

① PC
vrb
20/7
② SW

224 Great Portland Street
London W1N 6AA
Telephone 020-7388 1266
Central Fax 020-7388 2034
Website www.rnib.org.uk
Minicom 0845-758 5691



RNIB
challenging blindness

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

Our ref: EST/H58/2A/PDH/cc

19th July 2001

Dear Sir,

**RE: 196/208 KENSAL ROAD - PLANNING APPLICATION
NUMBER DPS/DCSW/TP/96/01828/SW**

Further to our letter dated 10th December 1999, I am writing to withdraw our letter of objection.

In discussion with the applicant, undertakings have been given to mitigate the impact of the development and these are acceptable to the Royal National Institute for the Blind (the 'Institute').

I would however be grateful if you could notify me in writing as to whether or not the planning application has been granted following the Council's determination of the same.

Please acknowledge receipt of this letter by signing the enclosed duplicate copy and returning to me in the stamped self addressed envelope provided.

I look forward to hearing from you.

Yours faithfully

P D Hunt MRICS
Property Services Manager

Received 20 JUL 2001 R.B.K&C
20
Planning Allocation A01/100/12

Royal National Institute for the Blind

Chairman Colin Low CBE MA(Oxon)
Incorporated by Royal Charter

Director-General Professor Ian Bruce BSocSc CIMgt
Registered charity no 226227 VAT Registered no GB524 4558 45



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ROYAL BOROUGH OF KENSINGTON & CHELSEA

REPORT BY EXECUTIVE DIRECTOR, PLANNING & CONSERVATION

PLANNING SERVICES COMMITTEE 17/09/2001 APP NO.TP/96/01828/MAJM
AGENDA ITEM NO. 56

ADDRESS

196-222 Kensal Road, W.10

APPROVED BY
PLANNING SERVICES COMMITTEE

17 SEP 2001

CONSENT REF... **+ Add Conds (4?)
+ amend C.10.**

APPLICATION DATED 16/08/1996

APPLICATION COMPLETE 20/08/1996

APPLICATION REVISED
18/07/1997
25/06/1999
24/12/1999
25/01/2000 &
31/08/2000

APPLICANT/AGENT ADDRESS: CONSERVATION AREA No CAPS No

Jones Lang ARTICLE '4' No WARD Golborne
Wootton,
22 Hanover Square,
London W1A 2BN

**RECOMMENDATION
ADOPTED**

LISTED BUILDING No

HBMC DIRECTION N/A

CONSULTED 73 OBJECTIONS 10

SUPPORT 0 PETITION 0

Applicant Mr. S. B. Gray,

PROPOSAL:

Extension to Canalot Production Studios, involving alterations to existing building and redevelopment of site of 196-208 Kensal Road to provide B1, retail (A1) and restaurant (A3) use.

**RBK&C Drawing No(s): TP/96/1828/A, /1828/F, /1828K, /1828L and /1828M
Applicant's Drawing No(s): BG/CAN/PC/00/06/BF/F, BG/CAN/PC/00/00/GF/H,
BG/CANN/00/01/1F/D, BG/CAN/PC/00/02/2F/D, BG/CAN/PC/00/03/3F/A,
BG/CAN/PC/00/04/4F/H, BG/CAN/PC/00/05/RF/D, BG/CAN/PC/00/07 GF,
BG/CAN/PC/00/08, BG/CAN/PC/10/00C, BG/CAN/PC/10/01/RE/D,
BG/CAN/10/02/SE/A, BG/CAN/PC/20/00/SECS/C, BG/CAN/PC/20/01/SECS/D,
BG/CAN/PC/20/02/DETAIL SEC, BG/CAN/PC/20/03/EX SECS,
BG/CAN/PC/20/04/SEC and BG/CANN/01/01A**

RECOMMENDED DECISION:

- (1) Subject to a Planning Obligation under S.106 to secure the provision of a workplace nursery
- (2) Grant planning permission for extension to the existing building, erection of a basement and five storey building to provide Class B1 business units, Class A3 restaurant and Class A1 retail shops.
- (3) Grant Consent under S.184 of the Highways Act 1980 for the formation of a vehicle crossover on Kensal Road.

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. **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. (C068)**
Reason - The details are considered to be material to the acceptability of the proposals, and for safeguarding the amenity of the area. (R068)
3. **Full particulars of the following shall be submitted to and approved in writing by the Executive Director, Planning and Conservation 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;**
 - (b) **any proposed walls, fences, or railings;**
 - (c) **the provision of access for people with disabilities;**
 - (d) **the provision to be made for the storage and disposal of refuse;**
 - (e) **the means of reducing the transmission of noise from the premises on the canal frontage;**
 - (f) **the location and extent of the proposed workplace nursery;**
 - (g) **the design and external appearance of all fenestration and external doors, the car park entrance, the rear balconies and the roof top studio;**
 - (h) **the provision of visitor cycle parking at ground floor level.**
(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)
4. **Before the use hereby permitted commences, details of the means of ventilation to the premises shall be submitted to and approved in writing by the Local Planning Authority and the use shall take place only with the ventilation so approved in operation. (C055)**
Reason - To safeguard the amenity of neighbouring property. (R055)
5. **Any air conditioning or means of mechanical ventilation to be approved under condition 4 shall operate at no more than 2dB (A) above the lowest background level when measured one metre from the facade of the nearest residential property. The units shall be serviced regularly in accordance**

with manufacturer's instructions, or as necessary to ensure that the requirements of the condition are met. (C57a)

Reason - To safeguard the amenity of neighbouring property. (R055)

6. **The Class A1 retail units hereby permitted shall not at any time be used or occupied otherwise than as less than three separate units.**
Reason - Use of the premises as one retail unit is likely to give rise to congestion on street given the nature of the proposed off-street servicing facilities.
7. **All servicing of the development hereby approved, other than by motorcycle, shall be via either the existing loading bay on the Alderson Street frontage or the proposed new basement loading bay only.**
Reason - To ensure that the development does not lead to the obstruction of adjacent streets, to the detriment of the amenity of the area. (R034)
8. **The space shown on the plans hereby approved for the purpose of loading and unloading of vehicles in connection with the development shall be provided before the occupation of the premises pursuant to this permission, and shall be permanently retained and used for that purpose only. (C034)**
Reason - To ensure that the development does not lead to the obstruction of adjacent streets, to the detriment of the amenity of the area. (R034)
9. **The Class B1 workspaces shall be occupied only by businesses engaged in the film/T.V./video/media industry and for no other purpose including any other purpose within Class B1 of the Town and Country Planning (Use Classes) Order 1987.**
Reason - To ensure reasonable compliance with the policies of the Offices and Industry Chapter of the Unitary Development Plan and the Proposed Alterations thereto.
10. **At least 50% of the area of the Class B1 accommodation hereby approved shall be occupied as units of 100 square metres or less.**
Reason - In accordance with the policies of the Offices and Industry Chapter of the Unitary Development Plan and the Proposed Alterations thereto, in particular Policies E4, E12 and E13.
11. **The whole of the car parking accommodation shown on the drawings hereby approved shall be provided before the occupation of the development, and shall be permanently retained for the parking of vehicles in connection with the use of the building(s) and for no other purpose. (C029)**
Reason - To avoid adding to traffic congestion in the immediate area, to safeguard the amenity of the area, and to comply with the Council's Policies of traffic restraint. (R029)
12. **No customers shall be in the Class A3 restaurant premises between 23.00 hours and 08.00 hours the following day.**
Reason - To safeguard the amenity of neighbouring property. (R042)

13. **Between 18.30 hours and 23.00 hours the Class A3 bar/ restaurant area shall occupy only the area shown hatched on drawing No. BG/CAN/PC/00/00/GF/H, the area east of the moveable partition shall not be used for Class A3 purposes and the total number of Class A3 customers on the premises during the above hours shall not exceed ninety.**

*in the area
shown
hatched*

Reason - *To safeguard the amenity of neighbouring property. (R042)*

INFORMATIVES

1. 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 STRAT 13 and 14, H1, E1, E4, E12, E13, E17, E19, E21, S2, S3, S4, S13, CD25, CD26, CD28, CD34, CD36, CD37, TR27, TR39, TR41, TR45 and Proposed Alterations Policies CD30a, E23f and E23h. (I51)
2. I09
3. I10
4. I21
5. I30
6. I26
7. I23
8. I29
9. I32
10. I33
11. I39

1.0 THE SITE

- 1.1 The application site is located on the northern side of Kensal Road opposite Emslie Horniman Pleasance and the adjoining developments east of Bosworth Road and west of East Row. It is bounded to the west by Alderson Street, to the east by the RNIB hostel at 192 Kensal Road / Wedlake Street and backs onto the canal towpath.
- 1.2 No. 222 is a three storey building known as Canalot Production Studios, consisting of small units of business accommodation occupied mostly by media related businesses i.e. approximately 70 businesses employing 200 people. This substantial red brick Victorian building rises at back edge of pavement on the street frontages and has a narrow yard on the canal frontage.
- 1.3 No. 196-208 is a cleared site located to the east of Canalot and adjoining the RNIB hostel. The premises formerly consisted of three storey Victorian shops with residential above on the Kensal Road frontage, with car repair yard at the rear. The buildings were demolished in the early 1990s.
- 1.4 The application premises are within the Kensal Small Business Area and within the Kensal Employment Zone as Proposed in the Alterations to the Unitary Development Plan. They are not within a conservation area nor listed. The site adjoins the Borough boundary with the City of Westminster.

2.0 PROPOSAL

- 2.1 It is proposed to redevelop the vacant site at No. 196-208 by the erection of a basement and five storey building to create an extension to Canalot in the form of business, retail and restaurant uses and associated car parking and servicing facilities.
- 2.2 The footprint of the new building would be "U" shaped, rising sheer on front, rear and eastern side boundaries but open to the western side adjoining the Canalot building. There would be a large central atrium with a lake feature.
- 2.3 The building would be of striking modern design. The Kensal Road frontage would have an undulating glass panelled facade with steel tension cables. The main entrance would be ramped within a spiral structure. The glazing would continue along approximately one quarter of the flank elevation adjoining the RNIB hostel, then be of blank smooth finished render. The canal frontage would consist of large windows and rendered panels. A metal roof is proposed.
- 2.4 It is also proposed to erect a studio extension on top of the adjoining part of the Canalot building, accessed from the new development. The addition would be inset from front and rear facades by 5m and 3.5m respectively.
- 2.5 The new building would provide the following accommodation.

Basement: 21 car parking spaces (3 disabled),

1 service bay, 20 bicycle racks;
kitchen and store room ancillary to
proposed ground floor restaurant.
Ground Floor: Bar/ restaurant (adjoining canal);
8 x retail units (adjoining Kensal Road);
workplace nursery.
First floor 22 x Class B1 business units
Second floor 23 x Class B1 business units
Third floor 23 x Class B1 business units
Fourth floor 23 x Class B1 business units

- 2.6 The application originally proposed the mooring of two barges for restaurant use adjoining the site. These have been omitted from the scheme.
- 2.7 The restaurant (300 sq.m.) would operate during the normal working day. After 18.30 the floor area would be reduced to 105 sq.m., with a maximum of 80 seats and 90 customers in total on the premises.
- 2.8 The size and nature of accommodation for the workplace nursery are as yet undetailed. The applicant is willing to negotiate and secure provision through a Planning Obligation under Section 106.
- 2.9 The proposed retail units are intended to be small and related to activities taking place within the rest of the development.
- 2.10 The proposed business units are small, ranging in size from 20-60 sq.m. approximately.
- 2.11 Site servicing would be via a service bay in the proposed car park (for light vans) and through the existing Canalot building using the Alderson Street service bay.
- 2.12 The applicants states that the central atrium would be used for public exhibitions and art displays, much involving local schools, colleges and community groups.

3.0 RELEVANT PLANNING HISTORY

- 3.1 On 20th February 1995 outline planning permission was granted for the redevelopment of No. 196-208 to provide 3965 sq.m. gross floorspace comprising up to 3096sq.m. gross of live/work-space units, up to 869 sq.m. gross of business units, restaurant and 34 car parking spaces.
- 3.2 Amongst matters reserved for future approval were design and external appearance of the building. However, the approved drawings indicated a basement and five storey development consisting of blocks facing the street and the canal, separated by a central atrium. The Kensal Road block was inset by approximately 5 metres from the eastern boundary adjoining the RNIB hostel.
- 3.3 A Condition was also imposed stating:-

"The proposed building shall not exceed in height the existing Canalot building on the south elevation and the adjacent RNIB building ... on the north elevation."

- 3.4 Details of this permission were not submitted and it has now lapsed.
- 3.5 In 1986 permission was granted for the change of use of No. 222 from industry to light industrial workshops, studios, offices, theatre workshop and ancillary uses. Conditions were restrictive as to the nature of the uses, requiring certain areas of light industrial, design/ photographic studio uses.
- 3.6 In 1991 permission was granted for continued use as above, but with an amended condition relating to the use. It stated:

"The workspace shall be occupied only by businesses engaged in the film/TV/video/media industry."

A further condition required occupation as a minimum of 50 separate lettings.

4.0 PLANNING CONSIDERATIONS

- 4.1 The main issues in this case are considered to be:
- 4.1.1 the absence of residential use;
- 4.1.2 the effects upon the character and function of the Kensal Small Business Area/ Employment Zone;
- 4.1.3 the proposed restaurant;
- 4.1.4 the effect upon parking and traffic congestion;
- 4.1.5 the effect upon the appearance of the site and upon the character and appearance of the surrounding area;
- 4.1.6 the effect upon neighbours' amenity in terms of noise, sense of enclosure and light.
- 4.2 Relevant Policies are contained in the Unitary Development Plan Chapters 5, 6, 4 and 7. They include:

STRAT 13 and STRAT 14 (increase and retention of housing stock)

H1 (resists loss of housing)

E1 (resists large scale business development, subject to criteria)

E4 (encourages benefits e.g. workplace nurseries, in conjunction with large scale business developments)

E12 (encourages range of business unit sizes)

E13 (encourages premises for start up/ expansion of small business, especially light industrial)

E17 (seeks provision of light industrial premises as part of

- appropriate business development in North Kensington)
- E19 (welcomes small light industrial premises)
- E21 (encourages small business developments in Kensal S.B.A.)
- S2 (normally to permit new shop floorspace)
- S3 (seeks replacement of shop floorspace in redevelopments)
- S4 (seeks shop units in appropriate development schemes)
- S13 (resists restaurants etc. outside Principal Shopping Centres where criteria apply)
- CD25 (standards of design)
- CD26 (infill redevelopment)
- CD28 (light)
- CD34 (noise)
- CD36 (access for the disabled)
- CD37 (planning standards)
- TR27 (cycle parking)
- TR39 (resists development which would result in significant increase in congestion or decrease in safety on roads or public transport)
- TR41 (limit non-residential off-street parking to essential needs only)
- TR45 (service space)

4.3 The Unitary Development Plan Proposed Alterations contain the following policies of relevance to this application:-

- CD30a (resists development where it would result in harmful increase in sense of enclosure to nearby residential property)
- E23f (encourages the provision of small, flexible business units in the Employment Zones)
- E23h (requires the provision of business uses in development of sites in the Employment Zones).

4.4 The absence of residential content in the new development at No. 196-208 may be seen as conflicting with Unitary Development Plan Policies STRAT 13, STRAT 14 and H1, given that residential units previously existed on the site. However, insistence upon reprovision is considered inappropriate because:

- (a) it is understood that no residential use has existed on the site for many years (since c. 1981), and
- (b) the Proposed Alterations to the Unitary Development Plan Offices and Industry Chapter mean that residential development is not sought in Employment Zones. Redevelopment proposals are to be assessed with regard to their contribution to the character and function of the Employment Zones (Unitary Development Plan PA p.127 para 6.4.16 u)

4.5 Policy E1 resists large scale business development (300+ sq.m.) unless either it is for replacement of existing business floorspace which has not given rise to environmental or traffic problems, or all of the following criteria apply:-

- (a) no significant adverse effect upon surrounding area's character and amenity,
 - (b) it is in an area where business uses are already concentrated,
 - (c) the site is unsuitable for, or includes, housing,
 - (d) good public transport accessibility.
- 4.6 The proposed development constitutes over 3000 sq.m. for the business content alone and would therefore be termed "large scale". It would not replace existing business floorspace but would be appropriate in principle with reference to criterion (b) because of the location in the Small Business Area / Employment Zone.
- 4.7 Housing development is not sought (criterion (c)) as explained above.
- 4.8 Issues of impact upon local character and amenity (criterion (a)) are addressed later in this report.
- 4.9 Regarding criterion (d), the Borough Public Transport Accessibility Map identifies Kensal Road as in an area with second to worst accessibility (on a scale of 1 to 5). There is evidence to suggest that light industrial firms would employ proportionally more local people than office-type firms, which in turn could lessen the adverse transport impact of this very large business development. The development does not incorporate any accommodation designed in accordance with the Unitary Development Plan's Guide to the Design of Light Industrial Buildings (U.D.P. Ch. 13 Section 4.1) so would not be sufficiently flexible to accommodate a range of business including light industry, as encouraged by Policy E23f. The provision of light industry is also sought and welcomed by Policies E17 and E19.
- 4.10 However, the applicant is willing to accept a Condition restricting the use of the business units to media related activities, as at Canalot, and has made the point that such uses do not need the floor to ceiling heights, floor loadings etc. required for light industry. Such a Condition would preclude general office use, and ensure that the premises complement the area's existing business character.
- 4.11 A further Condition concerning the proportion of small units in the development would also be appropriate with reference to Policies E12 and E13. Together with provision of a workplace nursery, this would be seen as a benefit to be secured in association with large scale business development under Policy E4 (b) and (d).
- 4.12 Subject to appropriate Conditions and/or Planning Obligation, it is considered that there would be no objection to the type of business use proposed.
- 4.13 The provision of shops is consistent with policies S2, S3 and S4 and would complement the Small Business Area/ Employment Zone. However, because of potential servicing difficulties associated with large retail units, any permission should be subject to a Condition concerning retention as small

units.

- 4.14 Restaurant use is not sought in this location because of the displacement of potential business premises and the potential traffic, parking and amenity problems identified by criteria (a) and (b) of Policy S13. A daytime operation may be seen as acceptable as a facility for local businesses. The proposed evening operation, reduced to 80 seats (see paragraph 2.7 above) is not considered likely to adversely affect local residential amenity given that the premises' entrance in Kensal Road is relatively remote from local dwellings (the residential element of the RNIB hostel is predominantly at the rear and on the Wedlake Street frontage). However, any proposed restaurant must be designed/ operated with careful regard that no undue noise disturbance is caused to residents on the opposite side of the canal. This issue is further addressed at paragraph 4.18 below.
- 4.15 Kensal Road's relatively poor access to public transport was recognized, when the Controlled Parking Zone was introduced, by the provision of long stay meter bays intended to assist the operation of local businesses. The proposed development is large and will generate significant traffic movements and car parking demands. The Transportation Officer has carefully considered the proposed development and its context and has concluded that no objection should be raised with reference to Policies E1(d), R39, TR41 and TR45 provided conditions are imposed to secure:
- (a) all servicing, other than by motorcycle, to be either via the Alderson Street loading bay or the proposed new basement service bay
 - (b) use of the car park restricted to occupiers of the development only
 - (c) restaurant size and operation as described at paragraph 2.7 above.
- 4.16 Bicycle parking facilities proposed in the car park are welcome with reference to Policy TR27, subject to detail. Provision of visitor cycle parking at the ground floor entrances should also be provided. The provision of secure cycle parking may also be seen as a benefit with reference to Proposed Alterations Policy E4(e).
- 4.17 The Design Officer considers that the proposed development is for a potentially exciting landmark building, the quality of which will be dependent to a large degree on details and materials. He considers that the footprint and height/bulk would fit suitably within the townscape. He comments:-

"The appearance of the front elevation is dominated by a glass facade, in direct contrast to the brick fronted buildings on either side. Although this will be a dramatic change to the street scene the use of glass and steel tension cables is felt to be an honest reflection of building technology and consistent with the understated character of this part of Kensal Town. The use of glass plates at varying angles will prevent the potential blandness of planar glass. The

ground floor has been designed to allow views into the lower retail units, thus providing visual interest at this level as well as above. The sinuous curved facade and spiral entrance make this potentially a landmark building."

At the rear the building is considered to relate appropriately to its neighbours and the canalside. Accordingly, subject to submission of details of various elements and materials, the scheme is considered to comply with Policies CD25 and CD26.

- 4.18 Comments received in response to public consultation indicate that the dwellings on the north side of the canal are very vulnerable to noise from the activities in buildings on the south side. This appears to be due to the sound reflective qualities of the canal itself and its close enclosure by tall buildings in Kensal Road and Harrow Road. Therefore, in order to ensure reasonable compliance with Policy CD34, the design and operation of the proposed development needs to address the problem of noise generation. It is considered that this matter may be addressed by condition.
- 4.19 With reference to sense of enclosure and light, while the proposed development complies with relevant standards concerning premises on the northern side of the canal, there would be an impact upon the adjoining RNIB hostel.
- 4.20 The hostel consists of a three, four and five storey building with central courtyard (used as light well, garden terrace and car park) open to the west (i.e. the boundary with the application site). The access drive from Kensal Road also runs along the western boundary, separating the Kensal Road block of the hostel premises from No. 196-208.
- 4.21 The impact upon light and sense of enclosure to parts of the hostel is of concern. However, negotiations have taken place between the applicants and the RNIB, who have now confirmed that they have withdrawn their objection to the development. The RNIB hostel is the only property affected and, in these circumstances, it is not recommended that objection be raised under Policies CD28, CD30a and E1(a).

5.0 PUBLIC CONSULTATION

- 5.1 Seventy-three addresses in Kensal Road and Harrow Road were notified of the development. Ten objections have been received i.e. six from premises in Harrow Road, the RNIB hostel, the London Angling Association, Westminster City Council and Councillor Pat Mason.
- 5.2 Much objection was raised to the proposed moored barges on grounds of noise nuisance and interference with the operation and safety of the canal. The barges have now been omitted from the scheme.
- 5.3 A further reason for objection was noise nuisance to the Harrow Road premises. Objectors included Westminster City Council. This is of concern (see paragraph 4.18 above) but could be addressed by condition.

- 5.4 Both the Harrow Road properties and the RNIB hostel objected to loss of light. While the effect on the former is not considered a reason for objection, the effect on the latter is considered sufficient to warrant refusal. However, the RNIB's objection has since been withdrawn (see paragraph 4.21 above).
- 5.5 Overshadowing of the towpath and canal is also mentioned. This would undoubtedly result. However, give the pattern of development set by the RNIB hostel and Canalot buildings and the recent planing permission in respect of redevelopment of the McKay Trading Estate at No. 248-300 Kensal Road, an objection is not recommended.
- 5.6 Councillor Mason has expressed concern at the sheer size of the development, on grounds of traffic and parking generation and noise nuisance, including from late night use and given the physical form of the glazed elevation. He is concerned that the car park will generate car trips and congestion. He also refers to disruption of the existing Canalot business unit occupiers by the building works. He queries the extent of local employment that would be provided.

The Transportation Officer has assessed the proposal and raises no objection subject to suitable conditions. Noise generation can be controlled by condition. Disruption caused by building works is not a planning matter. The scheme may well provide less employment for local people than one incorporating light industrial development (see para. 4.6 - 4.12 above).

- 5.7 Consultees have been renotified of the amendments to the scheme, including the omission of the barges. The London Anglers Association have withdrawn their objection. The City of Westminster states that it has no objection.

6.0 RECOMMENDATION

- 6.1 Subject to a Planning Obligation under S.106 to secure the provision of a workplace nursery, Grant planning permission.

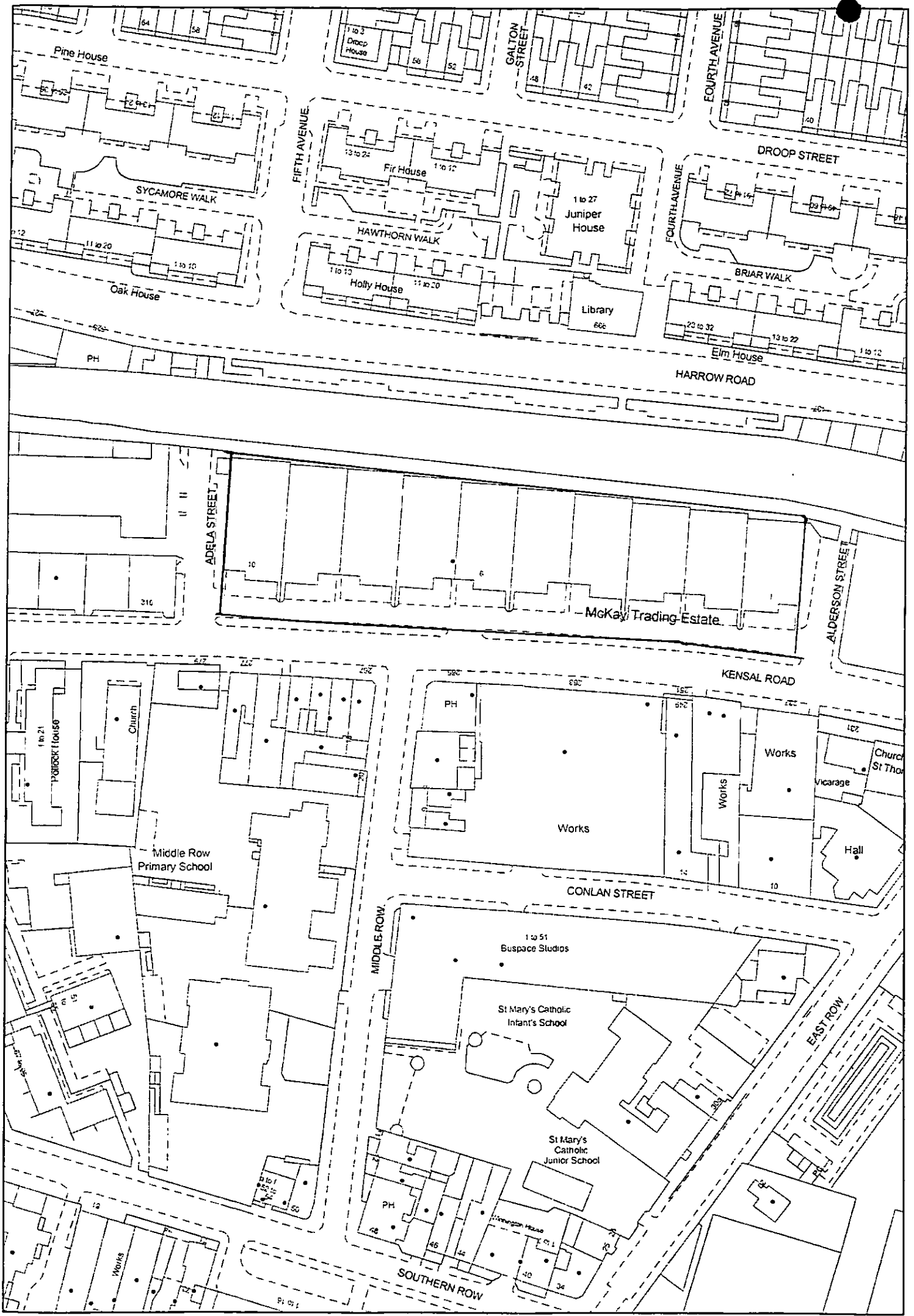
M.J. FRENCH
EXECUTIVE DIRECTOR, PLANNING AND CONSERVATION

List of Background Papers:

The contents of file TP/96/01828 save for exempt or confidential information in accordance with the Local Government (Access to Information) Act 1985.

Report Prepared By: SW
Report Approved By: DT/LAWJ
Date Report Approved: 07/09/2001

PSC0901/SW.REP



Pine House

64 58

1 to 3
Droop House

56 52

GALTON STREET

FOURTH AVENUE

DROOP STREET

FIFTH AVENUE

SYCAMORE WALK

Fir House

1 to 12

1 to 27
Juniper House

FOURTH AVENUE

BRIAR WALK

HAWTHORN WALK

Holly House

1 to 20

Library
66e

22 to 32

Elm House

1 to 12

Oak House

11 to 20

1 to 10

PH

HARROW ROAD

ADELA STREET

316

McKay Trading Estate

ALDERSON STREET

KENSAL ROAD

PH

Works

Works

Works

Church
St Thos

vicarage

Hall

Middle Row
Primary School

CONLAN STREET

1 to 51
Buspace Studios

St Mary's Catholic
Infant's School

St Mary's Catholic
Junior School

MIDDLE ROW

EAST ROW

SOUTHERN ROW

PH

46

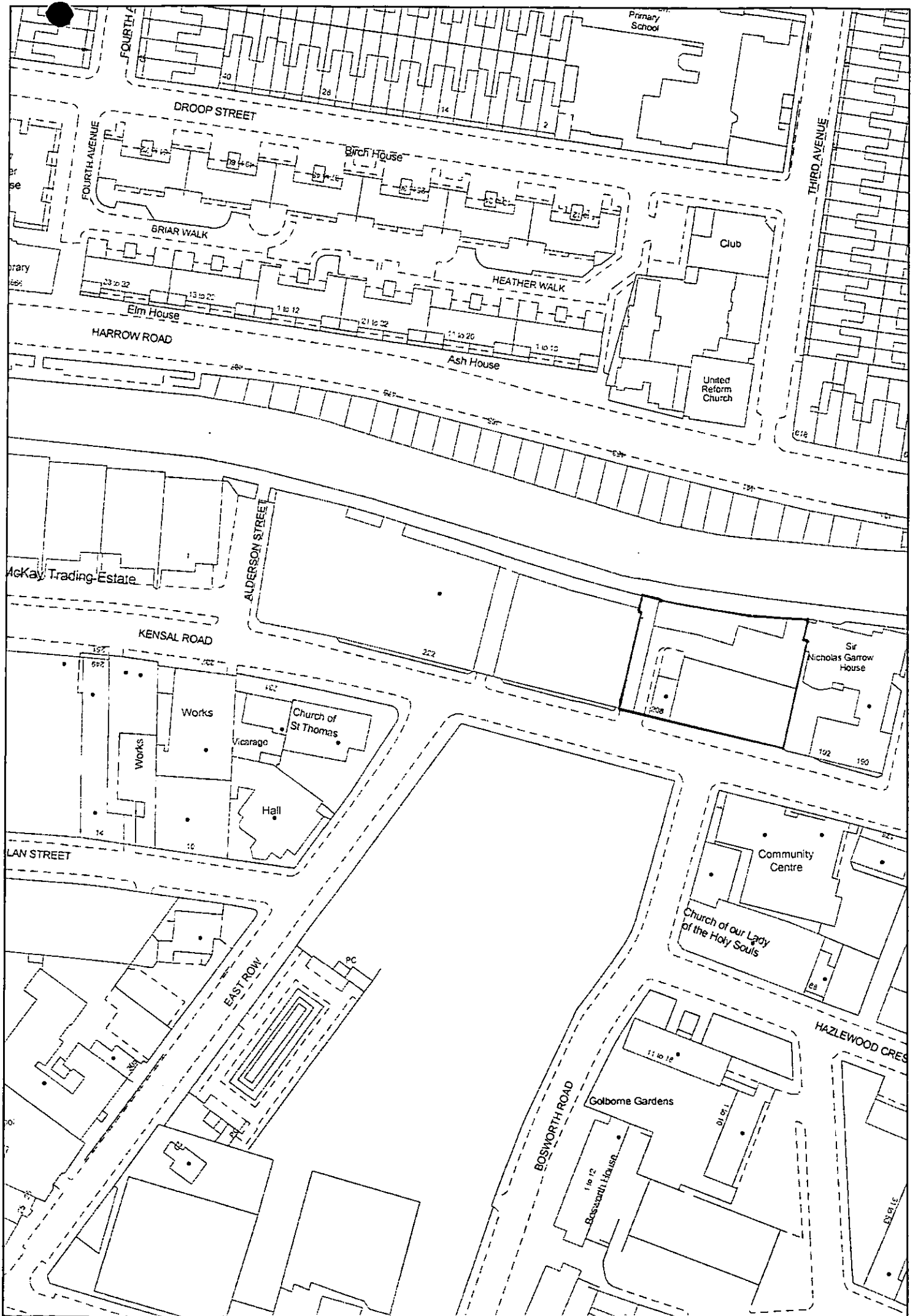
44

40

34

Works

PH



Primary School

FOURTH AVENUE

THIRD AVENUE

DROOP STREET

FOURTH AVENUE

Birch House

BRIAR WALK

HEATHER WALK

Club

Elm House

Ash House

United Reform Church

HARROW ROAD

McKay Trading Estate

ALDERSON STREET

KENSAL ROAD

Sir Nicholas Garrow House

Works

Works

Church of St Thomas

Vicarage

Hall

LAN STREET

Community Centre

Church of our Lady of the Holy Souls

EAST ROW

HAZLEWOOD CRES

BOSWORTH ROAD

Golbome Gardens

Bosworth House

1 to 12

ADDENDUM REPORT BY THE EXECUTIVE DIRECTOR, PLANNING & CONSERVATION

PLANNING SERVICES COMMITTEE 17th September 2001

The Planning Services Committee is asked to note and agree the following amendments to the Committee reports for the NORTH area.

Agenda Item 56

PP/01/0187

96/1828

196-222 Kensal Road W10

Alter wording of Recommendation

"Grant Conditionally (Subject to S.106 Agreement to secure a workplace nursery)

Amend Condition 6

Delete the words "otherwise than"

Amend Condition 9

Insert "music/information/communication and design" after "industry"

Replace Condition 11

(i) The whole of the car parking accommodation shown on the drawings hereby approved shall be provided before the occupation of the development, and shall be permanently retained for the parking solely of vehicles in connection with the Class B1 business and retail occupiers.

(ii) A Car Park Management Plan must be submitted to and approved in writing by the Executive Director, Planning & Conservation before development commences, this plan shall include measures to ensure that customers of the restaurant shall not be allowed to use the car park, and the development shall be maintained in accordance with the plan so approved

Amend Condition 13

Insert the words "customer for" between "hours" and "the Class"



File Copy

Memorandum

The Royal Borough of Kensington and Chelsea - Planning Services

To: PRINCIPAL ADMINISTRATIVE OFFICER EXECUTIVE DIRECTOR,
PLANNING & CONSERVATION

Ext. 2004 Room 324A

cc: CHIEF EXECUTIVE & TOWN CLERK
(Attention Elen Denison)

Date: 6th November, 2001

PLANNING AND CONSERVATION COMMITTEE: 17TH September, 2001

Please note the following amendments, which were approved by the Planning and Conservation Committee in making its decisions, in addition to those in the Addendum Report circulated and approved at the meeting.

