRIES.PINS@GTNET.GOV.UK

CASE COPIED BY
COMPASS
UNDER LICENCE FROM HMSO
Tel: 01452-310566

D J Freeman
Solicitors
1 Fetter Lane
LONDON
EC4A 1JB

Your Ref:
RDM/01124567/CA1
Our Ref:
T/APP/K5600/A/99/1016975/P7

Date: 4 JUN 1999

Dear Sirs

TOWN AND COUNTRY PLANNING ACT 1990, SECTION 78 AND SCHEDULE 6
APPEAL BY PETRA INVESTMENTS LTD.
APPLICATION NO: DPS/PA/TP/98/1409/A/40/4000

1. The Secretary of State for the Environment, Transport and the Regions has appointed me to determine your client's appeal against the decision of the Council of the Royal Borough of Kensington and Chelsea to refuse planning permission for the demolition and rebuilding of the entrance hall and erection of 10 flats, comprising an extension to Ranelagh House, on land at Ranelagh House, Elystan Plane, Chelsea. I held a local inquiry on 18, 19 and 20 May 1999.

THE ISSUES

2. From what I have read, seen and heard, I consider that there are two main issues in this case. Firstly, there is the effect of this proposal upon the character and appearance of the area, both in terms of its effect upon the appearance of the existing building and its wider visual impact in the townscape, with particular regard to adjoining conservation areas, and also in terms of the effect of the increased density of the development. Secondly, there is the impact that the proposal would have upon the living conditions of nearby residents, particularly as a result of loss of daylight or sunlight, of visual intrusion and of increased overlooking or loss of privacy.

POLICY

3. The development plan for this area comprises the Royal Borough of Kensington and Chelsea Unitary Development Plan (UDP), 1995. Strategic Policies aim to protect and enhance the residential character of the Borough while also maximising its residential capacity in line with the Strategic Guidance for London. The appeal property lies outside, but close to, the boundaries of three conservation areas, Chelsea, Sloane Square and the Royal Hospital. Policy CD25, following from Strategic Policy 7 aiming to promote high environmental and design standards, seeks to ensure that all development is sensitive to and compatible with the scale, height, bulk and character of the surroundings. Policies CD48 and CD54 aim to pay special attention to the desirability of preserving or enhancing the character or appearance of each conservation area and to consider the effect of proposals on views within, into and out of conservation areas. Policy CD43 aims normally to resist side

extensions to buildings in particular circumstances, which include where the architectural symmetry of a building or group of buildings would be impaired or where original architectural features on a formal flank elevation would be obscured.

4. The strategic aims for housing are reflected in the Housing Chapter of the UDP, which sets out objectives to maintain and enhance the residential function of the Borough, ensuring that new residential development is of good quality, to increase the supply of housing in appropriate circumstances and to provide and retain a range of housing types and sizes. This Chapter recognises that it is necessary to make the best use of land allocated for residential use, but also that a balance has to be struck to protect the character and environment of surrounding areas, and sets out density guidelines. Higher densities are between 250-350 habitable rooms per hectare (hrha) and very high densities are above 350 hrha. Policy 12 aims normally to resist housing designed to very high densities unless necessary for townscape reasons.

IMPACT UPON THE EXISTING BUILDING

5. Ranelagh House was built in the 1960's as part of a larger scheme comprising retail development set behind a Kings Road frontage, with two 8-storey blocks of flats to the rear. These appeal proposals relate to the northernmost of the two blocks of flats, set behind and at an angle of almost 45 degrees to the Elystan Place frontage. The two main elements of the proposals would comprise curved additions at each end of the existing block. That at the eastern end would rise to the full height of the existing building, finished with a sloping curved metal roof topped with a circular metal structure enclosing the existing lift motor room. The western extension would finish below the height of the main block, with a flat roof over. There would be a 2-storey element at the rear of the western extension, partly onto a communal garden area between the northern and southern blocks of flats. There would be a separate single storey element to the rear of the eastern extension, providing one self-contained dwelling unit.

