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**THE RE-DEVELOPMENT OF WATER TOWER HOUSE
AND THE FORMER CAMPDEN HILL RESERVOIR SITE
TRANSPORT IMPACT ASSESSMENT**

5.3 CAR PARKING

5.3.1 On site car parking provision will be in accordance with RBKC Table 5.1 of the adopted UDP (1995). This will include an allowance for visitor parking based on 0.1 spaces per dwelling and 10% disabled parking spaces.

5.3.2 The car parking requirement in accordance with UDP standards is calculated as follows:

19 houses at 2 per dwelling	38 spaces
43 flats at 1 per dwelling	43 spaces
Visitor parking at 0.1 per dwelling	7 spaces
Total 88 spaces	

5.3.3 It is proposed that each of the 19 houses will be provided with a garage plus an adjacent parking space. Car parking for the flats and visitors will be provided beneath the proposed flats (see Broadway Malyan Architects basement layout drawing 7650/P100A).

5.3.4 As referred to in 5.2.3, some relocation of existing on-street parking spaces is proposed but the net amount of on-street parking space will remain unchanged.

5.4 TRIP GENERATION

5.4.1 The TRICS trip generation database has been interrogated to identify appropriate trip rates for the proposed land uses. The rates are given in Table 2 and the sites selected are given in Appendix A. The proposed generated site traffic is as follows:

**THE RE-DEVELOPMENT OF WATER TOWER HOUSE
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	08.00-09.00			17.00-18.00		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Flats 43 No	4	11	15	9	7	16
Houses (19 No)	2	4	6	5	5	10
Tennis Courts 12 No	3	1	4	21	25	46
Total	9	16	25	35	37	72

Traffic associated with the tennis courts does not gain access to the site and hence site access traffic amounts to residential use only.

5.4.2 Since the preparation of our October 1998 report, further investigation of residential trip generation rates has been undertaken in consultation with the Borough Council. Surveys at the Berkeley Homes development at Barnes (with a similar mix and style of housing) revealed very similar traffic generation rates of 0.37 in the AM peak and 0.30 in the PM peak, compared with 0.35 AM and 0.42 PM used in this report. It should be noted that the Barnes site is less accessible by public transport than the Campden Hill site and therefore a lower trip rate is expected at Campden Hill. Other data held by the Borough Council indicates significantly lower traffic generation at other new sites in the Borough (for example an AM rate of 0.16 and a PM rate of 0.14 were recorded at the St Mary Abbots site off Marloes Road). The rates used in this report are therefore considered to be robust.

5.4.3 It is noted that the number of tennis courts is unchanged in both the existing and future scenarios and accordingly, no net change in peak hour tennis-related traffic is envisaged. Since existing tennis traffic is already accounted for within the base traffic survey data, it has not been necessary to add the above tennis trips to the future, with development, analyses (to do so would result in double counting).

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5.4.4 The availability of six indoor courts will enable play to continue at times when the existing outdoor courts are not used (for example, during winter evenings). The traffic activity associated with this use will clearly be well below the maximum summer-time use of the club recorded in the July traffic surveys. It is therefore clear that the assessment presented in this report reflects a worst case in terms of tennis-related traffic activity.

5.4.5 A comparison of the differences between existing uses, potential uses and proposed uses of the site is shown in the table below:

	08.00-09.00			17.00-18.00		
	Arrivals	Departures	Total	Arrivals	Departures	Total
(i) Existing	4	5	9	24	27	51
(ii) Existing plus Potential	21	7	28	25	42	67
(iii) Proposed	9	16	25	35	37	72
Net Difference						
(iii) - (i)	+5	+11	+16	+11	+10	+21
(iii) - (ii)	-12	+9	-3	+10	-5	+5

5.5 TRIP DISTRIBUTION

5.5.1 The inbound trip distribution has been based on existing observed turning movements and is unchanged from our previous October 1998 report, i.e. trips into the site are assumed to be 95% from Campden Hill Road and 5% from Aubrey Road. At the staggered priority junction between Campden Hill Road, Kensington Place and Aubrey Walk, allowance has been made that 5% of site bound traffic comes from Kensington Place.

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- 5.5.2 Following discussions with the Borough Council, the outbound trip distribution has been modified on the basis that all westbound trips leaving the site will travel via Aubrey Road. This increases the proportion of left turners compared with our October 1997 report. The revised distribution is shown on Figure 9 with the proposed site flows shown on Figure 10.
- 5.5.3 The total turning movements with existing and site generated traffic are shown in Figure 11.

THE RE-DEVELOPMENT OF WATER TOWER HOUSE
AND THE FORMER CAMPDEN HILL RESERVOIR SITE
TRANSPORT IMPACT ASSESSMENT

6.0 **IMPACT OF RE-DEVELOPMENT ON HIGHWAY NETWORK**

6.1 GENERAL

6.1.1 The site is located within an urban network where the scope for traffic growth in the peak hours is likely to be limited and constrained by the capacity of the network. For assessment purposes, zero peak hour traffic growth has been assumed.

6.1.2 Site generated traffic is calculated to increase peak hour traffic movements on Campden Hill Road by less than 2% north and south of Aubrey Walk in both the AM and PM peak hours.

6.1.3 The junctions of Campden Hill Road/Notting Hill Gate and Campden Hill Road/Aubrey Walk/Kensington High Street have been assessed with the addition of development traffic. The results are discussed below.

6.2 JUNCTION ASSESSMENTS

6.2.1 **Notting Hill Gate/Campden Hill Road signalised Junction.**

6.2.1.1 The results of the operational assessment are summarised in Table 3 and show the comparison with the existing and existing plus potential operating conditions for the AM and PM peak periods.

6.2.1.2 It can be seen that there is a very marginal increase in the ratio of flow to capacity (RFC) for all arms of the junction in the morning and evening peak periods. The Campden Hill Road and Nottinghill Gate (East) arms of the junction already experience RFC values greater than 0.85 in the PM peak. The addition of site generated traffic marginally increases these RFC's but with no

**THE RE-DEVELOPMENT OF WATER TOWER HOUSE
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increase in queue length. Only one predicted queue increases by comparison with the existing traffic and this by only one vehicle on Campden Hill Road in the morning peak. No increase in queues is seen when comparison is made with the existing plus potential traffic.

6.2.2 Campden Hill Road/Aubrey Walk/Kensington Place staggered priority junction.

6.2.2.1 Results are summarised in Table 4 for the predicted traffic flows. Table 4 also provides a comparison of the operating conditions between the existing and predicted flows. It shows that the junction has spare capacity on all arms.

6.2.2.2 As noted in paragraph 4.5, the PICADY assessment for this junction does not model temporary queuing on Aubrey Walk caused by stationary traffic on Campden Hill Road. Figure 10 shows that the development will generate 10 outbound vehicle movements on the Aubrey Walk arm of the junction in the AM peak and 8 outbound movements in the PM peak. This represents an average of one vehicle every 6 - 7 minutes during peak hours. Clearly traffic flows of this magnitude will not in practice materially worsen existing traffic conditions.

6.2.3 Site Access

6.2.3.1 The site access has been assessed using PICADY3. The results of the operational assessment are summarised in Table 5. It shows that there are no queues modelled during either peak period.

**THE RE-DEVELOPMENT OF WATER TOWER HOUSE
AND THE FORMER CAMPDEN HILL RESERVOIR SITE
TRANSPORT IMPACT ASSESSMENT**

7.0 SUMMARY AND CONCLUSIONS

7.1 This report addresses the transportation issues associated with the re-development of the Campden Hill Reservoir site for 19 houses, 43 flats, 12 tennis courts and a practice court.

7.2 Public transport provision close to the site is excellent. There are frequent bus services on Notting Hill Gate to many other parts of London. Holland Park and Notting Hill Gate underground stations are nearby providing services on the central, district and circle lines. It is therefore clear that occupiers of the development will have a good choice of alternative travel modes and will not be reliant on the use of a car.

7.3 It is proposed to close the two existing site accesses and replace them with a single access on to Aubrey Walk approximately 18m to the west of Campden Hill Gardens. The new access will provide significantly improved geometric and visibility standards compared with the existing access arrangements. Three existing on-street parking bays are to be relocated but there will be no net change to the number of spaces available. Capacity analyses show that the access will operate with significant spare capacity.

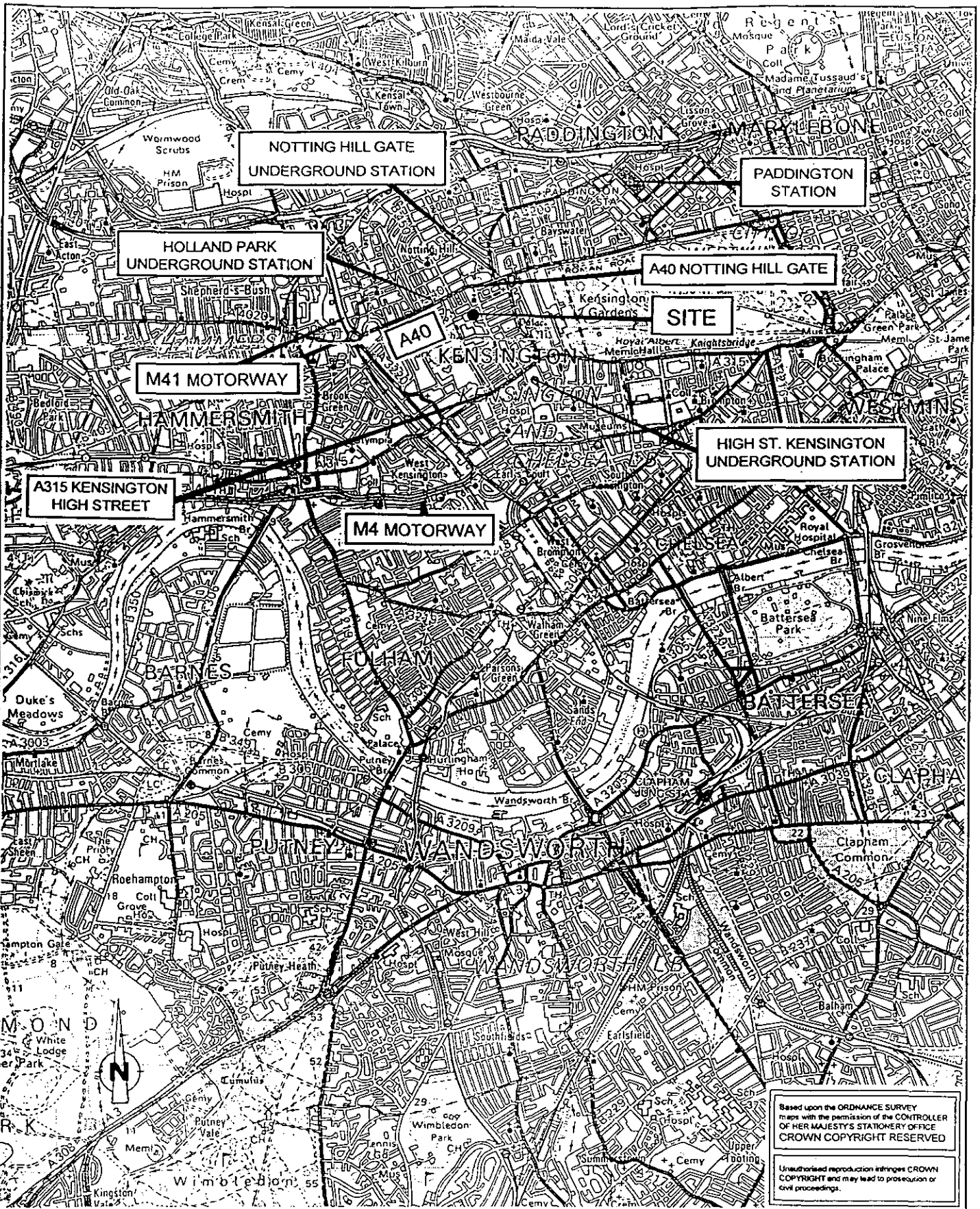
7.4 The proposed development is estimated to generate a total of 25 vph in the AM peak and 72 vph in the PM peak. This compares with existing site uses which generate 9 vph and 51 vph in the AM and PM peaks respectively; i.e. a net increase of only 16 vph (AM) and 21 vph (PM). It is noted, however, that if the existing depot and office uses on site were to be reinstated, the site would generate around 28 vph in the AM peak and 67 vph in the PM peak, resulting in a net difference between potential and proposed uses of -3 vph and +5 vph in the AM and PM peak periods respectively.

**THE RE-DEVELOPMENT OF WATER TOWER HOUSE
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7.5


The operational assessment of the critical junctions in the vicinity of the site shows that the signalised junction between Notting Hill Gate and Campden Hill Road is currently very close to capacity. The addition of site generated traffic has a very marginal effect; it increases the predicted queue on the Campden Hill Road arm in the AM peak by one vehicle (from seven vehicles to eight vehicles). The staggered priority junction between Aubrey Walk, Campden Hill Road and Kensington Place has also been assessed and the results show that the junction will continue to operate well within capacity after the site has been redeveloped. There are no increases in predicted queues as a result of the development. It is therefore concluded that site generated traffic will have a negligible impact in terms of the capacity and safety of the surrounding road network.

FIGURES



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TITLE Campden Hill Reservoir					 Tucker Parry Knowles Partnership Transportation & Infrastructure Consultants 3 London Road, Newbury, Berkshire RG14 1JL Tel: 01635 31440 - Fax: 01635 37268 - Email: inmail@tpk.co.uk		
LOCATION PLAN							
DRAWN BY JCB	CHECKED BY <i>sw</i>	TRACED BY TH	DATE AUG 1998	SCALE 1:50,000	REF FIGURE 1	DRWG NO 10145/03	REV A