NORTH

96/1828
56

196-222 Kensal Road,
W10

Alterations to Condition

Condition 3 (g) – Insert the words “and glazing system” after “fenestration” and before “and external doors”

Condition 10 – Add the words “and there shall be a maximum unit size in the development of 400 sq.m.”

Additional Conditions

14. No part of the roof of the development hereby permitted, shall be used as a terrace.

Reason – To prevent harm to the amenity of the locality, in particular as a result of noise disturbance.

15. Notwithstanding the depiction, in a number of plans, of Dutch barges moored in the adjacent canal, such barges do not form part of the

APPROVED BY
PLANNING SERVICES CTTEE
17 SEP 2001
CONSENT REF.....

development hereby approved and shall not be so positioned under this planning permission.

Reason

To prevent harm to the amenity of the locality, in particular as a result of noise disturbance.

16. A railing or other appropriate security boundary shall be installed and maintained to the rear (North) of the development hereby approved, providing the boundary with the canal path. Details of this boundary treatment shall be submitted to, and approved in writing by, the Executive Director, Planning & Conservation before development commences, and the boundary treatment so approved shall be erected and so maintained.

Reason – *To ensure satisfactory security along the Canal path.*

Additional Informatives

Informative 12

You are reminded of the need to ensure that all those using the car park hereby permitted should be fully aware of the likely presence in Kensal Road of children attending local schools or the Emslie Horniman Pleasance recreation park.

Informative 13

You are advised that the particular detail and quality of the design and materials of the front elevation to Kensal Road have been an important and persuasive consideration in the determination of this application, and that the Council will be concerned to ensure that this quality is carried through to the finished article in any implemented development pursuant to this planning permission. In this context, you are reminded of Conditions 2 and 3 of this planning permission.

CENTRAL

01/378
2082

Delves House,
25-33 Queen's Gate
Terrace, SW7

Deferred

ble in + pc ach EDW

JA
7/6



22 Hanover Square London W1A 2BN
tel +44 (0) 20 7493 6040 fax +44 (0) 20 7408 0220
www.joneslanglasalle.co.uk

Sarah Wilden
Department of Planning and Conservation
Royal Borough of Kensington and Chelsea
Hornton Street
London
W8 7NX

Your ref
Our ref 220/DEM/LFW
Direct line 020 7399 5419
Direct fax 020 7399 5649
lisa.webb@eu.joneslanglasalle.com

5 June 2002

Dear Mrs. Wilden

196-208 Kensal Road, W10 (Canalot Phase II)
Application Reference No. TP/96/1828

EX DIR	HDC	TP	CAC	AD	GLU	AO	AK
R.B.		- 6 JUN 2002			PLANNING		
K.C.							
	C	SW	SE	APP	IO	REC	
			ARB	FPLN	DES	FEE	

Further to our recent telephone conversations in respect of the above, as discussed, I have now made contact with Liz Sharpe in your Social Services department regarding the requirements for a workplace nursery. She has informed me that OFSTED has now issued standard requirements for nurseries and that Christine Barton in your Community Education department has the information you require in order that the Section 106 Agreement in respect of the above can be drafted and completed and planning permission be granted. I understand that Christine's direct line is 020 7361 3976 and would be grateful if you could now liaise with her in order that we can progress this matter as quickly as possible.

I look forward to hearing from you at your earliest convenience.

Yours sincerely

Lisa Webb
Associate Director

c.c. SB Gray

Not standards for under 8's + daycare, gives min space per child. Demand is mostly under 2's. 25 x 3.5 sqm. 1 staff per 3. No o/s space would need more indoor space.



bk in → SW
2c sb. N



**JONES LANG
LASALLE**

22 Hanover Square London W1A 2BN
tel +44 (0) 20 7493 6040 fax +44 (0) 20 7493 0220

www.joneslanglasalle.co.uk

Sarah Wilden
Department of Planning and Conservation
Royal Borough of Kensington and Chelsea
Hornton Street
London
W8 7NX

Your ref
Our ref 220/DFM/LFW
Direct line 020 7399 5419
Direct fax 020 7399 5649
lisa.webb@eu.joneslanglasalle.com

5 June 2002

Dear Mrs. Wilden

**196-208 Kensal Road, W10 (Canalot Phase II)
Application Reference No. TP/96/1828**

Further to our recent telephone conversations in respect of the above, as discussed, I have now made contact with Liz Sharpe in your Social Services department regarding the requirements for a workplace nursery. She has informed me that OFSTED has now issued standard requirements for nurseries and that Christine Barton in your Community Education department has the information you require in order that the Section 106 Agreement in respect of the above can be drafted and completed and planning permission be granted. I understand that Christine's direct line is 020 7361 3976 and would be grateful if you could now liaise with her in order that we can progress this matter as quickly as possible.

I look forward to hearing from you at your earliest convenience.

Yours sincerely

**Lisa Webb
Associate Director**

c.c. SB Gray



ble in + PC act → SW

LONDON ANGLERS' ASSOCIATION

JA
w/v

Chairman:

A E Hodges, F I F M

Administrative Officer:

Mrs M E Burns



FOUNDED 1884

Izaak Walton House
2A Hervey Park Road
London E17 6LJ

Tel & Fax: 020 8520 7477
e-mail: admin@londonanglers.net
Website: www.londonanglers.net

Our Ref: AEH/MEB/Mi.82

Your Ref: PS S/DCN/TP/96/01828/SW

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

20 February 2002

Dear Mrs Wilden,

**RE: TOWN AND COUNTRY PLANNING ACT 1990
PROPOSED DEVELOPMENT AT: 196-222 KENSAL ROAD, LONDON W.10**

Further to our letter dated 19 December 2001 and your subsequent telephone call to our office I am writing to inquire as to whether or not further details of the Planning Obligation, and any other conditions which have been agreed are now available regarding the above-mentioned:

I look forward to hearing from you, in writing regarding this matter.

Yours sincerely,

A.E. Hodges, F.I.F.M,
Chairman

pp ME Burns.

EX DIR	HDC	TP	CAC	AD	CLU	AO AK
R.B. K.C.	22 FEB 2002				PLANNING	
N	C	SW	SE	APP	IO	REC
			ARB	FPLN	DES	FEES

29

THE L.A.A. HAVE 58 VENUES COVERING 12 COUNTIES INCLUDING
RIVERS:- THAMES, HAMPSHIRE AVON, GREAT OUSE, SUFFOLK STOUR, CAM, BEULT, TEISE,
33 MILES OF THE GRAND UNION CANAL AND MANY STILL WATERS.
SEVERAL OF THE ABOVE FISHERIES HAVE BEEN DESIGNATED SITES OF SPECIAL SCIENTIFIC INTEREST BY ENGLISH NATURE
2000/2001 - CERTIFICATE OF MERIT AWARDED BY ENGLISH NATURE
FOR MAINTAINING AND IMPROVING THE FAMOUS PORTHOLME MEADOW

Wilden, Sarah: PC-PlanSvc

From: Le Masurier, Lindsey: CP-Legal
Sent: 27 February 2002 12:54
To: Wilden, Sarah: PC-PlanSvc
Subject: 196-222 Kensal Road, London - S.106 Agreement

Sarah

Further to my memo dated 5th February 2002, please note that I will be going on maternity leave as of 1st March and Dan McGregor will be covering for me during this period.

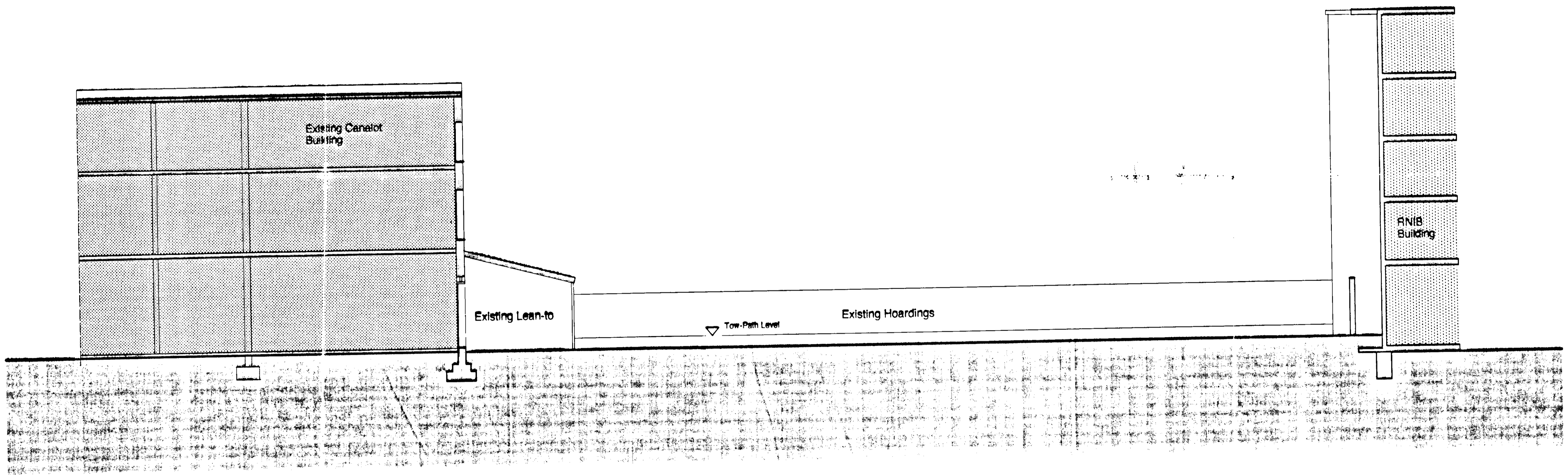
Please therefore provide him with copies of the documents I requested as well as further instructions as to the workplace nursery in due course.

Many Thanks

Lindsey

*Lindsey Le Masurier
for Director of Legal Services
Royal Borough of Kensington and Chelsea
The Town Hall
Hornton Street
London W8 7NX
Tel: (020) 7361 2118
Fax: (020) 7361 3488*

TOWN PLANNING
25 JAN 2000
RECEIVED



APPROVED BY
PLANNING SERVICES CTTEE
17 JAN 2001
CONSENT REF

R.B.K & C.
TOWN PLANNING
25 JAN 2000
RECEIVED

TP96/182FM
EXISTING SECTION LOOKING NORTH

copy MF

CONFIRMATION REPORT

19-AUG-97 14:19

Plane SW

PHONE NUMBER : 901713613463
 PAGES : 01
 START TIME : 19-AUG 14:18
 ELAPSED TIME : 00'58"
 MODE : STANDARD
 RESULTS : OK

✓ CM 2-9

RECEIVED BY PLANNING SERVICES				
DC	DC	DC	E	Ap Bck
19	2	SEP 18 1997	18 August 1997	
Exec Dir		Records	ARB	Con Des
Appeals Office	10	Fees Office	Forward Plan	Head DC

FAO Ms Nancy Stephenson
 Planning Officer
 Royal Borough of Kensington and Chelsea
 The Town Hall
 Hornston Street
 London W8 7NX
 FAX 0171 361 3463

BY FAX IN FIRST INSTANCE AND RECORDED DELIVERY

Dear Ms Stephenson,

Re: Planning application for 196-222 Kensal Road W10
 Ref: DPS/DCN/NS/TP/96/1828

Ms B Syme who lives next door has just informed us of a proposed development which would seriously affect our property and charitable work with the community. This gives rise to a number of serious concerns.

1. Why have we not been informed of the proposed development?

Clearly the development would affect the use of our property for the local community. In addition the Council has previously, and repeatedly, been under notice of noise nuisance from existing activities on the site. Are you not aware of this and why has the Council taken no action?

2. Will you allow us additional time to examine the plans and prepare a more detailed letter of opposition?

Our immediate comments are that the noise nuisance will increase considerably and we have no confidence that the Council is either willing or able to take any necessary remedial action. Also problems will arise with navigation on the canal. We operate three narrow boats and would anticipate problems mooring them if the channel is narrowed by the permanent mooring of barges on the opposite bank.

We would appreciate a speedy response to these questions as we feel badly let down by your Council thus far. We will then consider what further action to take.

Yours sincerely

Roderick S Graham Acting Director

K&C-PA.01

Beauchamp Lodge Settlement Money Advice Service



453 Harrow Road, London W10 4RG

Telephone: 0181-960 4321
Fax: 0181 960 5566

Mr M J French
Executive Director,
Planning and Conservation
Royal Borough of Kensington and Chelsea
The Town Hall
Hornston Street
London W8 7NX
FAX 0171 361 3463

28 August 1997

RECORDED DELIVERY

RECEIVED BY PLANNING SERVICES				
DC N	DC C	DC S	E	Ao Ack
2 SEP 1997				
Exec Dir		Records	ARB	Con Des
Appeals Office	IO	Fc Office	Forward Plan	Head DC

Dear Mr French,

Re: Planning application for 196-222 Kensal Road W10
Ref: DPS/DCN/NS/TP/96/1828

I wrote to Ms Stevenson, Planning Officer, concerning the above proposed development which would seriously affect our property. Enclosed is a copy of my letter.

We have received what appears to be a standard form letter but no reply to the questions that I raised in my letter. This is not a satisfactory response. I am therefore writing to make a formal complaint which I request is investigated under the Council's complaints procedure.

I regret having to write to you in such terms and look forward to your reply.

Yours sincerely

Roderick S Graham

Roderick S Graham

Money and Debt Adviser

PA-K&C.02

Copy M.F.

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



BEAUCHAMP LODGE SETTLEMENT,
R.S. GRAHAM,
453 HARROW ROAD,
LONDON, W10 4RG

Switchboard: 0171-937 5464

Direct Line: 0171-361

Facsimile: 0171-361 3463

2079/
2080

KENSINGTON
AND CHELSEA

Date: 20/08/97

My reference:

Your reference:

Please ask for:

DPS/DCN/NS/TP/96/1828

Planning Information Office

Dear Sir/Madam,

TOWN AND COUNTRY PLANNING ACT, 1990

196-222 KENSAL ROAD,
W.10

RECEIVED BY PLANNING SERVICES				
DC N	DC C	DC S	E	Ao Ack
2 SEP 1997				
Exec Dir		Records	ARB	Con Des
Appeals Office	IO	Fees Officer	Forward Plan	Head DC

Thank you for your recent letter giving your comments on the above application submitted to the Council. The Council's Planning Services Committee will consider your views very carefully when deciding this application.

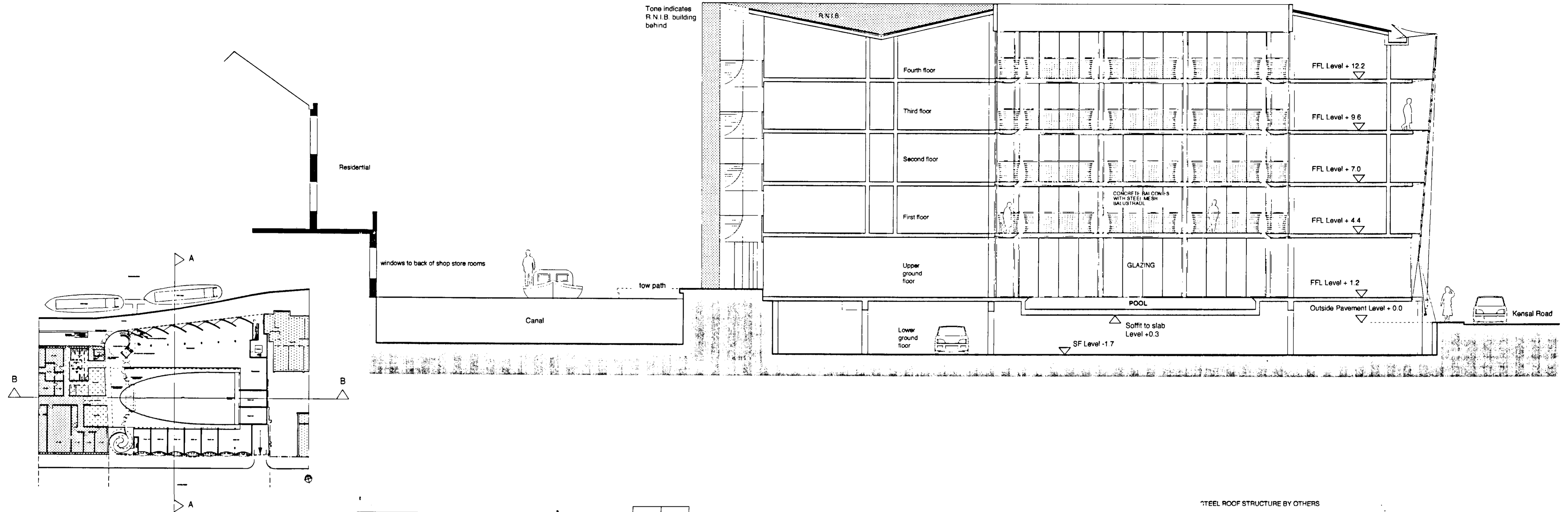
You will appreciate that in some cases the Committee is not in a position to make an immediate decision. I will notify you of that decision as soon as possible after it is reached. If you would like any information about the progress of the application please contact the Planning Information Office.

Yours faithfully,

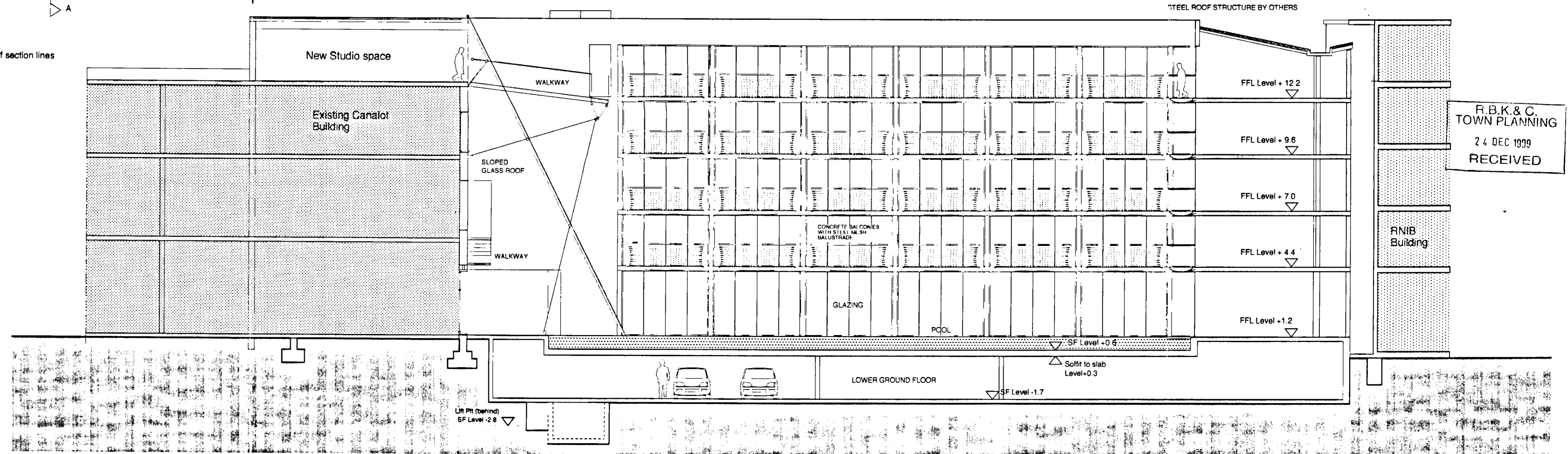
M.J. FRENCH

Executive Director, Planning and Conservation

SECTION 'A-A'



Building plan showing position of section lines



R.B.K. & C.
TOWN PLANNING
24 DEC 1999
RECEIVED

SECTION 'B-B'

APPROVED BY
PLANNING COMMITTEE
15 DEC 1998
CONSENT REF

TP 96 1528 K

TP 96/1828

MEMORANDUM

To: Sarah Wilden- Development Control
North
cc:

From: The Director of Law
and Administration

Your Ref:

My Ref: DM/10026815
Ext: 2118

Date: 24 June, 2002

SECTION 106 AGREEMENT – 196-222 Kensal Road

I enclose a copy of the draft agreement for your comments / approval.



Dan McGregor
for the Director of Law and Administration

Advised Dan that looks ok.
Details of applic no - etc to go in.

SW 8/7

THIS DEED is made the day of Two thousand and two

BETWEEN

- (1) **THE MAYOR AND BURGESSES OF THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA** of the Town Hall Hornton Street London W8 7NX ("the Council)

- (2) **SVEN BENNIE GRAY** of 20 Ellerdale Road London NW3 6BB ("the Owner")

- (3) **ANGLO IRISH BANK CORPORATION PLC** of Gracechurch House 55 Gracechurch Street London EC3V 0EE

- (4) **THE LONDON ELECTRICITY BOARD** of Templar House 81-82 High Holborn London WC2V 6NU ("the Lessee")

WHEREAS

- A The Council is the local planning authority for the administrative area of the Royal Borough of Kensington and Chelsea for the purposes of the Town and Country Planning Act 1990 as amended by the Planning and Compensation Act 1991 ("the Act")

- B The Owner is registered at HM Land Registry with freehold Title Absolute in respect of the Land

- C The Planning Application was made to the Council

- D The Council resolved at a meeting of its Planning Services Committee on 17th September 2001 to grant planning permission in respect of the Development following completion of an agreement for the purpose of making acceptable arrangements for the carrying out of the Development (this Deed)

- E The Mortgagee has the benefit of two legal charges dated 6th May 1998 granted by the Owner

- F The Lessee has the benefit of a lease dated 7th April 1987 ("the Lease")

NOW THIS DEED WITNESSETH AS FOLLOWS:-

1. INTERPRETATION

1.1 In this Deed the following words and expressions shall unless the context otherwise requires have the following meanings:-

WORDS AND EXPRESSIONS

MEANINGS

"Development"

the development referred to in the Planning Application and described in the Schedule

"Executive Director"

the Executive Director, Planning and Conservation and shall be deemed to mean the officer for the Council from time to time holding that appointment or (if no officer holds that appointment) carrying out the duties of that appointment

"Implementation"

the carrying out of any act pursuant to the Planning Permission which constitutes a material operation within the meaning of Section 56 and material operations shall be construed as being carried out at the earliest date on which any material operation is begun and "Implemented" shall be construed accordingly

"Land"

comprises the "First Land" and the "Second Land"

"First Land"

the land at 196- 208 Kensal Road London which is registered at HM Land Registry under Title No. NGL 303445 and is shown for identification purposes shown edged red on the Plan

"Second Land"

the land at 222 Kensal Road London which is registered at HM

Land Registry under Title Number 165516 and shown edged
blue on the Plan which is subject to part of the Lease

- "Plan"** the Plan annexed hereto
- "Planning Application"** the application for planning permission under the Council's
reference number
- "Planning Permission"** the planning permission to be granted pursuant to the Planning
Application

1.2 Words in this Deed importing the singular meaning shall where the context so admits
include the plural meaning and vice versa

1.3 Words in this Deed of the masculine gender shall include the feminine and neuter
genders and vice versa and words denoting natural persons shall include corporations
and vice versa

1.4 References in this Deed to any statutes or statutory instruments shall include and refer
to any statute or statutory instrument amending consolidating or replacing them
respectively from time to time and for the time being in force

1.5 Covenants made hereunder if made by more than one person are made jointly and
severally

2. **LEGAL EFFECT**

2.1 This Deed is made pursuant to Section 111 of the Local Government Act 1972,

Section 106 of the Act and all other powers so enabling

- 2.2 This Deed contains a planning obligation made pursuant to the said Section 106 which is enforceable by the Council and which binds each and every part of the Land
- 2.3 The terms of this Deed (other than 4.1 and 4.2 below) shall come into effect upon the grant of the Planning Permission
- 2.4 Nothing contained or implied in this Deed shall prejudice or affect the rights, powers, duties and obligations of the Council in the exercise of their functions as Local Planning Authority and their rights, powers, duties and obligations under all public and private statutes, byelaws and regulations may be as fully and effectually exercised as if the Council were not a party to this Deed
- 2.5 If any provision in this Deed shall be held to be invalid, illegal or unenforceable the validity, legality and enforceability of the remaining provisions shall not in any way be deemed thereby to be affected or impaired
- 2.6 No waiver (whether express or implied) by the Council of any breach or default in performing or observing any of the covenants, terms or conditions of this Deed shall constitute a continuing waiver and no such waiver shall prevent the Council from enforcing any of the said terms or conditions or from acting upon any subsequent breach or default
- 2.7 Nothing in this Deed shall be construed as a grant of planning permission
- 2.8 The covenants herein shall be enforceable without any limit of time against the Owner

and any successors in title and assigns of the Owner or any person claiming title thorough or under the Owner to the land or any part thereof as if that person had also been an original covenanting party in respect of the interest or estate for the time being held by that person **PROVIDED THAT** no person shall be liable for any breach of the covenants restrictions or obligations contained in this Deed occurring after he has parted with the whole of his interest in the Land or the part in respect of which such breach occurs

2.9 In accordance with the provisions of the Contracts (Rights of Third Parties) Act 1999 it is hereby declared that none of the terms of this (deed/agreement) shall in the absence of any express provision to the contrary be construed as being enforceable by any third party

3. THE OWNER'S COVENANTS

3.1 The Owner, Mortgagee and Lessee jointly and severally covenant with the Council not to occupy or permit the occupation of the buildings to be erected on the Land pursuant to the planning permission until such time as a workplace nursery for a minimum of 25 children is constructed on the land:

(i) in accordance with the National Standards For Under Eights Day Care and Childminding; and

(ii) to the satisfaction of the Executive Director and the Executive Director has confirmed his satisfaction in writing and such satisfaction not to be unreasonably withheld or delayed

4. **FURTHER TERMS**

4.1 The Owner shall on the execution hereof pay the Council's costs incurred in the preparation and settlement of this Deed

4.2 The covenants in this Deed shall be treated and registered

(a) as local land charges for the purposes of the Local Land Charges Act 1975 and

(b) in the Charges Register of the registered titles of the Owner(s) at HM Land Registry

4.3 The Mortgagee hereby consents to the completion of this Deed and acknowledges that from the date of the Agreement the land shall be bound by the restrictions and obligations contained herein **PROVIDED THAT** the Mortgagee shall not be liable in respect of any breach of the terms of this Deed unless and until he takes possession of the Land or otherwise exercises any contractual or statutory power in relation thereto

SCHEDULE

DESCRIPTION OF THE DEVELOPMENT

IN WITNESS of which this Deed has been executed on the first date before written

THE COMMON SEAL of the MAYOR)
AND BURGESSES OF THE ROYAL)
BOROUGH of KENSINGTON AND)
CHELSEA was hereunto affixed)
in the presence of:-)

Signed as a Deed SVEN BENNIE GRAY)
by the said)
in the presence of:-)

THE COMMON SEAL of ANGLO IRISH)
CORPORATION Plc was affixed)
in the presence of:-)

Director

Secretary

THE COMMON SEAL of LONDON)
ELECTRICITY BOARD)
was hereunto affixed in the presence of:-)

Director

Secretary

DATED _____ 2002

THE MAYOR AND BURGESSES OF
THE ROYAL BOROUGH OF
KENSINGTON AND CHELSEA

-and-

SVEN BENNIE GRAY

-and-

ANGLO IRISH BANK CORPORATION PLC

-and-

LONDON ELECTRICITY BOARD

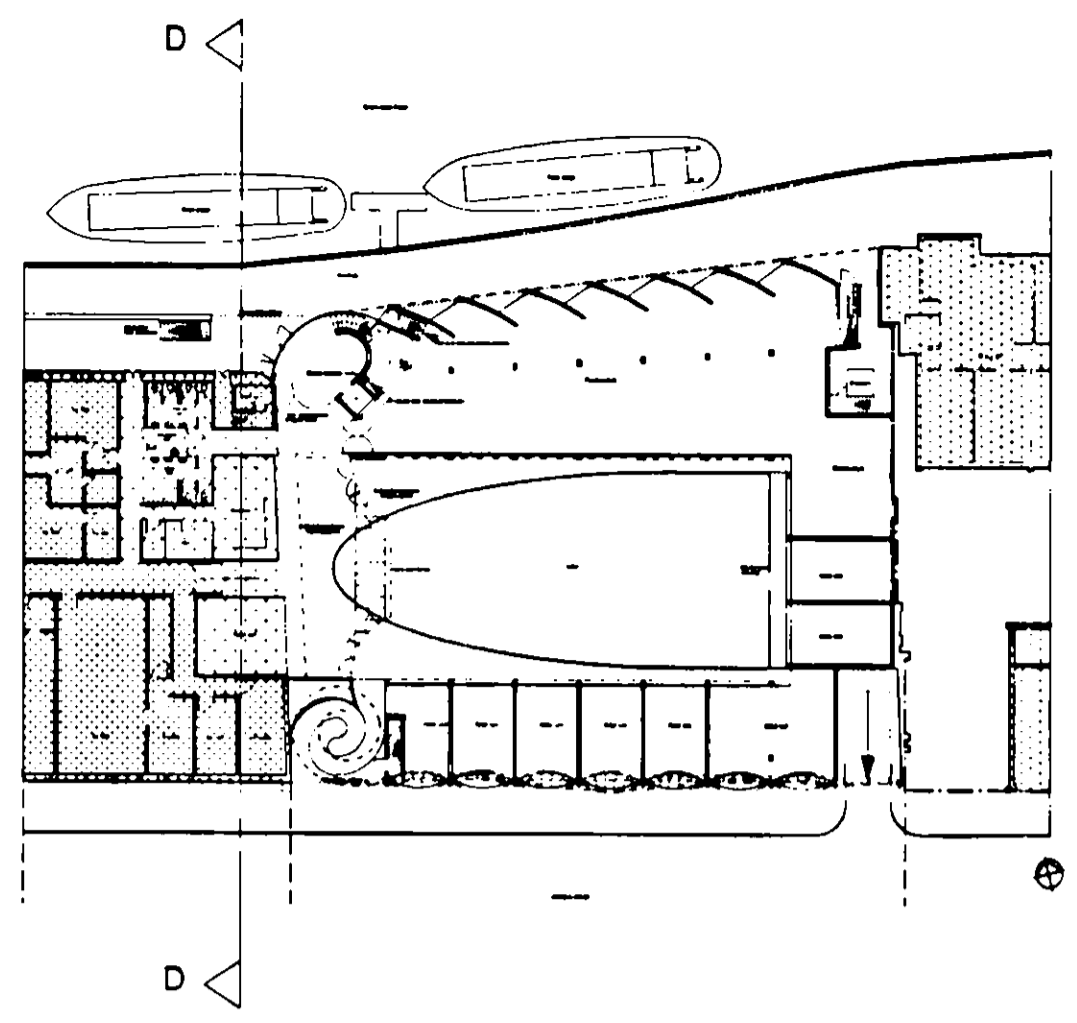
DEED

Made pursuant to Section 106 of
the Town and Country Planning
Act 1990 (as amended by the
Planning and Compensation Act 1991)

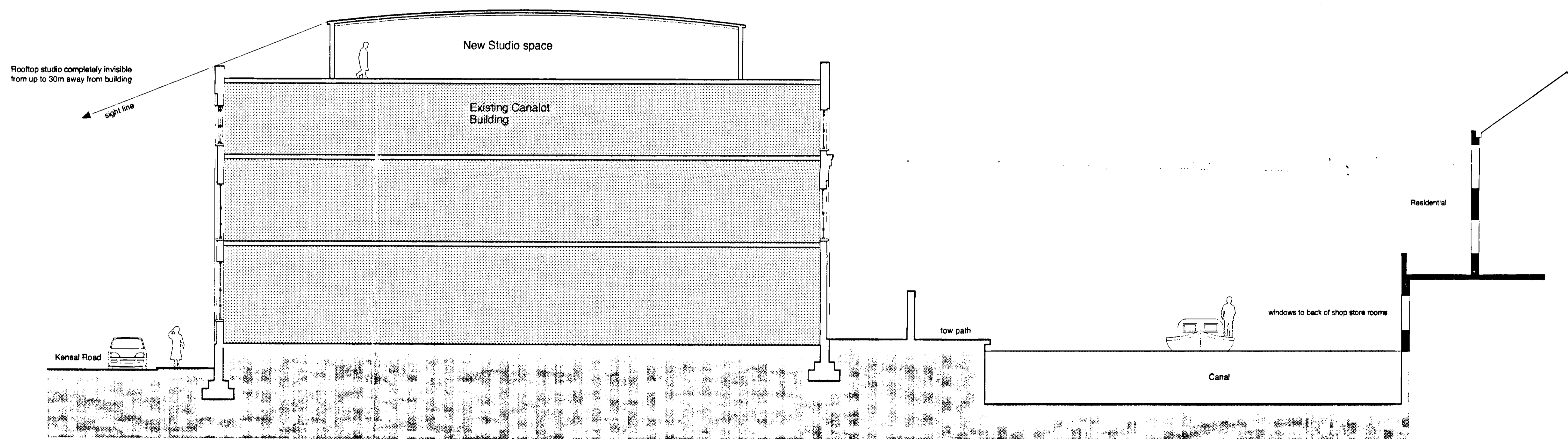
Re: Land at 196-222 Kensal Road, London W10

Gifty Edila
Director of Law and Administration
The Royal Borough of Kensington and Chelsea
The Town Hall
Hornton Street
London
W8 7NX

My Ref: DM/10025455
Tel: 020 7361 2118



Building plan showing position of section lines



F.B.K & C.
TOWN PLANNING
24 DEC 1999
RECEIVED

APPROVED BY
PLANNING SERVICES CTTES
17 SEP 2001
CONSENT REF.

*Section through
new studio on top
of "Canalot row"* TP 96/1828K



RNIB
challenging blindness

Royal National Institute for the Blind

M J French Esq.,
Planning and Conservation
Royal Borough of Kensington and
Chelsea
Town Hall
Hornton Street
London W8 7NX

✓
13/12/99 : 224 Great Portland Street
London W1N 6AA
Telephone 0171-388 1266
Central Fax 0171-388 2034

Your Ref: DPS/DCSW/TP/96/01828(SW)

10th December 99

Dear Sir/Madam,

Town and Country Planning Act 1990
Proposed Development at 196-222 Kensal Road W10

We are in receipt of the plans for the proposed development and welcome the development of this adjoining site. However, we are concerned on the following points;

1. The large number of business units in relation to the on site car parking provision which will put pressure on the on street car parking provision and cause many more vehicle movements in the area. This may be detrimental to our blind and visually impaired client base.
2. The elevational treatment onto Kensal Road makes the building appear of great bulk in comparison to the adjoining buildings and would be better with a more broken up and sympathetic treatment.
3. There will be some loss of amenity to the use of our building, especially the court yard, due to the building height , on the eastern boundary.