6. There would also be a 3-storey frontage element continuing from and largely reflecting the scale of existing properties in Elystan Place to the east, with a further single storey section providing the new entrance hall. The Council has confirmed that it is not concerned in principle with this element of the scheme on the Elystan Place frontage. The two blocks in Ranelagh House were built with a strong horizontal emphasis along the main north and south elevations, which contain almost all the fenestration, but with a more vertical emphasis provided on the mainly windowless east and west flank elevations by stairwell and lift shaft enclosures. The main external finishing material, other than glazing, was originally raw unpainted concrete and the buildings are generally considered to be typical of a genre of the 1960's and of a style of architecture sometimes known as brutalist.

7. The appearance of the two flat blocks has subsequently been altered by the concrete finish being painted, together with ground floor alterations, mainly comprising a link between the blocks in a different style, and their setting has been considerably altered by subsequent changes to the retail element of the original scheme. Nevertheless, the Council argues that the buildings retain a considerable amount of their original design integrity and symmetry, which would be lost if these proposed extensions were to be built. It was argued on behalf of the appellant that the original blocks do not have true symmetry of design, but rather that they display a monotonous repetition of features, and also that the alterations carried out, in

particular the painting of the concrete, have severely affected the original design integrity.

8. Ranelagh House is not listed, and the Council does not argue that the blocks are worthy of listing. In my view, while there is a considerable similarity of design in the two blocks, there is not an overall true symmetry of design which would be fundamentally upset by the proposed extensions and alterations. Similarly, I do not consider that the building has or retains such original design integrity that proposals such as this should be considered unacceptable in principle. I do not, therefore, consider that these proposals would be contrary to Policy CD43 in the UDP aiming to ensure that side extensions to buildings would not impair the symmetry of a building or group of buildings or obscure original architectural features on a formal flank elevation.

9. The acceptability or otherwise of the impact of these proposals upon the existing building must, therefore, be considered in terms of the detailed elements of the scheme. The Council maintains that the curved facades to the east and west extensions would be ill-fitting elements, alien to the angular appearance and generally rectangular shape of the existing building. The Council also argues that the curved pitched metal roof, which it acknowledges would not be unattractive in isolation, would be incongruous and markedly at variance with the flat, horizontal planes of the existing roofs, an effect which would be emphasised by the overhanging eaves of the new roof. Further areas of concern to the Council are the large extent of glazing at the upper levels of the eastern extension and the horizontal banding in the extensions being much thicker than the floor level bands in the existing building. The Council believes that the powerful statements made in the proposed eastern elevation would unbalance the simplicity of the existing building and would not reflect any other design or building elements in the locality.

10. It is argued on behalf of the appellant that the proposals are intended to cap the blank ends of the existing building and to introduce animated elevations, including windows, architectural features and rooflines to provide interest and human scale in contrast to the presently forbidding architecture. It is accepted that the existing building is generally of an angular and rectilinear nature, but argued that this results in it being overbearing and out of scale and character with its surroundings, whereas these proposals would introduce a hierarchy of scale and degree of lightness as opposed to the overbearing heaviness and monotony of the existing unbroken concrete facade. The design is based on a theme of base, middle and light top, and it is argued that the curved metal roof provides a significantly lighter impression than conventional roofs or vertical walls.

11. In my opinion, the blank east and west flank elevations of the existing building are very stark and harsh, and this accentuates the scale and overbearing nature of the building from closer viewpoints such as to the front in Elystan Place or from Sloane Avenue where it joins Bray Place. On the other hand, these proposals, particularly the taller eastern extension, do offer a much softer facade, which I consider would offer some relief from the heavy and overbearing aspects of the building. In particular, the large glazed areas at the upper levels of the eastern extension, capped by the curved and overhanging metal roof, do considerably lighten the impact of the building without increasing its height or bulk to any great extent. Although the main elements of the existing building are largely rectilinear, there are a number of curved features in the more subservient elements of the building, and I see no reason why more significant curved elements should not be introduced into these proposals.