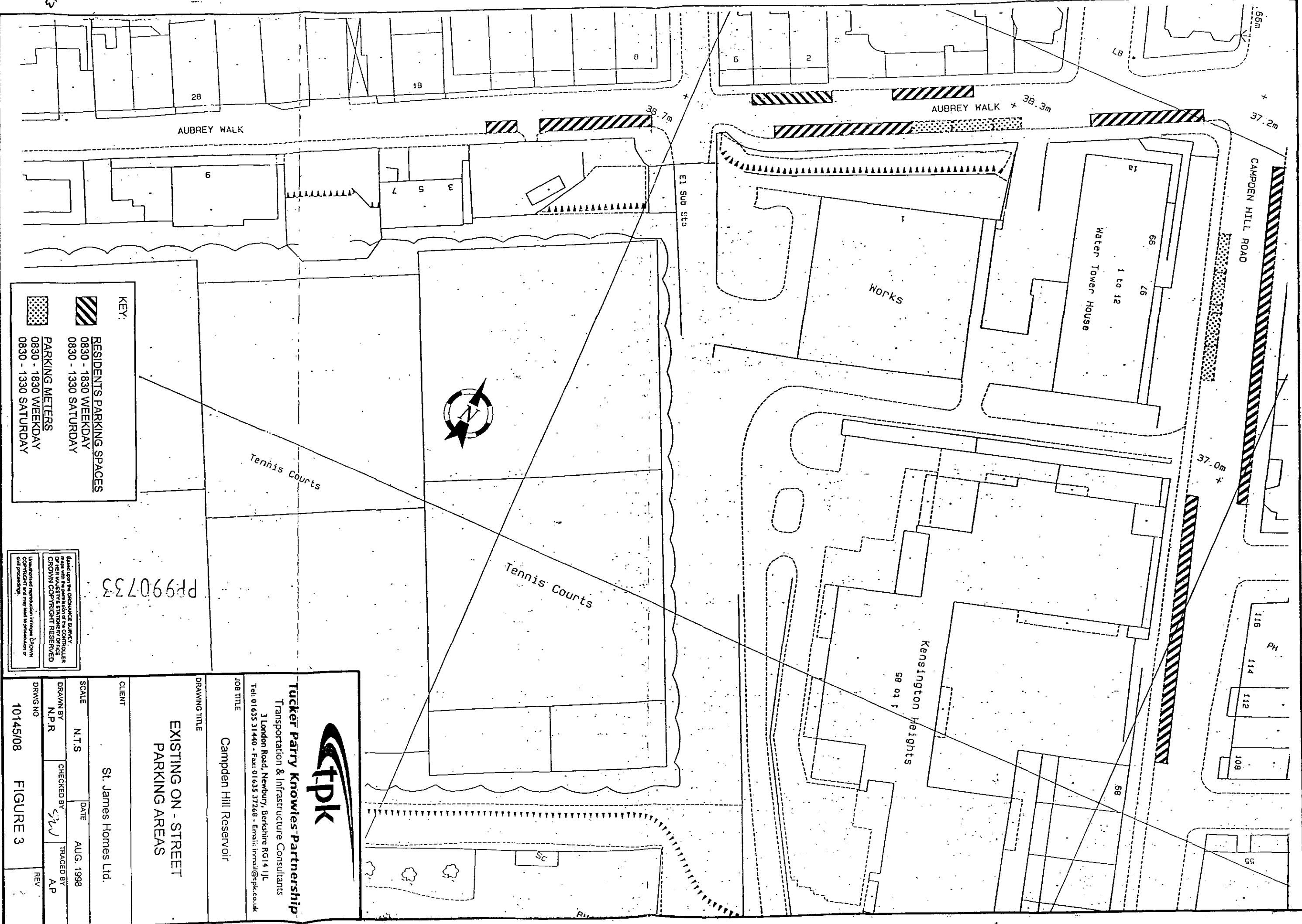


TITLE
Campden Hill Reservoir


SITE LOCATION PLAN


Tucker Parry Knowles Partnership
 Transportation & Infrastructure Consultants
 3 London Road, Newbury, Berkshire RG14 1JL
 Tel: 01635 31440 - Fax: 01635 37268 - Email: inmail@tpk.co.uk

DRAWN BY JCB	CHECKED BY SW	TRACED BY TH	DATE AUG 1998	SCALE N.T.S..	REF FIGURE 2	DRWG NO 10145/04	REV A
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KEY:


 RESIDENTS PARKING SPACES
0830 - 1830 WEEKDAY
0830 - 1330 SATURDAY

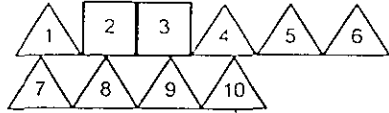
 PARKING METERS
0830 - 1830 WEEKDAY
0830 - 1330 SATURDAY

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 <p>Tucker Parry Knowles-Partnership Transportation & Infrastructure Consultants 3 London Road, Newbury, Berkshire RG14 1JL Tel: 01635 31440 - Fax: 01635 37268 - Email: inmail@tpk.co.uk</p>		JOB TITLE	
		Campden Hill Reservoir	
DRAWING TITLE		DATE	
EXISTING ON - STREET PARKING AREAS		AUG. 1998	
CLIENT			
St. James Homes Ltd.			
SCALE	N.T.S	DRAWN BY	CHECKED BY
		N.P.R	TRACED BY
		<i>sw</i>	A.P
DRAWING NO	10145/08	FIGURE 3	REV



KEY:

- SLIGHT
- SERIOUS
- FATAL

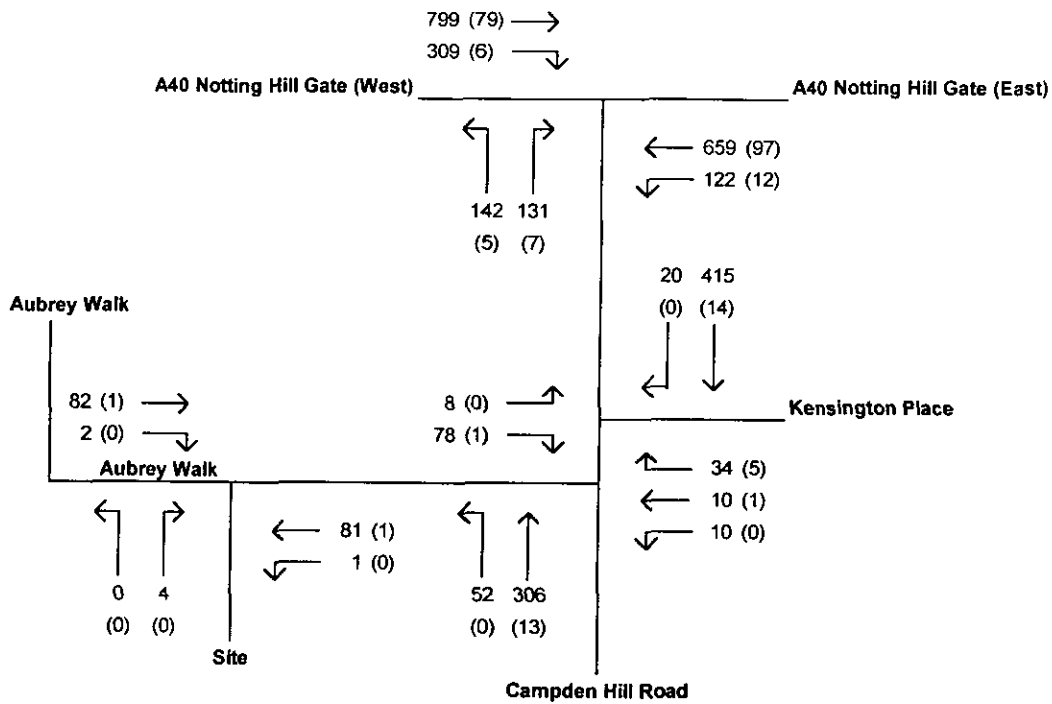
TITLE Campden Hill Reservoir					
PERSONAL INJURY ACCIDENT STATISTICS (3 years - June 1994 to May 1997)					
DRAWN BY JCB	CHECKED BY <i>sw</i>	TRACED BY TH	DATE AUG 1998	SCALE N.T.S.	REF FIGURE 4



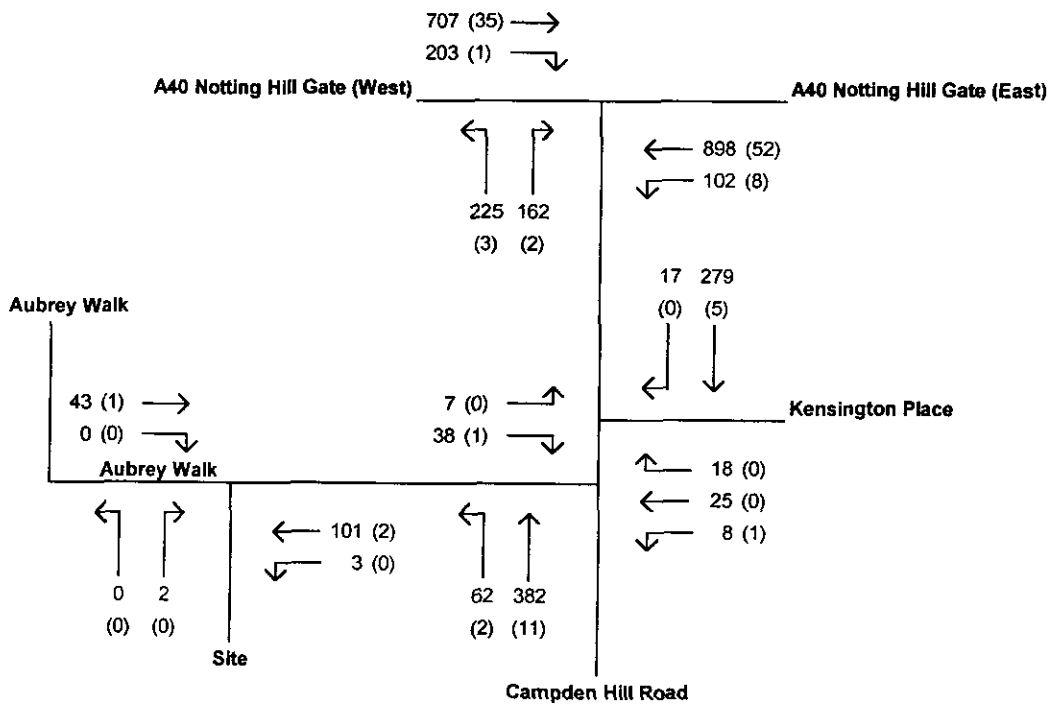
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DRWG NO 10145/02	REV A
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AM PEAK (0830 - 0930)



PM PEAK (1730 - 1830)



Key

- 62 All Vehicles
- (2) HGVs

TITLE
Campden Hill Reservoir

EXISTING PEAK HOUR FLOWS

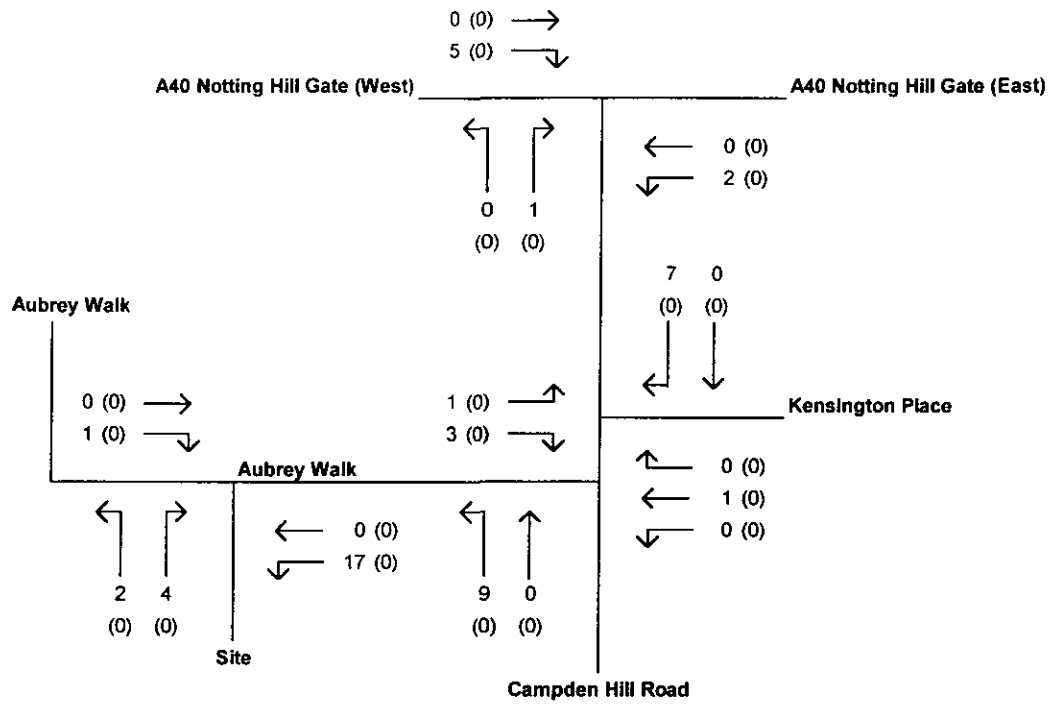


Tucker Parry Knowles Partnership

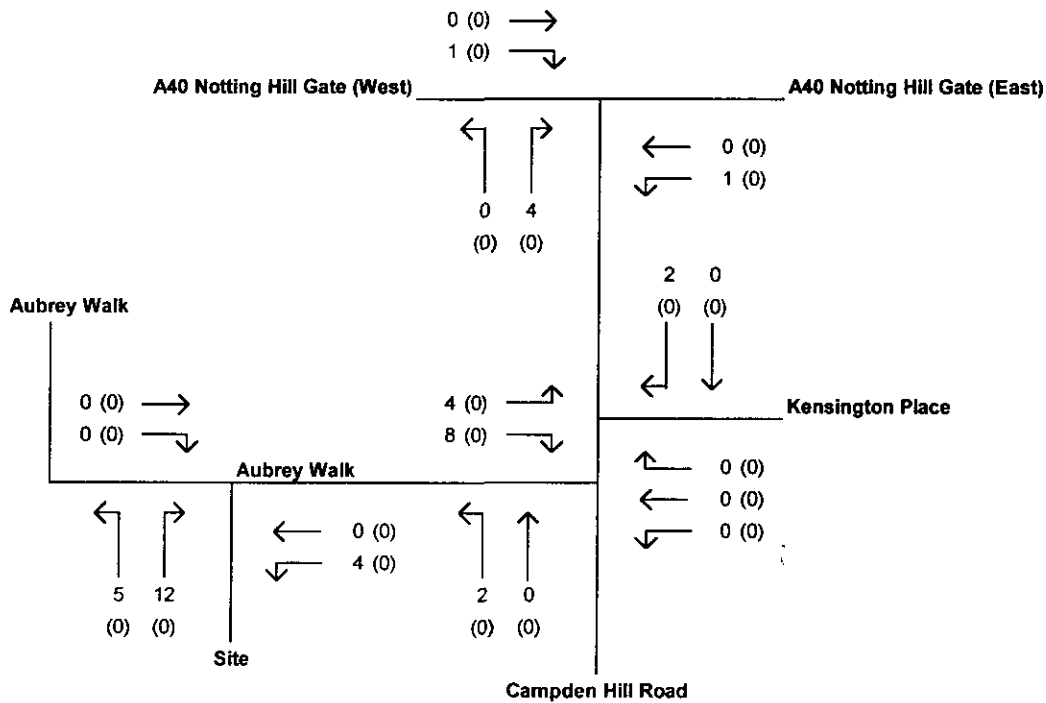
Transportation & Infrastructure Consultants
3 London Road, Newbury, Berkshire RG14 1 JL
Tel: 01635 31440 - Fax: 01635 37268 - Email: inmail@tpk.co.uk

DRAWN BY RH	CHECKED BY <i>sw</i>	TRACED BY RH	DATE Mar 1999	SCALE N.T.S.	REF FIGURE 5	DRWG NO 10145/13	REV A
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AM PEAK (0830 - 0930)



PM PEAK (1730 - 1830)



Key

2 All Vehicles

(0) HGVs

TITLE
Campden Hill Reservoir

POTENTIAL SITE
TRAFFIC FLOWS



Tucker Parry Knowles Partnership

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Sw

TRACED BY
RH

DATE
Mar 1999

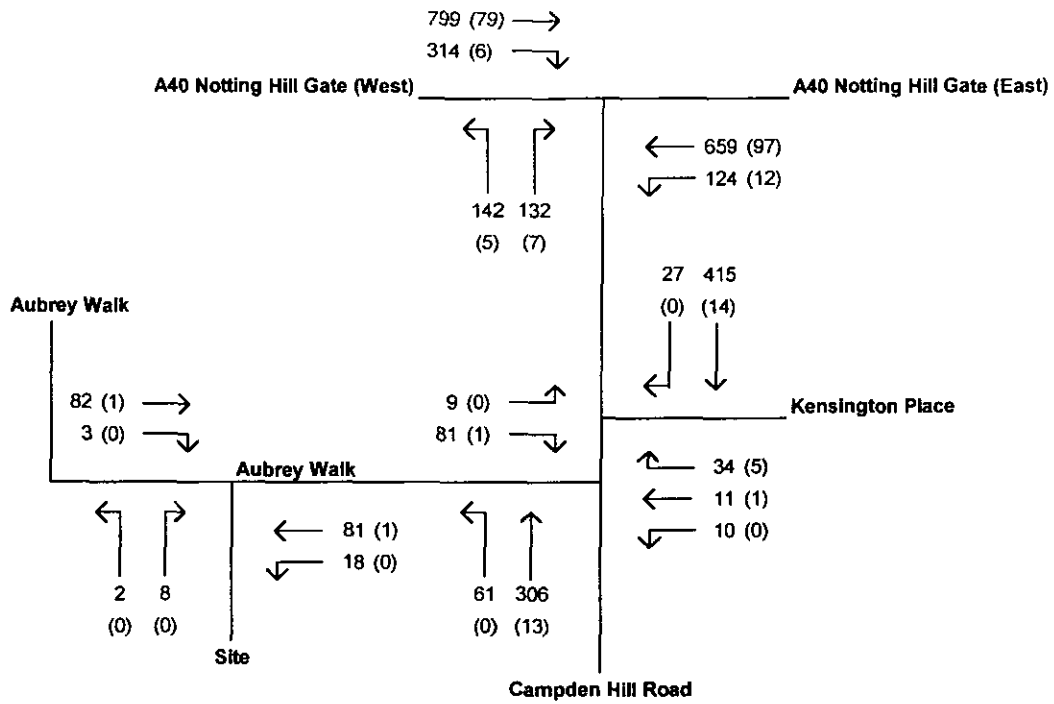
SCALE
N.T.S.