Yours sincerely

P D Hunt
Property Services Manager

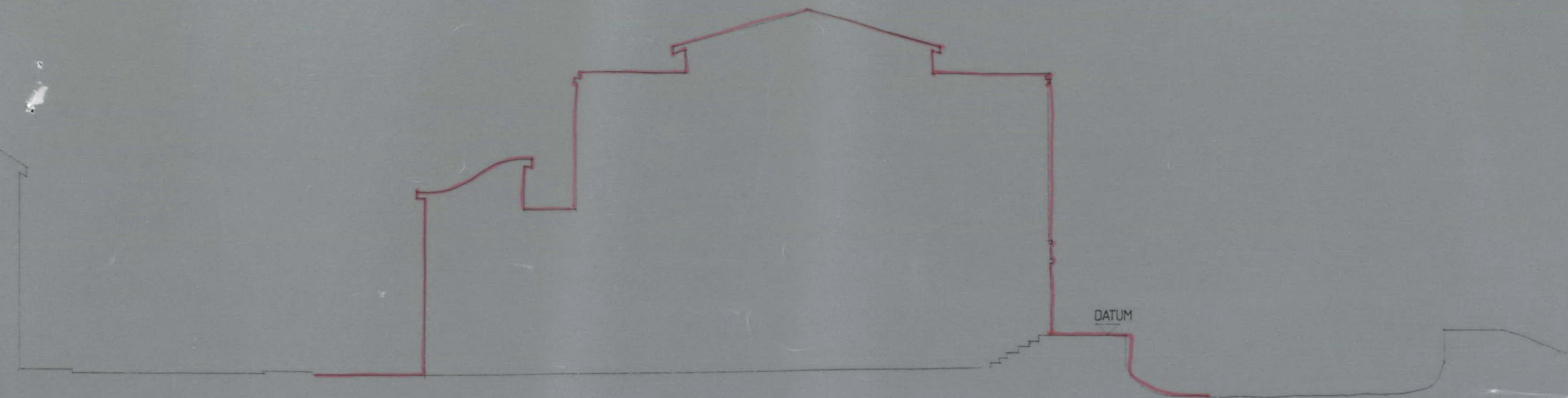
RECEIVED BY PLANNING SERVICES									
EX	HDC	N	C	SW	SE	ENF	AD	ACK	
(67)		13 DEC 1999							
PLN	IO	REC	ARB	FWD	CON	DES	FEES		

Copy to Christine Petch, Garrow House, Kensal Road.

Chairman John A Wall CBE Director General Professor Ian Bruce BSocSc CIMgt
Incorporated by Royal Charter Registered charity no 226227 VAT Registered no 524 4558 45







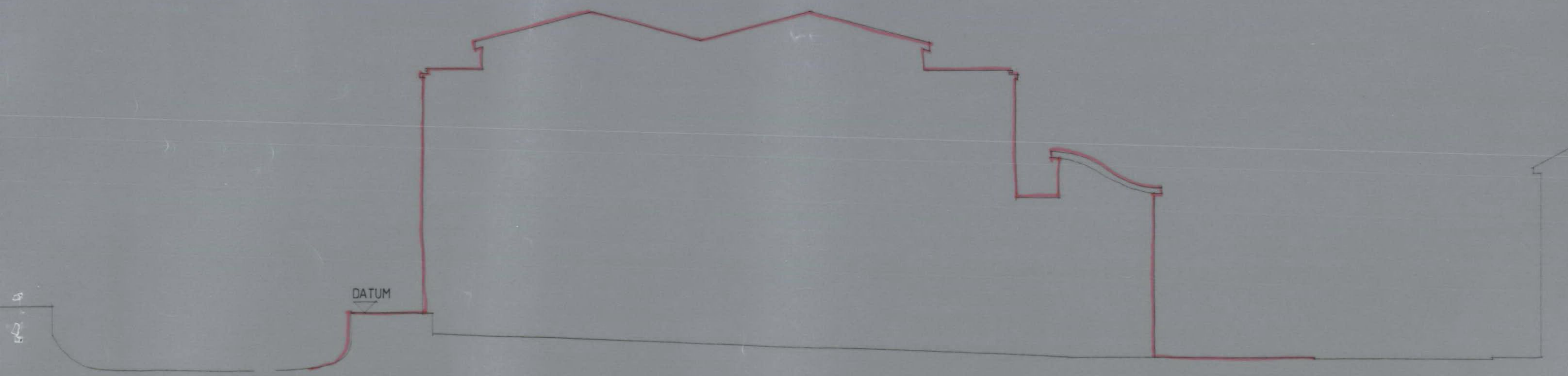
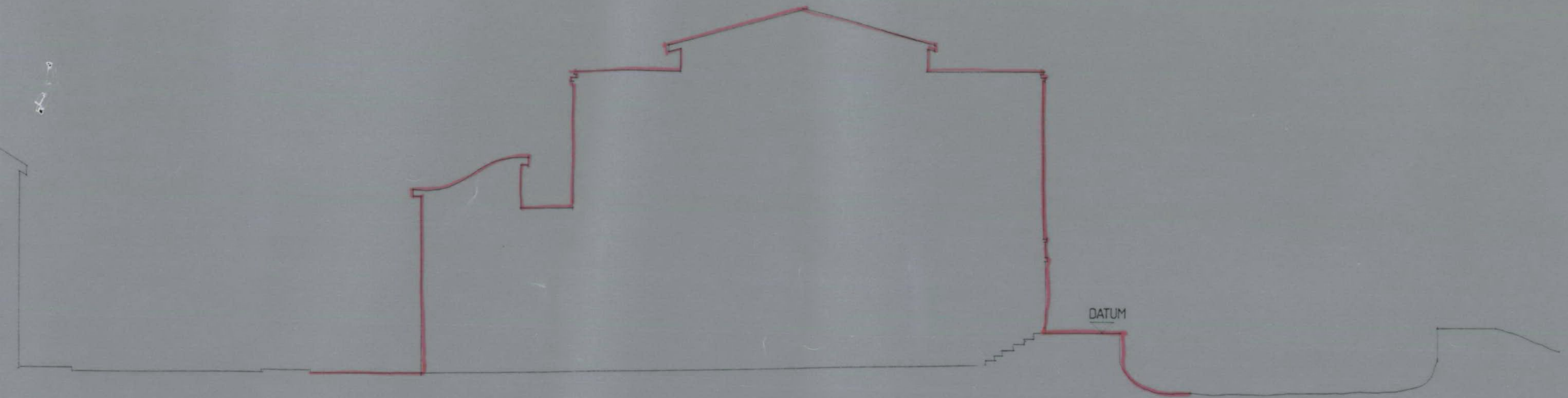


ELEVATION TO ALDERSON STREET



ELEVATION TO ADELA STREET

A P T Architecture, Planning, Technology APT Partnership, 44 South Molton Street London W1K 5RT Telephone 020-7355-2722 Fax 020-7355-2723 Email mail@apt-partnership.com Website http://www.apt-partnership.com	Date DEC 2000	Scale	Project	Drawing no.
	Drawn by	1:100	Kensal Road W10 MIXED USE PROPOSAL	MCW 76
	Checked by			
	Title Elevation to Side Streets			



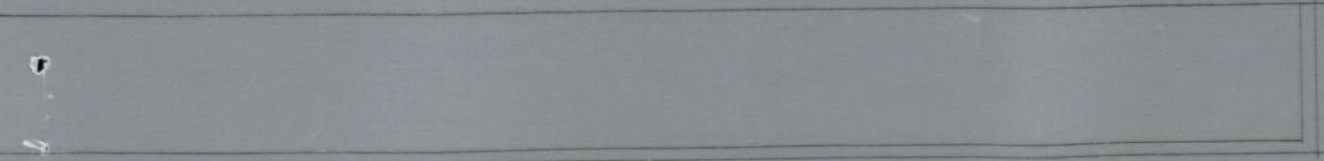
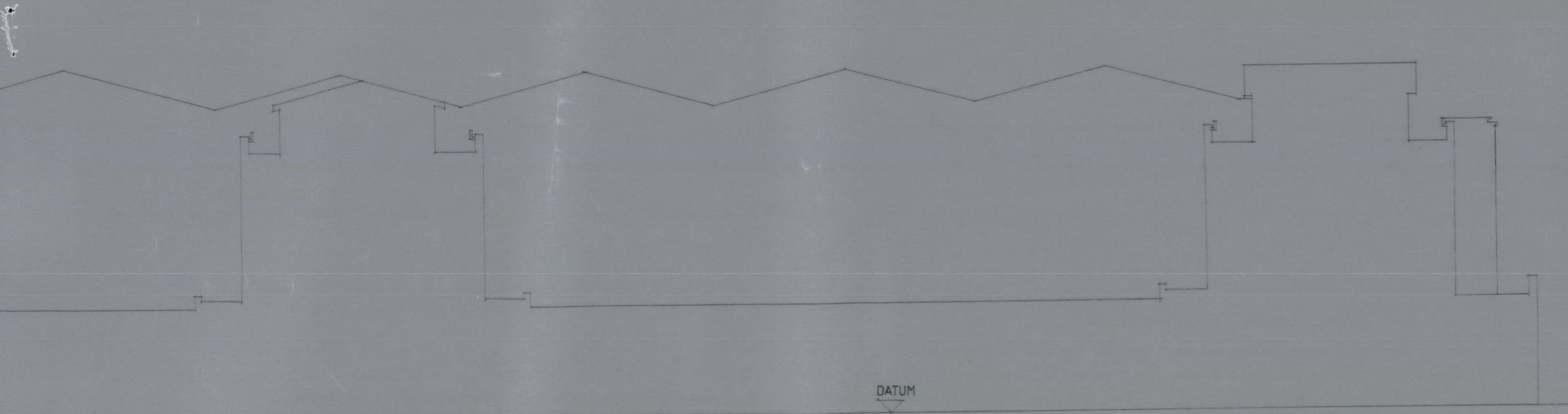
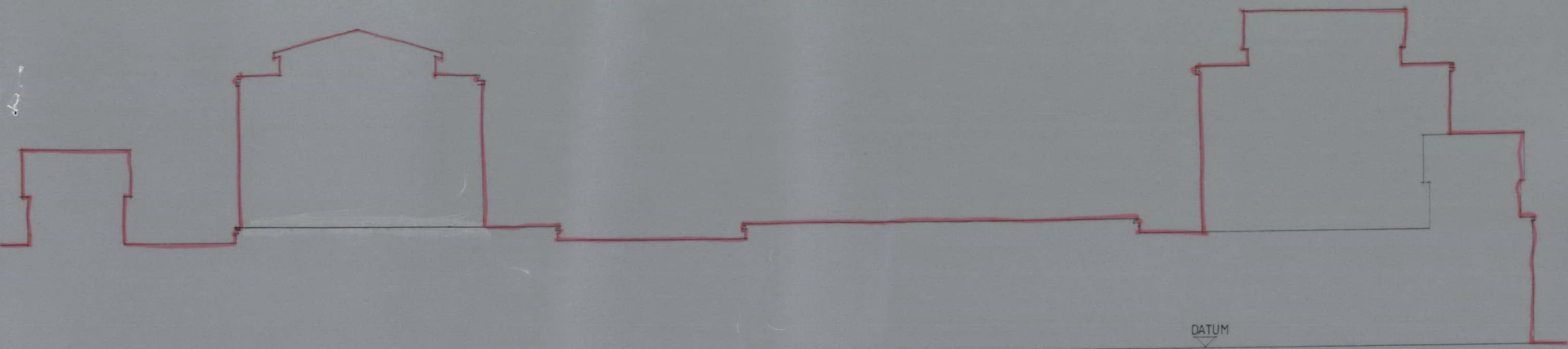


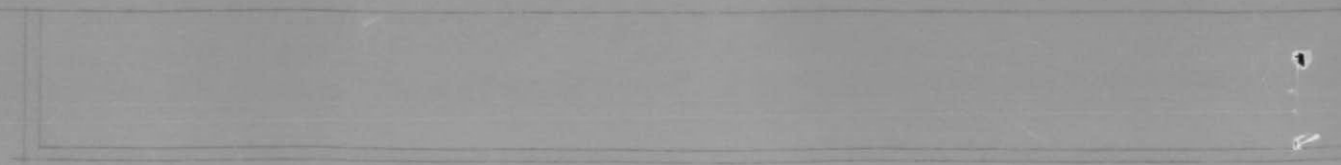
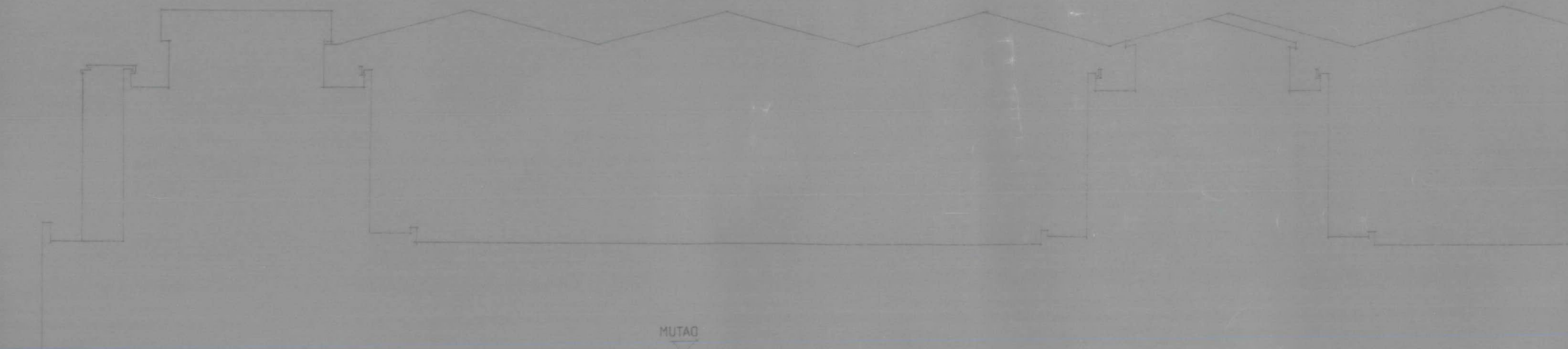
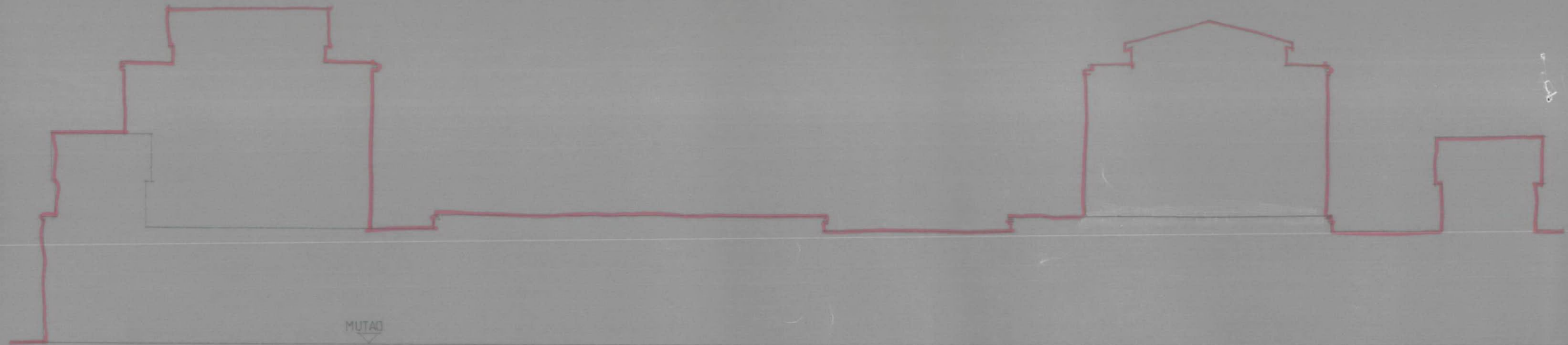
ELEVATION TO ALDERSON STREET

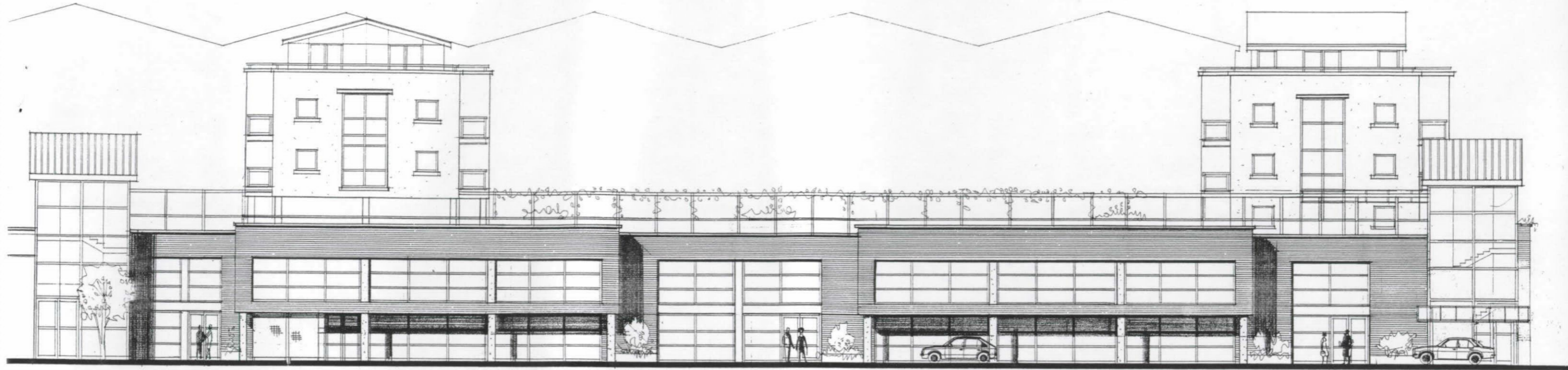


ELEVATION TO ADELA STREET

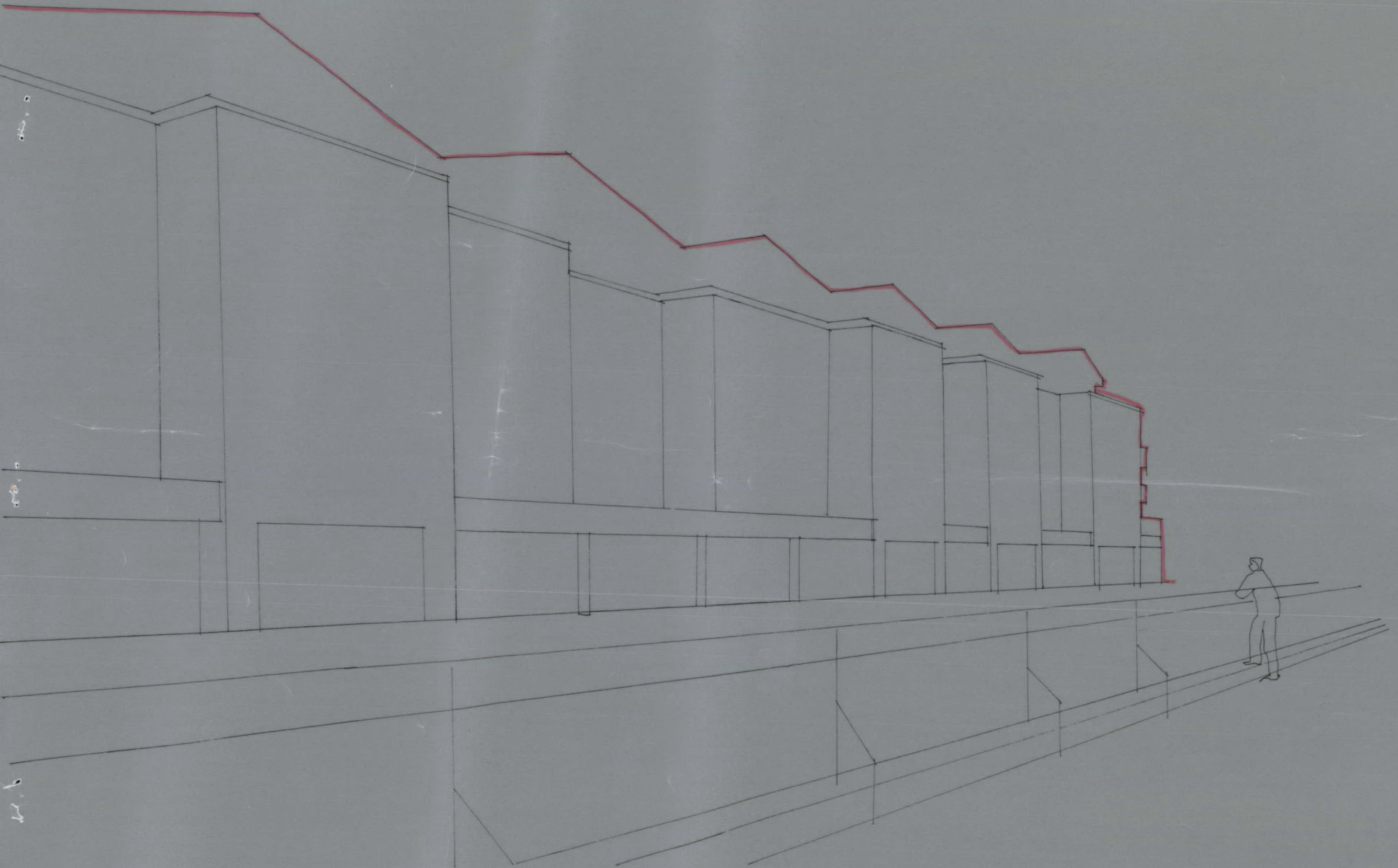
A P T Architecture, Planning, Technology APT Partnership, 44 South Molton Street London W1K 5RT Telephone 020-7355-2722 Fax 020-7355-2723 Email mail@apt-partnership.com Website http://www.apt-partnership.com	Date	DEC 2000	Scale	1:100	Project	Kensal Road W10 MIXED USE PROPOSAL	Drawing no.	MCW/76
	Drawn by		Checked by		Title		Elevation to Side Streets	





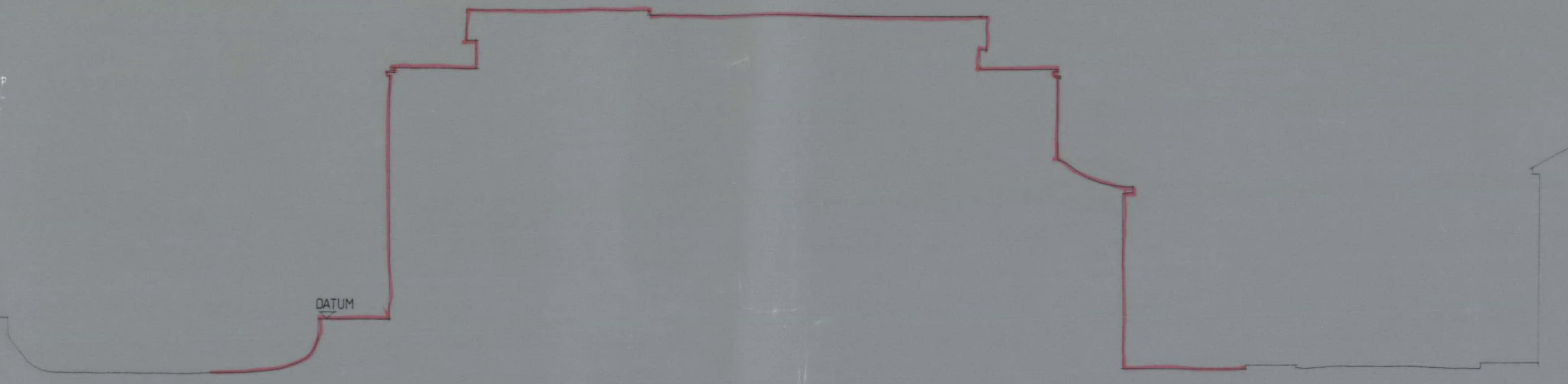


A P T Architecture, Planning, Technology APT Partnership, 44 South Molton Street London W1K 5RT Telephone 020-7355-2722 Fax 020-7355-2723 Email mail@apt-partnership.com Website http://www.apt-partnership.com	Date DEC 2000	Scale	Project	Drawing no.
	Drawn by	1:100	Kensal Road W10 MIXED USE PROPOSAL	MCW/77
	Checked by			
	Elevations to Kensal Road, Section A-A (1 of 2)			



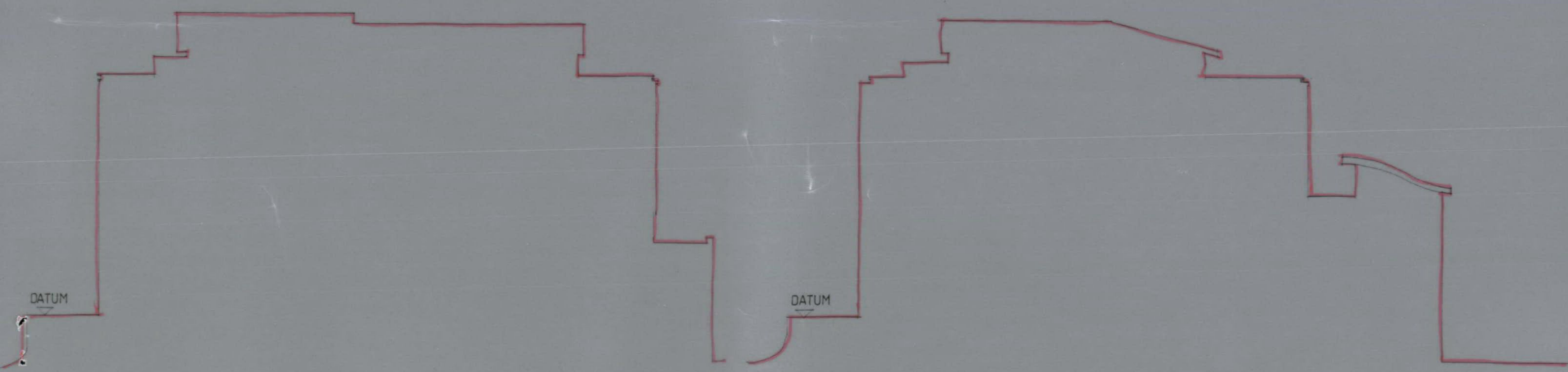


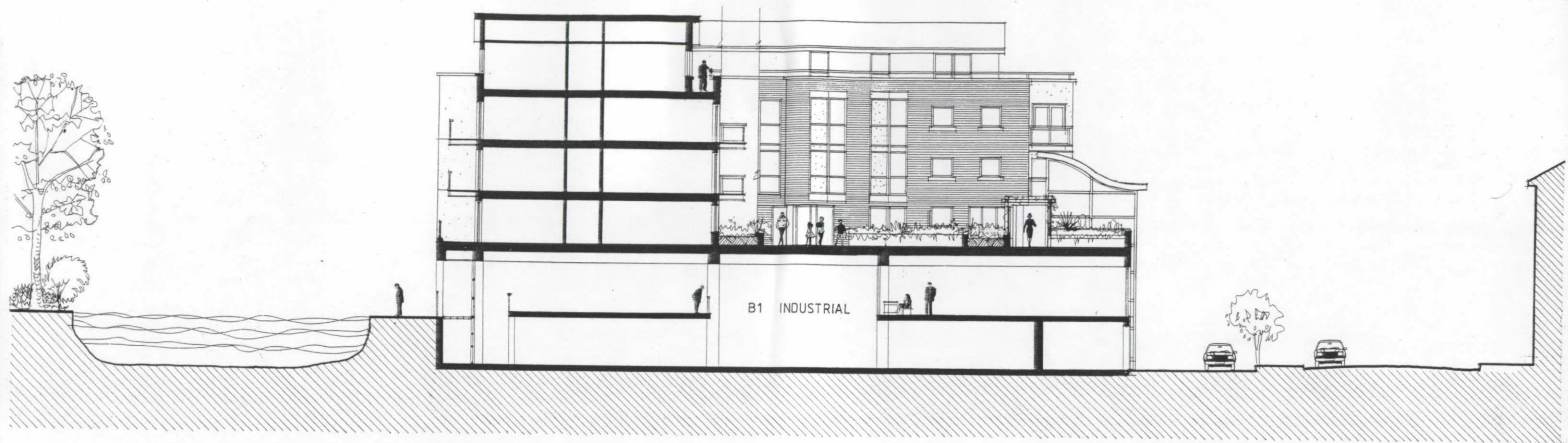
1
2



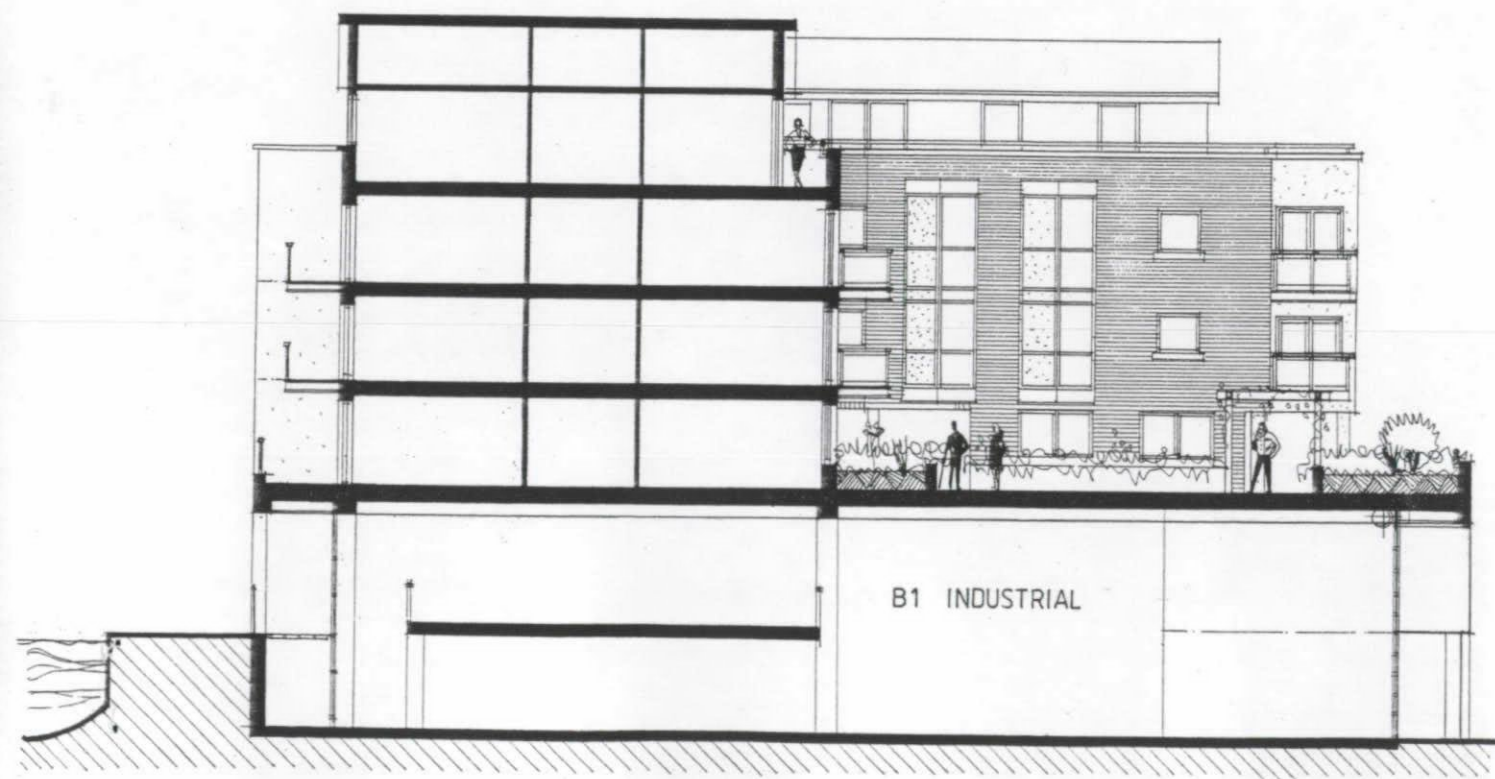
DATUM

DATUM

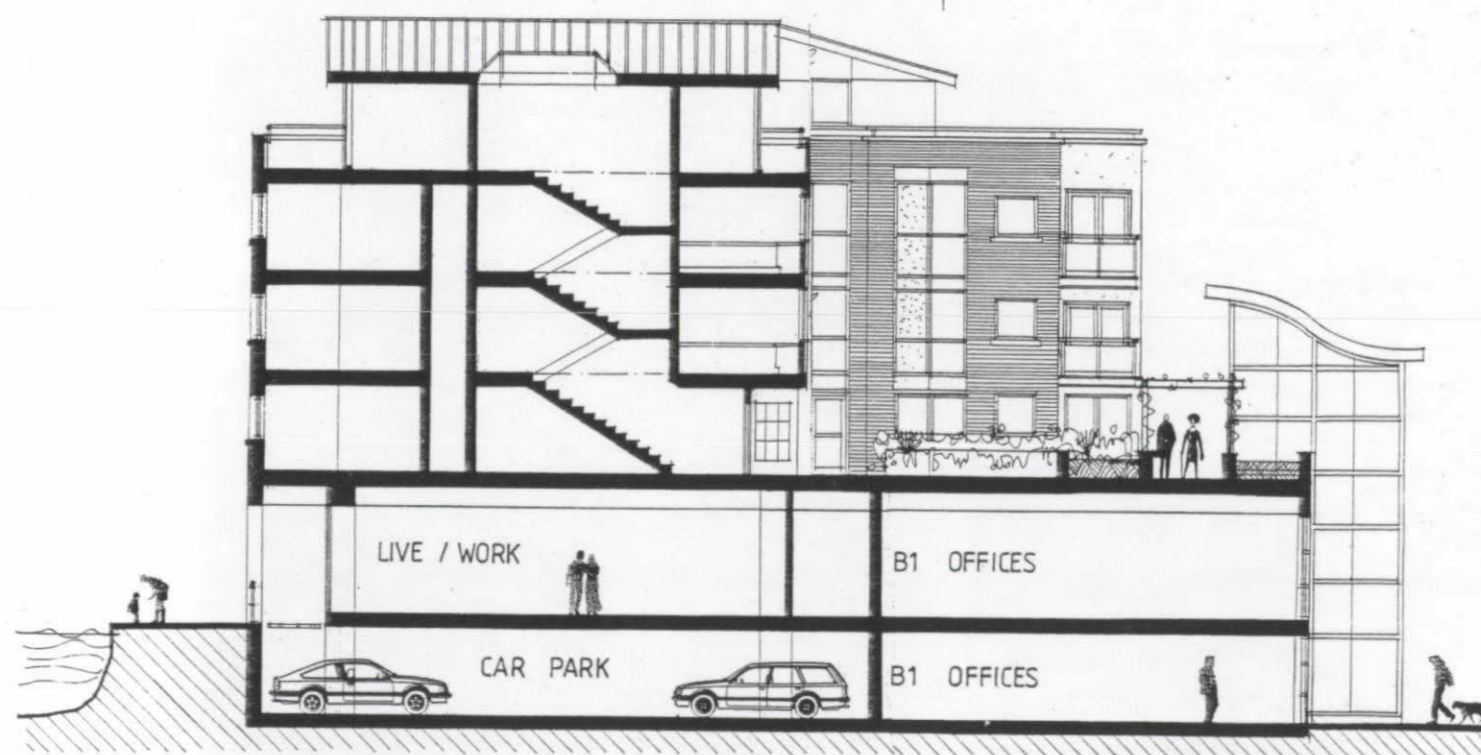




SECTION E-E

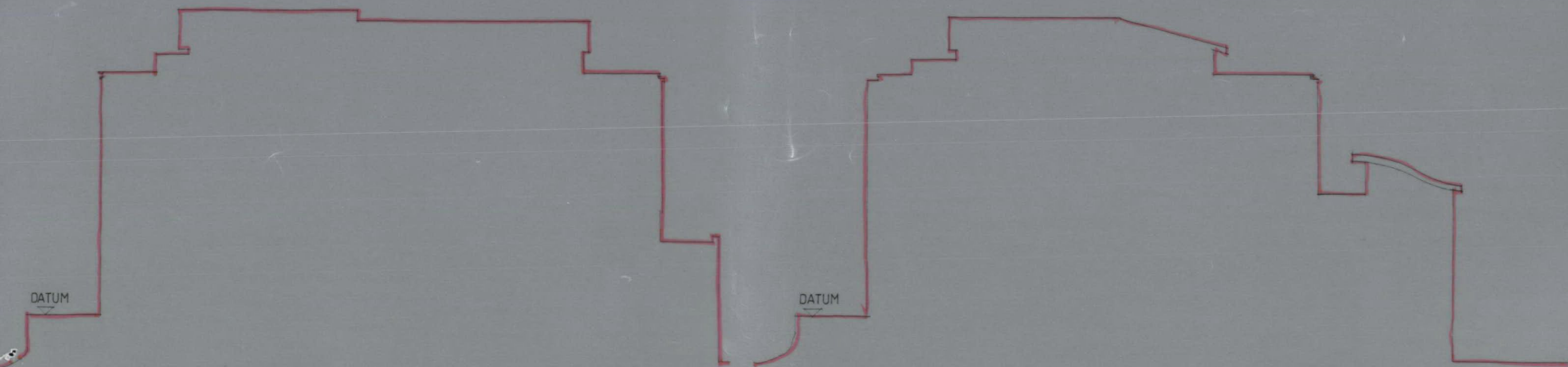
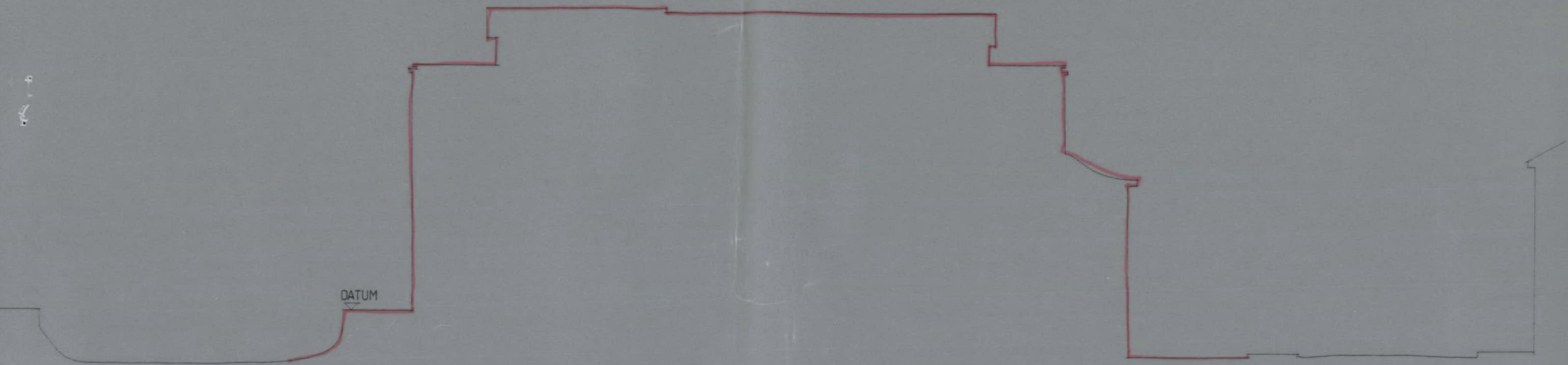