12. The proposed western extension is much more modest than the eastern one, but in rounding off the building in a similar way, I consider that this would complement the proposals on the other flank. As for the wider horizontal banding, these extensions form a distinctive design feature in their own right, and I see no reason why they should follow the detailing of the original building in that one particular regard. While the Council points out that these proposals are quite unlike anything else in the area, this is also true of the existing building, and in my opinion, these proposals offer an improvement upon its existing harsh and overbearing nature.

IMPACT UPON THE WIDER TOWNSCAPE

13. Ranelagh House is not in a conservation area, but is bounded to the west, north and east by the Chelsea Conservation Area. The Chelsea Conservation Area has complex boundaries, which the Proposals Statement indicates are intended to enclose small-scale residential areas of a similar scale, but exclude large blocks and most commercial development. Ranelagh House and the retail development fronting Kings Road, together with the adjoining block of flats, Thackeray Court, have clearly been excluded from the conservation area on that basis. As a result much of the Chelsea Conservation Area is characterised by relatively small-scale domestic architecture, although adjoining and nearby larger buildings, including Ranelagh House, do feature generally in views within, into and out of the area. The Sloane Square Conservation Area closely adjoins to the north-east of the building and the Royal Hospital Conservation Area is close by on the southern side of Kings Road. Ranelagh House can also be seen in views within and out of those areas.

14. There is general agreement from all parties that Ranelagh House is very large and bulky for this particular location. There is very limited support for the qualities of the existing building, and there is a widely held view that it detracts from the street scene and the wider townscape due to its size and bulk. The Council argues that these proposals to increase the size of the northern block must inevitably increase the visual impact of the building and consequently result in increased harm, both in terms of the contrast in scale with immediately surrounding buildings and also as seen from longer viewpoints. It is argued on behalf of the appellant that these proposals will in fact soften the impact of the building, making it no higher, keeping it to a similar scale and with a massing sensitive to its context.

15. There has been a considerable amount of discussion as to where the proposed extensions would or would not be seen from. Despite the height of the existing blocks, the close-knit pattern of much of the local street network is such that they are screened from view at ground level in a considerable number of adjoining locations. The main locations from which there would be views of these proposed extensions are: from the west along Cale Street and Elystan Place and from Elystan Place immediately to the front of the building; from the east in Sloane Avenue and along Bray Place; from the south along Royal Avenue; from the north in selected viewpoints in Sprimont Place and Whiteheads Grove. In many of these locations the view may be altered substantially by only a small move to one side or the other, resulting in the existing building or the position of an extension being obscured by another building or feature. From many of these viewpoints there would be sight of an extension at one end of the building or the other, with limited viewpoints where both would be seen together. There are very few viewpoints from which an extension would be seen where there is not already a view of the existing building.

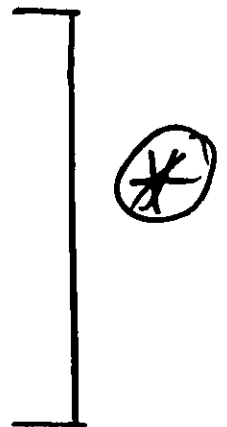
16. From many viewpoints along Cale Street and Elystan Place the proposed western extension would be obscured by Thackeray Court and the eastern extension would be largely hidden by the existing building or only seen at a very oblique angle. In my opinion, the proposals would have a very limited impact from these viewpoints. From more directly in front of the property in Elystan Place there would be clearer views of the extensions, but I have already reached the conclusion that they would soften and lighten the overbearing nature of the building. It follows from this that I consider that the proposals would result in an improvement to this street scene, particularly in the context also of the continuation of the adjoining 3-storey buildings across part of the frontage, giving an increased sense of enclosure and helping to obscure from some viewpoints the angled siting of the existing building.