REF:
FIGURE 6

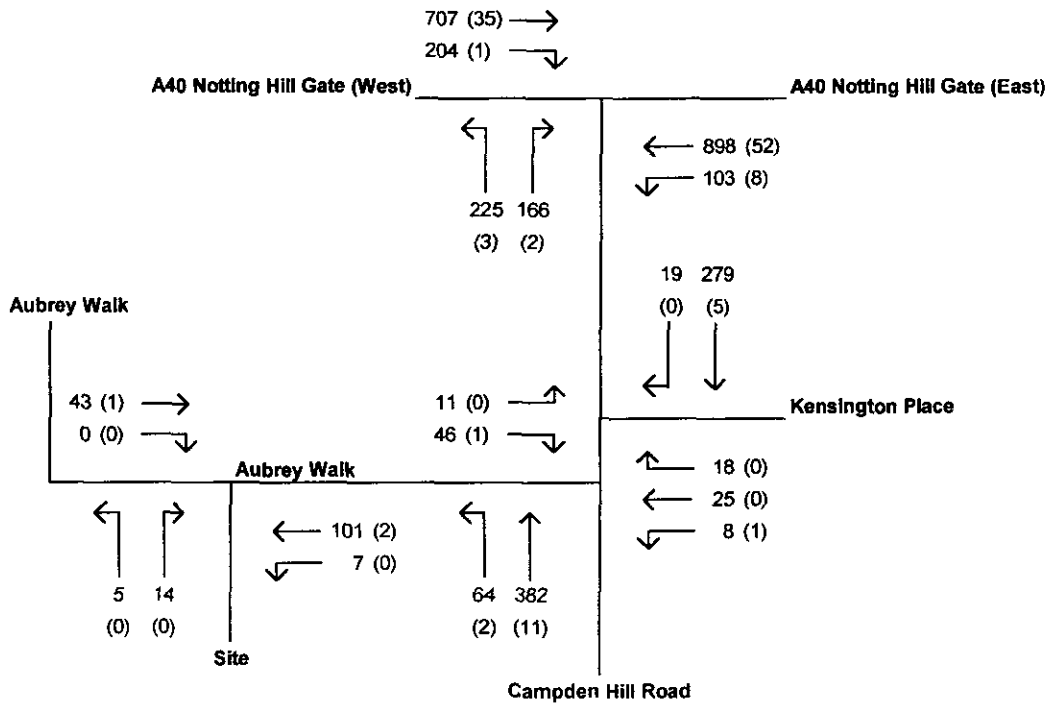
DRWG NO
10145/14

REV
A

AM PEAK (0830 - 0930)



PM PEAK (1730 - 1830)



Key

64 All Vehicles

(2) HGVs

TITLE

Campden Hill Reservoir

EXISTING PLUS POTENTIAL
SITE TRAFFIC FLOWS



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RH

DATE
Mar 1999

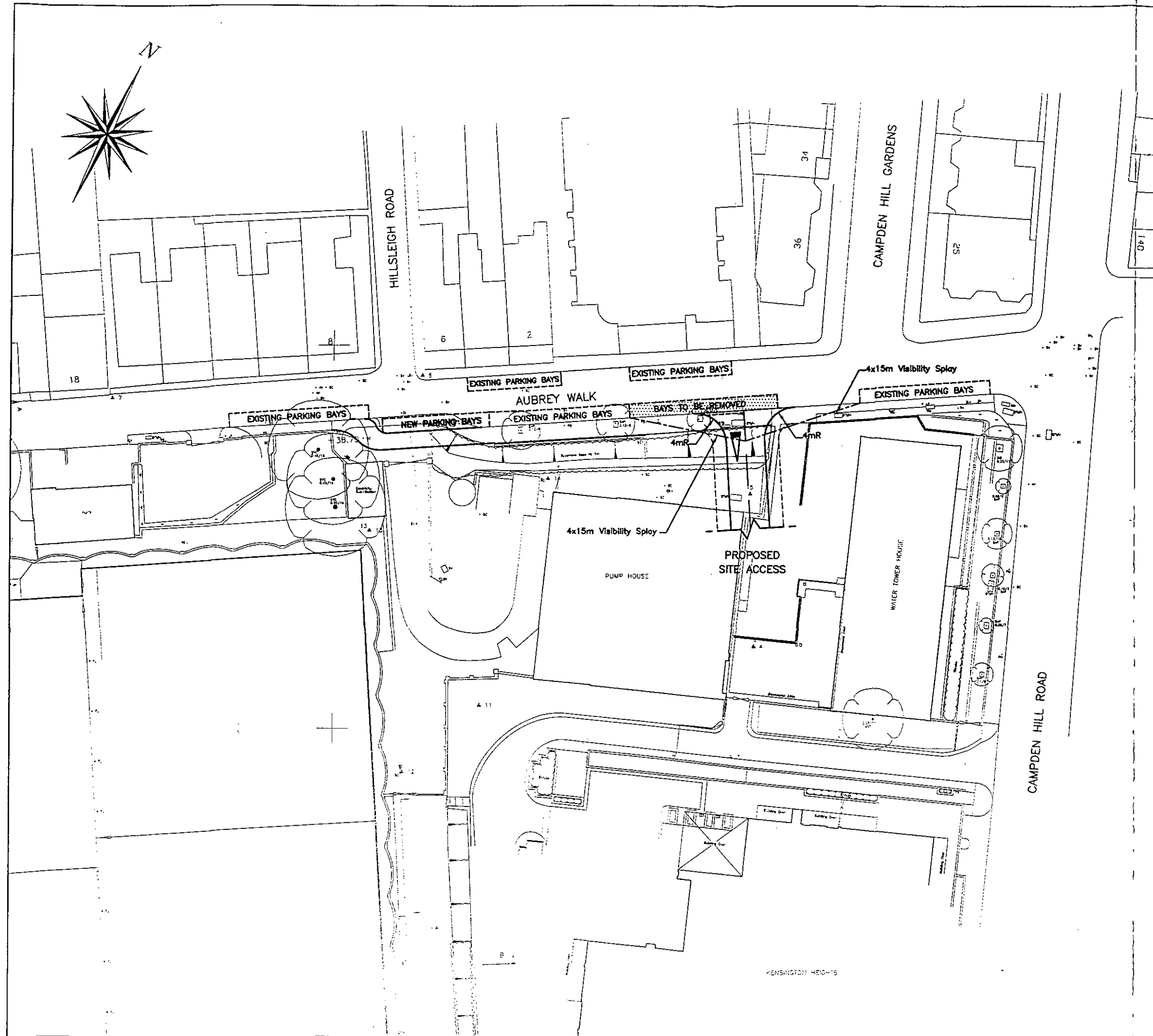
SCALE
N.T.S.

REF
FIGURE 7

DRWG NO
10145/15

REV
A

PP990733



A	New parking bays and footway added	March 99	DJG
REV	DESCRIPTION	DATE	NAME
AMENDMENTS			

tpk

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 Transportation & Infrastructure Consultants
 3 London Road, Newbury RG14 1JL
 Tel: 01635 31440 - Fax: 01635 37268
 Email: inmail@tpk.co.uk

PROJECT
 Campden Hill Reservoir

DRAWING TITLE
 PROPOSED SITE ACCESS

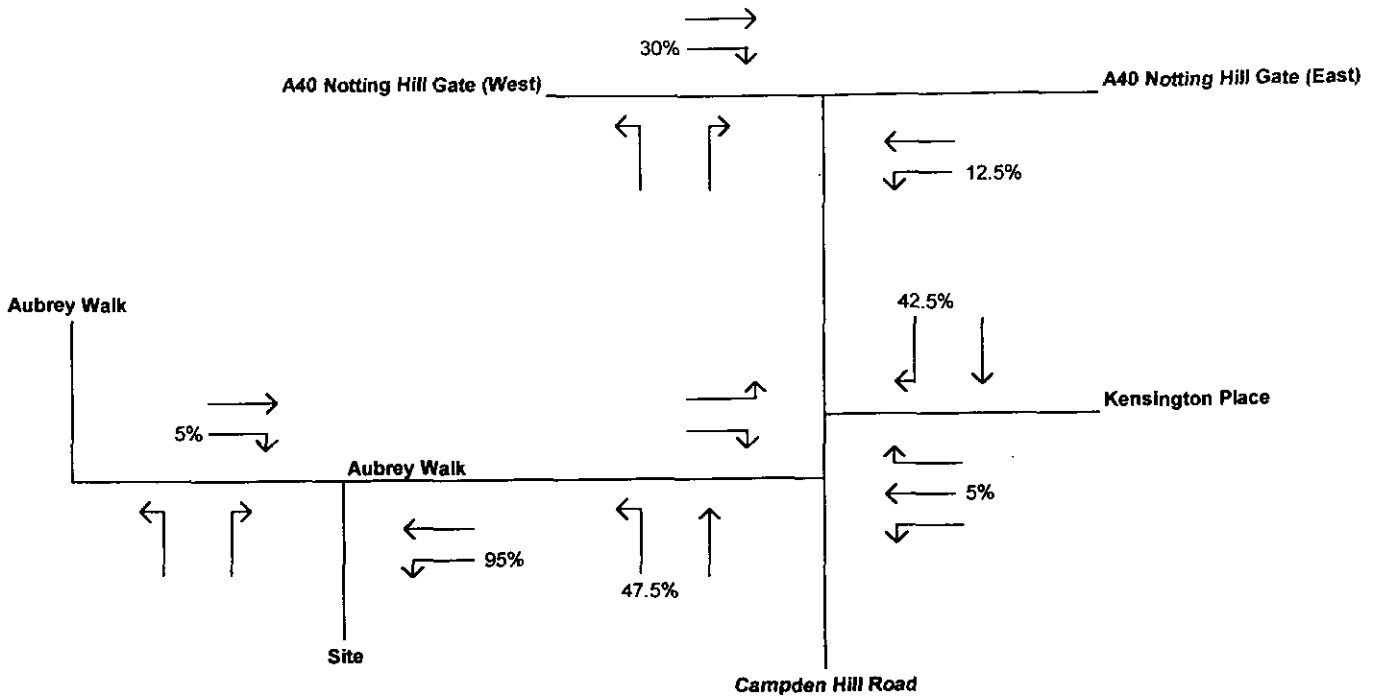
CLIENT
 St. James Homes Ltd.

SCALE 1:500 DATE OCT 98

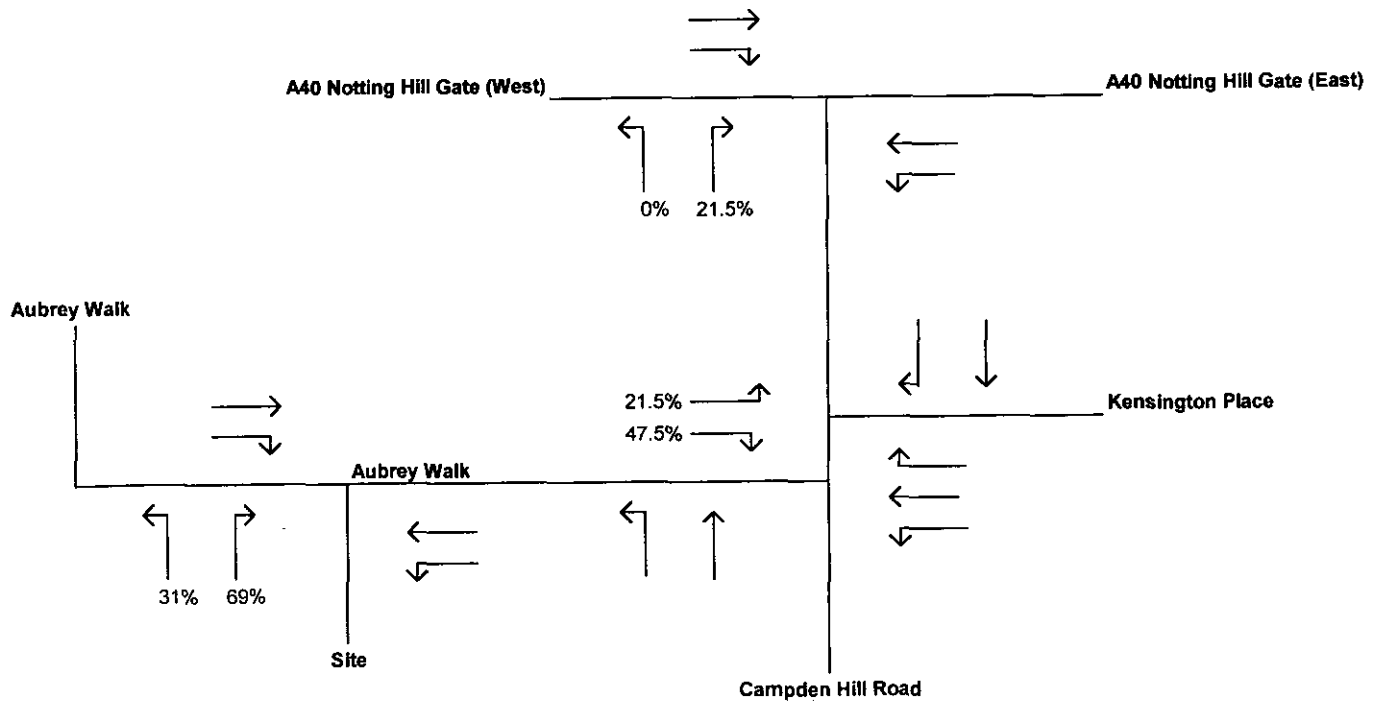
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DRWG NUMBER 10145/19 REVISION
 FIGURE 8 A