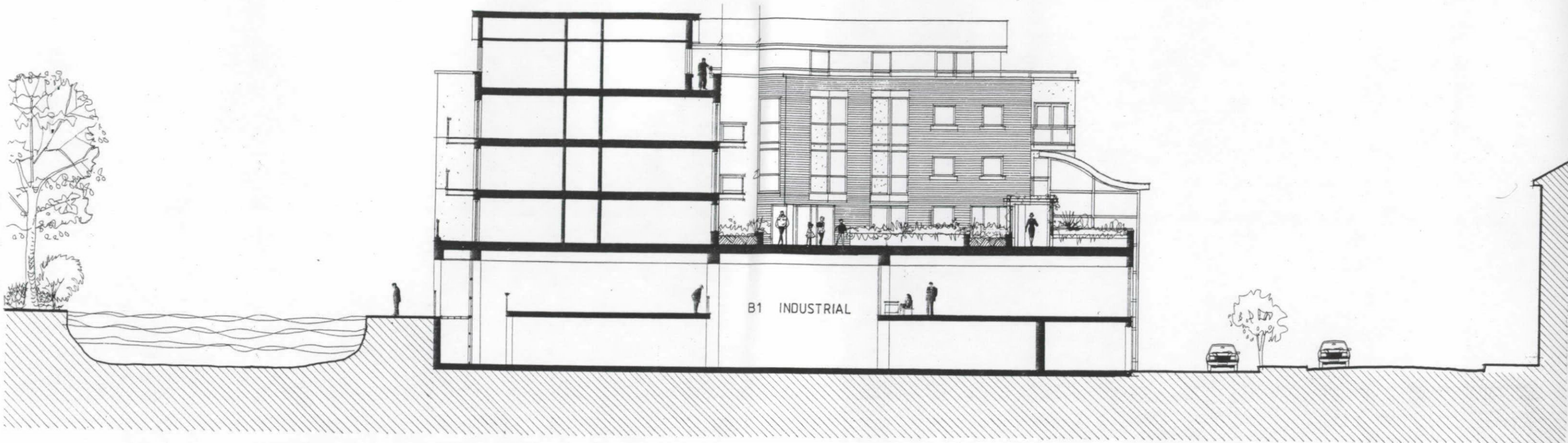
SECTION F-F



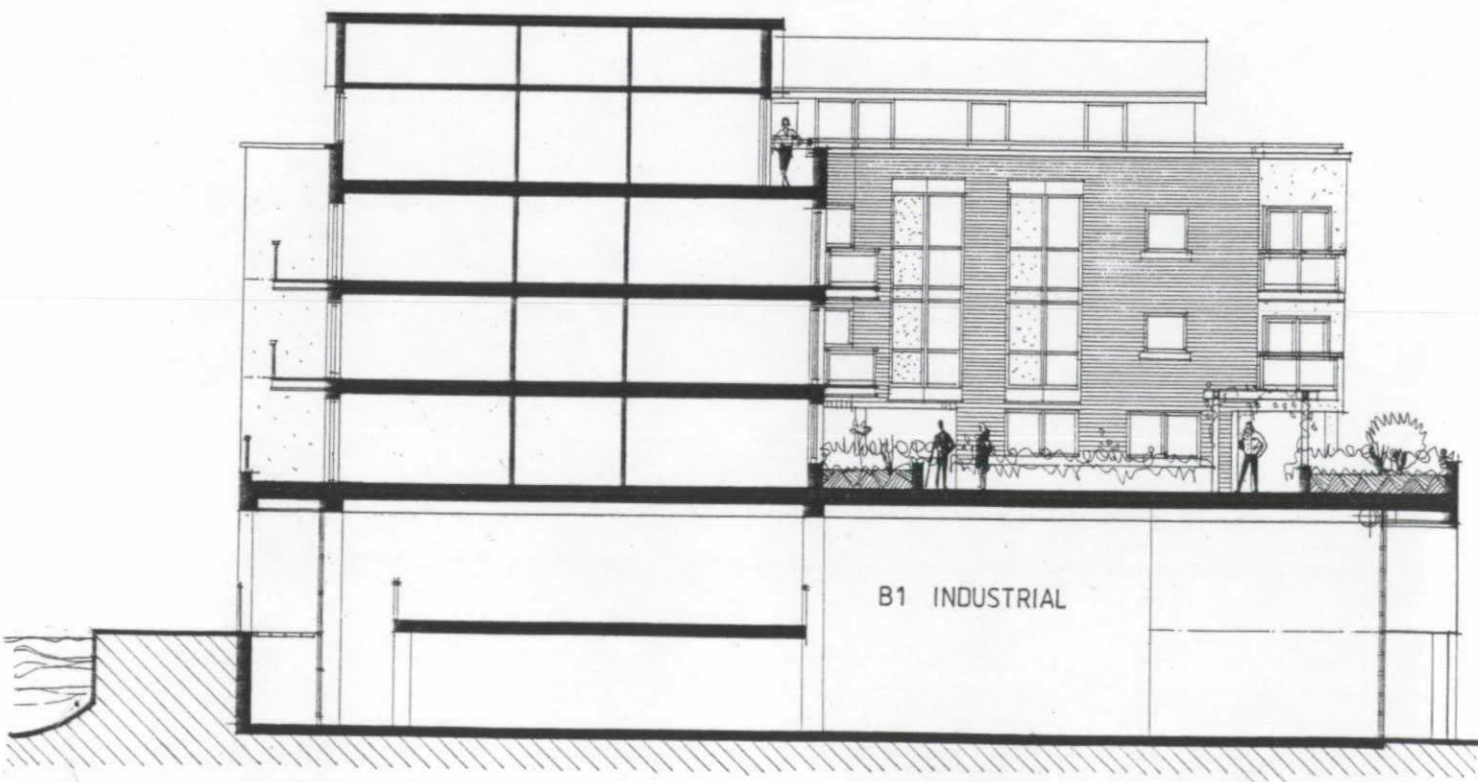
SECTION G-G

A P T Architecture, Planning, Technology APT Partnership, 1-17 Shellbury Avenue, London W1D 7EA Telephone 020-7734-5105 Fax 020-7734-5049 Email mail@apt-partnership.com Website http://www.apt-partnership.com	Date DEC 2000	Scale 1:100	Project Kensal Road W10 MIXED USE PROPOSAL	Drawing no. MCW/ 80
	Drawn by	Checked by		
	Title Elevation/ Section E-E, F-F, G-G			

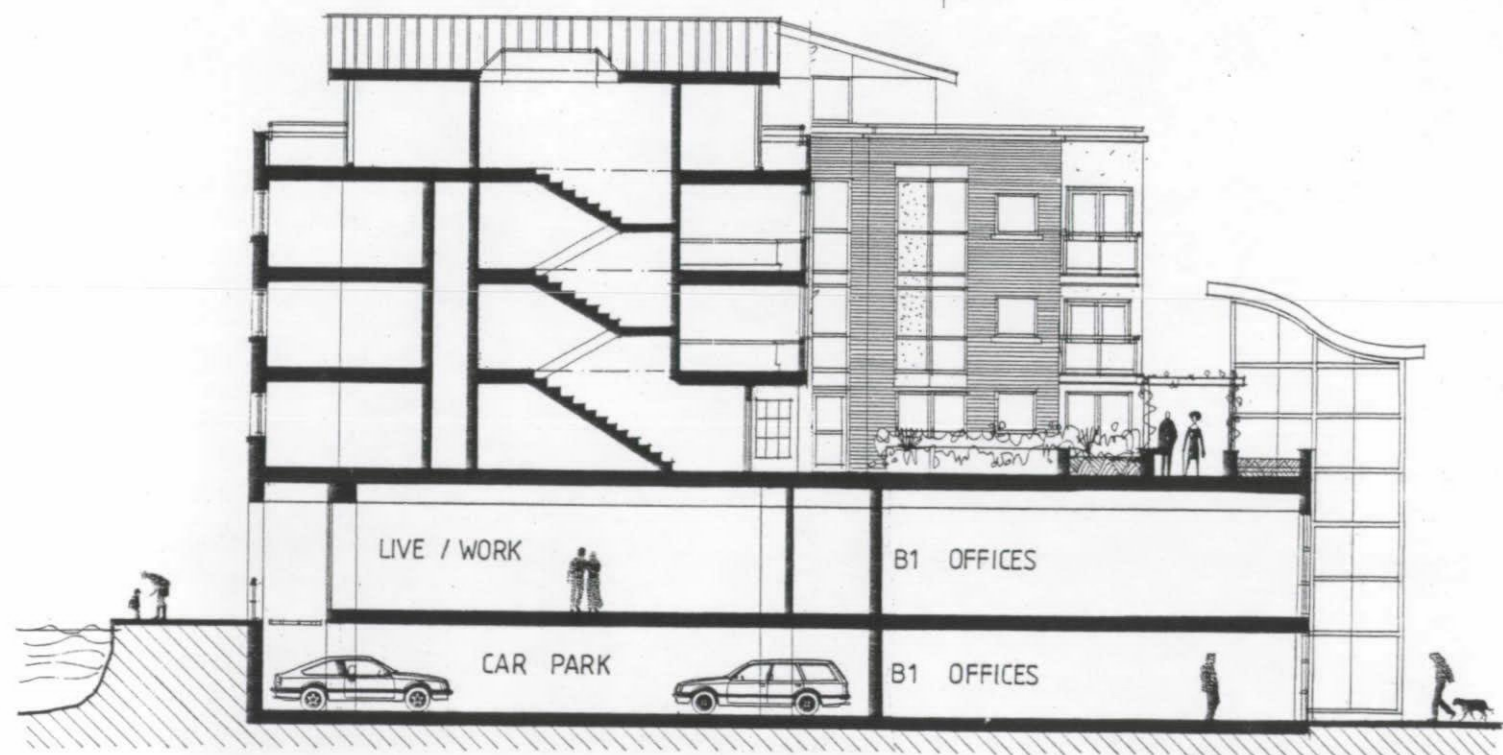




SECTION E-E

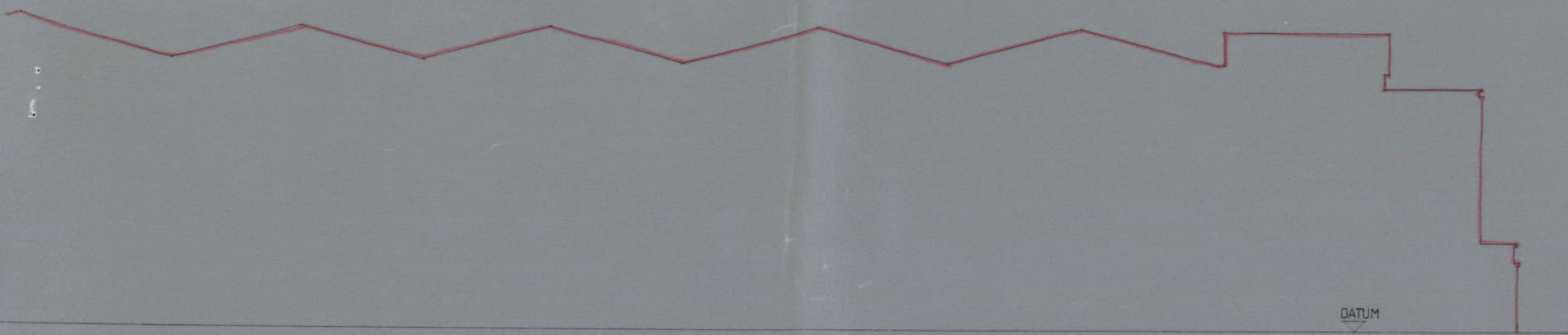


SECTION F-F



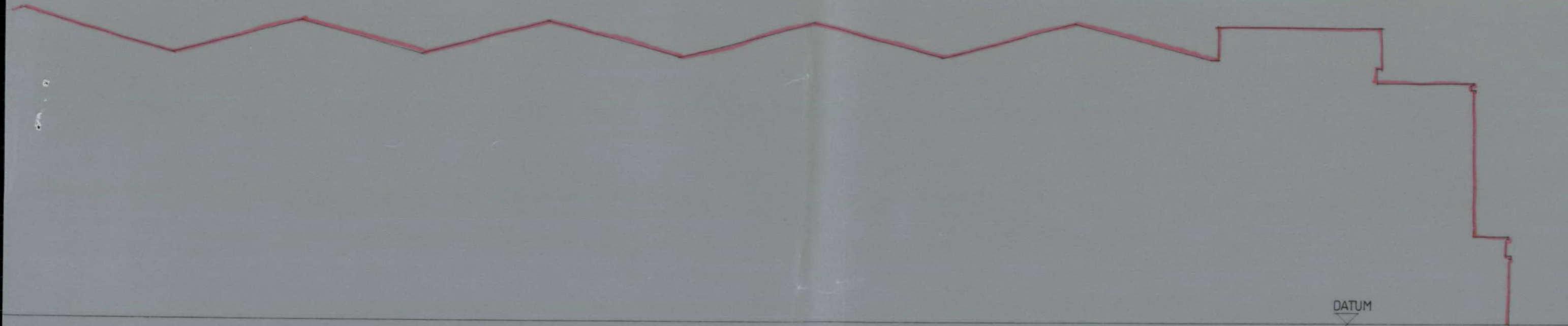
SECTION G-G

A P T <small>Architecture, Planning, Technology APT Partnership, 1-17 Shaftesbury Avenue, London W1D 7EA Telephone 020-7734-5105 Fax 020-7734-5049 Email mail@apt-partnership.com Website http://www.apt-partnership.com</small>	Date DEC 2000	Scale	Project	Drawing no.
	Drawn by	1:100	Kensal Road W10 MIXED USE PROPOSAL	MCW/ 80
	Checked by		Elevation/ Section E-E, F-F, G-G	

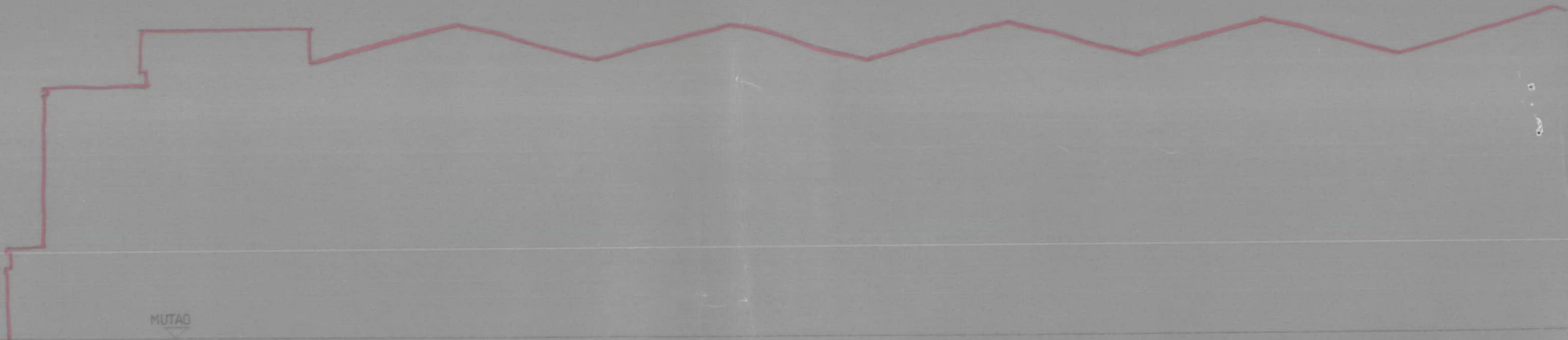




A P T Architecture, Planning, Technology APT Partnership, 44 South Molton Street London W1K 5RT Telephone 020-7355-2722 Fax 020-7355-2723 Email: mail@apt-partnership.com Website: http://www.apt-partnership.com	Date	DEC 2000	Scale	1:100	Project	Kensal Road W10 MIXED USE PROPOSAL	Drawing no.	MCW/ 74
	Drawn by		Checked by					
						1/6 Elevation to Canal (1 of 2)		



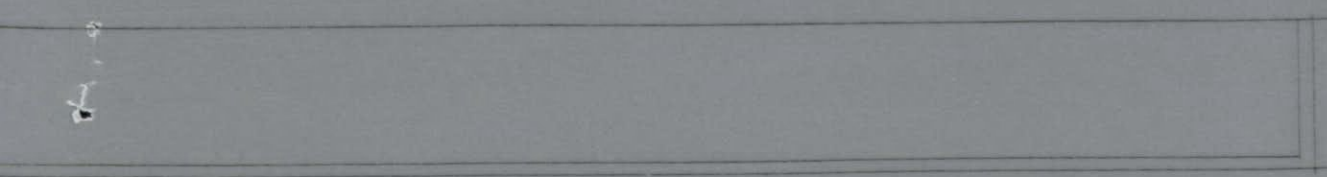
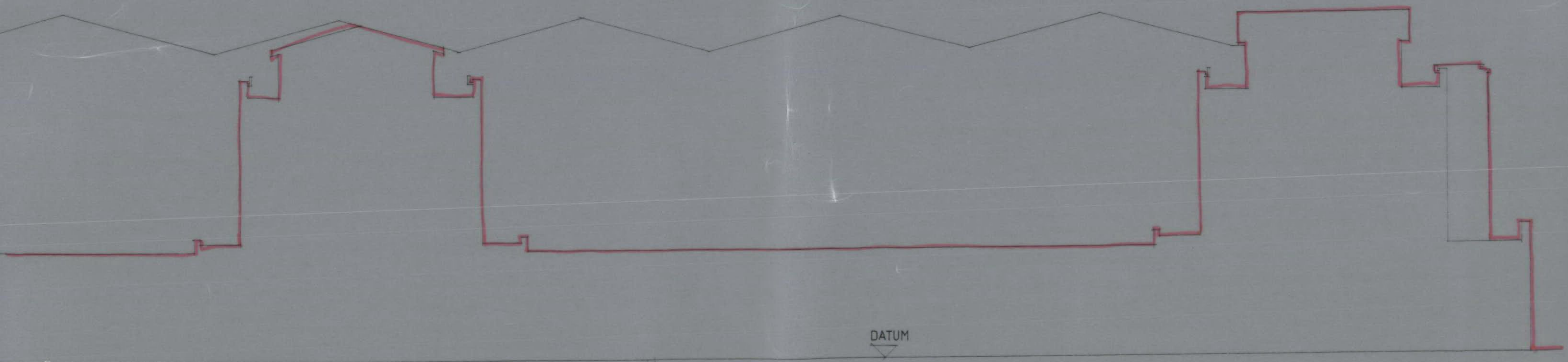
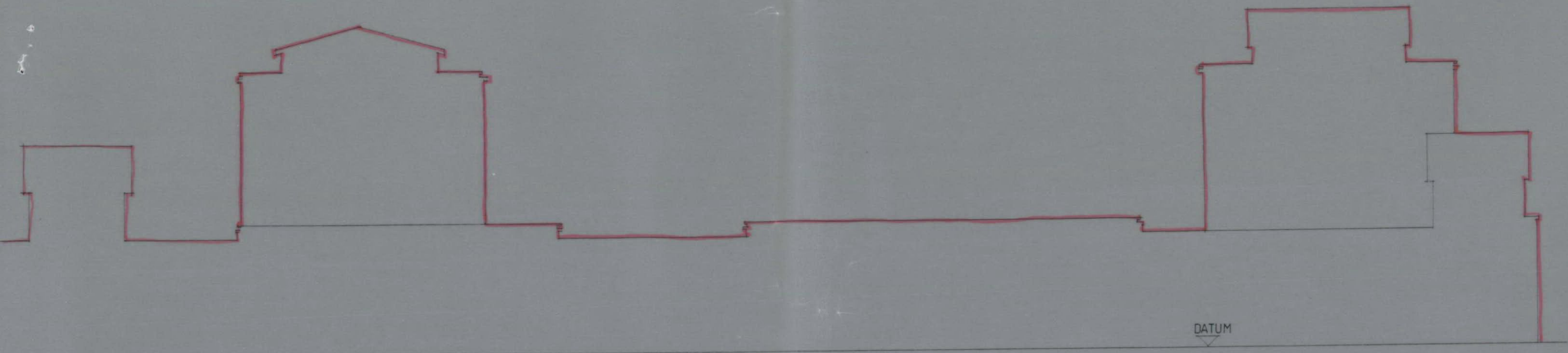
DATUM

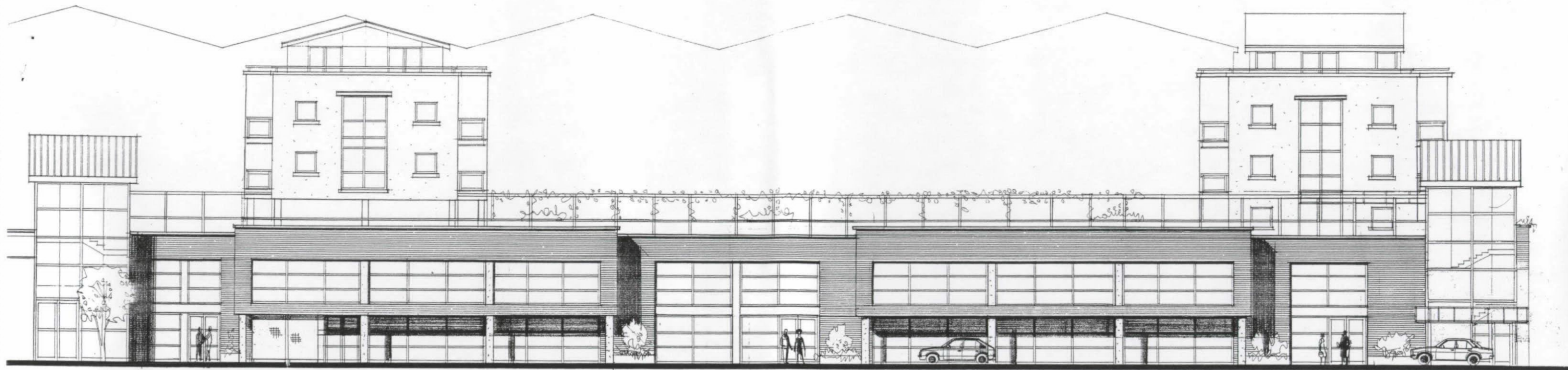


MUTAG



A P T Architecture, Planning, Technology APT Partnership, 44 South Molton Street, London W1K 5RT Telephone 020-7355-2722 Fax 020-7355-2723 Email mail@ap-partnership.com Website http://www.ap-partnership.com	Date OEC 2000	Scale	Project	Drawing no.
	Drawn by	1:100	Kensal Road W10 MIXED USE PROPOSAL	MCW/74
	Checked by		Elevation to Canal (1 of 2)	

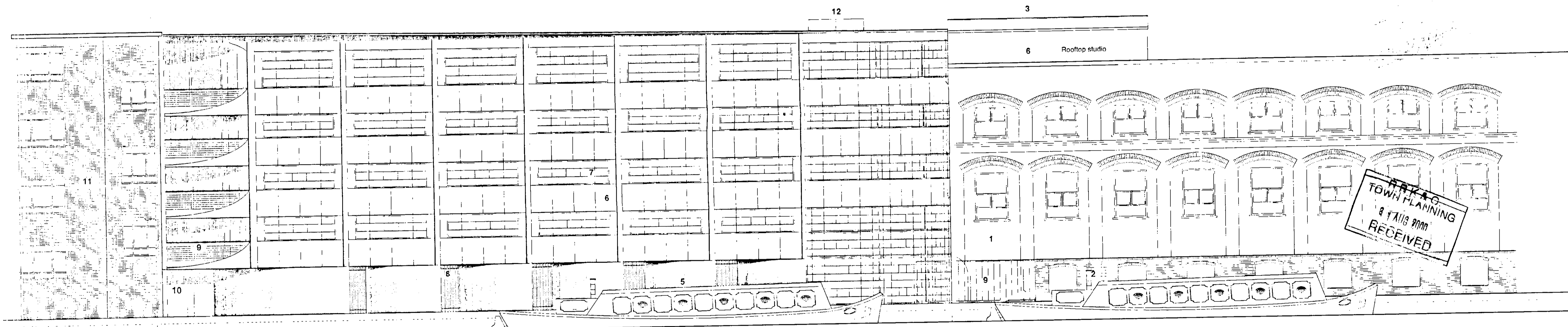




A P T Architecture, Planning, Technology APT Partnership, 44 South Molton Street London W1K 5RT Telephone 020-7355-2722 Fax 020-7355-2723 Email mail@apt-partnership.com Website http://www.apt-partnership.com	Date DEC 2000	Scale	Project	Drawing no.
	Drawn by	1:100	Kensal Road W10 MIXED USE PROPOSAL	MCW/77
	Checked by			
	The Elevations to Kensal Road, Section A-A (1 of 2)			

Materials Key

- 1 existing Canalot media complex - red facing brick
- 2 existing canal wall with arched openings - red facing brick
- 3 profiled metal barrel vaulted roof
- 5 curved wall sections with reconstituted stone facing
- 6 cementitious render
- 7 narrow section steel framed glazing - clear
- 8 vertical metal railings
- 9 balcony with railings
- 10 fire escape exit
- 11 existing R.N.I.B. building - yellow stock brick
- 12 lift shaft overrun - zinc cladding



BRYDEN WOOD ASSOCIATES
 TOWN PLANNING
 8 FINSBURY SQUARE
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R.N.I.B. — Proposed Expansion To Canalot Facilities

Proposed Expansion To Canalot Facilities — Existing Canalot Building

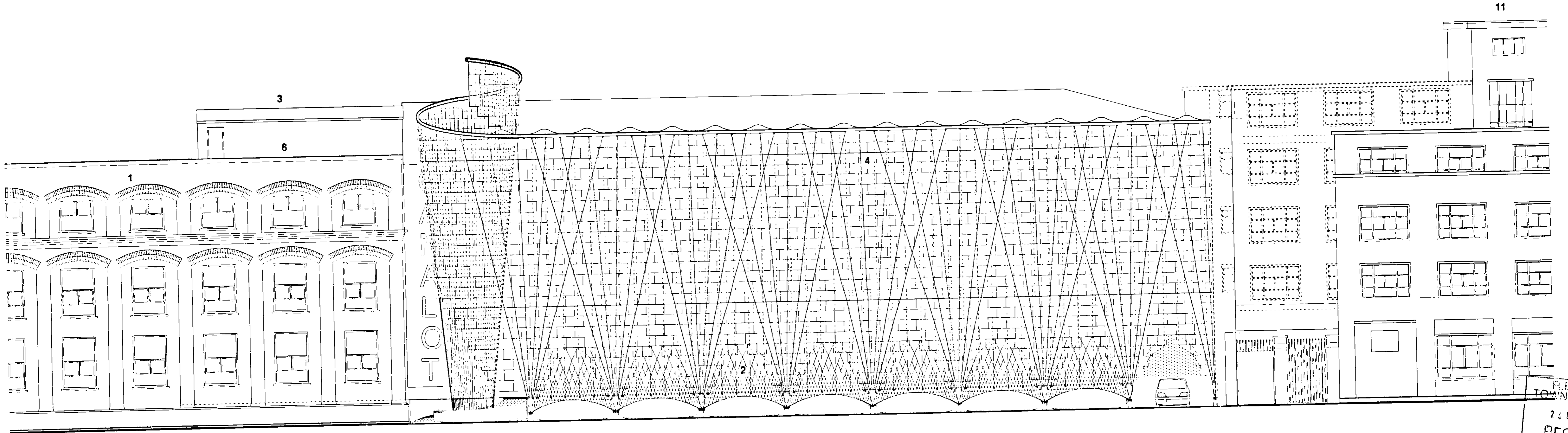
GRAND UNION CANAL ELEVATION

APPROVED BY
 PLANNING SERVICES CTTES
 17 JUL 2001
 CONSENT REF.

TP96/1828/L
 Rear Elevation

Materials Key

- 1 existing Canalot media complex - red facing brick
- 2 cable mesh between front wall tension cables and concrete
- 3 shell base detail - shop front glazing to retail units behind
- 4 wall of clear frit toughened glass panels with acid etched appearance hung on steel sub-structure following a sinusoidal plan form
- 6 cementitious render
- 11 existing R.N.I.B. building - yellow stock brick



Existing Canalot Building — Proposed Expansion To Canalot Facilities

Proposed Expansion To Canalot Facilities — R.N.I.B

KENSAL ROAD ELEVATION

R.B.K. & C.
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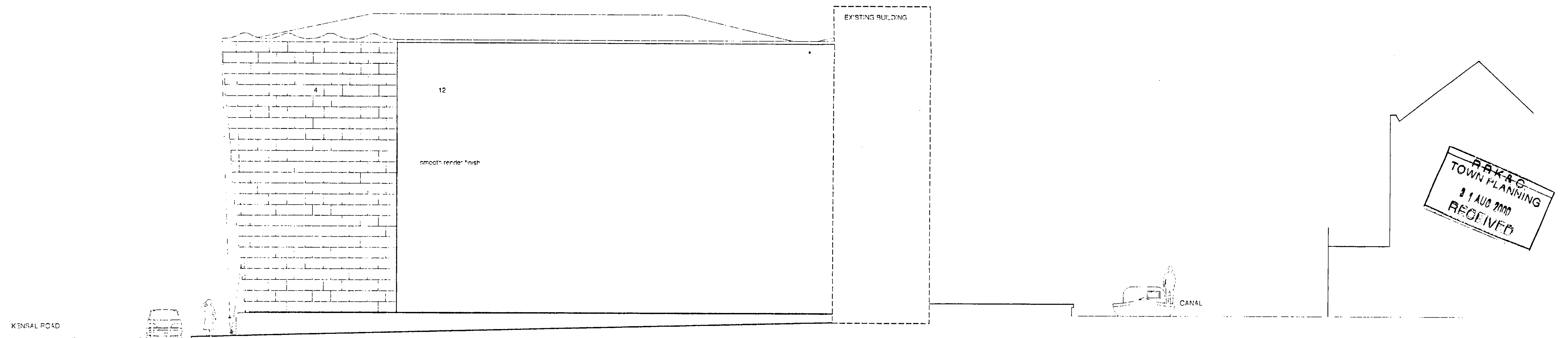
APPLICANT'S OFFICE
11.3.17.2000
CONSENT REF...