17. As viewed from Bray Place or the end of Tyron Street, the proposed eastern extension would project dramatically above older 2- and 3-storey buildings. However, the existing building already does that in a stark and harsh way, showing only part of a blank end elevation dominated by the projecting lift motor room at the highest level. As with views from the Elystan Place frontage, I consider that this proposal would improve the appearance of the building, creating a lighter, less overbearing and more interesting feature. In views from Royal Avenue to the south, the eastern end of the existing building, and in particular the lift motor room, stands out very much in isolation from the rest of the building and appears very much an alien feature in that street scene. I consider that the proposed eastern extension, while still standing out in views from this direction, would appear much more as a unified design concept and in consequence would be less intrusive and alien in the street scene.

18. In views from Sprimont Place and Whiteheads Grove, from some locations parts of the extensions would be seen between other buildings, and generally there would be limited opportunities to view the extensions in the context of the building as a whole. The Gateways, between Whiteheads Grove and Sprimont Place, is listed, and Ranelagh House does from some viewpoints form part of the setting of those buildings. However, similar considerations apply as with other views of the proposals, and to my mind they would help soften the harsh impact of the existing building. Overall, therefore, I have reached the conclusions that: firstly, there are a considerable number of streets in the vicinity of the site from which the proposals would not be seen at all; secondly, from some of the locations from which they would be seen, such as along Cale Street and Elystan Place to the west, their visual impact would be limited; and thirdly, from those locations where the proposals would be most clearly seen, they would result in an improvement to the townscape from the present harsh and overbearing appearance of the building.

IMPACT OF INCREASED DENSITY

19. The existing density of development at the appeal property is agreed to be 398 habitable rooms per hectare (hrha). These proposed additions would increase that density to 518 hrha. The Council maintains that this would be contrary to Policy H12 in the UDP, which aims to resist development to a density greater than 350 hrha. The Council argues that this aim reflects the very high densities which already prevail across the Borough. The Council recognises that higher densities should be encouraged so as to make the fullest use of urban land, but maintains that this should not be at the expense of the environment. While Policy H12 does allow for housing at very high densities if this is necessary for townscape reasons, the Council does not accept that this applies in this case. Furthermore, the Borough



has one of the lowest levels of publicly accessible open space in London, and the Council believes that the increased density proposed here would result in harm from increased pressure on existing facilities.

20. On behalf of the appellant, it is argued that the proposal would not be contrary to Policy H12, in that it would result in an improvement to townscape in the vicinity of the site. Further, it is pointed out that the density which would result from the proposed additions would remain lower than much of the surrounding development, and maintained that the Council's density policies should not be used to prevent development that can properly be accommodated. The convenience of the site for public transport and access to shopping, services and employment opportunities is emphasised, and it is argued that the provision of additional housing in such a location would accord with strategic aims for sustainable development and guidance in Planning Policy Guidance Note 13 (PPG13), "Transport" and the draft Planning Policy Guidance Note 3 (PPG3), "Housing". It was argued that the additional pressure on public open space facilities would not be significant and also that there is a particularly high level of private open space, such as in garden squares, in the Borough.

21. The question of whether or not the housing policies in the UDP fully reflect guidance such as that in PPG13, or can be expected to be amended in the light of guidance in the draft PPG3, was considered at the inquiry. However, that is largely a matter of conjecture and the UDP remains the statutory development plan which must be my first consideration in accordance with Section 54A of the Town and Country Planning Act, 1990, as amended. The aim in Policy H12 to resist housing designed to very high densities clearly states that an exception may be made if necessary for townscape reasons. I have already reached the conclusion that the appeal proposals would result in an improvement to the appearance of the building and to the townscape and, to my mind, that in itself does justify allowing a scheme with a very high density in accordance with the exception stated in Policy H12. Additionally, I consider that the appeal site is extremely well located for the provision of further housing, in accordance with the aims of the UDP and strategic and Government guidance, which I have taken into account as an additional material consideration. I appreciate that this proposal would increase pressure upon limited public open space facilities in the locality, but do not consider this to be sufficient to alter the balance of considerations in this particular case.