INS



OUTS



TITLE Campden Hill Reservoir

DISTRIBUTION OF GENERATED TRAFFIC

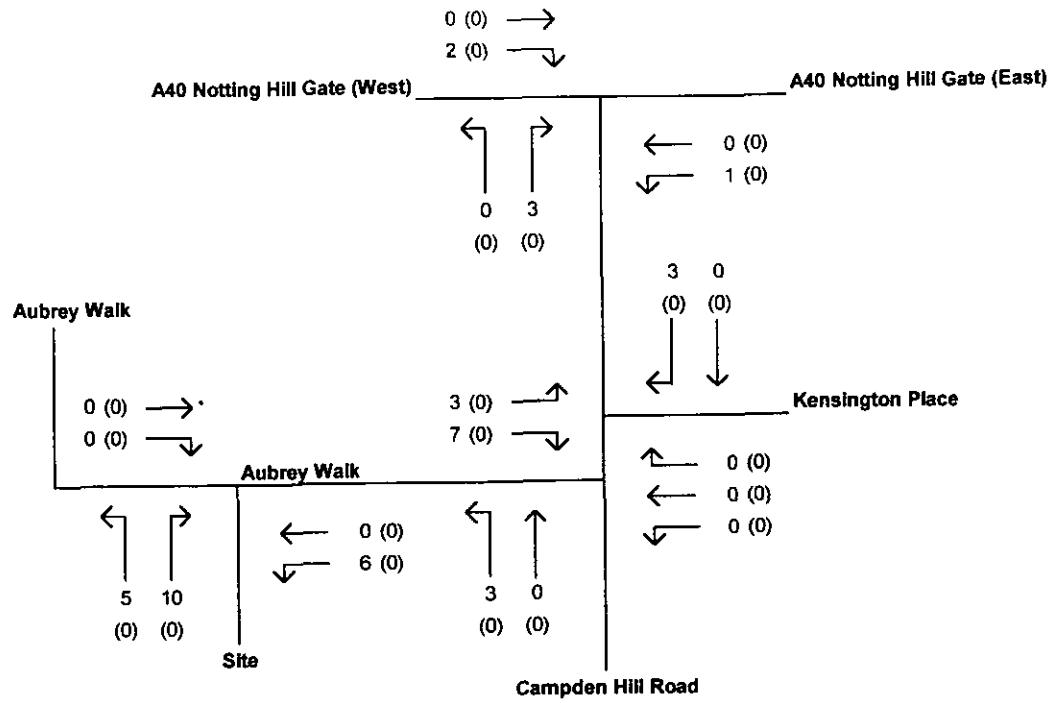


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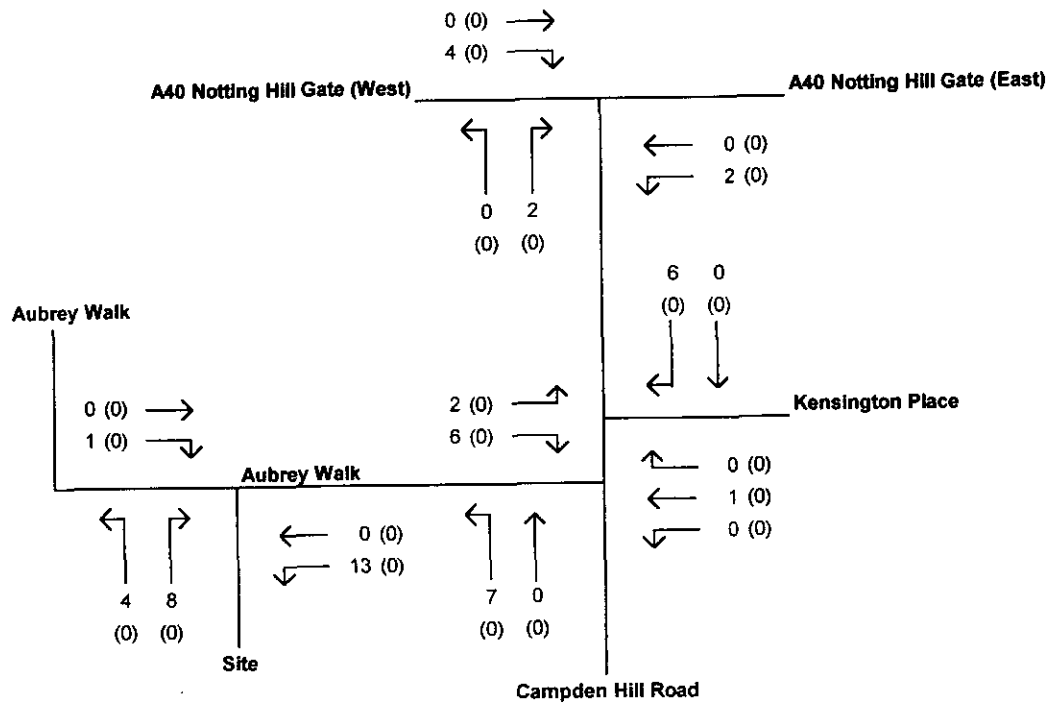
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1/1

AM PEAK (0830 - 0930)




PM PEAK (1730 - 1830)

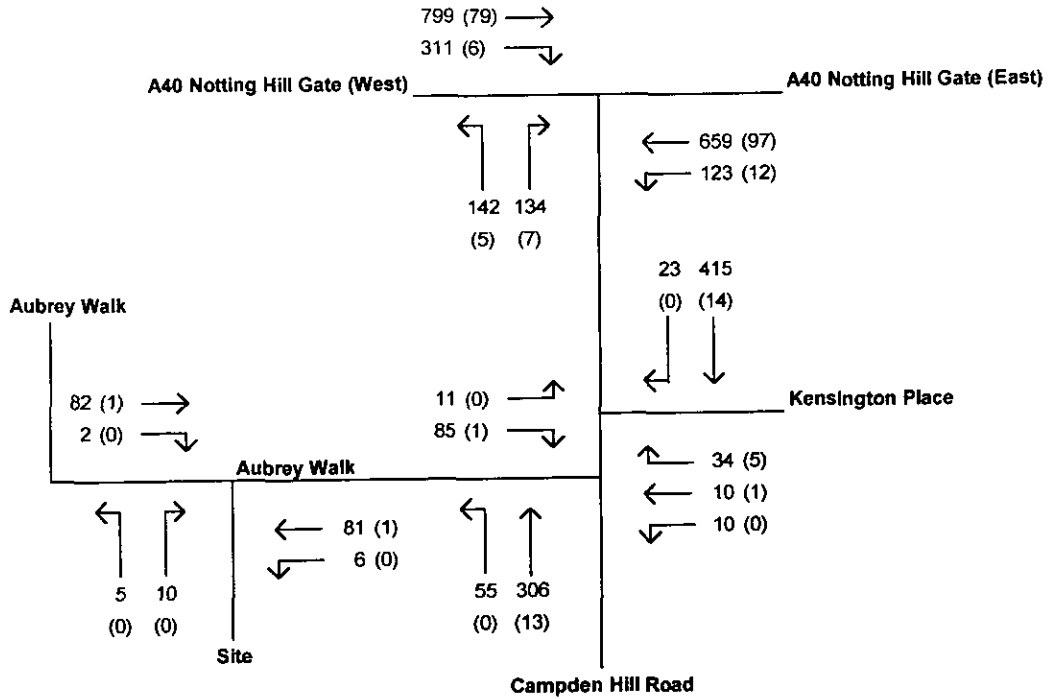


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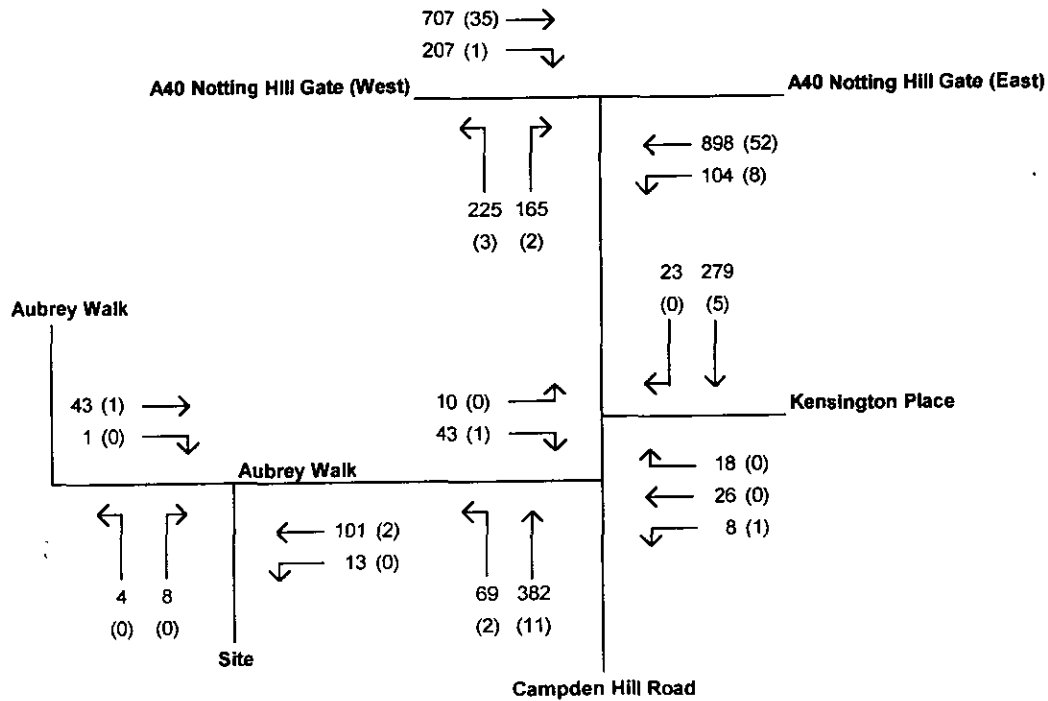
- 7 All Vehicles
- (0) HGVs

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PROPOSED SITE TRAFFIC FLOWS							
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AM PEAK (0830 - 0930)



PM PEAK (1730 - 1830)



Key

- 69 All Vehicles
- (2) HGVs

TITLE **Campden Hill Reservoir**

**EXISTING PLUS PROPOSED
SITE TRAFFIC FLOWS**



Tucker Parry Knowles Partnership

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TABLES

Table 1: Bus Services to Notting Hill Gate

ROUTE NO.	FROM	TO	FREQUENCY OF SERVICE	
			0800-0900	1700-1800
94	Acton	Piccadilly Circus	5 mins	10 mins
	Piccadilly Circus	Acton	8-9 mins	10 mins
70	Acton	Sth Kensington	8-9 mins	8-9 mins
	Sth Kensington	Acton	10 mins	10 mins
27	Camden Town	Turnham Green	10 mins	10 mins
	Turnham Green	Camden Town	10 mins	10 mins
31	Camden Town	Chelsea World's End	10-12 mins	10-12 mins
	Chelsea World's End	Camden Town	10-12 mins	10-12 mins
28	Wandsworth	Golders Green	10-12 mins	10-12 mins
	Golders Green	Wandsworth	10-12 mins	10-12 mins
12	Notting Hill Gate	Dulwich Plough	7-12 mins	7-12 mins
	Dulwich Plough	Notting Hill Gate	7-12 mins	7-12 mins

Table 2: Trip Generation Rates

USE	AM PEAK			PM PEAK		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Industrial/depot (trips per 100m ²)	0.97	0.30	1.27	0.21	0.74	0.95
Office (trips per 100m ²)	1.56	0.06	1.62	0.06	1.47	1.53
Tennis Courts (trips per court)	0.24	0.12	0.36	1.76	2.06	3.82
Flats (trips per flat)	0.09	0.26	0.35	0.22	0.16	0.38
Houses (trip per house)	0.12	0.22	0.34	0.27	0.23	0.50

Arm	AM Peak						PM Peak					
	Existing		Existing & Permitted		Existing & Proposed		Existing		Existing & Permitted		Existing & Proposed	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
Notting Hill Gate (East)	0.828	8	0.836	8	0.833	8	0.882	10	0.890	10	0.888	10
Camden Hill Road	0.835	7	0.841	8	0.838	8	0.884	10	0.890	10	0.888	10
Notting Hill Gate (West) S R	0.389	4	0.389	4	0.390	4	0.371	4	0.374	4	0.371	4
	0.826	8	0.833	8	0.830	8	0.847	7	0.865	7	0.860	7

Table 3: Operational Assessments of Notting Hill Gate / Camden Hill Road Signalised Junction

Arm	AM Peak						PM Peak					
	Existing		Existing & Permitted		Existing & Proposed		Existing		Existing & Permitted		Existing & Proposed	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
Camden Hill Road (North)	0.168	0	0.171	0	0.169	0	0.122	0	0.122	0	0.123	0
Kensington Place	0.076	0	0.096	0	0.083	0	0.102	0	0.107	0	0.116	0
Camden Hill Road (South)	0.259	0	0.273	0	0.287	0	0.134	0	0.167	0	0.157	0
Aubrey Walk	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0

Table 4: Operational Assessments of Camden Hill Road / Aubrey Walk / Kensington Place Staggered Priority Junction

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Table 5: Operational Assessments of Site Access Priority Junction

Arm	Existing & Proposed			
	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Aubrey Walk (East of Junction)	-	-	-	-
Proposed Site Access	0.032	0	0.024	0
Aubrey Walk (West of Junction)	0.003	0	0.002	0

APPENDICES

APPENDIX A
Extracts from TRICS Data

Appendix 1 - Trip Rates

Private Housing

Site	Day	AM Peak			PM Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
GL-03-A-05	Thu	0.06	0.24	0.30	0.22	0.26	0.48
GL-03-A-02	Tue	0.08	0.22	0.30	0.30	0.24	0.54
GL-03-A-02	Tue	0.24	0.32	0.56	0.27	0.08	0.35
GL-03-A-02	Tue	0.08	0.11	0.19	0.30	0.32	0.62
	Mean	0.12	0.22	0.34	0.27	0.23	0.50

Offices

Site	Day	AM Peak			PM Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
GL-02-A-10	Tue	3.88	0.32	4.20	0.75	2.80	3.55
GL-02-A-15	Thu	1.46	0.00	1.46	0.06	2.58	2.64
GL-02-A-11	Thu	1.41	0.00	1.41	0.00	0.70	0.70
GL-02-A-12	Thu	0.83	0.00	0.83	0.00	0.59	0.59
GL-02-A-13	Thu	0.23	0.00	0.23	0.00	0.70	0.70
	Mean	1.56	0.06	1.63	0.16	1.47	1.64

Tennis Clubs

Site	Day	AM Peak			PM Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
GL-07-G-01	Wed	0.33	0.13	0.46	1.11	1.44	2.55
LC-07-G-01	Tue	0.13	0.11	0.24	2.50	2.75	5.25
	Mean	0.23	0.12	0.35	1.81	2.10	3.90

Industrial Depots

Site	Day	AM Peak			PM Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
HC-02-D-02	Tue	1.39	0.30	1.69	0.31	1.33	1.64
GL-02-D-02	Thu	1.13	0.44	1.57	0.28	0.64	0.92
WS-02-D-03	Tue, Wed, Thu	0.91	0.11	1.02	0.12	0.71	0.83
GL-02-D-01	Tue, Wed, Thu	0.43	0.29	0.72	0.11	0.27	0.38
	Mean	0.97	0.29	1.25	0.21	0.74	0.94

Flats

Site	Day	AM Peak			PM Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
GL-03-D-01	Tue	0.16	0.35	0.51	0.27	0.24	0.51
GL-03-D-02	Wed	0.07	0.15	0.22	0.11	0.15	0.26
GL-03-C-01	Tue	0.04	0.28	0.32	0.27	0.09	0.36
		0.09	0.26	0.35	0.22	0.16	0.38

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3 London Road, Newbury, Berkshire RG14 1JL
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52 Princess Street, Manchester M1 6JX
Tel: 0161 237 9858 - Fax: 0161 237 3315 - Email: inmail@tpkman.co.uk - DX 709033 Manchester 7

Goodbard House, Infirmary Street, Leeds LS1 2JS
Tel: 0113 234 9858 - Fax: 0113 234 9859 - Email: inmail@tpkleeds.co.uk - DX 12014 Leeds

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Too pricey and too late?

The developer faced years of protest from Kensington locals over Aubrey Square. Now it's finished, but is there still a market, asks **Graham Norwood**

One of London's most controversial and expensive housing developments goes on the market this month after four years of disputes.