TP 96/1328K

Grant

Materials Key

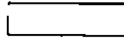


- 1 existing Canalot media complex - red facing brick
- 2 cable mesh between front wall tension cables and concrete shell base detail - shop front glazing to retail units behind
- 3 profiled metal barrel vaulted roof
- 4 wall of clear frit toughened glass panels with acid etched appearance hung on steel sub-structure following a sinusoidal plan form
- 11 existing R N1 B building - yellow stock brick
- 12 smooth render finish

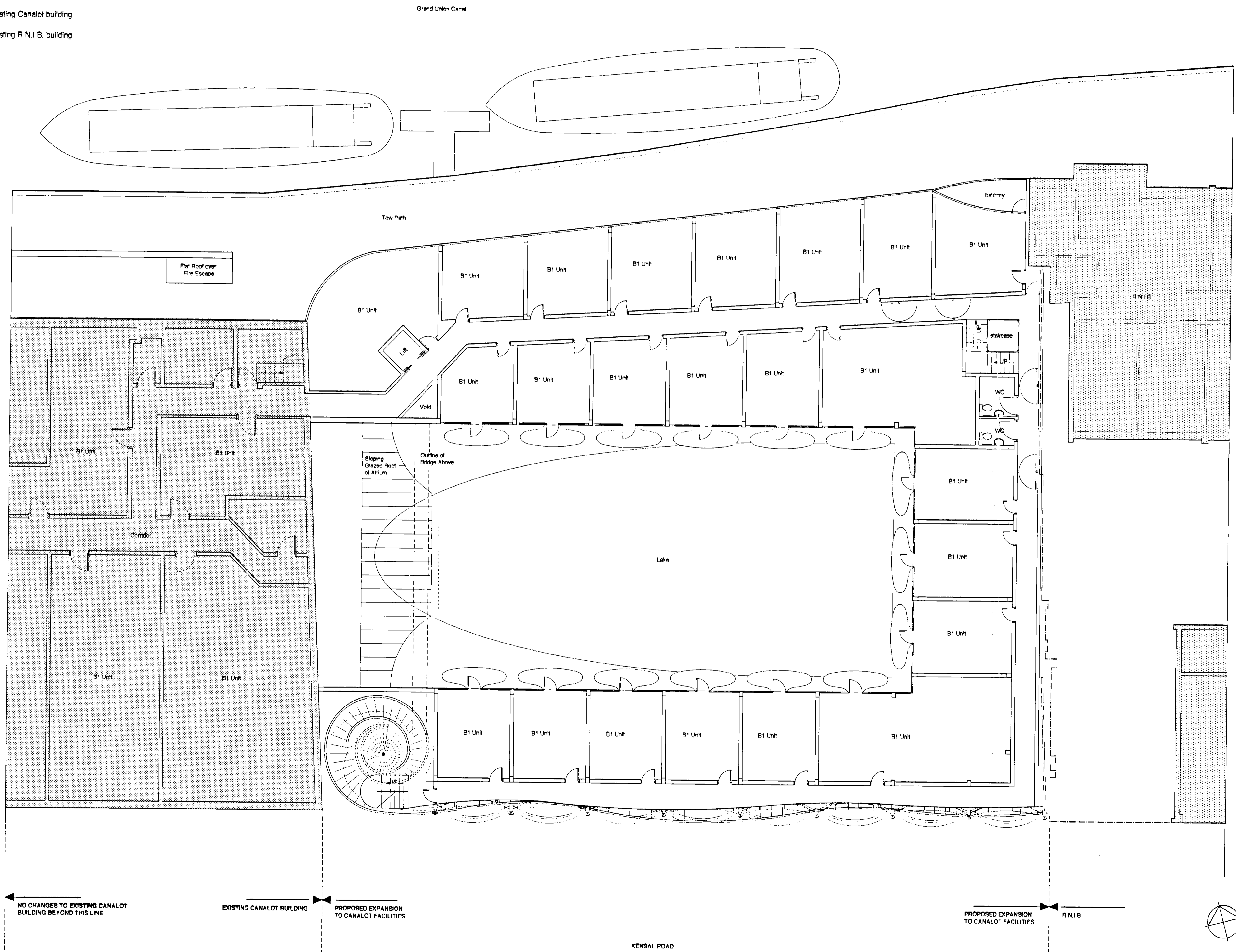


SIDE ELEVATION

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PLANNING SERVICES CITE
17 JUL 2001
CONSENT REF

East
Flank Elevⁿ.
TP96/1828L

- Key**
-  Proposed extension to Canalot facilities
 -  Existing Canalot building
 -  Existing R.N.I.B. building



R.B.K. & C.
TOWN PLANNING
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APPROVED BY
PLANNING SERVICES
17 DEC 2001
CONSENT REF.

96/18281c

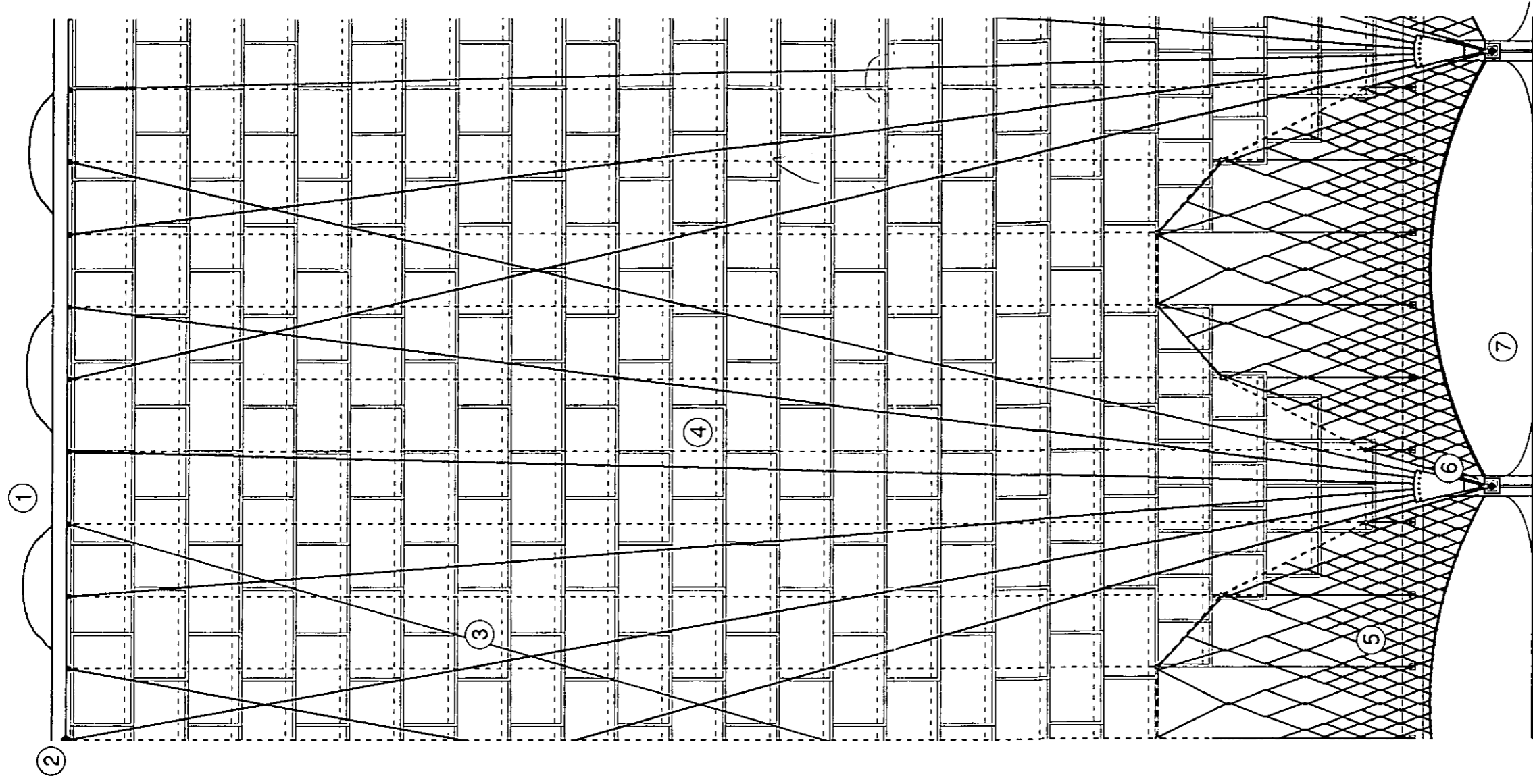
NO CHANGES TO EXISTING CANALOT BUILDING BEYOND THIS LINE

EXISTING CANALOT BUILDING

PROPOSED EXPANSION TO CANALOT FACILITIES

PROPOSED EXPANSION TO CANALOT FACILITIES

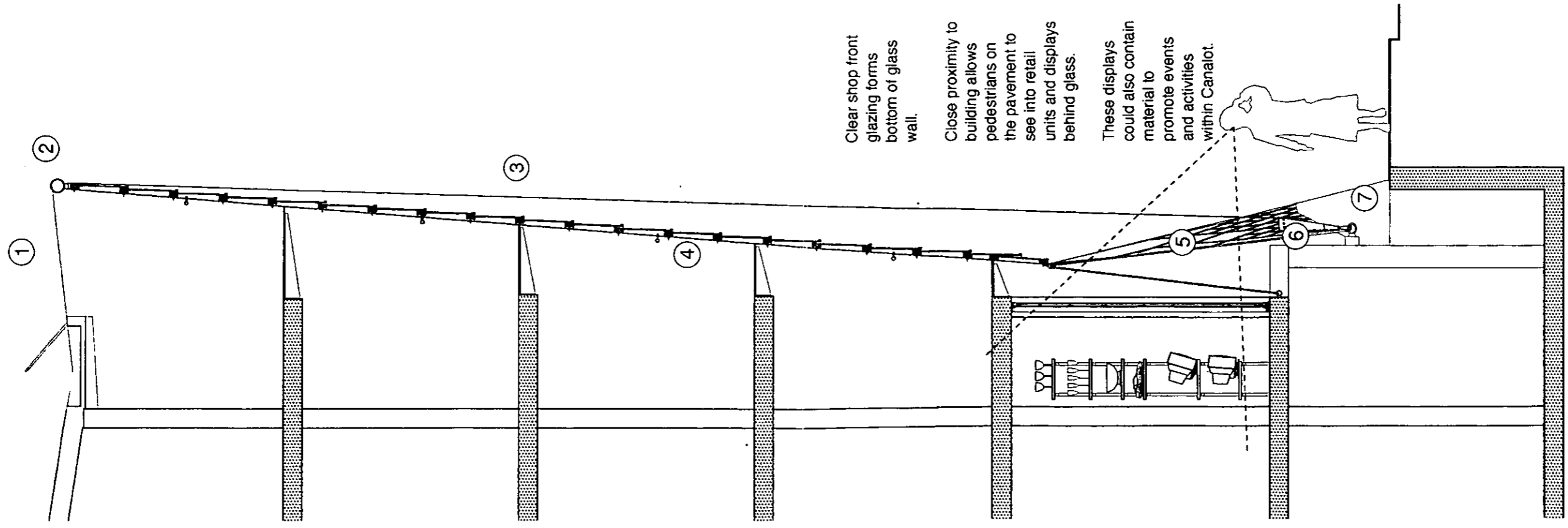
R.N.I.B.



- 1 Tensile Membrane
- 2 Steel Tube
- 3 Metal Tension Cable
- 4 Translucent Glass Panels
- 5 Metal Cable Mesh
- 6 Cast Steel Cable Terminator
- 7 Re-constituted Stone 'Kerbing'

R.D.K. & C.
TOWN PLANNING
18 JUL 1997
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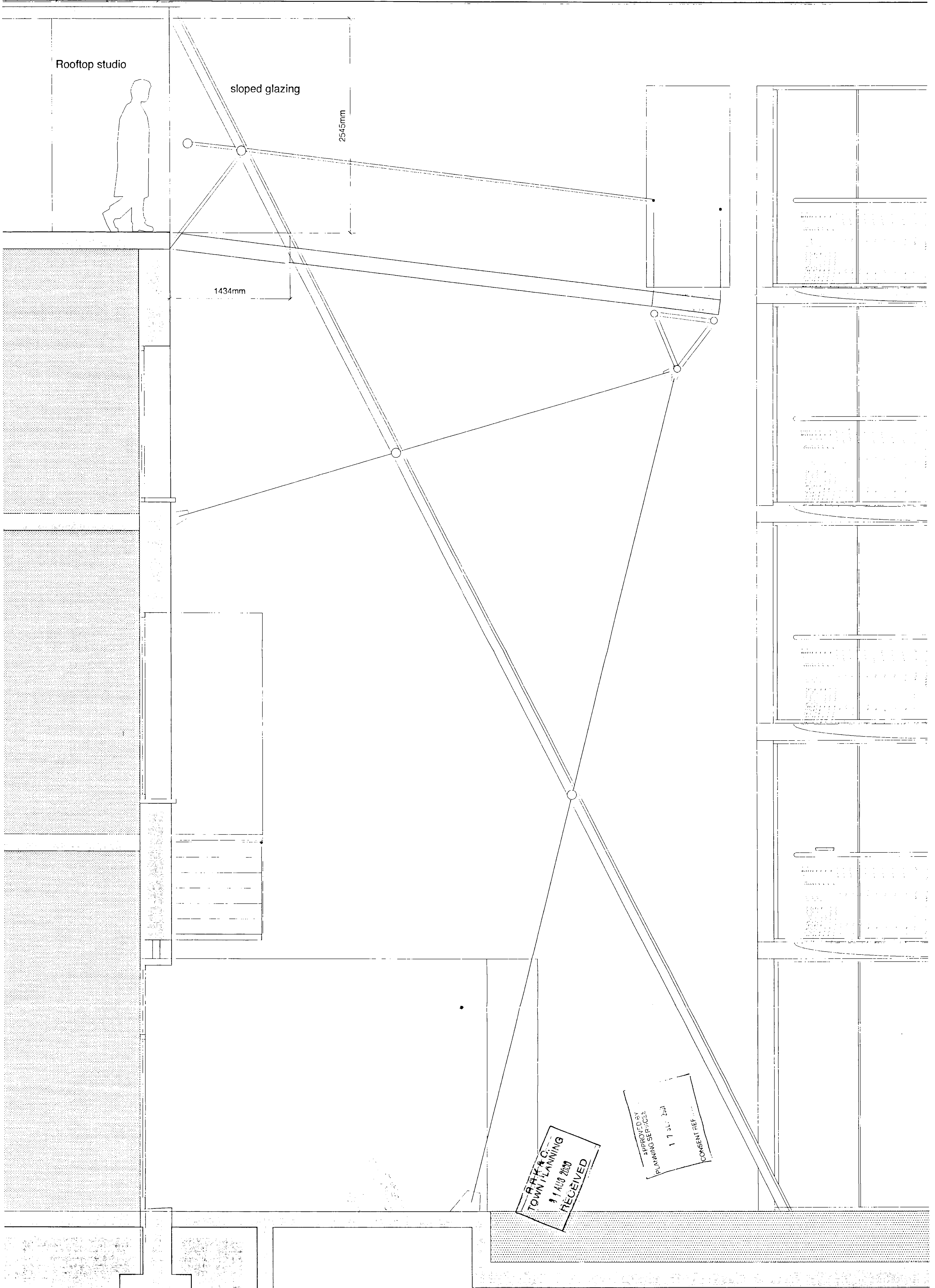
1-1 618281A



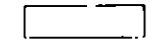

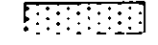
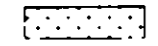
Clear shop front glazing forms bottom of glass wall.

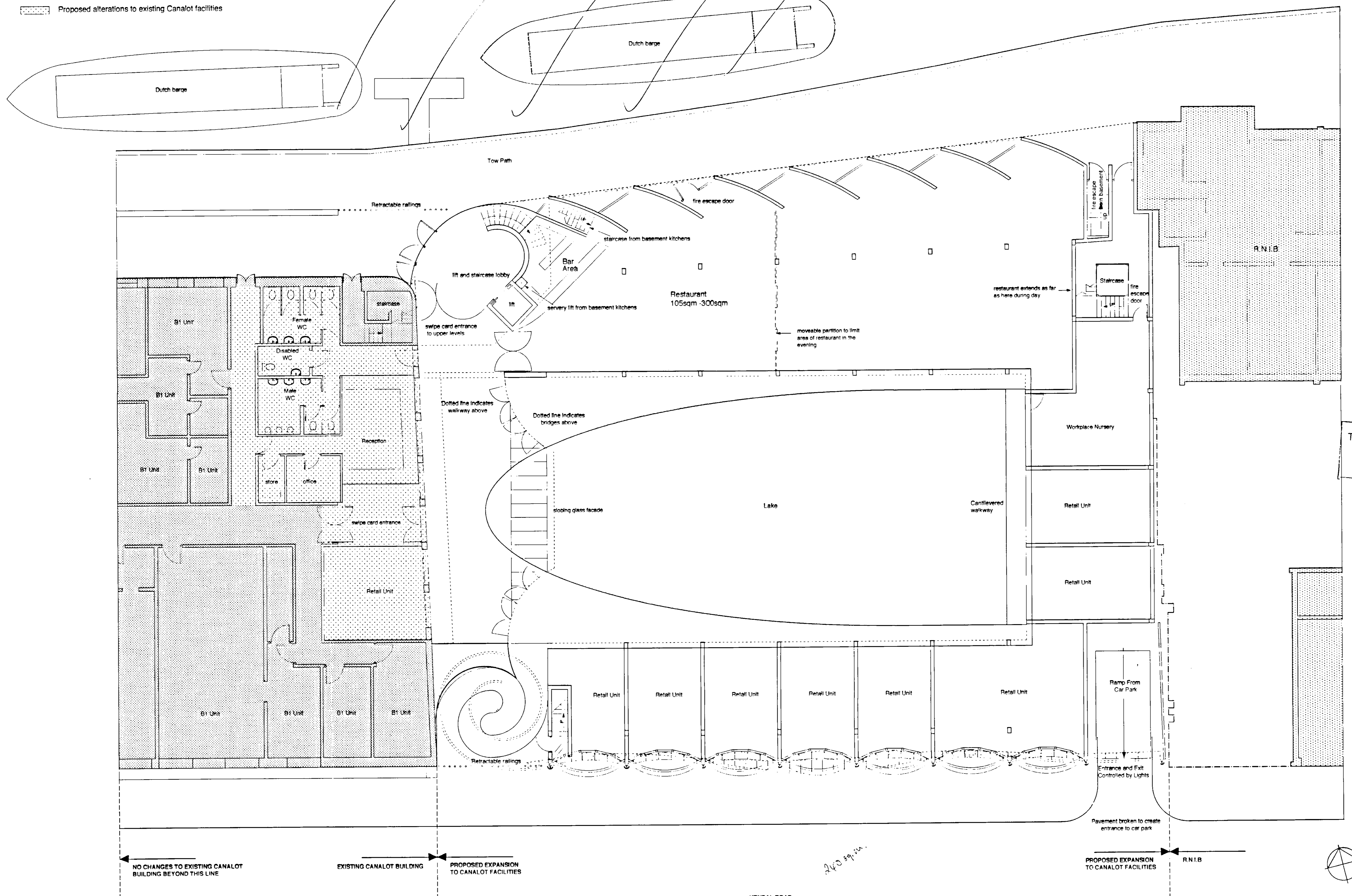
Close proximity to building allows pedestrians on the pavement to see into retail units and displays behind glass.

These displays could also contain material to promote events and activities within Canalot.



BARGES OMITTED BY LETTER 15-8-00.

- Key**
-  Proposed extension to Canalot facilities
 -  Existing Canalot building
 -  Existing R.N.I.B. building
 -  Proposed alterations to existing Canalot facilities



R.E.K.& C.
TOWN PLANNING
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PLANNING SERVICES OFFICE
17 SEP 2001
CONSENT REF.

TP96 1828-1c

GF plan

NO CHANGES TO EXISTING CANALOT BUILDING BEYOND THIS LINE

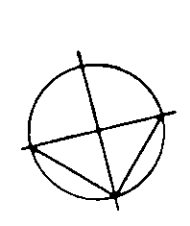
EXISTING CANALOT BUILDING

PROPOSED EXPANSION TO CANALOT FACILITIES

PROPOSED EXPANSION TO CANALOT FACILITIES

R.N.I.B.

KENSAL ROAD



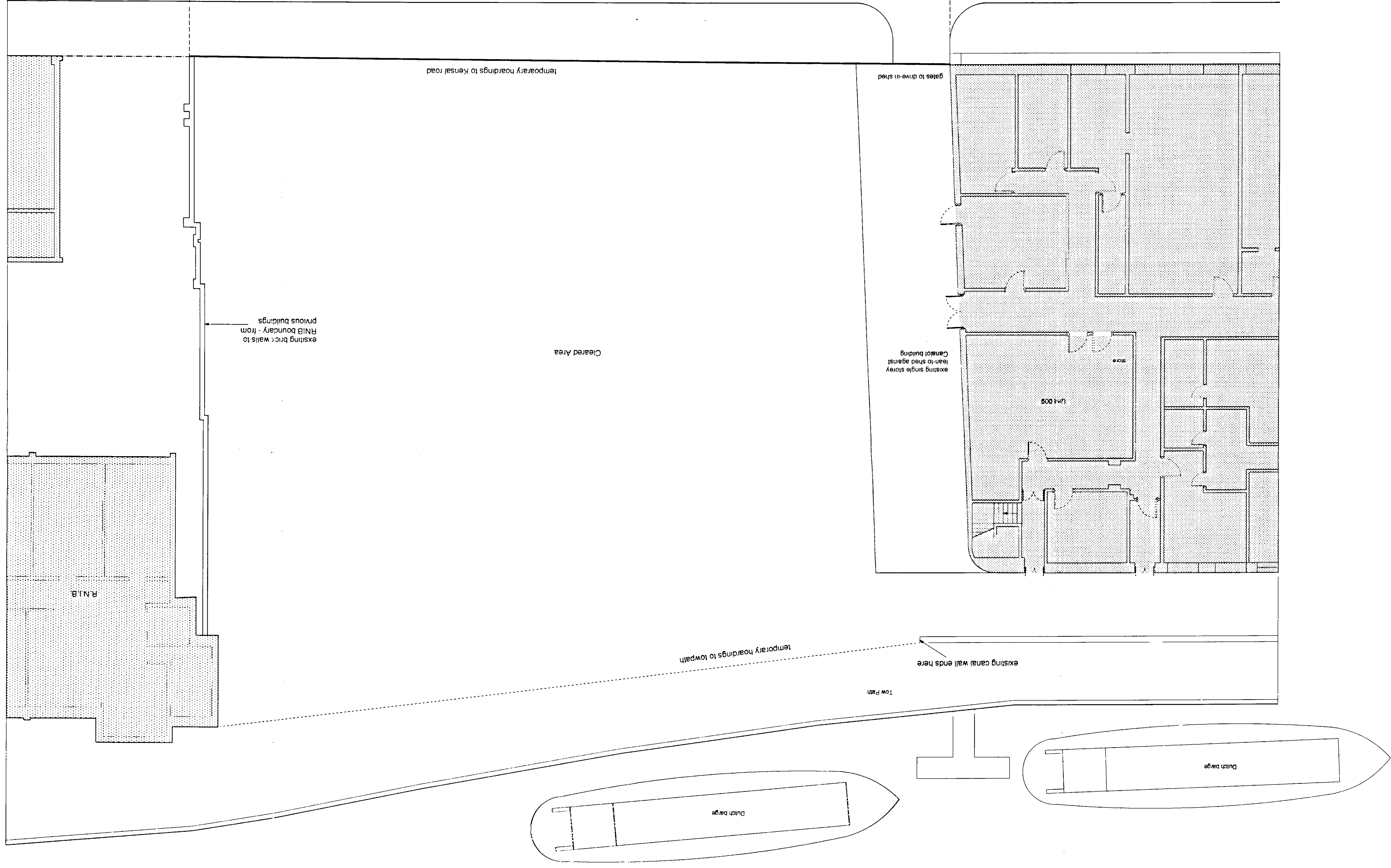
R.N.I.B

KENSAL ROAD

EXISTING CANALOT BUILDING

TP 46 1525 K

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PLANNING SERVICES OFFICE
17 JULY 2001
CONSENT REF.



temporary hoardings to Kensal road

existing brick walls to previous buildings
R.N.I.B boundary - from

Cleared Area

R.N.I.B

gates to drive-in shed

existing single storey
lean-to shed against
Canalot building

Unit 008

store

temporary hoardings to towpath

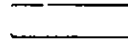


existing canal wall ends here

Tow Path

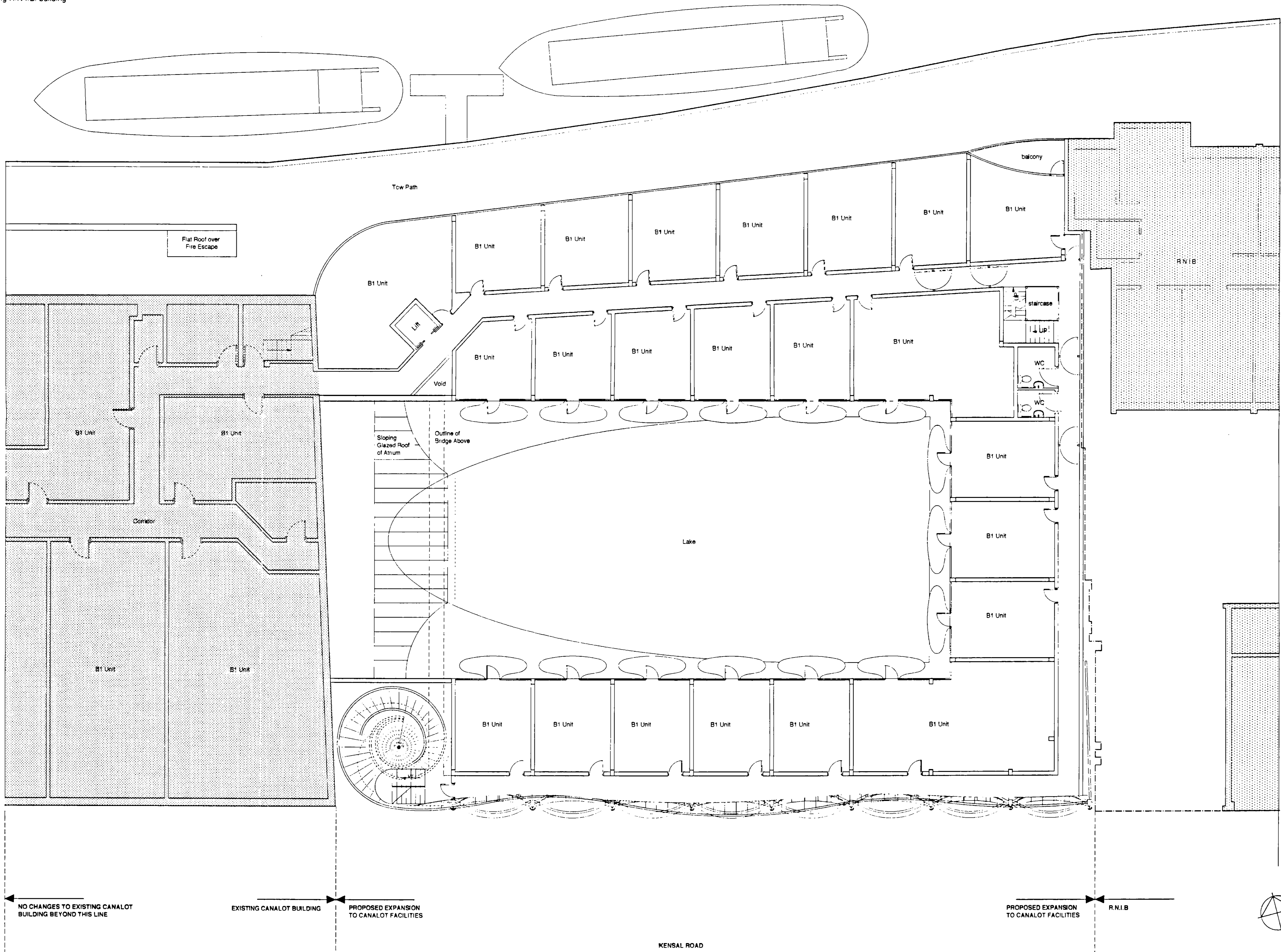
Dutch barge

Dutch barge

Grand Union Canal

- Key**
-  Proposed extension to Canalot facilities
 -  Existing Canalot building
 -  Existing R.N.I.B. building

Grand Union Canal



P.B. & C.
 TOWN PLANNING
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 PLANNING SERVICES CTTEE
 17 SEP 2001
 CONSENT REF

96 1828K
 3rd

NO CHANGES TO EXISTING CANALOT BUILDING BEYOND THIS LINE

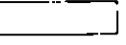

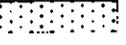
EXISTING CANALOT BUILDING

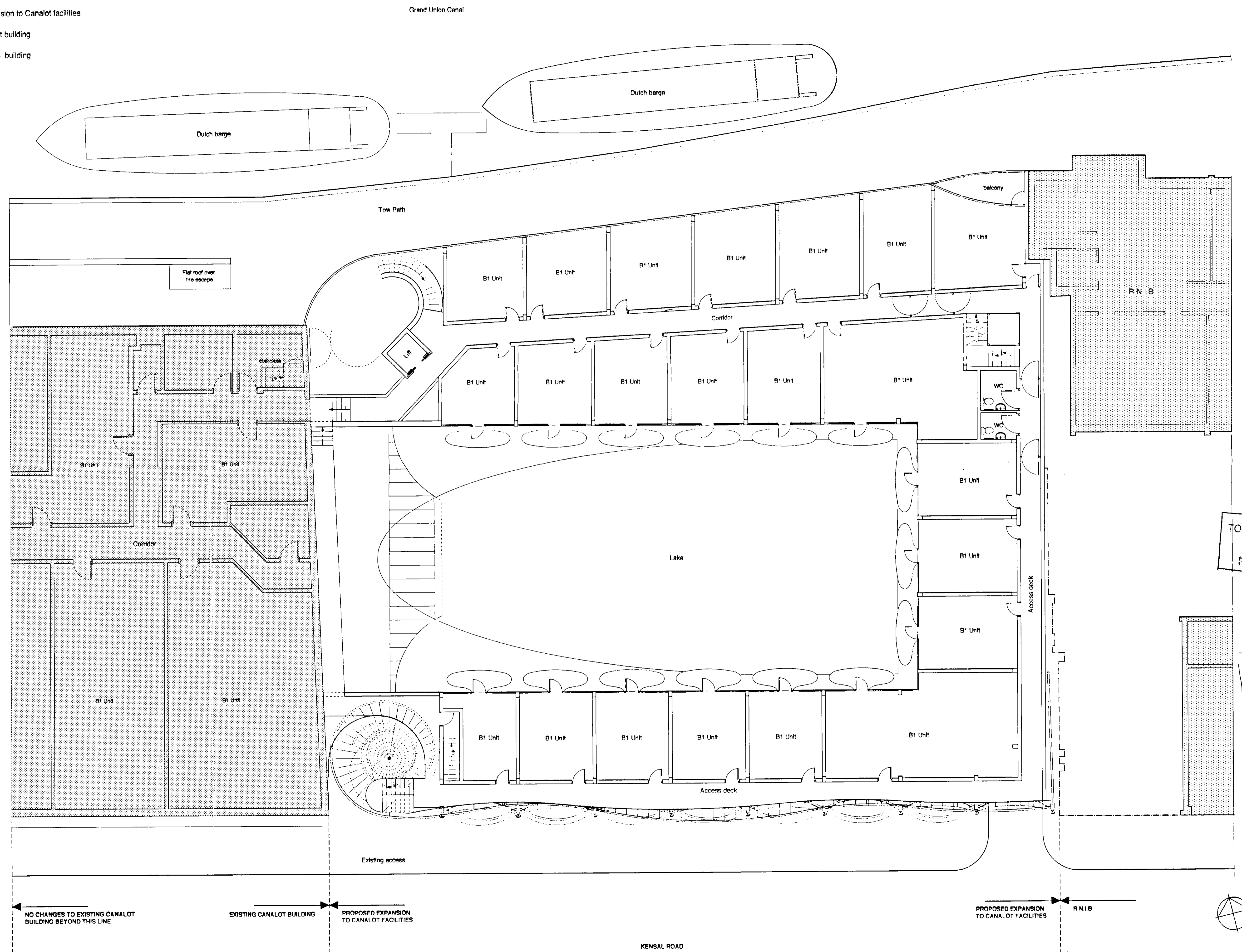
PROPOSED EXPANSION TO CANALOT FACILITIES

PROPOSED EXPANSION TO CANALOT FACILITIES

R.N.I.B.

KENSAL ROAD

- Key**
-  Proposed extension to Canalot facilities
 -  Existing Canalot building
 -  Existing R.N.I.B. building



R.B.K. & C.
TOWN PLANNING
24 DEC 1998
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PLANNING SERVICES OFFICE
17 SEP 2001
CONSENT REF.

NO CHANGES TO EXISTING CANALOT BUILDING BEYOND THIS LINE

EXISTING CANALOT BUILDING

PROPOSED EXPANSION TO CANALOT FACILITIES

PROPOSED EXPANSION TO CANALOT FACILITIES

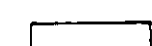

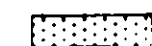
R.N.I.B.