IMPACT UPON NEIGHBOURING RESIDENTS.

22. It is not part of the Council's case that the proposals would cause undue harm to the living conditions of neighbouring residents. Nevertheless, a number of additional concerns have been expressed by local residents. Of particular concern are the matters of visual intrusion and of loss of daylight or sunlight. There is no doubt that, in addition to views from street level, the proposals would be seen from within surrounding properties. For many of the people who have objected, views of the additions from their properties would be oblique or distant. For those residents closer to the building, there would be a change of outlook and in some cases an increased sense of enclosure. However, from my own assessment, which was made with the benefit of visiting a number of the properties closest to the proposals, I do not consider that these effects would be so harmful to warrant withholding permission for that reason alone.

23. A report has been presented on behalf of the appellant to assess the impact of these proposals upon adjoining residents in accordance with guidelines given in "Site Layout Planning for Daylight and Sunlight: a Guide to Good Practice" published by the Building

Research Establishment. Taking firstly daylight, the assessment indicates that, in the properties where residents have expressed concern, there are only two windows where daylight would be reduced to a level less than 80% of its former value, below which the Guide advises that residential amenity may be adversely affected. These windows are one to a staircase in 2 Elystan Place and to a part-glazed door in 3 Ranelagh House. The Guide advises that circulation space such as the staircase need not be considered. As for 3 Ranelagh House, the part-glazed door is to a room served by two other windows, and while the daylight at the door would be reduced to 71% of its former level, further analysis shows that there would only be a small reduction in direct skylight in the room. The report concludes that alterations in daylighting at the adjoining properties assessed would not be material.

24. Turning next to sunlight, the analysis demonstrates a similar pattern, with reductions in sunlight arising from the proposals mainly falling within the levels suggested in the guide. One window in 2 Elystan Place and one in 8 Sprimont Place would suffer reductions to marginally below the recommended levels in the winter months, but both windows enjoy a very good level of sunlight through the year as a whole. The report concludes that these losses would not be of a serious nature. An assessment has also been made of loss of sunlight to outdoor amenity areas. One particular area, the patio to 3 Ranelagh House, would experience a noticeable reduction in direct sunlight, although the overall level remaining would still meet the values recommended in the Guide. The evidence presented on behalf of the appellant has not been challenged, and, while I appreciate that some residents would experience some loss of sunlight or daylight, overall I do not consider that these losses would be of such a level that the scheme should not be permitted.

25. A further consideration raised by a number of local residents is the possibility of overlooking or loss of privacy. Although the Council has raised no issue in this regard, I am concerned at the relationship of some windows in the western extension with the rear of properties in Bywater Street. Two discrepancies in the drawings were pointed out to me and it was confirmed on behalf of the appellant that a window and balcony at ground floor level in Flat B would not be included in the scheme and that 2nd floor windows to the living room in Flat F, shown on the elevation but not on the floor plan, would also not be included.

26. There was no reference to specific windows or exact distances at the inquiry, but I saw at my visit to the site, and subsequently measured from the drawings, that there would be windows to two habitable rooms at 1st floor level, a bedroom in Flat A and the living room in Flat D, which would face the rear of houses in Bywater Street at a distance of some 12 metres or so. The two other windows at this level would serve a bathroom and staircase. In my view, the level of mutual overlooking and loss of privacy which would result would be unacceptable. However, it does seem to me that this is a problem which could be overcome, possibly by the omission of windows that would cause harm, possibly by using other means of obtaining natural light, either from internal re-organisation or the use of a rooflight, or by requiring windows to be obscure glazed.

27. One of the proposed conditions put forward by the Council would require the further approval of all fenestration. Although this condition is proposed because the Council does not consider that there are sufficient details of all the proposed fenestration, I consider that it could also be used to secure necessary amendments to the 1st floor windows in the western elevation. I do not consider that the proposed windows at any other level in this elevation would result in problems from loss of privacy. Elsewhere, I am satisfied that the spacing and orientation of the building is such that there would not be unacceptable overlooking between

proposed new windows and surrounding properties, with either very oblique angles or distances of over 20 metres between windows being achieved.