Aubrey Square is a collection of 19 town houses and 49 apartments from the developer St James Homes, priced at up to £11.5m each. But locals, led by the writers Harold Pinter and Lady

Antonia Fraser, and banker Sir Evelyn de Rothschild, have objected since 1998 when the developer submitted its first application to Kensington and Chelsea council.

More than 400 objections were lodged from people claiming the estate was too large, while the council argued the plans did not include enough affordable homes for local people. The developer

only got the green light after an appeal to the Department for Environment.

The focus of the row then shifted to the Campden Hill Lawn Tennis Club, founded in 1884, whose members include Vanessa-Mae, the violinist, and the novelist Sebastian Faulks. Its premises lay on the site of the development. The club management — the landlord is Thames Water, a financial backer of St James — supported the scheme, but there was a backlash from its members and neighbours.

"People said we betrayed them, but our lease meant we had little choice. So we've backed it four-square in order to survive, even though we were St James's only friends in Kensington," admits Chris Foster, the club chairman.

The club shut in October 2000 and was due to reopen a year ago after being rebuilt by St James. But continuing delays mean the first balls will not be served until later this month or even early April, according to Foster.

If it is any consolation to the locals, the result is one of London's most exclusive new estates. The Aubrey Square houses are striking and large, ranging from 5,700sq ft to 8,000sq ft, over four storeys, with five to seven bedrooms.

Each has a swimming pool and at least two garaged parking spaces, with further mews accommodation for staff or guests behind the small back gardens. The interiors feature traditional designs using pear and cherry wood, bronze, granite, marble, limestone and sandstone. But the apartments are less exciting. Mostly located in a modern block, the units are from 650sq ft to 1,200sq ft.

Prices of flats have yet to be fixed, but "an average two-bedroom flat will be about £1m, which doesn't seem to frighten people", according to the sales manager David Smith. Basic service charges at £3.80 per sq ft will set some residents back an extra £5,000 a year.

All the properties will have 24-hour CCTV surveillance, and private security guards and, for an extra fee, owners can use a concierge service. For the tennis club members, there will be six new courts at



Off her game: Vanessa-Mae's tennis club was shut to develop Aubrey Square, where a house costs £11.5m

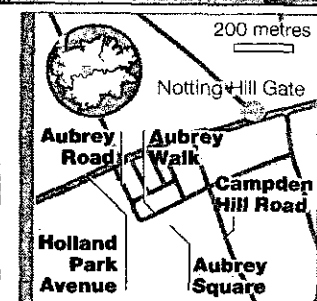
ground level; six underground, and a new clubroom.

The building delays have cost St James dearly. The Land Registry says prices in Kensington have fallen by 12.5% in the past year, and Hometrack figures suggest a further 0.2% drop in February alone. The development may raise about £20m less than it would have if building finished on time in early 2002 — if there are buyers at all.

"We think the quality is so

strong this will be a good investment in the longer term. People will pay for quality," says Tim Farrow, St James's managing director.

London Residential Research, which monitors new developments, says the houses will sell because those who can afford £10m-plus are unaffected by short-term stock-market losses, but the flats are typical of those sticking in London because of City job losses and share-price



volatility. Estate agent Knight Frank is marketing the properties in Britain, with DTZ Residential handling them in the Middle East and Sotheby's in America. **Aubrey Square, 020 7229 0808**

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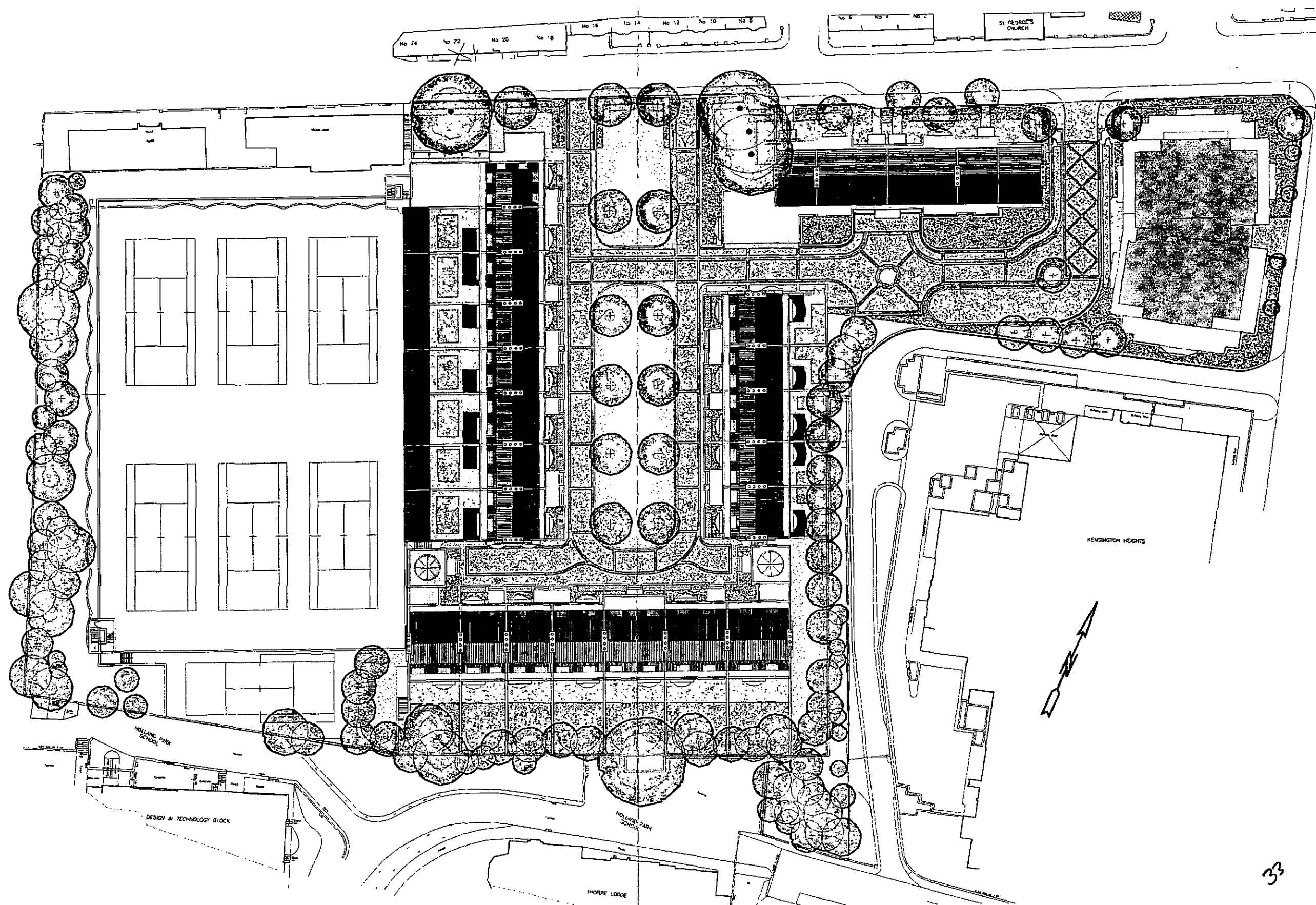
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**The Redevelopment of Water Tower House
and the Redundant Reservoirs**
Coloured illustrative drawings
Appendix PC12