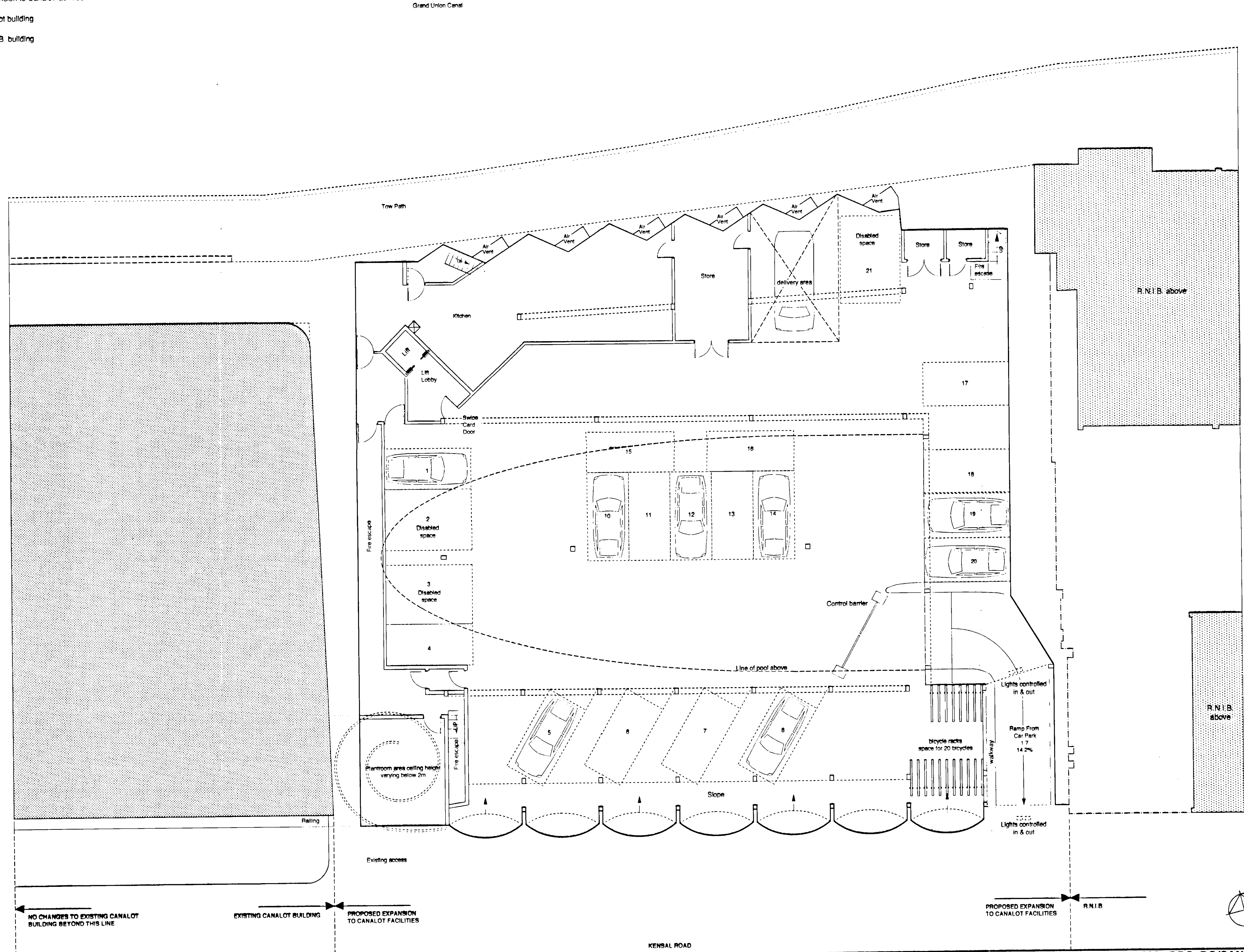
KENSAL ROAD

TP96/1828/K

FIRST

Key

-  Proposed extension to Canalot facilities
-  Existing Canalot building
-  Existing R.N.I.B. building



R.H.K.A.G.
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CONSENT REF. 17 SEP 2001

TP 96 1828

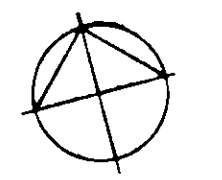
NO CHANGES TO EXISTING CANALOT BUILDING BEYOND THIS LINE

EXISTING CANALOT BUILDING

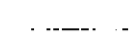


PROPOSED EXPANSION TO CANALOT FACILITIES

PROPOSED EXPANSION TO CANALOT FACILITIES

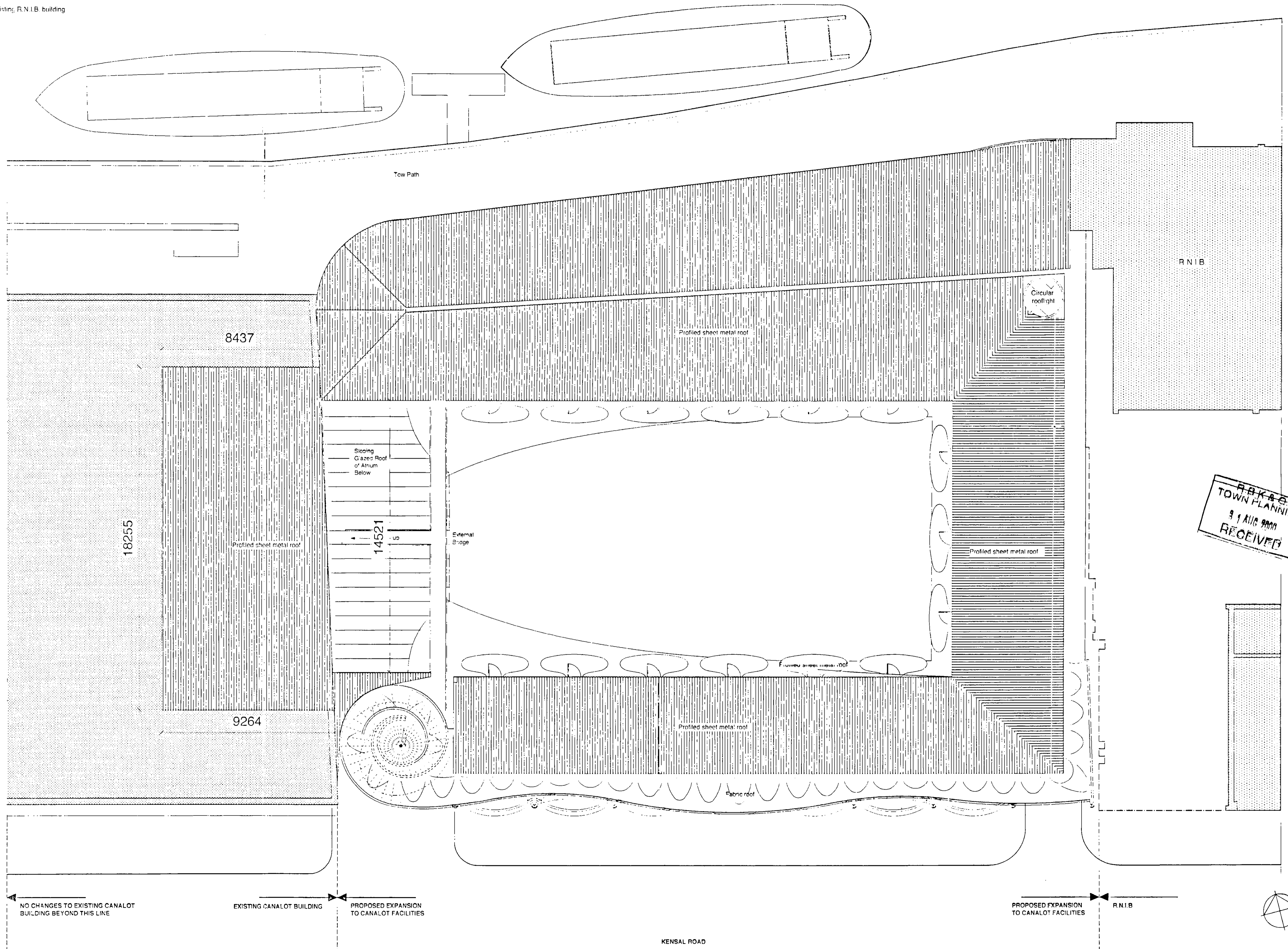
R.N.I.B.



Key

-  Proposed extension to Canalot facilities
-  Existing Canalot building
-  Existing R.N.I.B. building

Grand Union Canal



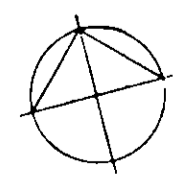
PAK & S
TOWN PLANNING
9 1 AVE 9000
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APPROVED BY CLIENT
17 SEP 2000
CONSENT REF.

NO CHANGES TO EXISTING CANALOT BUILDING BEYOND THIS LINE

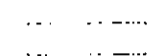

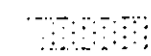
EXISTING CANALOT BUILDING PROPOSED EXPANSION TO CANALOT FACILITIES

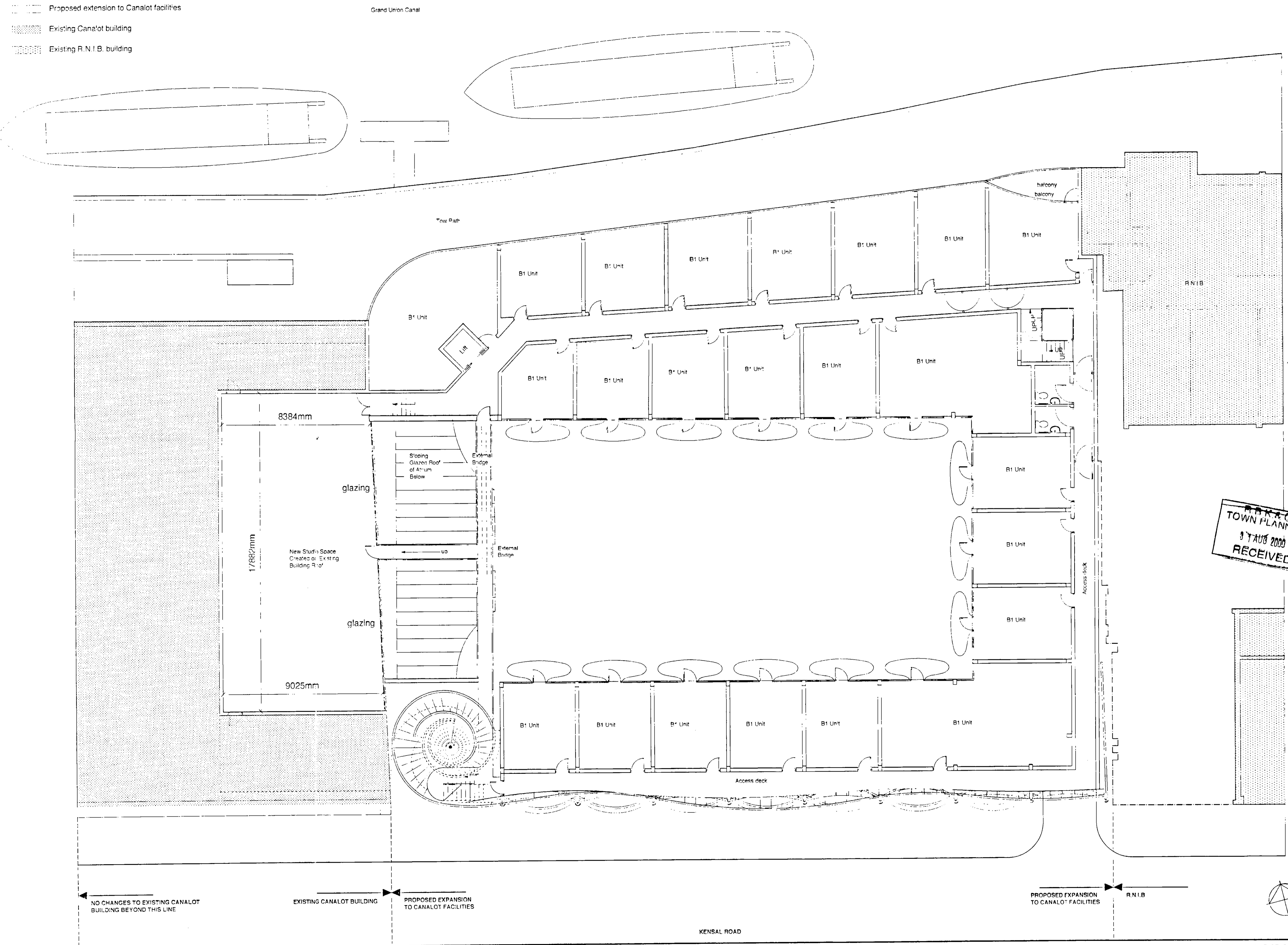
PROPOSED EXPANSION TO CANALOT FACILITIES R.N.I.B.

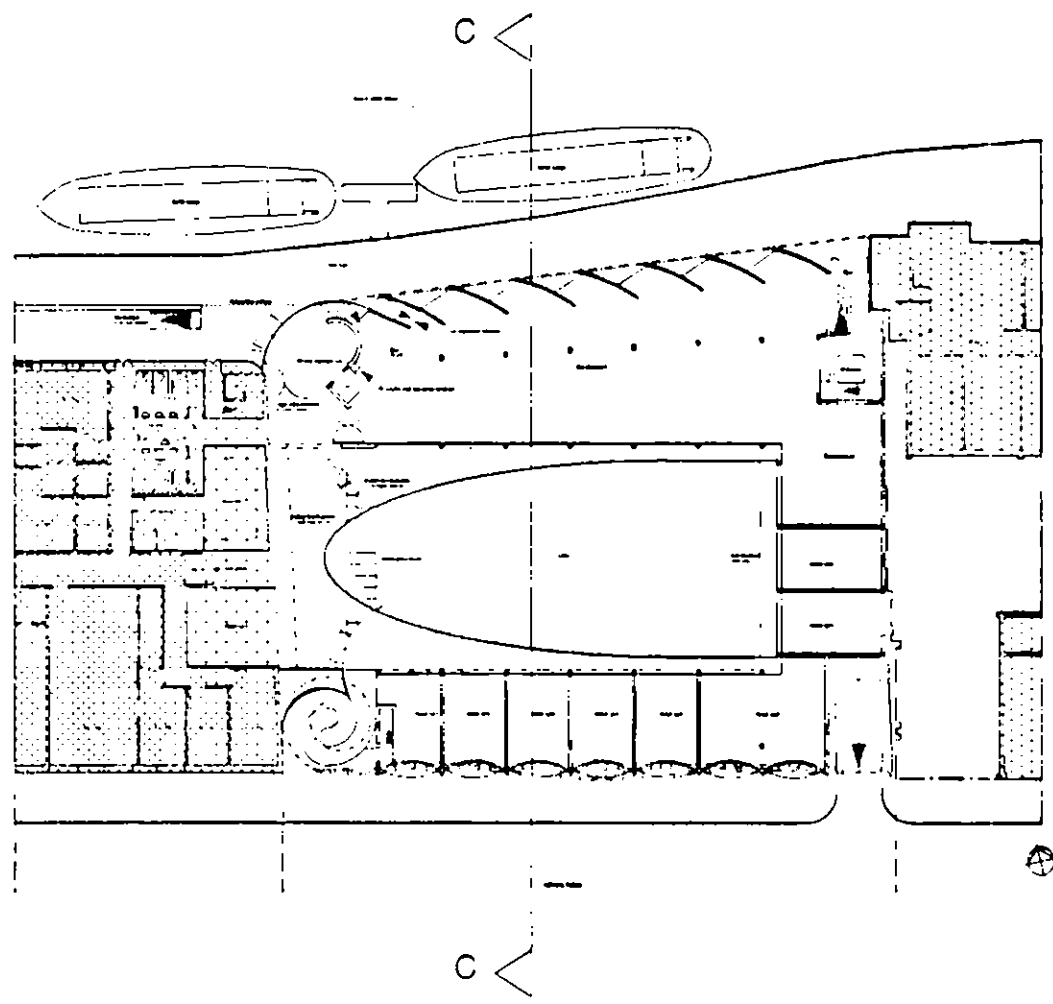


TP96/1828L
Roof

Key

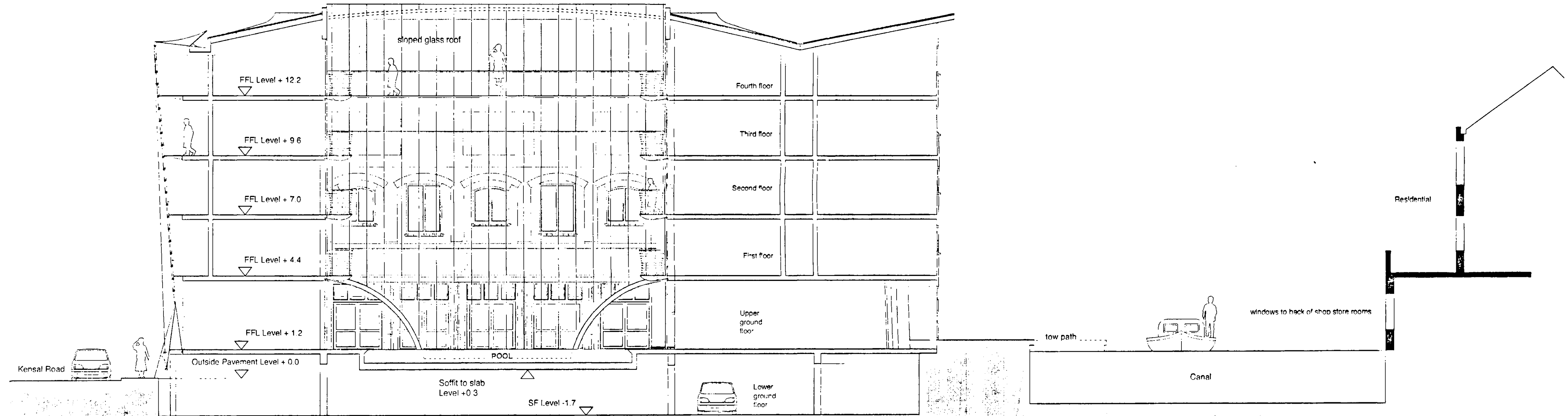
-  Proposed extension to Canalot facilities
-  Existing Canalot building
-  Existing R.N.I.B. building



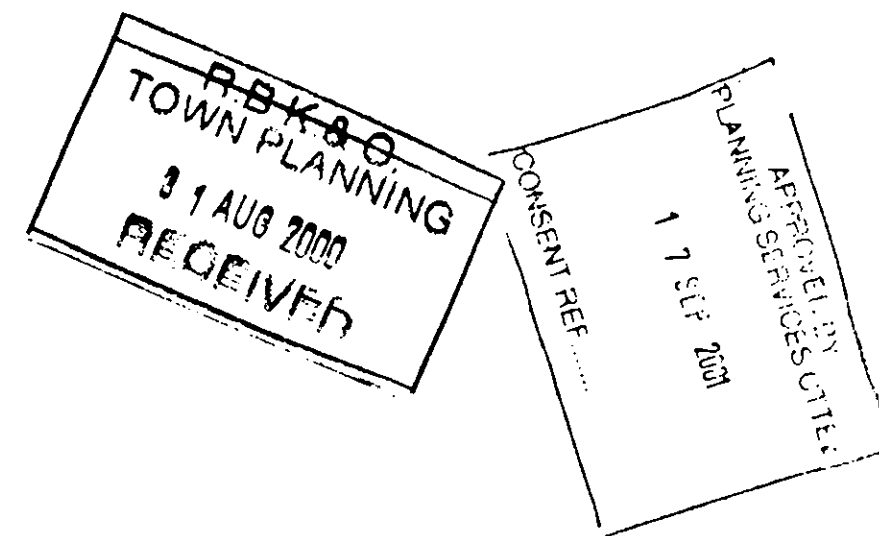


Building plan showing position of section lines

Shaded area indicates glazing to rooftop studio behind sloping roof



SECTION 'C-C'



TP96/1828L
Section looking west

Wilden, Sarah: PC-PlanSvc

From: Wilden, Sarah: PC-PlanSvc
Sent: 03 February 2003 09:29
To: Le Masurier, Lindsey: CP-Legal
Cc: Taylor, Derek: PC-PlanSvc; Palmer, Gillian: ES-HwayTraf
Subject: RE: Canalot II, 196-208 Kensal Road, W10

Lindsey,

Although I have now moved teams, I will carry on dealing with this until the decision is issued.

Whilst I note that both Canalot and the development site are currently in the same (new) hands, it occurs to me that if they were sold on separately there could be a problem re the servicing of the new development since it relied, in part, upon use of the existing premises' loading bay for servicing. It was not envisaged that they might be separated and the wording of the relevant condition could I think allow the development to operate without use of No. 222's loading bay. I will discuss with Derek Taylor and Gillian Palmer. We will need to know the new owners' intentions but perhaps there needs to be some mechanism to strengthen control over the servicing arrangements.

Sarah.

-----Original Message-----

From: Le Masurier, Lindsey: CP-Legal
Sent: 03 February 2003 08:55
To: Wilden, Sarah: PC-PlanSvc
Subject: FW: Canalot II, 196-208 Kensal Road, W10

Sarah

I don't know whether you are still the case office for the above S.106 agreement, if not, please could you forward this e-mail onto the relevant officer.

As you can see from the below e-mails, the site has been sold to workspace group plc and they are considering whether or not to continue with the S.106 agreement.

Lindsey

Lindsey Le Masurier
Solicitor, Planning and Corporate Law
Ext. 2118

(Secretary - Sue Billington - ext 2610)

-----Original Message-----

From: Antony Kingston [mailto:Antony.Kingston@workspacegroup.co.uk]
Sent: 24 January 2003 11:14
To: 'Lindsey.LeMasurier@rbkc.gov.uk'
Subject: RE: Canalot II, 196-208 Kensal Road, W10

The address is Magenta House, 85 Whitechapel Road, London E1 1DU.
Many thanks

-----Original Message-----

From: Lindsey.LeMasurier@rbkc.gov.uk
[mailto:Lindsey.LeMasurier@rbkc.gov.uk]
Sent: 24 January 2003 10:16
To: Antony.Kingston@workspacegroup.co.uk

Cc: Susan.Billington@rbkc.gov.uk
Subject: RE: Canalot II, 196-208 Kensal Road, W10

Dear Mr Kingston

I am working from home today and cannot access my windows folder. I have asked my secretary, sue billington, to forward you a hard copy of the agreement and would be grateful if you would therefore provide me with your address.

many thanks

lindsey le masurier
for Director of Law and Administration

-----Original Message-----

From: Antony Kingston [mailto:Antony.Kingston@workspacegroup.co.uk]
Sent: 24 January 2003 09:20
To: 'Lindsey.LeMasurier@rbkc.gov.uk'
Subject: RE: Canalot II, 196-208 Kensal Road, W10

Dear Lindsey

Please could you forward me a copy of the current version of the S106 Agreement for 196-208 Kensal Road. A copy by e-mail would be fine. Unfortunately the previous owner has not supplied us with a copy. Many thanks for your assistance.
Antony Kingston

-----Original Message-----

From: Lindsey.LeMasurier@rbkc.gov.uk
[mailto:Lindsey.LeMasurier@rbkc.gov.uk]
Sent: 23 January 2003 16:06
To: Antony.Kingston@workspacegroup.co.uk
Subject: RE: Canalot II, 196-208 Kensal Road, W10

Dear Mr Kingston

Thank-you for your e-mail.

Please note that the planning permission wouldn't be granted until the S.106 has been executed.

However, I look forward to hearing from you in due course.

Yours sincerely

Lindsey Le Masurier
for Director of Law and Administration
Tel : 020 7361 2118

-----Original Message-----

From: Antony Kingston [mailto:Antony.Kingston@workspacegroup.co.uk]
Sent: 23 January 2003 16:00
To: 'lindsey.lemasurier@rbkc.gov.uk'
Subject: Canalot II, 196-208 Kensal Road, W10

Dear Lindsey

I have been passed your name by Paul Johnston of Richards Butler in connection with the s106 Agreement in respect of the extant planning permission on the land at 196-208 Kensal Road.

As you are aware, the land in question and the adjacent buildings (Canalot

Studios) have recently been purchased by Workspace Group PLC. As such we have yet to reach a conclusion as to the way forward with this site and will require a few weeks in which to do so.

I trust that this does not cause you a problem. If you have any questions please do not hesitate to contact me on 020 7369 2314.

Yours sincerely

Antony Kingston
Development Manager

The Royal Borough of Kensington and Chelsea

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The Royal Borough of Kensington and Chelsea

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Wilden, Sarah: PC-PlanSvc

From: Wilden, Sarah: PC-PlanSvc
Sent: 03 February 2003 09:29
To: Le Masurier, Lindsey: CP-Legal
Cc: Taylor, Derek: PC-PlanSvc; Palmer, Gillian: ES-HwayTraf
Subject: RE: Canalot II, 196-208 Kensal Road, W10

Lindsey,

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Lindsey Le Masurier
Solicitor, Planning and Corporate Law
Ext. 2118

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Yours sincerely

Lindsey Le Masurier
for Director of Law and Administration
Tel : 020 7361 2118

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Yours sincerely

Antony Kingston
Development Manager

The Royal Borough of Kensington and Chelsea

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M E M O R A N D U M

**To: Sarah Wilden- Development Control
North
cc:**

**From: The Director of Law
and Administration**

Your Ref:

My Ref: DM/10026815
Ext: 2118

Date: 19 August, 2002

SECTION 106 AGREEMENT – 196-222 Kensal Road

I enclose a copy of a letter from the applicant's solicitors. Have you had a chance to look at the amended draft 106 I forwarded to you on 5 August 2002?



**Dan McGregor
for the Director of Law and Administration**

OUR REFERENCE RLF\137612_1\2292.51.th

YOUR REFERENCE HT/10026532

DATE 9 August 2002



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DIRECT FAX
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E-MAIL ADDRESS
rfoulkes@gateleywareing.com

BY FAX & DX: 020 7361 3843
Kensington & Chelsea Royal London
Borough Council
DX 84015
Kensington High Street 2

Dear Sirs

**SECTION 106 AGREEMENT - LAND AT 196-122 KENSAL ROAD
SUBJECT TO AGREEMENT**

We refer to your letter of 29 July confirming that Mr McGregor was on leave until 5 August.

Our client is eager to progress this matter and we look forward to hearing from you with the matters raised in our letter of 26 July as soon as possible.

Yours faithfully


GATELEY WAREING

cc: Bennie Gray, 13 Church Street, London, NW8 8DT

RECEIVED
12 AUG 2002
LAW & ADMINISTRATION

BIRMINGHAM • LEICESTER • NOTTINGHAM

PARTNERS M J WARD P J ALTON R ARMSTRONG N G BLUNDELL P G DAVIES A M EVANS S GOODHAM N J HANDEL P A HAYWARD
A A HICKMAN G JOHN A M JONES T A LEDGER D LLOYD JONES A J MADDEN B G MCGEEVER C L MITCHELL A J MOORE R PETTIFOR S M WILSON
ASSOCIATES M F CUMMINS A I DAVIES R L FOULKES V L GARRAD S N GILL S MASKELL* J W NICHOLLS S A O'BOYLE P J PARKINSON M J PATEL D L SHORTHORSE G R WHITE CONSULTANTS S GATELEY E C JORDAN
PARTNERSHIP SECRETARY M J FINNIGAN

*NON SOLICITOR

REGULATED BY THE FINANCIAL SERVICES AUTHORITY IN THE CONDUCT OF INVESTMENT BUSINESS
REGULATED BY THE LAW SOCIETY

MEMORANDUM

To: Sarah Wilden
Development Control - SW

From: The Director of Law
and Administration

Your Ref:

My Ref: LLM/10025455
Ext: 2118

Date: 28 October, 2002

RE : SECTION 106 AGREEMENT – 196-222 KENSAL ROAD

Please note that I have now taken over this matter from Dan McGregor.

I enclose herewith a copy of a letter sent to the applicant's solicitor for your information.

Lindsey Le Masurier

**Lindsey Le Masurier
for the Director of Law and Administration**

encl.

LAW AND ADMINISTRATION

THE TOWN HALL, HORNTON STREET, LONDON W8 7NX

DIRECTOR OF LAW AND ADMINISTRATION GIFTY EDILA LLB, LLM, Solicitor

Messrs. Gateley Wareing
DX 13033
Birmingham 1

TELEPHONE 020-7361-2118
FACSIMILE 020-7361-3843
DX 84015 Kensington High Street 2
E-Mail dan.mcgregor@rbkc.gov.uk

28 October, 2002

My reference:
LLM/10025455

Your reference:
RLF/166723_1.DOC\02292.051\ZZW

Please ask for:
Lindsey Le Masurier

Dear Ms Foulkes,

RE : SECTION 106 AGREEMENT – 196-222 KENSAL ROAD

Thank-you for your letter dated 14th October 2002. Please note that this matter has now passed to Lindsey Le Masurier.

I enclose a revised draft of the Agreement omitting London Electricity from the same. I do not propose to revise the plan as the Council require all of the land to be bound by the agreement (especially if the 99 year lease expires or is terminated).

Please confirm that the enclosed draft is acceptable, whereupon I will arrange for 3 further engrossments to be sent to you for execution.

Yours sincerely,

Lindsey Le Masurier
for the Director of Law and Administration

c.c. Sarah Wilden – Development Control

MEMORANDUM

To: Sarah Wilden- Development Control
North
cc:

From: The Director of Law
and Administration

Your Ref:

My Ref: DM/10026815
Ext: 2118

Date: 16 October, 2002

SECTION 106 AGREEMENT – 196-222 Kensal Road

I enclose a copy of a letter from the applicant's solicitors regarding the draft 106 agreement I sent them on 17 September 2002. You will see from the letter that they are asking whether the London Electricity land might be excluded from the agreement.

May I have your view?



Dan McGregor
for the Director of Law and Administration

Plan requested 31/10.

OUTER REFERENCE RLF\166723_1.DOC\02292.051\ZZW

YOUR REFERENCE DM/10025455

DATE 14 October 2002

Dan McGregor
Kensington & Chelsea Royal London
Borough Council
DX 84015
Kensington High Street 2

RECEIVED
16 OCT 2002
LAW & ADMINISTRATION


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0121-234 0126

DIRECT FAX
0121-234 0005

E-MAIL ADDRESS
RFoulkes@gateleywareing.com

Dear Mr McGregor

SECTION 106 AGREEMENT - LAND AT 196-122 KENSAL ROAD

I refer to your letter of 17 September and, whilst the documentation has been sent to my client, they have raised a further query with regard to the documentation being executed by the London Electricity Board.

My client has proposed that a plan be attached to the section 106 agreement omitting the extent of the property demised to London Electricity Board. This is on the basis that the nursery does not affect the land to be demised to the London Electricity Board and it is considered that there will be significant delays in completing the document if the London Electricity Board are required to approve and execute the same.

Perhaps, once you have had an opportunity to consider this letter, you will telephone me so that we may discuss the matter further.

Kind regards

Yours sincerely

Rebecca

REBECCA FOULKES

cc. Bennie Gray
Diane May Jones Lang Lasalle

MEMORANDUM

To: Sarah Wilden- Development Control
North
cc:

From: The Director of Law
and Administration

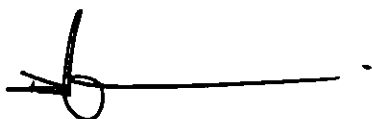
Your Ref:

My Ref: DM/10026815
Ext: 2118

Date: 22 August, 2002

SECTION 106 AGREEMENT – 196-222 Kensal Road

I enclose a copy of a further letter from the applicant's solicitors. If I do not receive your comments regarding my memo of 5 August, I will advise the applicant's solicitors to instruct their clients to contact the planning department directly.



Dan McGregor
for the Director of Law and Administration

Spoke to Dan 27/8.

- (1) site does include No 222 (alts + roof ext)
- (2) min nursery size should be 25. (Policy etc).
we're not happy with 12 :- no

OUR REFERENCE

RLF\142357_1.DOC\02292.051\ZZW

YOUR REFERENCE

DM/10025455

DATE 21 August 2002

Kensington & Chelsea Royal London
Borough Council
DX 84015
Kensington High Street 2



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E-MAIL ADDRESS
RFoulkes@gateleywareing.com

Dear Sirs

SECTION 106 AGREEMENT - LAND AT 196-122 KENSAL ROAD

We refer to our letters of 26 July and 9 August and look forward to hearing from you with the matter raised in our letter of 26 July as soon as possible.

Yours faithfully

GW
GATELEY WAREING

cc. Bennie Gray

RECEIVED
22 AUG 2002

BIRMINGHAM • LEICESTER • NOTTINGHAM

PARTNERS M J WARD P J ALTON R ARMSTRONG N G BLUNDELL P G DAVIES A M EVANS S GOODRHAM N J HANDEL P A HAYWARD
A A HICKMAN G JOHN A M JONES T A LEDGER D LLOYD JONES A J MADDEN B G MCGEEVER C L MITCHELL A J MOORE R PETTIFOR S M WILSON
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PARTNERSHIP SECRETARY M J FINNIGAN

*NON SOLICITOR

REGULATED BY THE FINANCIAL SERVICES AUTHORITY IN THE CONDUCT OF INVESTMENT BUSINESS
REGULATED BY THE LAW SOCIETY

M E M O R A N D U M

**To: Sarah Wilden- Development Control
North
cc:**

**From: The Director of Law
and Administration**

Your Ref:

My Ref: DM/10026815
Ext: 2118

Date: 5 August, 2002

SECTION 106 AGREEMENT – 196-222 Kensal Road

Please find enclosed a copy of a letter from the applicant's solicitors enclosing the draft S.106 Agreement with suggested amendments.

I refer in particular to points 1 and 2 of the letter. May I have your instructions on the following points:

- i) Can you confirm that reference to 222 Kensal Road can be deleted. My perusal of the original Committee Report would seem to confirm that 222 Kensal Road does not form part of the development; and
- ii) May I have your instructions on the request that the nursery be made available for 12 children as opposed to 25.

Thanks



**Dan McGregor
for the Director of Law and Administration**

OUR REFERENCE RLF\130964_1.DOC\02292\ZZW

YOUR REFERENCE DM/10025455

DATE 26 July 2002

Kensington & Chelsea Royal London
Borough Council
DX 84015
Kensington High Street 2



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DIRECT FAX
0121-234 0005

E-MAIL ADDRESS
RFoulkes@gateleywareing.com

RECEIVED
29 JUL 2002

LAW & ADMINISTRATION

Dear Sirs

SECTION 106 AGREEMENT - LAND AT 196-122 KENSAL ROAD

We refer to your letter of 8 July addressed to James Lang LaSalle.