28. Although the Council included inadequate provision of car parking in the reasons for refusing the application, it is now satisfied that sufficient provision can be made from the existing basement spaces. While some residents remain concerned that the proposal would add to problems of congestion and parking difficulties, I do not consider that to be a matter upon which this case turns. Other concerns raised by local residents include noise and disruption during construction, the possibility of air pollution and the effect upon property values, but these are matters which are either the subject of control under other legislation or not planning considerations. I have taken into account all other matters raised, but have found nothing which outweighs the factors which have led me to my conclusions. I propose, therefore, to allow this appeal.

CONDITIONS

29. The Council has suggested, in addition to the statutory time limitation, a number of conditions to be imposed. Proposed condition 2 would require the development to be carried out in accordance with the drawings and the permission, but this is implicit in any permission granted and the condition is not necessary. Proposed condition 3 would require the provision and retention of at least 11 parking spaces. In my view such a condition is necessary, but should be more precise, and simply specify 11 spaces. Proposed conditions 4 and 5 would require that no additional structures be erected rising above the roof of the building and extensions and that no additional plumbing or pipes be fixed on the external faces of the building. However, other than minimal works that would not affect the external appearance of the building, no additional structures or works can be carried out without further permission, and I do not consider these conditions to be necessary.

30. Proposed condition 6 would require the further approval of: all external finishing materials; all fenestration; the detailed design of the Elystan place elevation; hard and soft landscaping and boundary treatment to the Elystan Place elevation. Although there is some specification of external finishing materials on the drawings, the Council does not consider that there is enough detail. Similarly with fenestration, the Council is not satisfied that there is sufficient detailing provided, particularly with regard to the glazed elements at upper levels in the eastern extension. Additionally, as considered above, there is a need to clarify some discrepancies on the drawings and to secure amendments or specifications to the fenestration at 1st floor level in the western extension to prevent overlooking. The Council states that it would have negotiated further over the details of the Elystan Place frontage if permission were to have been granted, and this is accepted on behalf of the appellant. Similarly no details of landscaping or boundary treatment were requested at the application stage. Overall, I am satisfied that all the requirements of proposed condition 6 are reasonable and necessary for the reasons considered above.

DECISION

31. For the above reasons and in exercise of powers transferred to me, I hereby allow this appeal and grant planning permission for the demolition and rebuilding of the entrance hall and erection of 10 flats, comprising an extension to Ranelagh House, on land at Ranelagh House, Elystan Plane, Chelsea in accordance with the terms of the application (No

DPS/PA/TP/98/1409/A/40/4000) dated 23 July 1998 and the plans submitted therewith, as listed on the Council's notice of refusal of permission, subject to the following conditions:

1. the development hereby permitted shall be begun before the expiration of five years from the date of this permission;
2. no dwelling shall be occupied until 11 car parking spaces have been provided; thereafter, these spaces shall be permanently retained for use in connection with the residential use of the dwellings and for no other purpose;
3. full details of the following shall be submitted to and approved by the local planning authority prior to the commencement of development, and the development shall be carried out in accordance with the details approved:
 - a) all external facing materials;
 - b) all fenestration, including specifically amendments to 1st floor windows in the western elevation;
 - c) detailed design of the Elystan Place frontage;
 - d) hard or soft landscaping and boundary treatment to the Elystan Place frontage.

32. These conditions require further matters to be agreed by the local planning authority. There is a right of appeal to the Secretary of State if they refuse any such application, fail to give a decision within the prescribed period, or grant a conditional approval.

33. This letter only grants planning permission under Section 57 of the Town and Country Planning Act 1990. It does not give any other approval or consent that may be required.

Yours faithfully



R D Hiscox MA(Oxon) DipTP ARICS MRTPI
Inspector