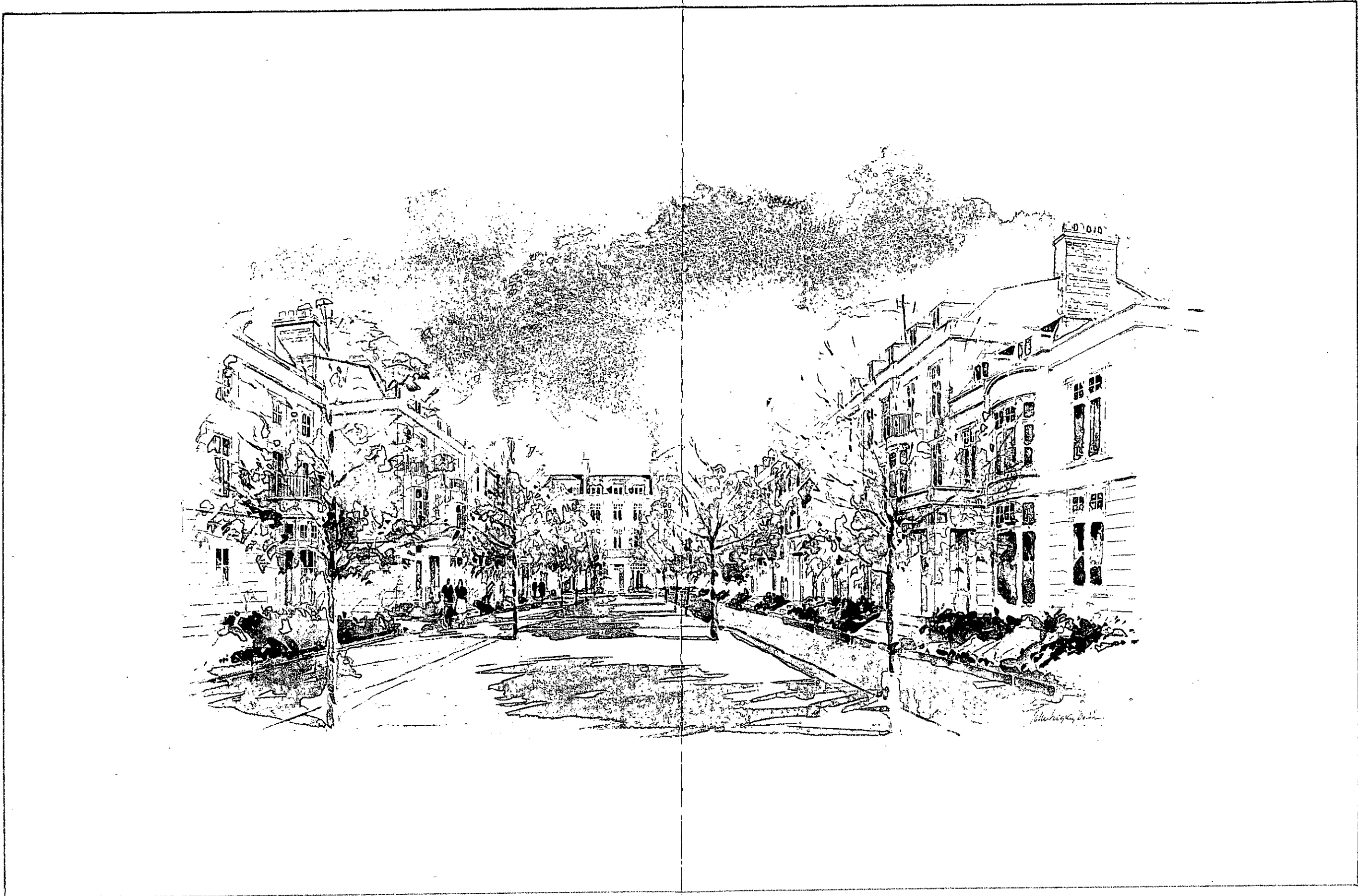
Aubrey Walk – Campden Hill Road

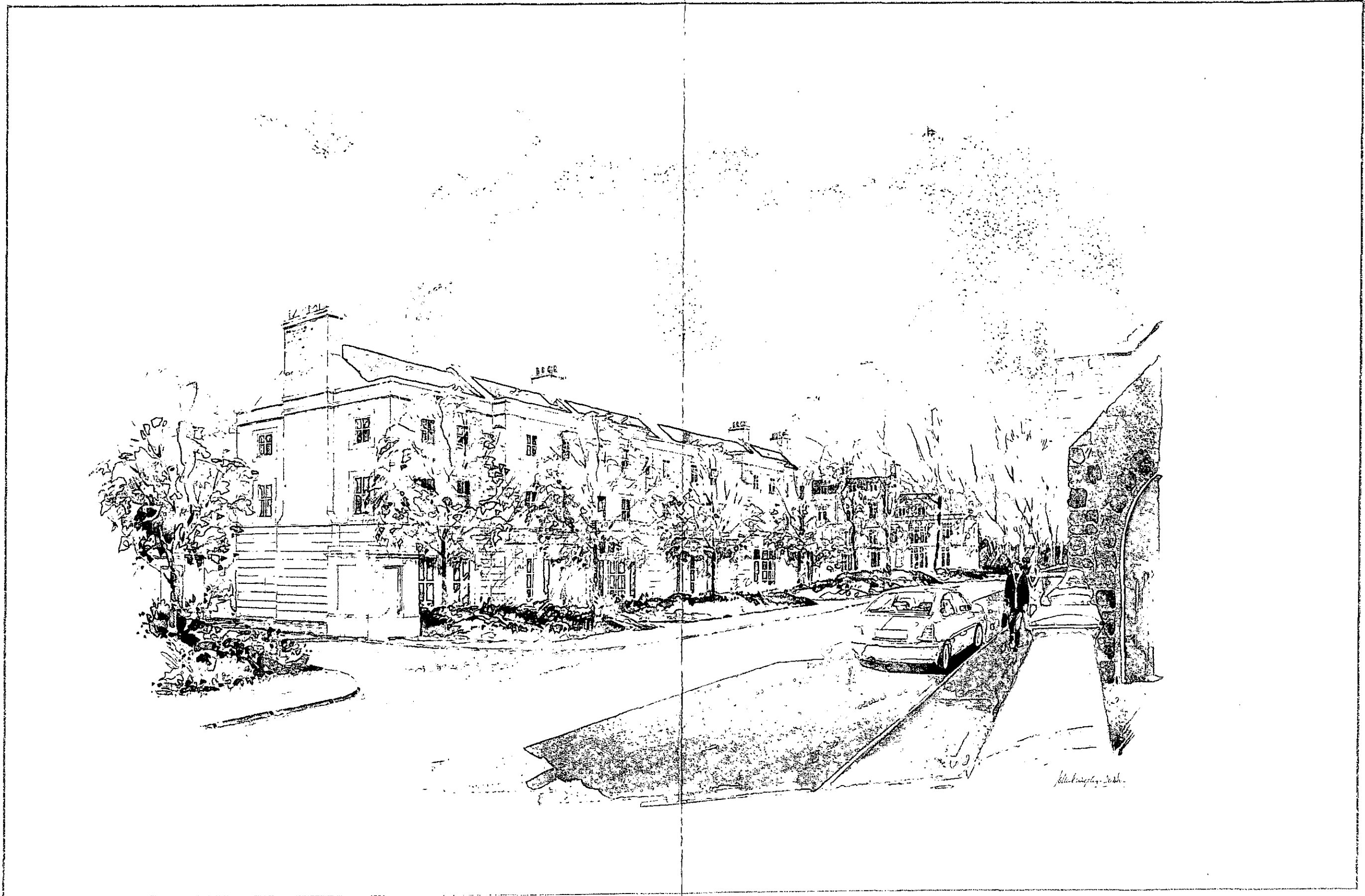
Table of Contents

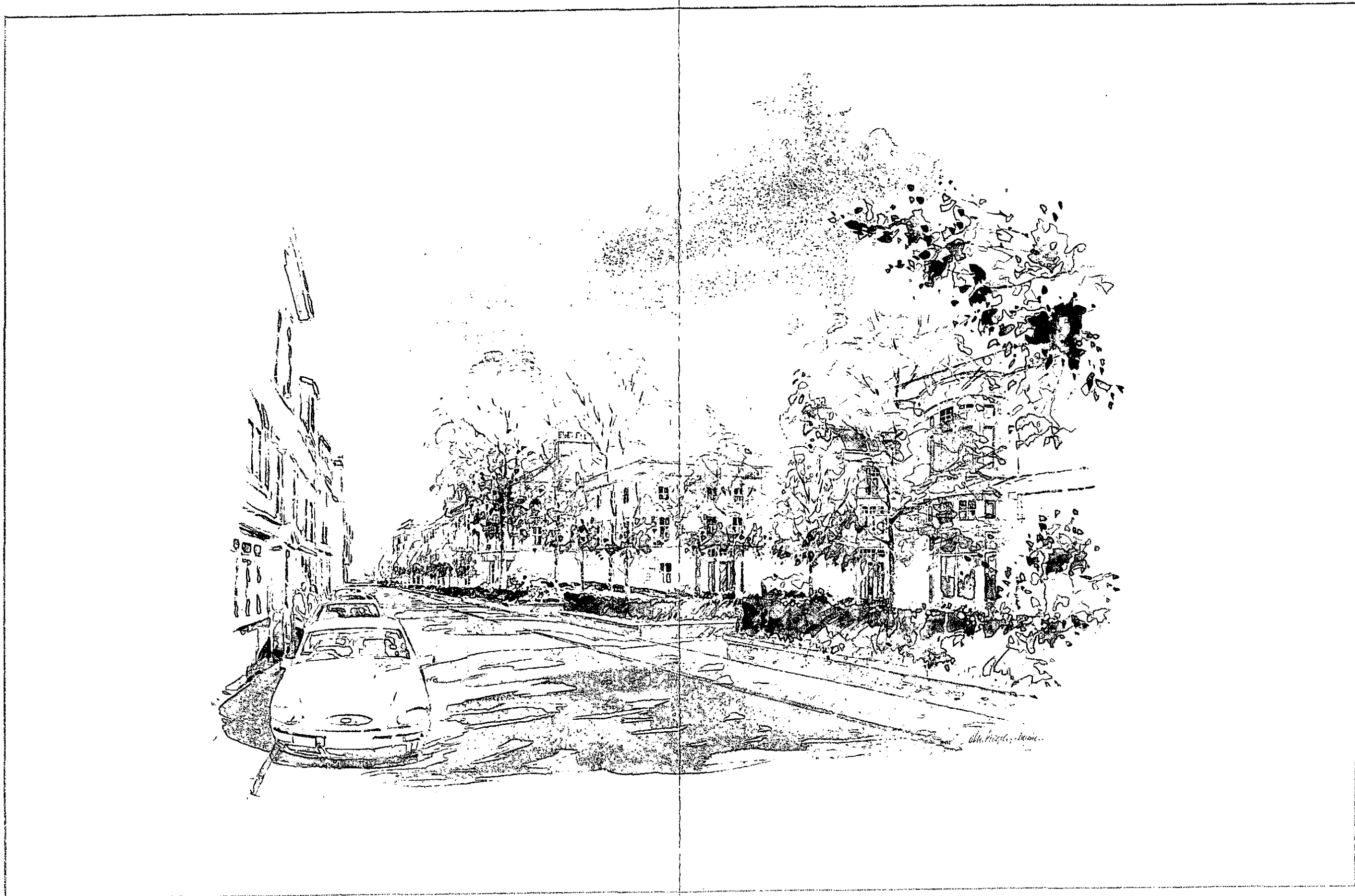
1. Site Plan
2. View looking into New Square
3. View looking along Aubrey Walk from the Church
4. View looking along Aubrey Walk towards Campden Hill Road
5. View looking up Campden Hill Road towards Aubrey Walk turning
6. View looking along Aubrey Walk and Campden Hill Road
7. View from Airlie Gardens towards The School
8. Campden Hill Road Elevation
9. Aubrey Walk Elevation
10. Elevation of South, East and West Terraces from Aubrey Walk
11. Detail Elevation South Terrace
12. Elevation of East Terrace and Aubrey Walk Flats
13. Section through Aubrey Walk and New Square
14. Campden Hill Flats (Campden Hill Road Elevation)
15. Aubrey Walk Flats (Aubrey Walk Elevation)
16. End of West Terrace facing Aubrey Walk
17. Tennis Courts/Cutaway View
18. Lower Ground Level Courts Close Internal View
19. Lower Ground Level Courts Distant Internal View
20. 7650/P100/B
Basement Car Park/Courts: Amended to show five more
car parking spaces for affordable housing

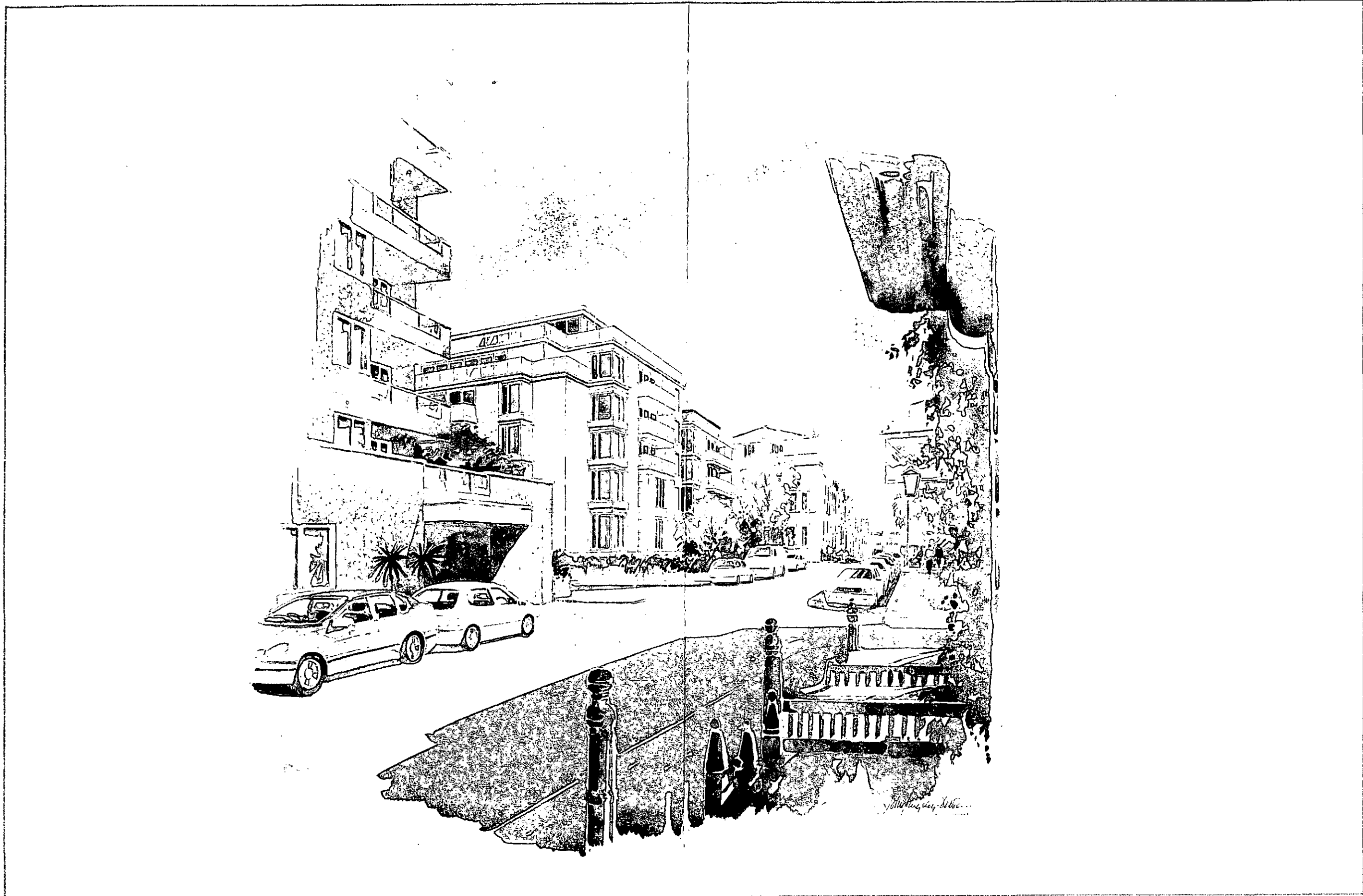


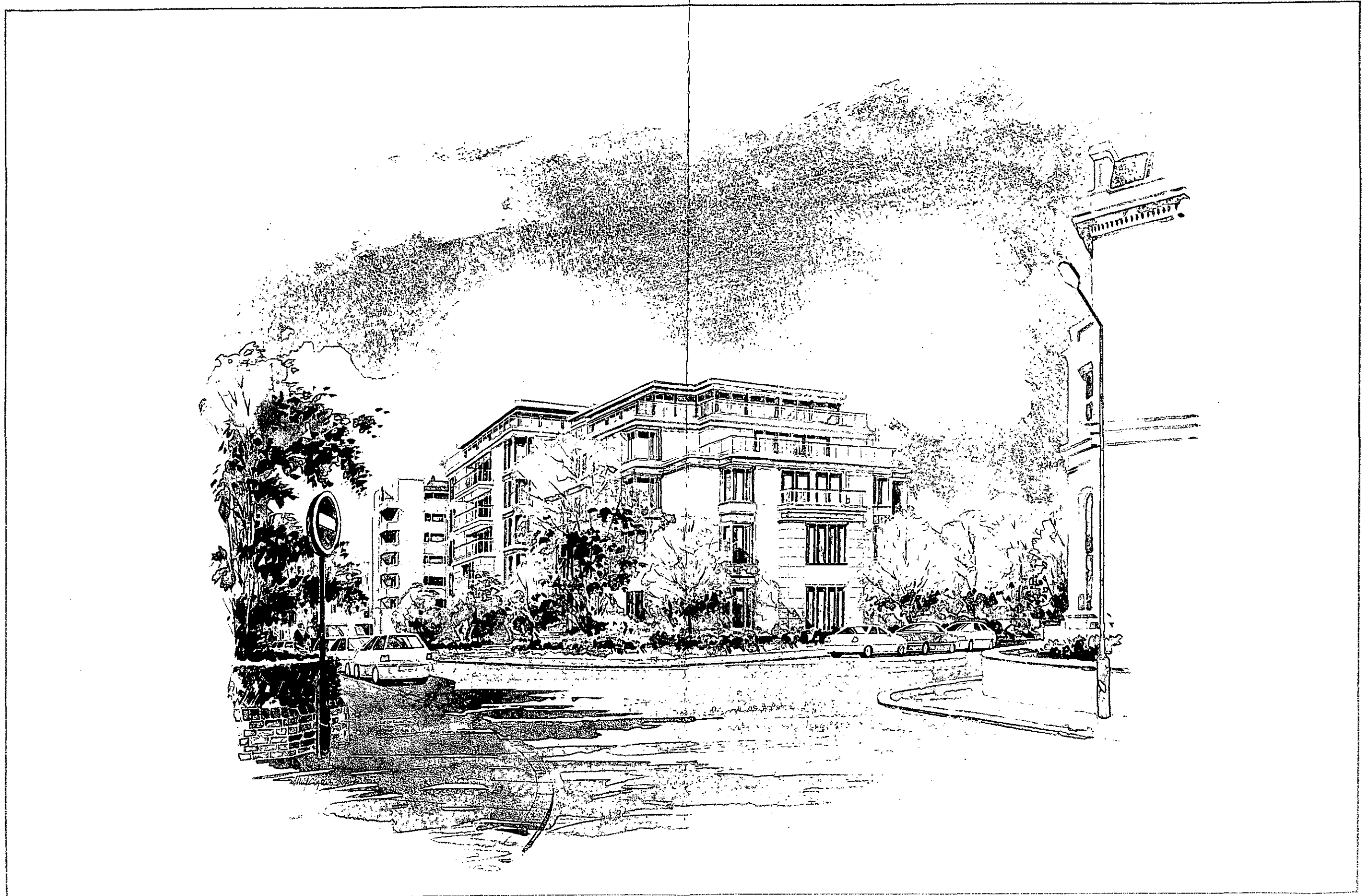
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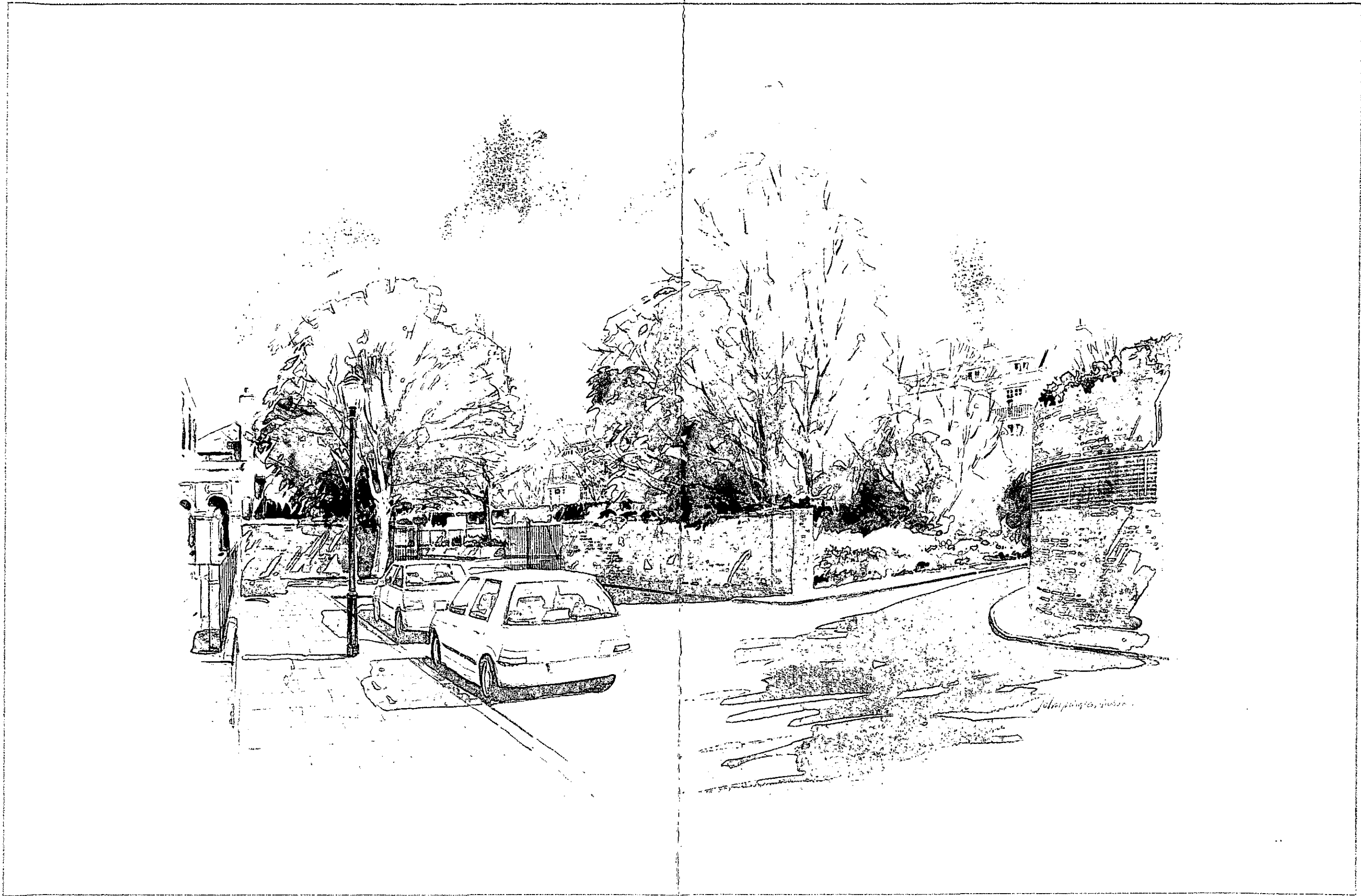