Please note that we act for Sven Bennie Gray and we return the draft Section 106 Agreement with our proposed amendments. We have the following points:-

1. We understand that the land, which is the subject of this Section 106 Agreement, comprises of 196-208 Kensal Road only. Accordingly, we have deleted reference to the land at 222 Kensal Road and the lease which relates to part of the land at 222 Kensal Road.
2. Our client believes that the requirement (at clause 3.1) for the Nursery to be for a minimum of 25 children is excessive and proposes that the Nursery be made available for 12 children. Please can you take instructions.
3. We are aware that our client is to pay the Council's costs in connection with the Section 106 Agreement and please can you let us have an estimate of these fees.

Yours faithfully


GATELEY WAREING

Enc

cc. Bennie Gray

BIRMINGHAM • LEICESTER • NOTTINGHAM

PARTNERS M J WARD P J ALTON R ARMSTRONG N G BLUNDELL P G DAVIES A M EVANS S GOODRHAM N J HANDEL P A HAYWARD
A A HICKMAN G JOHN A M JONES T A LEDGER D LLOYD JONES A J MADDEN B G MCGEEVER C L MITCHELL A J MOORE R PETTIFOR S M WILSON
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PARTNERSHIP SECRETARY M J FINNIGAN

*NON SOLICITOR

REGULATED BY THE FINANCIAL SERVICES AUTHORITY IN THE CONDUCT OF INVESTMENT BUSINESS
REGULATED BY THE LAW SOCIETY

THIS DEED is made the day of Two thousand and two

BETWEEN

- (1) **THE MAYOR AND BURGESSES OF THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA** of the Town Hall Hornton Street London W8 7NX ("the Council)
- (2) **SVEN BENNIE GRAY** of 20 Ellerdale Road London NW3 6BB ("the Owner")
- (3) **ANGLO IRISH BANK CORPORATION PLC** of Gracechurch House 55 Gracechurch Street London EC3V 0EE ("*the Mortgagee*")
- ~~(4) **THE LONDON ELECTRICITY BOARD** of Templar House 81-82 High Holborn London WC2V 6NU ("the Lessee")~~

WHEREAS

- A The Council is the local planning authority for the administrative area of the Royal Borough of Kensington and Chelsea for the purposes of the Town and Country Planning Act 1990 as amended by the Planning and Compensation Act 1991 ("the Act")
- B The Owner is registered at HM Land Registry with freehold Title Absolute in respect of the Land
- C The Planning Application was made to the Council
- D The Council resolved at a meeting of its Planning Services Committee on 17th September 2001 to grant *the* ^Pplanning permission ~~in respect of the Development~~ following completion of an agreement for the purpose of making acceptable arrangements for the carrying out of the Development (this Deed)
- E The Mortgagee has the benefit of ^atwo legal charges^g dated 6th May 1998 granted by the Owner
- ~~F The Lessee has the benefit of a lease dated 7th April 1987 ("the Lease")~~

NOW THIS DEED WITNESSETH AS FOLLOWS:-

1. INTERPRETATION

1.1 In this Deed the following words and expressions shall unless the context otherwise requires have the following meanings:-

WORDS AND EXPRESSIONS

MEANINGS

"Development" the development referred to in the Planning Application and described in the Schedule

"Executive Director" the Executive Director, Planning and Conservation and shall be deemed to mean the officer for the Council from time to time holding that appointment or (if no officer holds that appointment) carrying out the duties of that appointment

"Implementation" the carrying out of any act pursuant to the Planning Permission which constitutes a material operation within the meaning of Section 56 and material operations shall be construed as being carried out at the earliest date on which any material operation is begun and "Implemented" shall be construed accordingly

"Land" ~~comprises the "First Land" and the "Second Land"~~

~~"First Land"~~ the land at 196- 208 Kensal Road London which is registered at HM Land Registry under Title No. NGL 303445 and is shown for identification purposes shown edged red on the Plan

"Second Land" the land at 222 Kensal Road London which is registered at HM

Land Registry under Title Number 165516 and shown edged
blue on the Plan which is subject to part of the Lease

"Plan" the Plan annexed hereto

"Planning Application" the application for planning permission under the Council's
reference number []

"Planning Permission" the planning permission to be granted pursuant to the Planning
Application

1.2 Words in this Deed importing the singular meaning shall where the context so admits
include the plural meaning and vice versa

1.3 Words in this Deed of the masculine gender shall include the feminine and neuter
genders and vice versa and words denoting natural persons shall include corporations
and vice versa

1.4 References in this Deed to any statutes or statutory instruments shall include and refer
to any statute or statutory instrument amending consolidating or replacing them
respectively from time to time and for the time being in force

1.5 Covenants made hereunder if made by more than one person are made jointly and
severally

2. **LEGAL EFFECT**

2.1 This Deed is made pursuant to Section 111 of the Local Government Act 1972,

Section 106 of the Act and all other powers so enabling

- 2.2 This Deed contains a planning obligation made pursuant to the said Section 106 which is enforceable by the Council and which binds each and every part of the Land
- 2.3 The terms of this Deed (other than 4.1 and 4.2 below) shall come into effect upon the grant of the Planning Permission
- 2.4 Nothing contained or implied in this Deed shall prejudice or affect the rights, powers, duties and obligations of the Council in the exercise of their functions as Local Planning Authority and their rights, powers, duties and obligations under all public and private statutes, byelaws and regulations may be as fully and effectually exercised as if the Council were not a party to this Deed
- 2.5 If any provision in this Deed shall be held to be invalid, illegal or unenforceable the validity, legality and enforceability of the remaining provisions shall not in any way be deemed thereby to be affected or impaired
- 2.6 No waiver (whether express or implied) by the Council of any breach or default in performing or observing any of the covenants, terms or conditions of this Deed shall constitute a continuing waiver and no such waiver shall prevent the Council from enforcing any of the said terms or conditions or from acting upon any subsequent breach or default
- 2.7 Nothing in this Deed shall be construed as a grant of planning permission
- 2.8 The covenants herein shall be enforceable without any limit of time against the Owner

and any successors in title and assigns of the Owner or any person claiming title thorough or under the Owner to the land or any part thereof as if that person had also been an original covenanting party in respect of the interest or estate for the time being held by that person **PROVIDED THAT** no person shall be liable for any breach of the covenants restrictions or obligations contained in this Deed occurring after he has parted with the whole of his interest in the Land or the part in respect of which such breach occurs

2.9 In accordance with the provisions of the Contracts (Rights of Third Parties) Act 1999 it is hereby declared that none of the terms of this ~~Deed/agreement~~ shall in the absence of any express provision to the contrary be construed as being enforceable by any third party

3. THE OWNER'S COVENANTS

3.1 The Owner, Mortgagee and Lessee jointly and severally covenant with the Council not to occupy or permit the occupation of the buildings to be erected on the Land pursuant to the ~~P~~lanning ~~P~~ermission until such time as a workplace nursery for a minimum of ~~[25]~~ children is constructed on the land:

- (i) in accordance with the National Standards For Under Eights Day Care and Childminding; and
- (ii) to the satisfaction of the Executive Director and the Executive Director has confirmed his satisfaction in writing and such satisfaction not to be unreasonably withheld or delayed

4. **FURTHER TERMS**

4.1 The Owner shall on the execution hereof pay the Council's costs incurred in the preparation and settlement of this Deed

*reasonable
properly*

4.2 The covenants in this Deed shall be treated and registered

- (a) as local land charges for the purposes of the Local Land Charges Act 1975 and
- (b) in the Charges Register of the registered titles of the Owner(s) at HM Land Registry

4.3 The Mortgagee hereby consents to the completion of this Deed and acknowledges that from the date of the Agreement the land shall be bound by the restrictions and obligations contained herein **PROVIDED THAT** the Mortgagee shall not be liable in respect of any breach of the terms of this Deed unless and until he takes possession of the Land or otherwise exercises any contractual or statutory power in relation thereto

SCHEDULE

DESCRIPTION OF THE DEVELOPMENT

Extension to Canalot Production Studios, involving alterations to existing buildings and redevelopment of site of 196-208 Kensal Road to provide B1, retail (A1) and restaurant (A3) use.

RBK&C Drawing No(s): TP/96/1828/A, /1828/F, /1828K and /1828M

Applicant's Drawing No(s): BG/CAN/PC/00/06/BF/F, BG/CAN/PC/00/00/GF/H, BG/CANN/OO/01/1F/D, BG/CAN/PC/OO/O2/2F/D, BG/CAN/PC/OO/O3/3F/A, BG/CAN/PC/OO/O4/4F/H, BG/CAN/PC/OO/O5/RF/D, BG/CAN/PC/OO/O7 GF, BG/CAN/PC/OO/08, BG/CAN/PC/10/00C, BG/CAN/PC/10/O1/RE/D, BG/CAN/10/O2/SE/A, BG/CAN/PC/20/O2/SECS/C, BG/CAN/PC/20/O2/SECS/D, BG/CAN/PC/20/O2/ADETAIL SEC, BG/CAN/PC/20/O3/EX SECS, BG/CAN/PC/20/O4/SEC and BG/CANN/O1/01A

IN WITNESS of which this Deed has been executed on the first date before written

THE COMMON SEAL of the MAYOR)
AND BURGESSES OF THE ROYAL)
BOROUGH of KENSINGTON AND)
CHELSEA was hereunto affixed)
in the presence of:-)

Signed as a Deed SVEN BENNIE GRAY)
by the said)
in the presence of:-)

THE COMMON SEAL of ANGLO IRISH)
CORPORATION Plc was affixed)
in the presence of:-)

Director

Secretary

THE COMMON SEAL of LONDON)
ELECTRICITY BOARD)
was hereunto affixed in the presence of:-)

Director

Secretary

Sarah

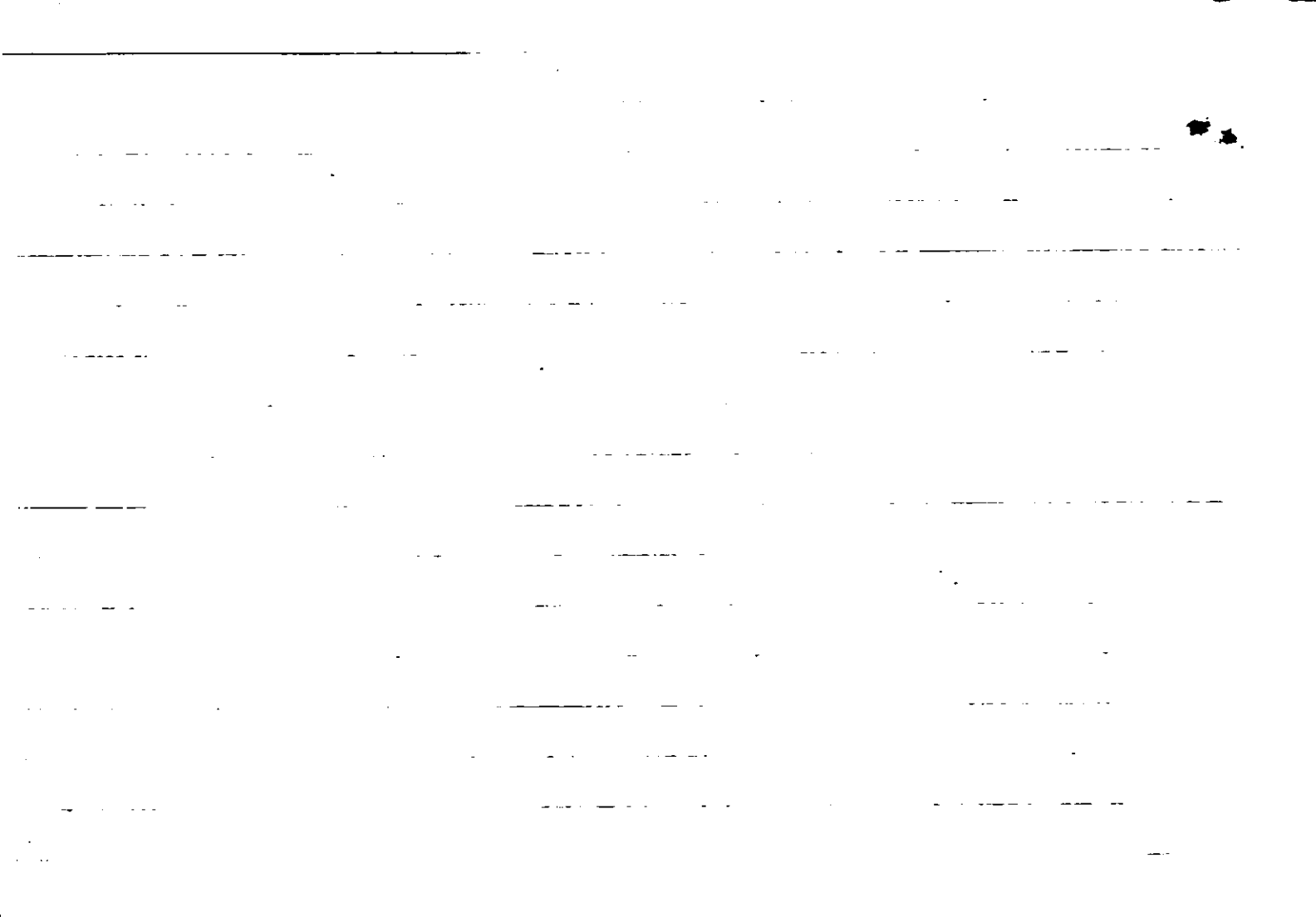
Diana Mary rang
7 399-5331

re S106 agreement

196-208 Kensal Rd.

Arrange to consult
solicitor

John Williams
774-8415757
re Gloucester Rd



M E M O R A N D U M

To: Planning & Conservation – DC North
Sarah Wilden
Cc: Derek Taylor

From: The Director of Law
and Administration

Your Ref:

My Ref: LLM/10025455
Ext: 2118

Date: 5 February, 2002

RE : SECTION 106 AGREEMENT – 196-222 KENSAL ROAD, LONDON

Further to our meeting of 29th January 2002, I would be grateful if you would provide me with a copy of the relevant minute and/or addendum to PSC Report.

As discussed, I need your further instructions as to the workplace nursery. For example - size, location, number of children, ages, staff/nursery standards, trigger dates for submission of plans/provision of nursery, and any other relevant matters which you consider should be contained in the obligation. Alternatively, you may consider that all the agreement needs to request is for the nursery details to be submitted to the LPA by a certain date, for such details to be agreed in writing by the LPA, and for implementation by a further date.

I have also today been contacted by Lisa Webb of Jones Lang Lasalle querying progression of the agreement. I have left a message on her answermachine acknowledging their initial cheque and copies of title which were received last week, I also advised her that she will need to liaise with you as regards the nursery details.

I look forward to hearing from you.

Lindsey

Lindsey Le Masurier
for the Director of Law and Administration

LAW AND ADMINISTRATION

THE TOWN HALL, HORNTON STREET, LONDON W8 7NX

DIRECTOR OF LAW AND ADMINISTRATION GIFTY EDILA LLB, LLM, Solicitor

Messrs. Jones Lang Lasalle
22 Hanover Square
London
W1A 2BN

TELEPHONE 020-7361-2118
FACSIMILE 020-7361-3843
DX 84015 Kensington High Street 2
E-Mail lindsey.lemasurier@rbkc.gov.uk

27 December, 2001

My reference:

LLM/10025455

Your reference:

Please ask for:

Lindsey Le Masurier

Dear Sirs,

SECTION 106 AGREEMENT
196-222 KENSAL ROAD, LONDON – SUBJECT TO AGREEMENT

Further to my letters dated 27th September and 5th November and our telephone conversation of 26th November, I note that I have not heard from you as regards our costs and evidence of title.

Please advise me as to whether you wish to proceed with the Section 106 Agreement

Yours faithfully,

Lindsey Le Masurier
for the Director of Law and Administration

c.c. Sarah Wilden – Planning & Conservation

MESSAGE FORM

To Milce

WHILE YOU WERE OUT

M Diane May

of _____

Tel. No 7399 5331

CALLED TO SEE YOU		PLEASE RING	✓ am
TELEPHONED		PLEASE VISIT	
WANTS TO SEE YOU		WILL RING YOU	
URGENT		WILL CALL AGAIN	

re Kendal Rd

Message

Discussed with MJF.

Neighbours only ones affected & have
agreed terms - approve.

Next Cee - rebadge.

Signed _____

Date _____ Time _____





JONES LANG LASALLE.

① PC

② SW

Facsimile

22 Hanover Square
London W1A 2BN

WJB/ol

To:	Derek Taylor	Date:	30 July 2001
Company:	RBKC	Fax:	020 7361 3463
From:	Lisa Webb	Tel:	020 7399 5419
Number of Pages	1 (including this sheet)	Fax:	020 7399 5649

Dear Mr. Taylor

**Town and Country Planning Act 1990
Proposed Development, 196-208 Kensal Road (reference number: TP/96/1828)**

Further to Diane May's (Jones Lang LaSalle) recent telephone conversation with Mike French in respect of the above, I have been unable to contact you by phone, hence this fax.

I would be grateful if you would confirm the following:

- a) that you have received the RNIB's letter withdrawing their objection to the above proposals,
- b) you are now in a position to report the application to Committee and the date of the Committee,
- c) in light of the withdrawal of that objection, whether you are able to make a positive recommendation to Committee.

As you are aware, the application has been the subject of consideration and amendment over a considerable period. We believe that the objections raised in writing and at meetings with residents held early last year have been met and look forward to a favourable recommendation.

I look forward to hearing from you.

Yours sincerely

**Lisa Webb
Planning and Development**

c.c. Mike French
Bennie Gray

IF YOU DO NOT RECEIVE A CLEAR TRANSMISSION OR IF ANY SHEETS ARE MISSING, PLEASE CALL THE NUMBER ABOVE

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Facsimile

JONES LANG
LASALLE.22 Hanover Square
London W1A 2BN

To:	Mike French	Date:	30 July 2001
Company:	RBKC	Fax:	020 7361 3463
From:	Lisa Webb	Tel:	020 7399 5419
Number of Pages	1 (including this sheet)	Fax:	020 7399 5649

Dear Mr. French

Town and Country Planning Act 1990
Proposed Development, 196-208 Kensal Road (reference number: TP/96/1828)

I attach a copy of a fax to Derek Taylor in respect of the above, for your information.

Yours sincerely

Lisa Webb
Planning and Development

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From:	Lisa Webb	Tel:	020 7399 5419
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**Lisa Webb
Planning and Development**

c.c. Mike French
Bennie Gray

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Derek

Canalot, Kausal Ref

Lisa Webb called

She says ANIB objection is being withdrawn
and letter on its way.

She doesn't want the application
going to CEE in the meanwhile.

She knows you're intending to talk to her.

Sarah.

Re-badging checklist

- ① Correct fee paid
- ② Site Notice - advertise dev. now being determined
- ③ N Notifications " " " "
- ④ Press advert " " " "
- ⑤ Drawing no.s
- ⑥ Report/details/etc

If all of the above remain true and constant, then all statutory procedures will have been adhered to, i.e., the development being applied for will have been properly registered, advertised, and considered.

The only difference is that the Case No. on the Notice of Refusal will be different to that on the Site Notice, NN's etc.

But the applicant, or 3rd parties, do not care what number is on their decision - it is the nature of the decision that they care about! The number is an reference only.

① Ash ② SW

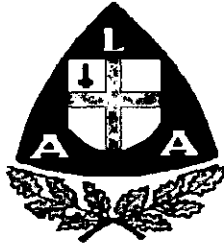
LONDON ANGLERS' ASSOCIATION

Chairman:

A E Hodges, F I F M

Administrative Officer:

Mrs M E Burns



FOUNDED 1884

Izaak Walton House
2A Hervey Park Road
London E17 6LJ
Tel & Fax: 020 8520 7477

Our Ref: AEH/MEB/Mis.82

Your Ref: DPS/DCN/TP/96/01828/SW

RECEIVED BY PLANNING SERVICES							
EX DIR	HDC	N	C	SW	SE	ENF	AO ACK
76		10 APR 2001					
APPLS	IO	REC	CON	FWI PLN	CON DES	FEEs	

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

CT
17/4/2001 - 9th April 2001

Dear Sir or Madam,

**RE: TOWN AND COUNTRY PLANNING ACT 1990
196-222 KENSAL ROAD, W10**

Thank you for your letter dated 3 April 2001 the contents of which have been noted.

Our previous objection was made as the moored barges on the tow path side of the canal would have prevented our members from carrying out their activities. As these have now been removed from the scheme in the revised drawings we therefore withdraw our objection.

Yours sincerely,

A.E. Hodges, F.I.F.M,
Chairman

pp M E Burns

THE L.A.A. HAVE 58 VENUES COVERING 12 COUNTIES INCLUDING
RIVERS:- THAMES, HAMPSHIRE AVON, GREAT OUSE, SUFFOLK STOUR, CAM, BEULT, TEISE,
33 MILES OF THE GRAND UNION CANAL AND MANY STILL WATER
SEVERAL OF THE ABOVE FISHERIES HAVE BEEN DESIGNATED SITES OF SPECIAL SCIENTIFIC INTEREST BY ENGLISH NATURE



City of Westminster

Carl Powell: Director of Planning and Transportation

Please reply to: Stuart Croll
Direct Tel. No: 020 7641 2924
Direct Fax No: 020 7641 2338

Client Director and Head of Service:
Gordon Chard

Kensington And Chelsea (RB)
c/o Kensington And Chelsea (RB)
Director Of Planning
The Town Hall Hornton Street
London W8 7NX

Development Planning Services
Westminster City Hall
64 Victoria Street
London SW1E 6QP

Your ref: DPS/DSSW/TP/96/01828/S
My ref: W
PT/01/02830/OBS
TP/6172
Date: 19 April 2001

Dear Sir

TOWN AND COUNTRY PLANNING ACT 1990

The City Council has now considered the proposals described below and has decided to RAISE NO OBJECTION.

SCHEDULE

Date of Consultation: 3.4.2001

Date Received: 10.04.2001

Date Amended:

Application No: 01/02830/OBS

Plan Nos: No drawings provided.

Address: Canalot Studios 222 Kensal Road Kensington & Chelsea London W10 5BN

Proposal: Redevelopment of 196-222 Kensal Rd including the erection of an extension to provide Business (B1), Retail (A1) and restaurant (A3) use.

Yours faithfully


Carl Powell
DIRECTOR OF PLANNING AND TRANSPORTATION

RECEIVED BY PLANNING SERVICES							
EX DIR	HDC	<input checked="" type="checkbox"/>	C	3V	SE	ENF	AO ACK
23 APR 2001							112
IO	REC	ARB	FWD PLN	CON DES	FEES		

Carmel

FILE NUMBER: .J.P. 96/1828.....

ADDRESS: .196.-222. Kearsal Rd. W10

.....
.....

REVISED DRAWINGS RECEIVED

AOST

1. Please re-notify all objectors. Add to letter:
"Revised drawings received. ^{NB Moored barges omitted from scheme.} Any further comments must be received by" *

14 days - Committee date 25.4.01

~~2. Please re-advertise*~~

* delete or add as appropriate

NB Knock last bit of description off

i.e. "together with --- etc --- (A3) use."

+ Please let me know total no of consultees.

Ta,

Sarah

CT
73 LETTERS SENT OUT
3/4/2001

PLANNING AND CONSERVATION

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

FILE COPY

2079/2080

020-7361-2079/2080

020-7937-5464

Switchboard:

Extension:

Direct Line:

Facsimile: 020-7361-3463

Date: 3 April 2001

THE ROYAL
BOROUGH OF



KENSINGTON
AND CHELSEA

My reference:

Your reference:

Please ask for:

My Ref: DPS/DCN/TP/96/01828/SW Planning Information Office

Dear Sir/Madam,

TOWN AND COUNTRY PLANNING ACT 1990

Proposed development at: 196-222 KENSAL ROAD, W.10

You were recently notified on, and/or have commented on, the application for development at the above address. The Council has now received **AMENDMENTS** to this application, and brief details of these are set out below. The Council's Planning Services Committee, in considering the proposal, welcomes comments upon these amendments. Members of the public may **inspect copies of the amended plans**, and any other submitted documents. Details are provided overleaf.

Amended Proposal

REVISED DRAWINGS RECEIVED: N.B. Moored barges omitted from scheme.

Extension to Canalot Production Studios, involving alterations to existing building and redevelopment of site at 196-208 Kensal Road to provide Business Use (Class B1), Retail Use (Class A1) and Restaurant Use (Class A3). Please note committee date 25/4/2001.

Applicant Mr. S. B. Gray, 13 Church Street, London NW8 8DT

Anyone who wishes to submit comments on the amended application should write to the Council at the above address within **14 days** of the date of this letter.

Yours faithfully,

M. J. FRENCH

Executive Director, Planning and Conservation

WHAT MATTERS CAN BE TAKEN INTO ACCOUNT

When dealing with a planning application the Council has to consider the policies of the Borough Plan, known as the Unitary Development Plan, and any other material considerations. The most common of these include (not necessarily in order of importance):

- The scale and appearance of the proposal and impact upon the surrounding area or adjoining neighbours;
- Effect upon the character or appearance of a Conservation Area;
- Effect upon the special historic interest of a Listed Building, or its setting;
- Effect upon traffic, access, and parking;
- Amenity issues such as loss of Sunlight or daylight, Overlooking and loss of privacy, Noise and disturbance resulting from a use, Hours of operation.

WHAT MATTERS CANNOT BE TAKEN INTO ACCOUNT

Often people may wish to object on grounds that, unfortunately, cannot be taken into account because they are not controlled by Planning Legislation. These include (again not in any order of importance):

- Loss of property value;
- Private issues between neighbours such as land covenants, party walls, land and boundary disputes, damage to property;
- Problems associated with construction such as noise, dust, or vehicles (If you experience these problems Environmental Services have some control and you should contact them direct);
- Smells (Also covered by Environmental Services);
- Competition between firms;
- Structural and fire precaution concerns; (These are Building Control matters).

WHAT HAPPENS TO YOUR LETTER

Planning applications where objections have been received are presented to the Planning Services Committee which is made up of elected Ward Councillors. Planning Officers write a report to the Committee with a recommendation as to whether the application should be granted or refused. Letters received are summarised in the report, and copies can be seen by Councillors and members of the public including the applicant. The Councillors make the decisions and are not bound by the Planning Officer's recommendation. All meetings of the Committee are open to the public.

If you would like further information, about the application itself or when it is likely to be decided, please contact the Planning Department on the telephone number overleaf.

WHERE TO SEE THE PLANS

Details of the application can be seen at the Planning Information Office, 3rd floor, Town Hall, Hornton Street W.8. It is open from 9am to 4.45pm Mondays to Thursdays (4pm Fridays). A Planning Officer will always be there to assist you.

In addition, copies of applications in the Chelsea Area (SW1, SW3, SW10) can be seen at The Reference Library, Chelsea Old Town Hall, Kings Road SW3 (020 7361 4158), for the Central Area (W8, W14, SW5, SW7) can be viewed in the Central Library, Town Hall, Hornton Street, W.8. and applications for districts W10, W11 and W2 in the North of the Borough can be seen at The Information Centre, North Kensington Library, 108 Ladbroke Grove, London W11 (under the Westway near Ladbroke Grove Station 020 7727-6583). Please telephone to check the opening times of these offices.

If you are a registered disabled person, it may be possible for an Officer to come to your home with the plans. Please contact the Planning Department and ask to speak to the Case Officer for the application.

PLEASE QUOTE THE APPLICATION REFERENCE NUMBER ON YOUR REPLY

Model requested for
Cee 25/4.

su 3/4

MESSAGE FORM

To

WHILE YOU WERE OUT

M

of

Tel. No

CALLED TO SEE YOU		PLEASE RING	
TELEPHONED		PLEASE VISIT	
WANTS TO SEE YOU		WILL RING YOU	
URGENT		WILL CALL AGAIN	

re

Message

.....
.....
.....
.....

Signed

Date Time

TP 96/1828

Latest set March 01

Basement Plan	BG/CAN/PC/00/06/BF/F	RWF	K	24.12.99
GF Plan	BG/CAN/PC/00/00/GF/ H H	RWF	K	24.12.99
1st Plan	BG/CANN/00/01/1F/D	H	H	
2nd Plan	BG/CAN/PC/00/02/2F/D	H	H	
3rd Plan	BG/CAN/PC/00/03/3F/A	H	H	
4th Plan	BG/CAN/PC/00/04/4F/ H H	ROOF	L	31.8.00
5th Roof	BG/CAN/PC/00/05/RF/D	L	L	31.8.00
Servicing layout	(PC/00/07 GF)		K	24.12.99
	BG/CAN/PC/00/08		K	24.12.99
Front elevation	BG/CAN/PC/10/00e		K	24.12.99
Rear elevation	BG/CAN/PC/10/01/RE/D		L	31.8.00
East flank el ⁿ	BG/CAN/10/02/SE/A		L	31.8.00
Sections	BG/CAN/PC/20/00/SECS/C		K	24.12.99
Sections	BG/CAN/PC/20/01/SECS/D		L	31.8.00
Detailed Section	BG/CAN/PC/20/02/ADetail SEC		L	31.8.00
Existing Section	BG/CAN/PC/20/03/EX SECS		M	25.1.00
Section	BG/CAN/PC/20/04/SEC		K	24.12.99
+ Detail elev Section	BG/CANN/01/01A		A	18.7.97

Sunlight in Courtyard on March 21

No sun

Sun

Exg

38%

62% $[x0.8 = 49.6]$

Proposed

67%

33%

Former

52%

48% $[x0.8 = 38.4]$

[The page contains extremely faint and illegible text, likely bleed-through from the reverse side of the document. The text is too light to transcribe accurately.]

AO comments -

455 Harrow Rd x - bases noise + obstruction
- noise
- light / bulk.

City of Westminster x - excessive bulk, poor detailing,
noise from restaurant
occupies of 5 prems in Harrow
Rd - noise from rest + business
units.

Beauchamp Lodge Settlement - 453 Harrow Rd.
- noise

RNB - car parking,
bulk
amenities ^{from W} at east bank.

461 HRd - bases
- appearance at rear.
- noise -

439 HRd - privacy to offices.
loss of light

435 Harrow Rd - light

441 Citizens Adv B. - noise

London Angles - bases

Old Mason - traffic + parking generation
- noise generation

Facsimile

22 Hanover Square
London W1A 2BN

D/SW

To:	Mike French	Date:	8 January 2001
Company:	BBKC	Fax:	020 7361 3463
From:	Lisa Webb	Tel:	020 7399 5419
Number of Pages	5 (including this sheet)	Fax:	020 7399 5649

*Do we need to talk about this,
it has been going on for rather a
long time.*

Lisa Webb

BBK & C.
TOWN PLANNING
- 8 JAN 2001
RECEIVED

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**JONES LANG
LASALLE.**

22 Hanover Square London W1A 2JN
tel +44 (0) 20 7493 6040 fax +44 (0) 20 7408 0220

www.joneslanglasalle.co.uk

R Thompson Esq
Area Planning Officer
Department of Planning and Conservation
Royal Borough of Kensington and Chelsea
Hornton Street
London
W8 7NX

Your ref
Our ref 220/DEM/LFW
Direct line 020 7399 5419
Direct fax 020 7399 5649
lisa.webb@eu.joneslanglasalle.com

For the attention of Sarah Wilden

8 January 2001

Dear Mr. Thompson

**196-208 Kensal Road, W10 (Canalot Phase II)
Application Reference No. TP/96/1828**

I am writing further to my recent telephone conversation with Sarah Wilden concerning progress with the officers' consideration of the above application.

I am very disappointed to learn that following Sarah Wilden's review of the application with Derek Taylor, concern has been raised about the daylight and sunlight implications of the proposals on the adjacent RNIB building on Kensal Road. In November last year, Mrs. Wilden confirmed to my colleague, Jim Ramsey, that she was satisfied that there would be no detrimental effect on the RNIB building. This time last year we expected the application to be taken to Committee on 17th January 2000 with a recommendation for approval. We are seriously concerned that, twelve months later and four and a half years after the application was first submitted, my client is being asked to reconsider the scheme.

Both the adopted and the emerging Royal Borough of Kensington Unitary Development Plans state that planning standards will be applied flexibly, in the light of all the circumstances of a particular development. With specific regard to light, the Plans state that in considering development proposals the Council will not be looking to see that they meet any particular minimum or maximum objective standard. They go on to state that the likely impact of the proposed development, including extensions to existing buildings, on existing buildings and spaces will normally be assessed by a planning officer on site, taking into account all the circumstances of the case. In those cases where it appears that the loss may be significant, (in appropriate cases), the Plans state that the guidance set out in the BRE will be used to measure the impact. They emphasise that these guidelines need to be applied sensibly and flexibly.



JONES LANG
LASALLE.

The proposed scheme will bring important employment and regeneration benefits to the area. The site is located within the area identified in the UDP as the Kensal Small Business Area, where new small business development is encouraged to provide the potential to stimulate enterprise and economic growth. The proposed development and the jobs which it will create will serve to stimulate the economy in this area in accordance with the UDP. The increased vitality resulting from the proposed mix of uses will add further to the revitalisation of the area and the high quality of the design of the proposed building will significantly enhance the local environment.

The Whitby Bird daylight study submitted in October this year dealt with the impact of the new development on the RNIB building adjacent. It also compared this position to the impact of the previous buildings that were on the site when the RNIB building was first built. In brief, it concluded that out of the six rooms surveyed, there will be no significant effect in four of the rooms, one will achieve natural light levels similar to those found previously when a Victorian terrace of houses was on the site and the remaining room has three windows, one of which will be unchanged by the development. We cannot therefore see that there is an issue of daylighting to be addressed.

Another important consideration which has not been taken into account by officers, however, is the previous outline planning permission (reference TP/92/1678) on this site granted in February 1995 which approved a level of floorspace on the site and was supported by illustrative plans indicating height and bulk of the building. In addition, a height limitation was attached to the outline consent in condition 5. Therefore the principle of a building on the site of a similar height and bulk, and having a similar relationship to adjacent buildings to the east.

The application has been with the Royal Borough of Kensington and Chelsea since August 1996. Since that date, numerous changes have been made to the proposed scheme in line with officers' views. A summary of these changes is set out below:

July 1997 -

- The front elevation and the retail units on the ground floor were integrated making the building more transparent
- The balcony system and the glazing on the rear elevation were modified to reduce light emissions and increase privacy for local residents and tenants of Canalot
- The use of the barges was changed to B1 / community uses, exhibitions and other uses associated with Canalot

February 1998 -

- The roof structure was altered to reduce height and visual impact
- The balconies on the rear elevation were removed and the proposed glazing reduced to reduce overlooking and light emission



JONES LANG
LASALLE

March 1998 -

- The parking arrangement in the basement was revised

November 1998 -

- Alterations were made to the restaurant space and rear elevation to reduce potential noise emissions
- Parking provision was reduced to 21 spaces
- A parking study was submitted

March 1999 -

- The proposed restaurant floorspace was reduced to 225 sq.m. (170 covers) to reduce potential parking impact on surrounding area
- Additional soundproofing measures were proposed for the restaurant to reduce potential noise impact

June 1999 -

- Confirmation that the proposed restaurant use would be limited to 80 covers after 6.30pm
- The provision of a workplace nursery in line with Council policy
- The provision of CCTV cameras
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JONES LANG
LASALLE.