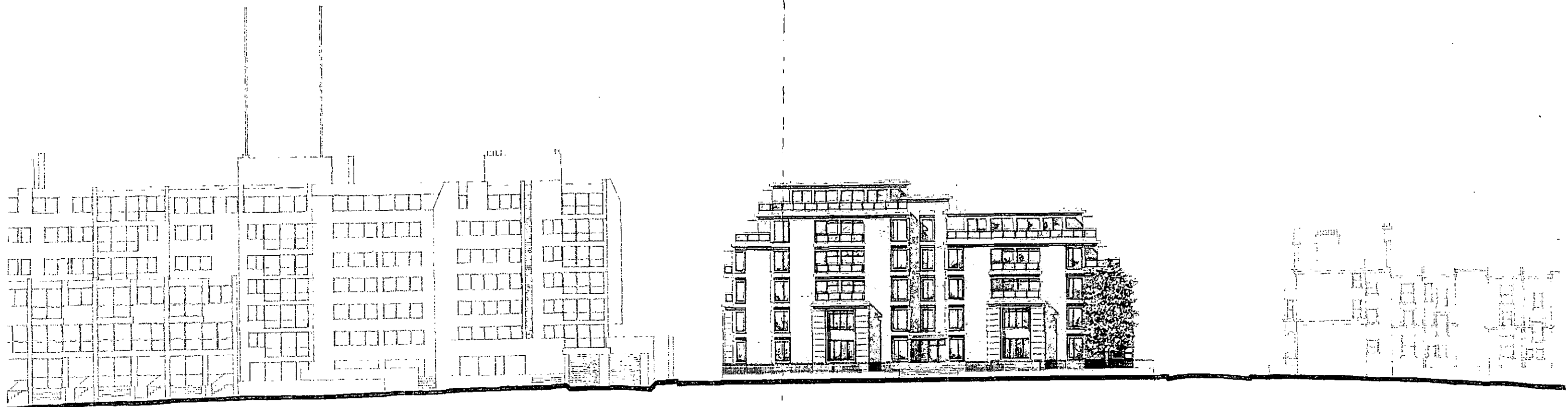


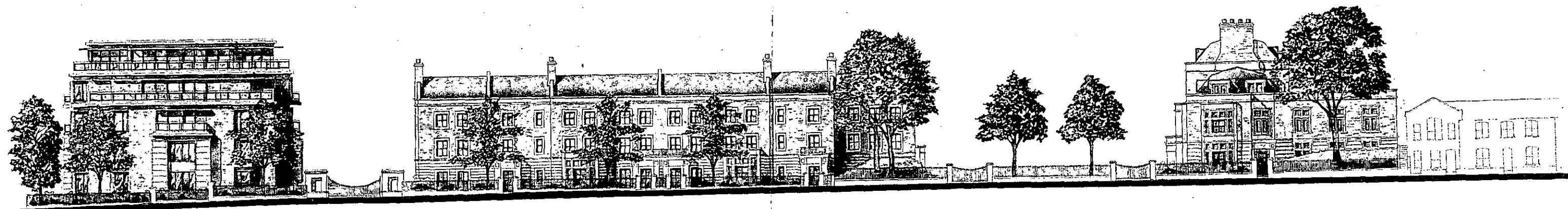


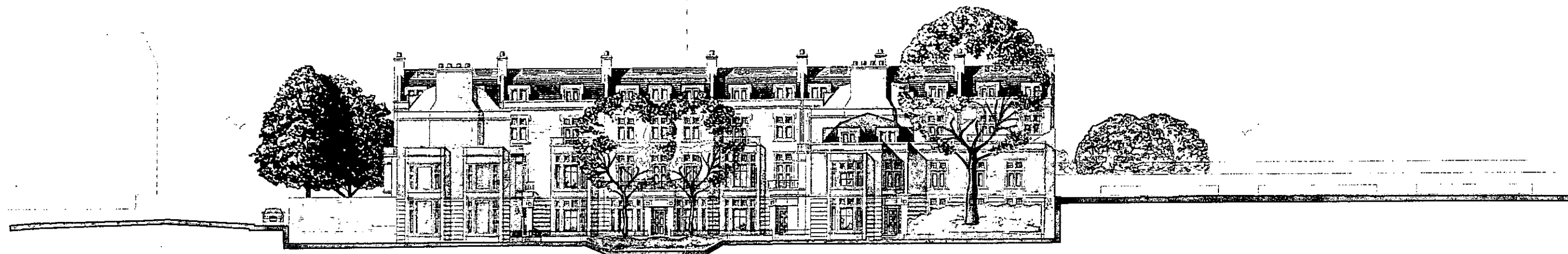


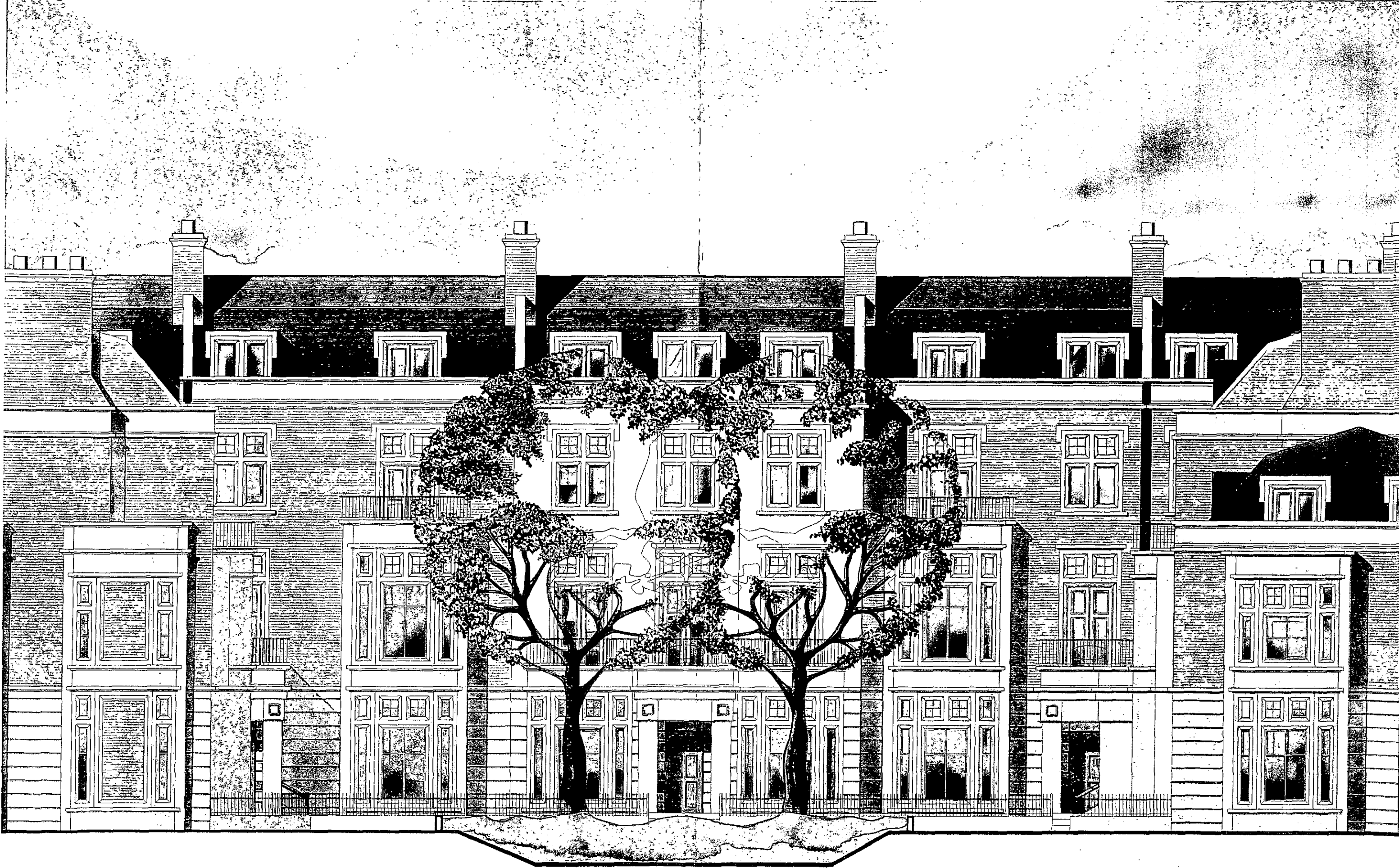


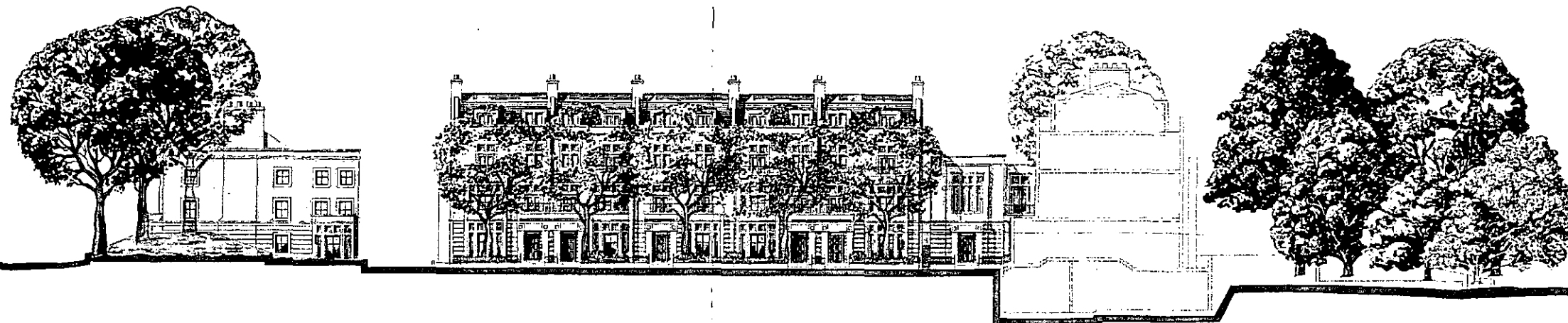


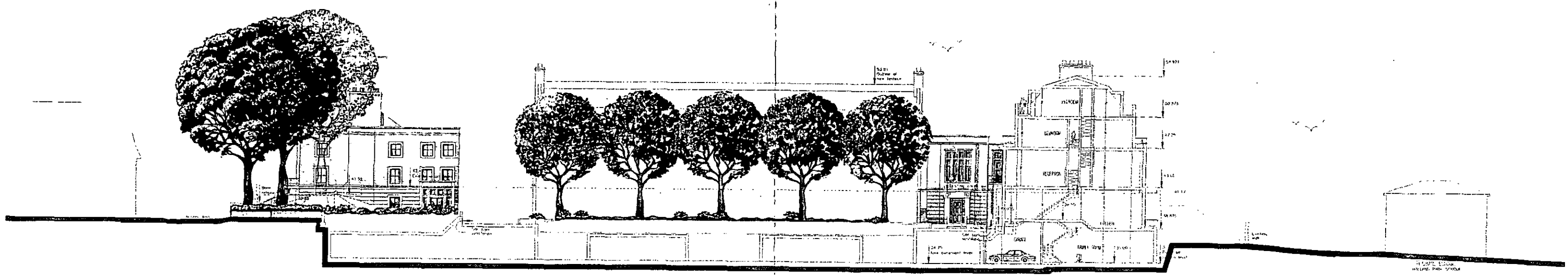


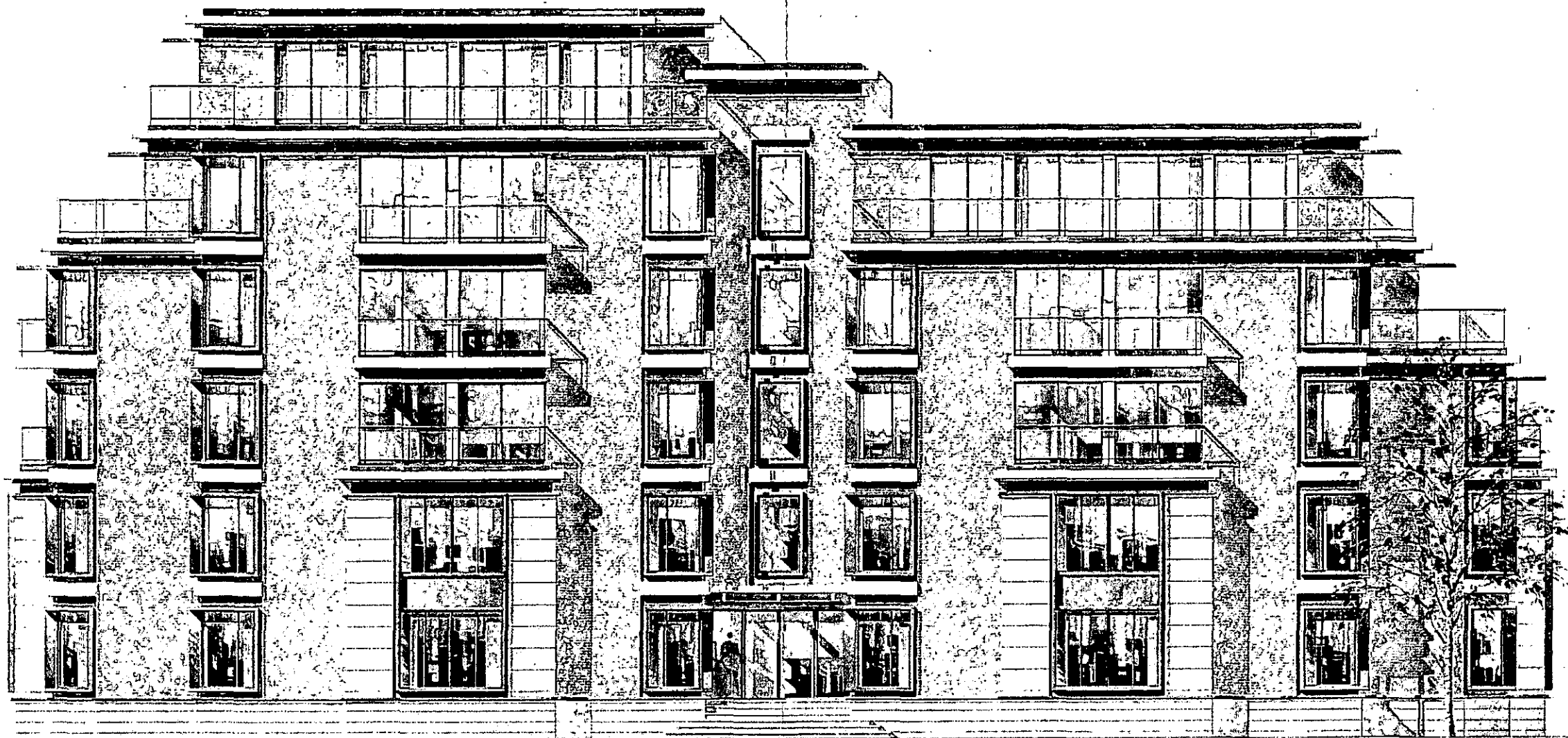






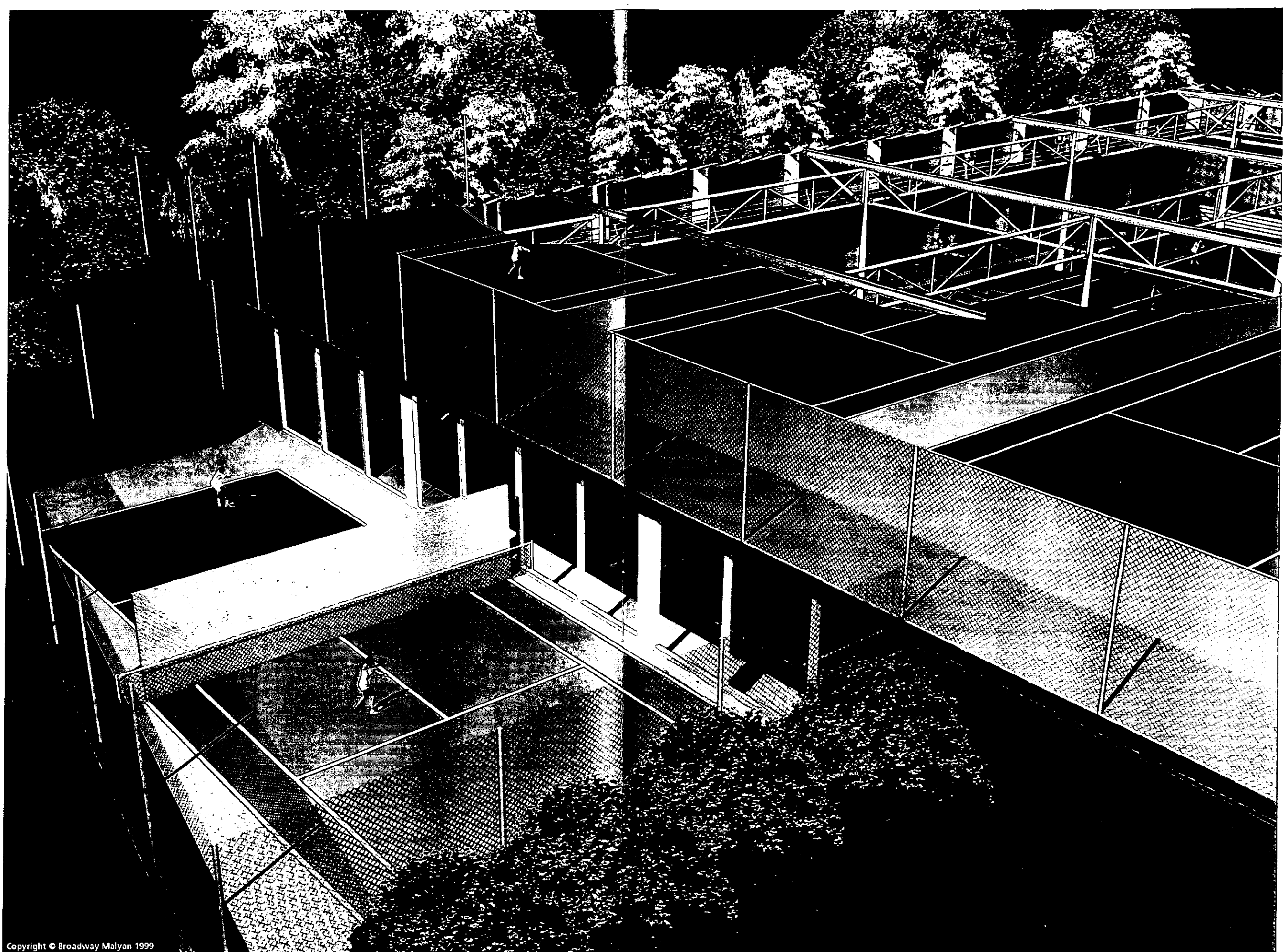




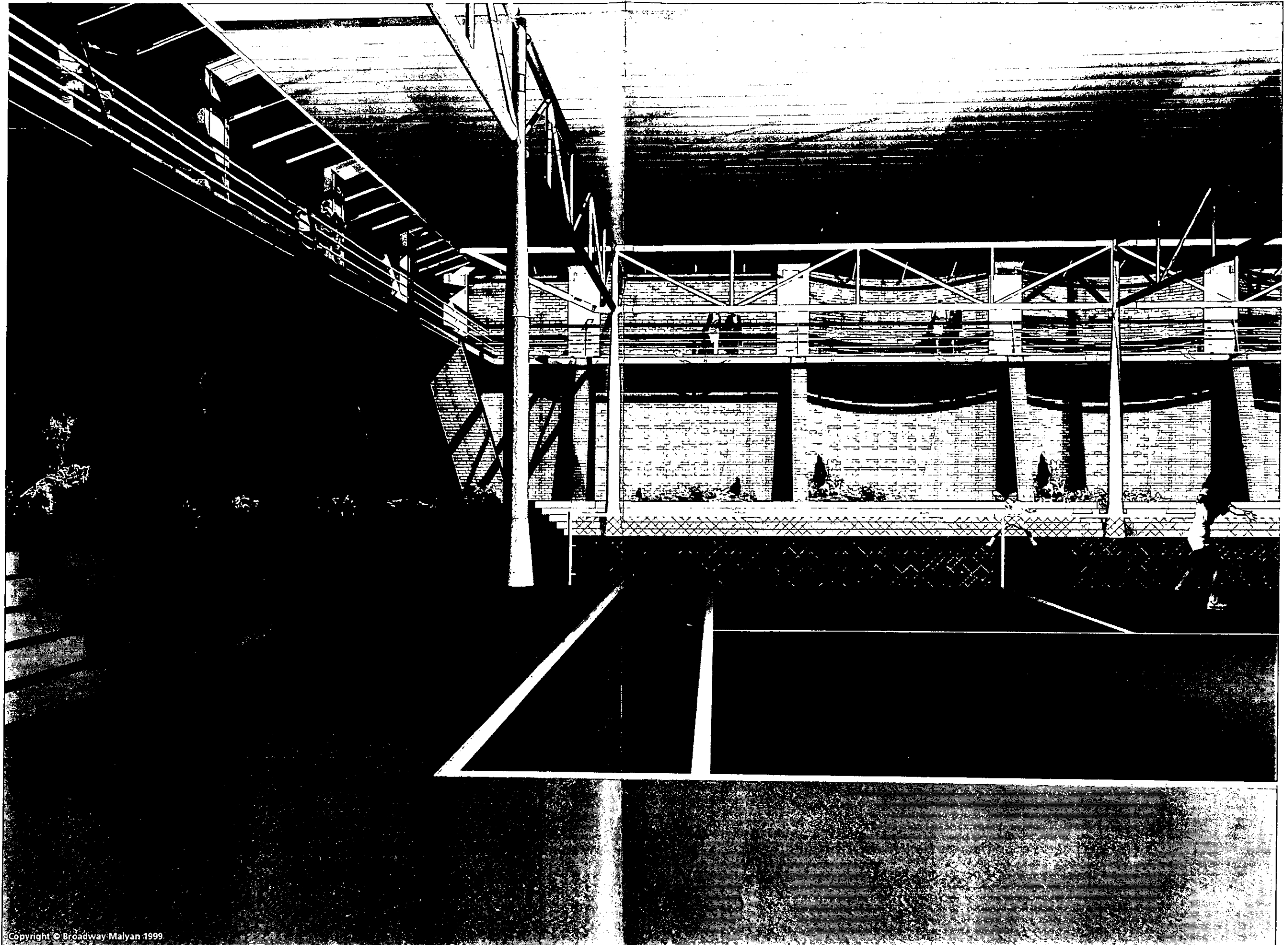




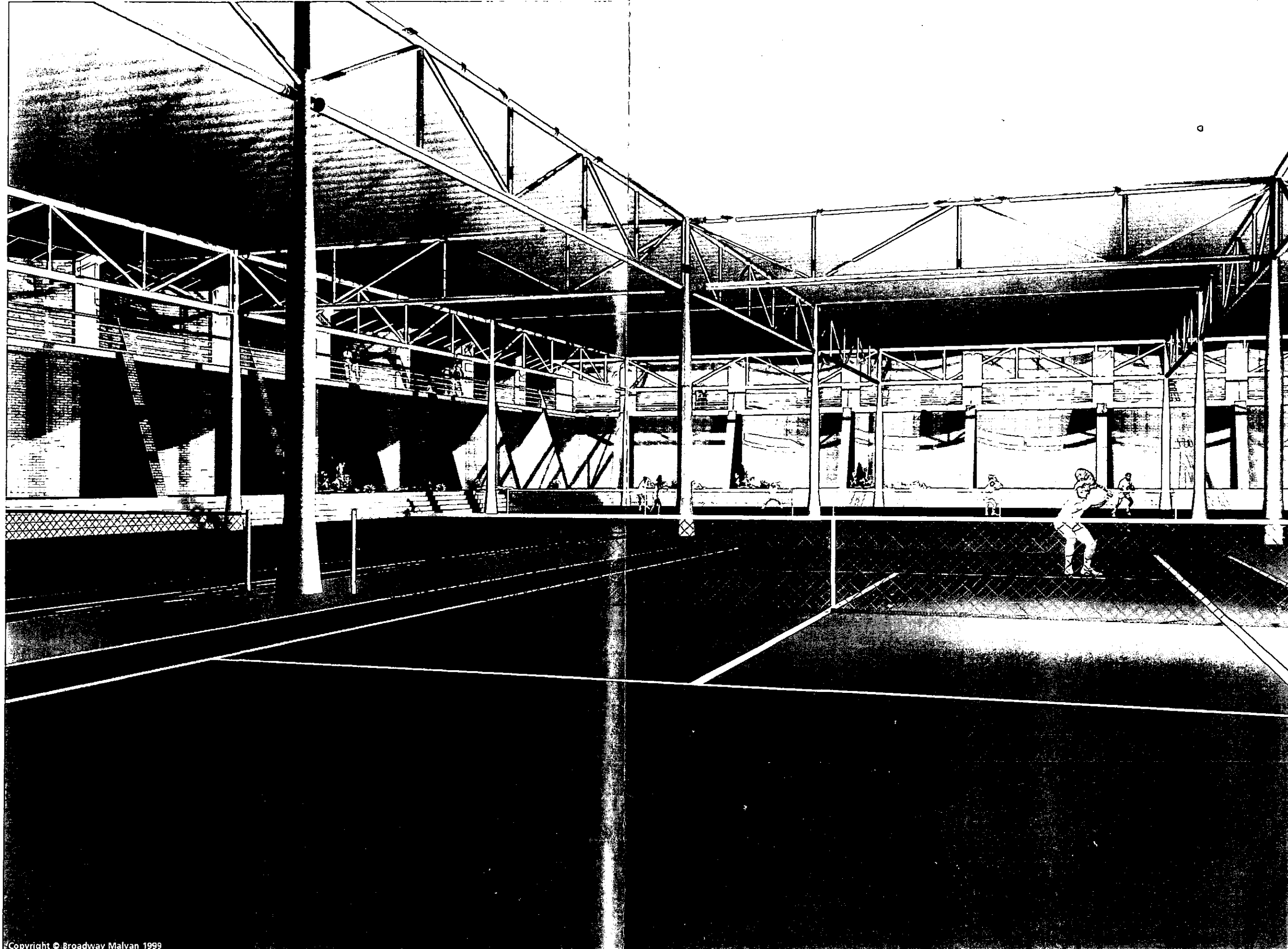




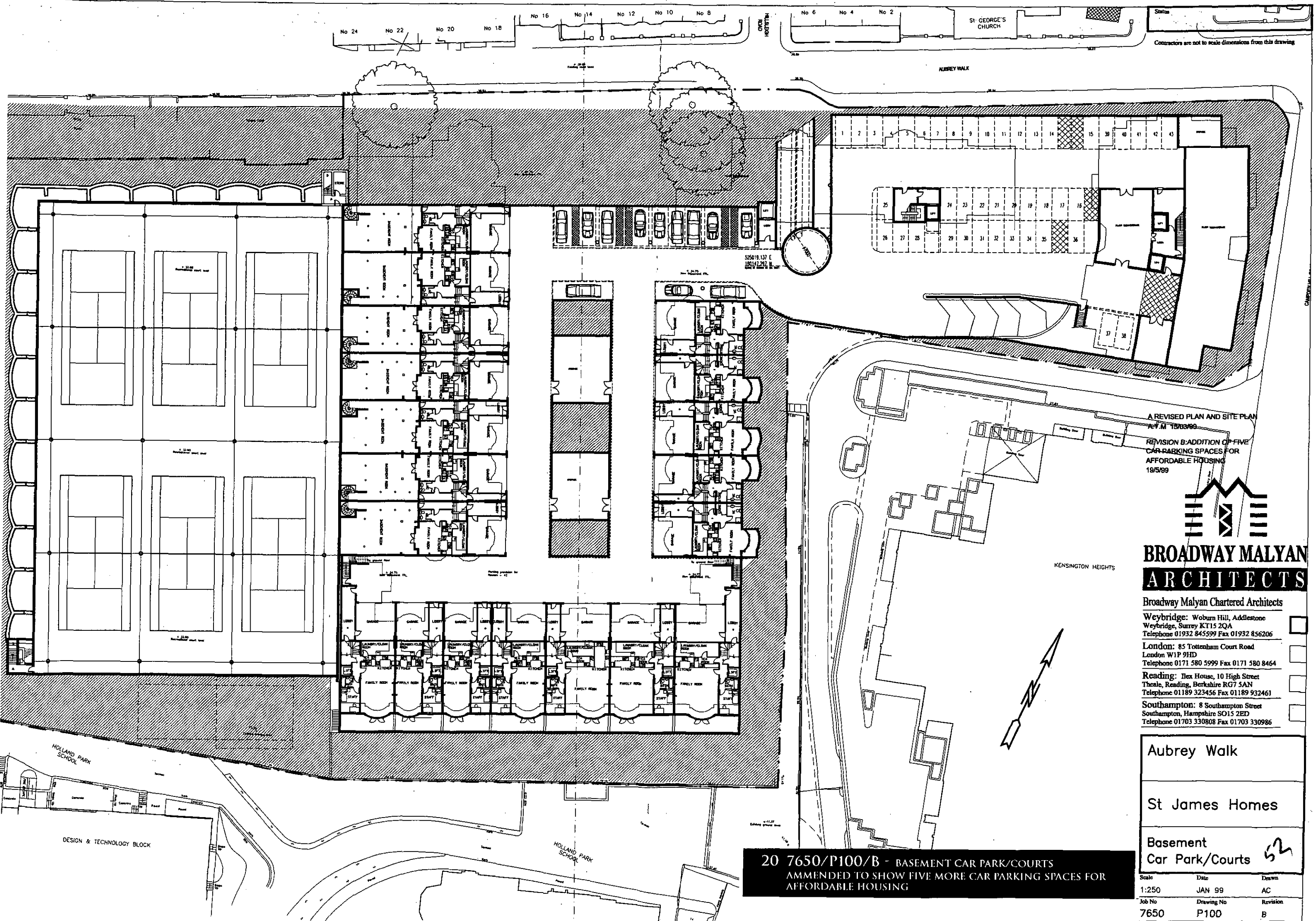
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No 24 No 22 No 20 No 18 No 16 No 14 No 12 No 10 No 8 No 6 No 4 No 2

ST. GEORGE'S CHURCH

Contractors are not to scale dimensions from this drawing

AUBREY WALK

A REVISED PLAN AND SITE PLAN
REV. M 19/03/99

REVISION B: ADDITION OF FIVE
CAR PARKING SPACES FOR
AFFORDABLE HOUSING
19/5/99



**BROADWAY MALYAN
ARCHITECTS**

Broadway Malyan Chartered Architects

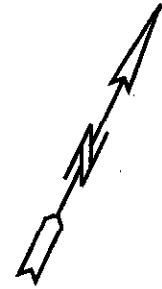
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KENSINGTON HEIGHTS



HOLLAND PARK SCHOOL

DESIGN & TECHNOLOGY BLOCK

HOLLAND PARK SCHOOL

**20 7650/P100/B - BASEMENT CAR PARK/COURTS
AMMENDED TO SHOW FIVE MORE CAR PARKING SPACES FOR
AFFORDABLE HOUSING**

Aubrey Walk		
St James Homes		
Basement Car Park/Courts		

Scale	Date	Drawn
1:250	JAN 99	AC
Job No	Drawing No	Revision
7650	P100	B