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I look forward to hearing from you in this regard.

Kind regards

Yours sincerely

Lisa Webb
Planning and Development

c.c. Mike French
Bennie Gray

Borough Planning Officer



**JONES LANG
LASALLE.**

D/SW
hardcopy

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Royal Borough of Kensington and Chelsea
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Our ref 220/DEM/LFW
Direct line 020 7399 5419
Direct fax 020 7399 5649
lisa.webb@eu.joneslanglasalle.com

For the attention of Sarah Wilden

8 January 2001

Dear Mr. French

**196-208 Kensal Road, W10 (Canalot Phase II)
Application Reference No. TP/96/1828**

I attach a copy of a letter to Mr. Thompson in respect of the above for your information.

I look forward to discussing this with you further.

Kind regards

Yours sincerely

Lisa Webb

**Lisa Webb
Planning and Development**

c.c. Mike French Borough Planning Officer
Bennie Gray

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EX DIS	HDC	N	C	SW	SE	ENF	AO ACK	
10 JAN 2001							(20)	
WJALS	IO	REC	ARB	FWD PLN	CON DES	FEES		





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Kind regards

Yours sincerely

Lisa Webb
Planning and Development

c.c. Mike French Borough Planning Officer
Bennie Gray

COPY

Site:	Canalot Dert	File reference:	96/
Subject:		Site <input type="checkbox"/>	Officer <input checked="" type="checkbox"/>
R.B.K. & C Planning Services		Date: 15-2-01	
NOTES OF MEETING			
Names of persons attending:	Officers Sw MJF.	Applicant/Agent/Resident Benny Gray Brane May	
Matters discussed:	<p>Advised of light probs. Requested set back See end march. Refusal.</p> <p>→ will need to rework AOs</p> <p>→ Re number application DT to speak to LT re this.</p> <p>→ Write to applicants</p>		

Signatures:

Carlman that appn.
For your info ref see on appen.

Canalot dev^t

Outline PP 25.2 1995.

Approved drawings showed development inset from boundary with RNIB hostel by approx 5 metres behind an access road. JSL's letter 23.6.99 incorrect + JR advised so verbally.

Concern expressed about daylight and sunlight to RNIB hostel on several occasions.

1.12.97 Meeting
7.5.98 Meeting "calcs needed"
12.6.98 Meeting
12.1.99 Meeting
25.5.99 letter from EDPC
20.12.99 ~~BRE~~ ^{Telfer} ~~Meeting~~ BRE standards report requested.
5.1.00 letter
1.8.00 letter.

Daylight Study referring to BRE standards
was received 11.10.00.

Discussed with DT.

Concluded that it shows significant adverse effect upon light to RNIB hostel. Also sense of enclosure Policy CD 30a. Advice was to set new building back from boundary. U



**JONES LANG
LASALLE.**

① PC + CB

② SW !

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8 January 2001

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10 JAN 2001 (49)							
APP	IO	REC	ARB	FWD PLN	CON DES	FEE	

For the attention of Sarah Wilden

CT
10/1/2001

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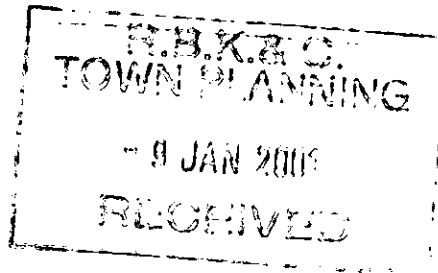


JONES LANG
LASALLE.

Facsimile

22 Hanover Square
London W1A 2BN

To:	Sarah Wilden	Date:	8 January 2001
Company:	RBKC	Fax:	020 7361 3463
From:	Lisa Webb	Tel:	020 7399 5419
Number of Pages	5 (including this sheet)	Fax:	020 7399 5649



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Department of Planning and Conservation
Royal Borough of Kensington and Chelsea
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For the attention of Sarah Wilden

8 January 2001

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Planning and Development

c.c. Mike French Borough Planning Officer
Bennie Gray

Site:	Canalot ; kensal Rd,	File reference:
Subject:		
R.B.K. & C Planning Services		Site <input type="checkbox"/> Office <input type="checkbox"/>
NOTES OF MEETING		Date: 8-12-00
Names of persons attending:	Officers S.W	Applicant/Agent/Resident Liza Webb
Matters discussed:	<p>Discussed with DT.</p> <p>The light report confirms adverse effect on adjoining hostel.</p> <p>New building should be set back from boundary.</p>	

Signatures:



**JONES LANG
LASALLE.**

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CT
5/12/2000

S. Wilden Esq
Department of Planning and Conservation
Royal Borough of Kensington and Chelsea
Hornton Street
London
W8 7NX

Your ref
Our ref 220/DEM/LFW
Direct line 020 7399 5419
Direct fax 020 7399 5649
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4 December 2000

Dear Ms. Wilden

196-208 Kensal Road, W10 (Canalot Phase II)
Application Reference No. TP/96/1828

I am writing further to your telephone message today. I understand that you are due to speak to your team leader regarding the above application tomorrow morning and would be grateful if you could contact me as soon as possible after that meeting.

I look forward to hearing from you.

Yours sincerely

Lisa Webb
Planning and Development

c.c. Bennie Gray

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- 5 DEC 2000							
APPEALS	IO	REC	ARB	FWD PLN	CON DES	FEEES	



canalot

VSC calcs.

The VSC of G, 1st, 2nd ~~3rd~~ floors (rear block) are at present all over 27%. ∴ comply with standard

with the proposed development in place, these would all be less than 0.8 times their former value.

The GF front window (front block) is already substandard & would be worsened (I'm not bothered about this given pre-exg situation)

Applicant says that as no skyline in 1st floor room would not be affected, ~~no~~ change in skylight less appreciable. However

→ BRE Report says that if either VSC or "area of working plane" is reduced below standard then "daylight likely to be seriously affected"

No calculations given for VSC with previous buildings in place.

These would be necessary if applicants want to rely upon previous impact in order to justify their proposals.

I would assume that since the previous building was much smaller than now proposed, the impact would be less in terms of VSC.



No skyline line calcs

We do not have

Ref Dugs DRG, BG / CAN / LC / 01 / 01.

I'm confused by all this!

Looks like problems arise with GF ~~the floor~~ underlain.

However BRE says if VSC affected then that in itself is significant.

That various rooms appear to be OK re no skyline would not overcome objection re VSC.

Sunlighting

in courtyard (no calcs elsewhere)

They acknowledge that would be worse & would be worse than ^{with} previous bldgs.

with previous bldgs, 48% could receive some sunlight on 21st March.

$$0.8 \times 48 = 38.4$$

with proposed buildings, 33% could receive some sunlight i.e. less than 0.8 times former value.





**JONES LANG
LASALLE.**

① DPC

② ~~RET~~
SW.

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For the attention of Sarah Wilden

9 October 2000

Dear Mr. Thompson

✓
CT
11/10/2000

**196-208 Kensal Road, W10 (Canalot Phase II)
Application Reference No. TP/96/1828**

Further to my letter of 29 August I have pleasure in attaching four copies of a Daylight Study prepared by Whitby Bird and Partners in respect of the above. Should you require clarification on any matters raised in this report, or wish to discuss its findings further, please do not hesitate to contact me.

I trust that you now have all of the information you require to determine this application and would be grateful if you could let me know when it can be taken to Committee.

I look forward to hearing from you.

Kind regards

Yours sincerely

Lisa Webb

**Lisa Webb
Planning and Development**

c.c. Bennie Gray

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SW
Bois

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sw
COPY OF PLANS
TO INFORMATION
OFFICE PLEASE

For the attention of Sarah Wilden

29 August 2000

Dear Mr. Thompson

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Application Reference No. TP/96/1828

CT
31/8/2000

I am writing further to my letter of 17 August and have pleasure in attaching four copies of the following drawings:

- Section C-C (drawing number BG/CAN/PC/20/01/SECS/D)
This drawing supersedes drawing number BG/CAN/PC/20/01/SECS/C
- Rear Elevation (drawing number BG/CAN/PC/10/01/RE/D)
This drawing supersedes drawing number BG/CAN/PC/10/01/RE/C
- Elevation to RNIB Boundary (drawing number BG/CAN/00/10/02/SE/A)
This drawing supersedes drawing number BG/CAN/00/10/02/SE
- Section B-B (drawing number BG/CAN/PC/20/02/ADETAIL SEC)
This is a new drawing
- Roof Plan (drawing number BG/CAN/PC/00/05/RF/D)
This drawing supersedes drawing number BG/CAN/PC/00/05/RF/C
- Fourth Floor Plan (drawing number BG/CAN/PC/00/04/4F/H)
This drawing supersedes drawing number BG/CAN/PC/00/04/4F/G

REV L

As stated in my letter of 1 August, the new drawings now submitted delete the glazing from the eastern boundary wall as requested and illustrate the daylighting to the proposed roof top studio.

from east side
via glazed atrium ?





JONES LANG
LASALLE.

The daylight/sunlight report is being progressed and will be submitted as soon as possible. //

In the meantime, should you have any queries, or require any further information, please do not hesitate to contact me.

Yours sincerely

Lisa Webb
Planning and Development



**JONES LANG
LASALLE.**

22 Hanover Square London W1A 2BN
tel +44 (0) 20 7493 6040 fax +44 (0) 20 7408 0220

SW
Lisa Webb

R Thompson Esq
Area Planning Officer
Department of Planning and Conservation
Royal Borough of Kensington and Chelsea
Hornton Street
London
W8 7NX

Your ref
Our ref 220/DEM/LFW
Direct line 020 7399 5419
Direct fax 020 7399 5649
lisa.webb@eu.joneslanglasalle.com

For the attention of Sarah Wilden

18 August 2000

Dear Mr. Thompson

**196-208 Kensal Road, W10 (Canalot Phase II)
Application Reference No. TP/96/1828**

✓
CT
21/8/2000

Thank you for your letter of 1 August in respect of the above.

As discussed in a telephone conversation with Sarah Wilden last week, we are working to address the issues raised in your letter in the quickest possible timescale.

A further daylight/sunlight report has been commissioned with reference to the BRE guidelines as requested. We will submit this to you as soon as it is available.

The scheme is being amended to delete the glazing from the eastern boundary wall as requested and the drawings are being amended to illustrate the daylighting to the proposed roof top studio.

We have now received instructions from our client to withdraw the proposal for the barges from the application and would be grateful if you could amend the description of development accordingly. ✓

I understand that Ms. Wilden is on leave until 4th September. We will endeavour to have the revised daylight/sunlight report and substitute drawings to her for her return.

RECEIVED BY PLANNING SERVICES
31 AUG 2000 (52)

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JONES LANG
LASALLE.

If any matters arise on which you require further information, please let me know.

Yours sincerely

Lisa Webb

Lisa Webb
Planning and Development

cc Bennie Gray

FAX FROM

NAME: Mrs S. WILDEN

THE DIRECTORATE OF PLANNING SERVICES ON

DATE: 2-8-00

MAIN TELEPHONE NUMBER: 020 7937 5464

DIRECT LINE: 020 7361 2082

FAX NUMBER (if different from below): _____

THE ROYAL
BOROUGH OF



KENSINGTON
AND CHELSEA

TO

NAME: Ms. L. WEBB

OF: JONES LANG LASALLE

ADDRESS: 22 HANOVER SQ

LONDON

POSTAL CODE W1A 2BN

FAX NUMBER: 020 7399 5649

NUMBER OF PAGES TO FOLLOW: 2

COMMENTS AND/OR INSTRUCTIONS (if any)

Copy of letter dated 1.8.00
re 196-208 Kensal Rd, as discussed.

OUR FAX NUMBER IS: 020 7361 3463

R

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

Ms. L. Webb,
Jones Lang Lasalle,
22 Hanover Square,
London, W1A 2BN

Switchboard: 020 7937 4564
Extension: 2082
Direct Line: 020 7361 2082
Facsimile: 020 7361 3463

01 August 2000

My reference: DPS/DCN/SW/TP/96/1828 Your reference: 220/DEM/LFW Please ask for: Mrs. S. Wilden

Dear Madam

Town and Country Planning Act 1990
196-208 Kensal Road, W.10

I refer to your letters of 25th May and 17th July and apologise for the delay in replying.

In order to assess the impact of the proposed development upon daylight and sunlight received by the adjoining premises to the east, with reference to Unitary Development Plan Policy CD28, the Unitary Development Plan states (Chapter 4, Paragraph 3.15) that the Council will have regard to the guidelines in "Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice" published by the Building Research Establishment. Thus, as requested in my letter of 5th January, a daylight/sunlight impact study referring to the BRE guidelines is required. The study should include reference to the following to enable assessment:

- (1) the Vertical Sky Component for windows of the adjoining corner rooms (and possibly others to the east) on all floors;
- (2) the no-sky line for each relevant room;
- (3) sunlighting in the courtyard;

all as existing and with the proposed development in place.

The Unitary Development Plan Chapter 13, Section 2.2, in particular Paragraphs 2.2.4 - 2.2.12 and 2.2.18 - 2.2.21 explains the approach to be used.

The submitted Daylight Calculation Report does not cover the above items and therefore does not enable assessment with reference to Policy CD28. It refers only to one second floor room and provides no information about existing lighting conditions for comparison with the post-development situation.

/ Contd.....

R

/2.

It is also noted that the Report concludes that light levels will be adequate "if supplementary artificial lighting is available within each room". I would comment at this stage that the Council is unlikely to consider such a requirement to comply with Policy CD28.

Please do not hesitate to contact my assistant, Mrs. Wilden, should you have any queries about the nature of the information required.

Thank you for drawings BG/CAN/PC/20/03/EX SECS, received on 25th January.

The glazing on the proposed eastern boundary wall is considered unacceptable for the reasons stated in my letter of 5th January. I do not consider that the suggested lighting levels overcome the reasons for objection. If natural lighting is required on the eastern side of the building, the introduction of a lightwell within the development site itself should be considered.

I note your confirmation that no glazing is proposed on the western elevation of the proposed roof top studio. If the studio is to have any source of natural light, this must be indicated on the submitted drawings.

Your confirmation of whether the barges are to remain part of the proposal is awaited. As you are aware, they have generated considerable local concern and objection. Accordingly, it is recommended that the barges be withdrawn from this application and form the subject of a separate application, to be accompanied by full information about the present functioning of the canal and an analysis of the impact of the proposed new moorings.

Would you kindly submit the above information within 21 days of the date of this letter. The application has now been the subject of negotiation, amendment and periods of abeyance over a protracted period. The Council must proceed to determine the application and will do so upon the basis of the information available at present, unless the above information is received within the stated timescale. I would advise you that, given the concerns referred to in this letter, refusal would be recommended.

Yours faithfully



R. Thompson
Area Planning Officer
For the Executive Director, Planning and Conservation

① Daylight Study

- (1) What about the courtyard?
- (2) This study does not refer to the BRE guidelines. ∴ I can't relate it to UDP Policy.
- (3) No assessment of G, 1st, 3 + 4th floors.
- (4) No assessment of before + after situation.
- (5) Sunlight, esp in courtyard.

We need to know:-

- (1) Vertical sky component, before + after devⁿ, to each window on at least the corner room of each floor of northern block.
 - (2) Movement of 'No sky line', within rooms.
 - (3) Sunlight assessment of rooms.
(they face within 20° of due south)
 - (4) Light to courtyard, (sunlight)
- All with reference to BRE Report.
see fig 10 p 7 BRE Report

- ② Glazing on boundary not acceptable.
- ③ I remain concerned about both of this devⁿ on the boundary (eastern)
(New sense of enc. policy in UDP PA)
outline PP was for a devⁿ inset from boundary with RNVB by a road width.
- ④ Barges? If left on, refusal probable.





British Waterways

London Region

with compliments

19 July 2000

bc: Ms Wilden

Would it be possible to phone Mark Bensted on Wednesday when he is back in the office.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Marcia Peters', with a long horizontal flourish extending to the right.

Marcia Peters



British Waterways, The Toll House, Delamere Terrace,
Little Venice, London W2 6ND.

Telephone 0171 286 6101 Fax 0171 286 7306

<http://www.britishwaterways.co.uk>

**Grand Union Canal - Regent's Canal - London Docklands
River Lee Navigation - River Stort Navigation**





British Waterways

Bali (SW)

Our Ref: 2007/DEV27/KB/MB London Region
Your Ref: SYME001/DB/000282

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21 JUL 2000 (51)									
APPEALS	IO	REC	ARB	FWD PLN	CON DES	FEES			

19 July 2000

K Buck MP
House of Commons
London SW1A 0AA

✓
21/7/2000

BY FAX & POST: (0208) 960 0150

Dear Karen

MS BELINDA SYME, 455 HARROW ROAD, LONDON W10 4RG

I refer to your letter dated 26th June regarding the objection raised by your constituent Ms Belinda Syme to the proposed mooring of two barges on the canal opposite her property.

Please accept my apologies for the delay in responding!

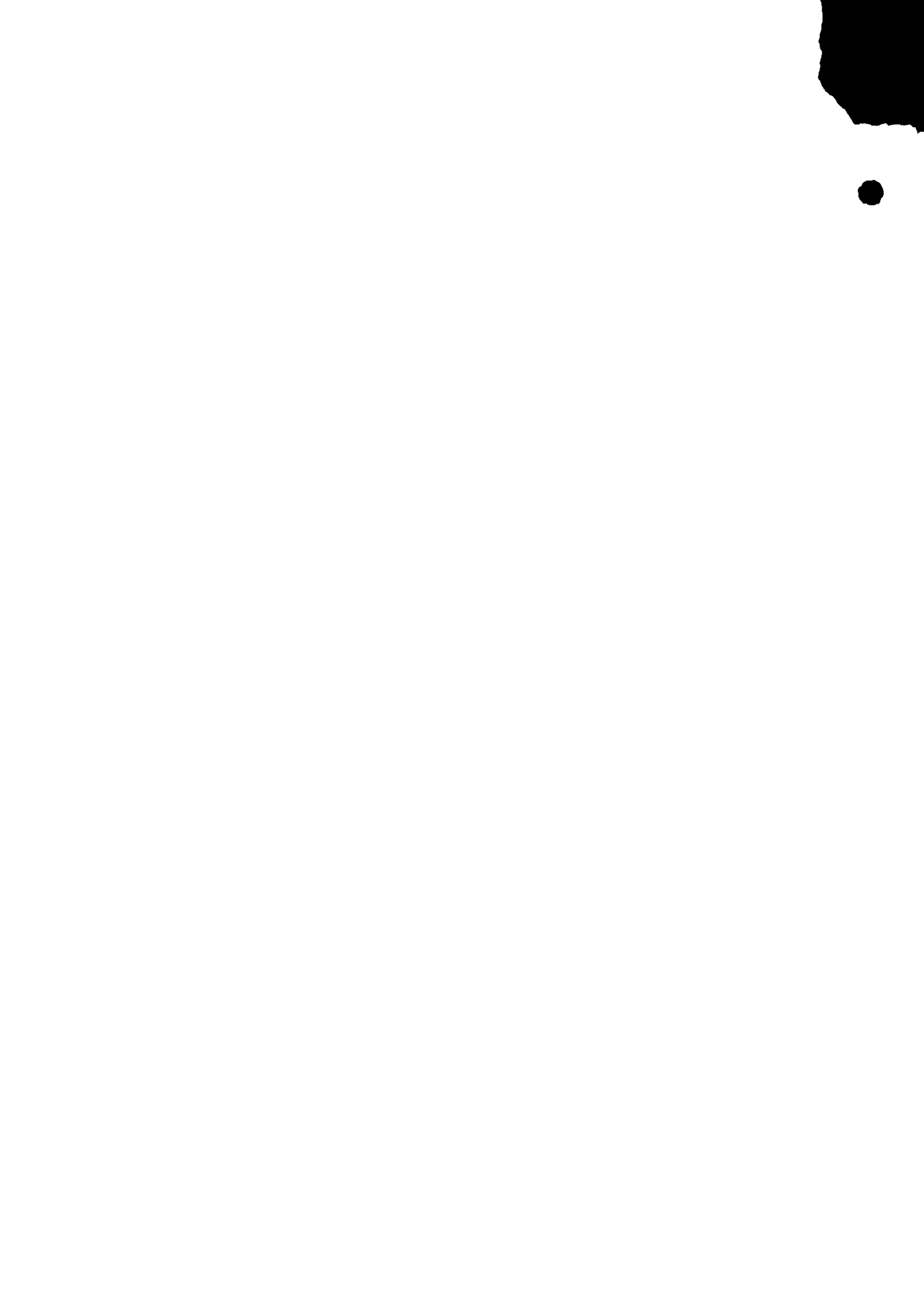
The issue of navigational safety on the canal is of paramount importance when assessing the merits or otherwise of any proposal of this kind. Having corresponded with Ms Syme some months ago we assured her that we had not reached any agreement with the applicant and that navigational safety was indeed our prime concern.

Ms Syme is correct in saying that the proposed mooring positions are close to a bend in the canal and that a shelf (the former waterway wall) does protrude into the navigation by about 1.0m. We undertook to survey the canal accurately at this location and to plot onto the survey plan the navigation zone taking into account the proximity of the bend and the shelf. This survey is now complete and will be sent to Ms Syme and all other interested parties including the local authority and the applicant.

The incident Ms Syme refers to in her letter to you dated 9th May relates more, I suspect, to the shallow depth locally to the bend rather than the protrusion of the shelf. However it is true to say that a barge under tow tends to 'cut the corner' as it negotiates a bend. In such circumstances it is normal to have a steerer on the back of the towed barge to keep it in channel.

I understand that the application is soon to be heard by Kensington and Chelsea Planning Committee and I will therefore ensure that they receive a copy of our survey and conclusions in time for their committee report. If necessary we will convene a meeting of all interested parties to discuss the merits of the proposal once more.





I hope this information is helpful and enables you to respond to your constituent.

Kind regards

pp 

**MARK BENSTED
REGIONAL DIRECTOR**





**JONES LANG
LASALLE.**

22 Hanover Square London W1A 2BN
tel +44 (0) 20 7493 6040 fax +44 (0) 20 7408 0220

Sw
Bennie
H-act

Ms. S. Wilden
Department of Planning and Conservation
Royal Borough of Kensington and Chelsea
Hornton Street
London
W8 7NX

Your ref
Our ref 220/DEM/LFW
Direct line 020 7399 5419
Direct fax 020 7399 5649
lisa.webb@eu.joneslanglasalle.com

17 July 2000

CT
13/7/2000

Dear Ms. Wilden

**196-208 Kensal Road, W10 (Canalot Phase II)
Application Reference No. TP/96/1828**

I write further to our letter, with enclosures, of 25 May 2000 in respect of the above.

We have still not had a response to this letter and are now under considerable pressure to resolve these outstanding matters. I would, therefore, be very grateful if you could contact me at your earliest convenience in this regard.

I look forward to hearing from you.

Yours sincerely

Lisa Webb

**Lisa Webb
Planning and Development**

c.c. Bennie Gray

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SW
Lisa Webb



**JONES LANG
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Ms. S. Wilden
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lisa.webb@eu.joneslanglasalle.com

CT
18/7/2000

17 July 2000

Dear Ms. Wilden

**196-208 Kensal Road, W10 (Canalot Phase II)
Application Reference No. TP/96/1828**

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We have still not had a response to this letter and are now under considerable pressure to resolve these outstanding matters. I would, therefore, be very grateful if you could contact me at your earliest convenience in this regard.

I look forward to hearing from you.

Yours sincerely

Lisa Webb

**Lisa Webb
Planning and Development**

c.c. Bonnie Gray

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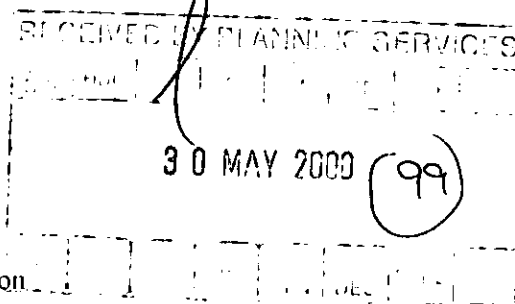
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Sw
L. Webb
H. Ad

R Thompson Esq
Area Planning Officer
Department of Planning and Conservation
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Direct fax 020 7399 5649
lisa.webb@eu.joneslanglasalle.com



25 May 2000

For the attention of Sarah Wilden

Dear Mr. Thompson

196-208 Kensal Road, W10 (Canalot Phase II)
Application Reference No. TP/96/1828

I write further to your letter of 5 January 2000 in respect of the above and to my subsequent telephone conversations with Sarah Wilden in this regard. I apologise for the delay in responding.

Dealing with each of the points raised in your letter in order:

- ✓ Three copies of drawing number BG/CAN/PC/20/03/EX SECS were submitted on 24 January 2000.

We have been advised by our client's architects, Bryden Wood, that less than 25% of the eastern façade is proposed to be glazed. This glazing is required for lighting internal corridors only and would be translucent to avoid overlooking. With regard to night time glare, the night time lighting of the corridors would be to provide safe light levels only and which would not produce significant levels of night time light so as to adversely affect adjoining premises or prejudice the future development of that site.

With regard to the proposed roof top studio, I can confirm that no glazing is proposed on the western elevation.

- ✓ I have pleasure in attaching four copies of a Daylight Calculation Report prepared by Whitby Bird and Partners dealing with the impact of the proposed development on the RNIB building adjacent.

W
J
A
R





**JONES LANG
LASALLE.**

I have also discussed the issue of the use of the proposed barges with Mrs. Wilden and can confirm that we are seeking our client's instructions in this regard. I will contact you on this matter in due course.

In the meantime, I trust that you now have all of the other outstanding information you require in respect of this application and I look forward to your confirmation in this regard. I would also be grateful if you could let me know when you intend to take this application to Committee. Should you have any queries, or require any further information, please do not hesitate to contact me.

Yours sincerely

Lisa Webb
Planning and Development

c.c. Bennie Gray



IWA

The Inland
Waterways
Association



London Region

Ground Floor Flat,
61 West Side,
Wandsworth Common,
London SW18 2ED

Tel/Fax: 0181-874 2787

4-2-2000

M. Frendly

With Compliments

Copy as discussed on telephone by one of my colleagues yesterday
as there was some uncertainty if the original had arrived

Hilary Bradshaw

Ground Floor Flat
 61 West Side
 Wandsworth Common
 London
 SW18 2ED
 Tel/Fax 020 8874 2787

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

20th January 2000

By Bob/ACU/N

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APPEALS	IO	REC	ARB	FWD PLN	CON DES	FEES	

Dear Mr French

Re: Proposed Development at 196-222 KENSAL ROAD London W10
 Planning Application ref TP/96/1828

I would like to express the Inland Waterways Association's strong objections to the proposal to the mooring of two permanent barges at the Canalot site as part of this planning application. This application has been discussed amongst our members and in particular by our London Region Planning and Navigation Committee. Our reasons are detailed below.

1. These barges together with their mooring pontoon and access to the towpath would cause a considerable narrowing of the navigable channel at this point, sufficient narrowing to prevent the passing of two broad beam barges on this section. We understand that the properties opposite this site have mooring rights to the rear of their properties, and as such one should assume that they might wish to moor craft up to 14ft wide opposite this site. This planning application should consider the effect on the navigable channel if these existing rights are used more than they are at present.
2. The proposed siting of these barges is on a bend in the canal, a position where mooring should be avoided so that there is the maximum available space for navigation together with complete visibility along the section of canal for early warning of any approaching craft. Not only would these craft take up that navigable space, but as static craft with business use they are also likely to be of such a height as to reduce the visibility of oncoming craft at this point.
3. The siting of permanently moored craft here would make it almost impossible to see canoeists etc. from the opposite direction until you were almost level with them. Therefore the safety of the members of the local clubs as well as occasional users is jeopardised by this proposed development.
4. The mooring of permanent craft at any point on the canal has the same effect as infilling the canal and building upon it.

5. As tugs tow barges along this section of canal regularly a greater width than normal is needed on bends to allow for the barge's drift on its towrope as it rounds the bend. The mooring of craft on this bend, causing the channel to be narrowed by at least 50%, would make it extremely difficult to ensure that the barge did not hit the proposed moored barges, the properties opposite or the moored craft and pontoon further along the row of properties opposite.
6. Since the current government policy is to increase freight on water no development should be allowed which reduces the capacity for freight use of waterways. This single development would have the effect of reducing the possible use of the Paddington Arm of the Grand Union Canal for freight traffic.

We trust that you will see the potential dangers that these proposed barges would cause especially to those local children who use the canal for canoeing etc.

One of our members made the analogy of a highway setting where it would not be allowed for two 40 - 50ft trailers to be left permanently, away from the kerb, on a bend, with a playground near by. Whilst the traffic involved is not comparable this does provide a picture of the potential effect on the navigation.

The Inland Waterways Association is recognised as the main user group for the inland waterways system. We are concerned that we only heard of this planning application second hand and would wish to be included in the distribution of all future planning applications within the canal corridor. We can provide you with a users' view of planning applications to complement other responses to such proposals. Would you please let me know what needs to be done to include us in future planning application distributions.

I look forward to hearing from you.

Yours sincerely



Libby Bradshaw
Chairman Inland Waterways Association London Region

The Inland Waterways Association (IWA), a registered charity with a membership of over 18,000, was formed in 1946 and campaigns for the conservation, use, maintenance, restoration and development of Britain's navigable canals and rivers.

The IWA believes that inland waterways should be used for commercial and leisure boating, as well as many other activities, including education, angling, canoeing and towpath walking. It seeks to preserve the ecological, heritage and architectural aspects of the country's inland waterways for all.



The Inland Waterways Association

Handwritten signature

Ground Floor Flat
61 West Side
Wandsworth Common
London
SW18 2ED
Tel/Fax 020 8874 2787

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

Handwritten: CT 7/2/2000

Handwritten: Copy AO/ACU/N

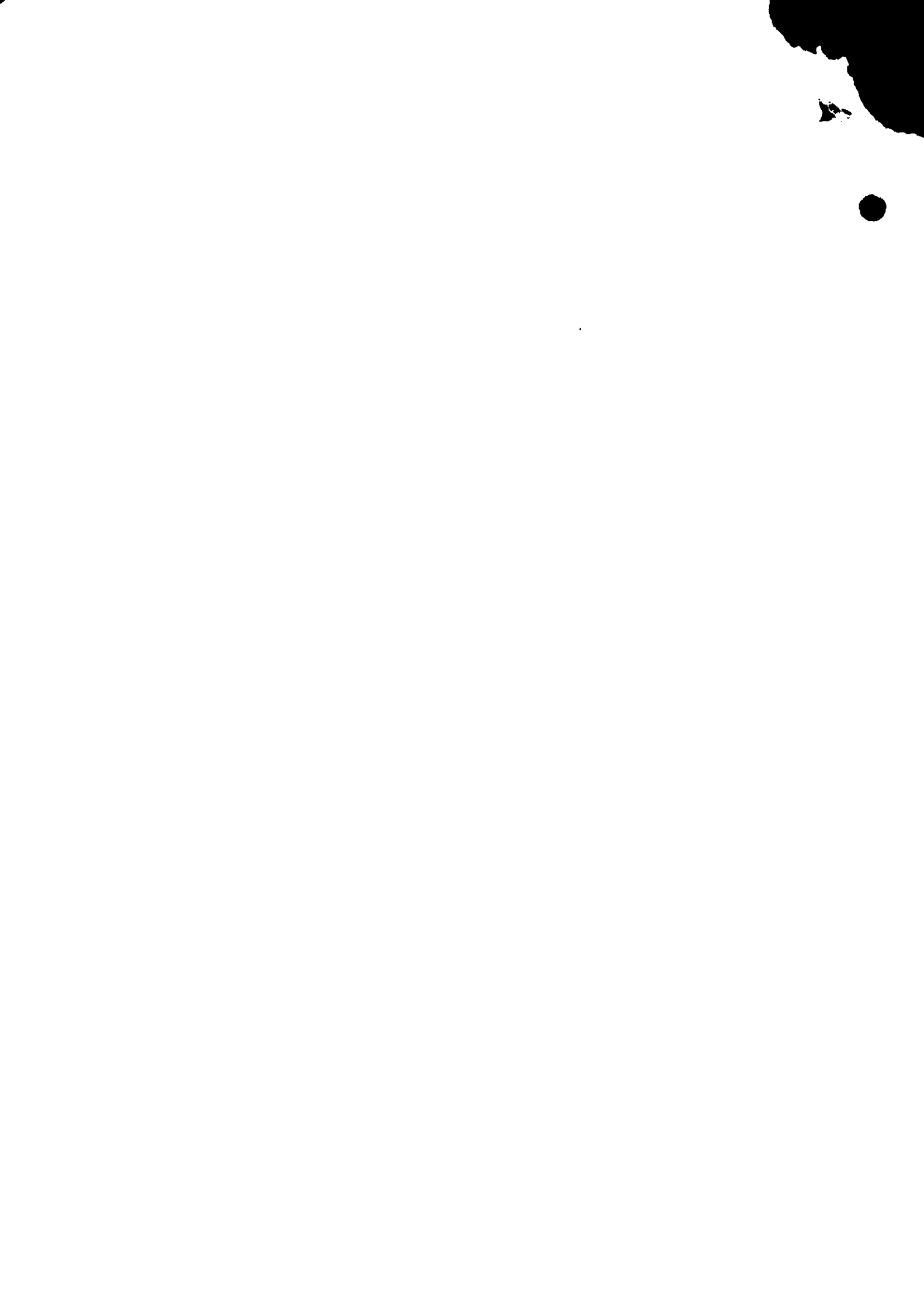
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FILES	IO	REC	ARB	FWD PLN	CON DES	FEES	

20th January 2000

Dear Mr French
Re: Proposed Development at 196-222 KENSAL ROAD London W10
Planning Application ref TP/96/1828

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5. As tugs tow barges along this section of canal regularly a greater width than normal is needed on bends to allow for the barge's drift on its towrope as it rounds the bend. The mooring of craft on this bend, causing the channel to be narrowed by at least 50%, would make it extremely difficult to ensure that the barge did not hit the proposed moored barges, the properties opposite or the moored craft and pontoon further along the row of properties opposite.
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I look forward to hearing from you.

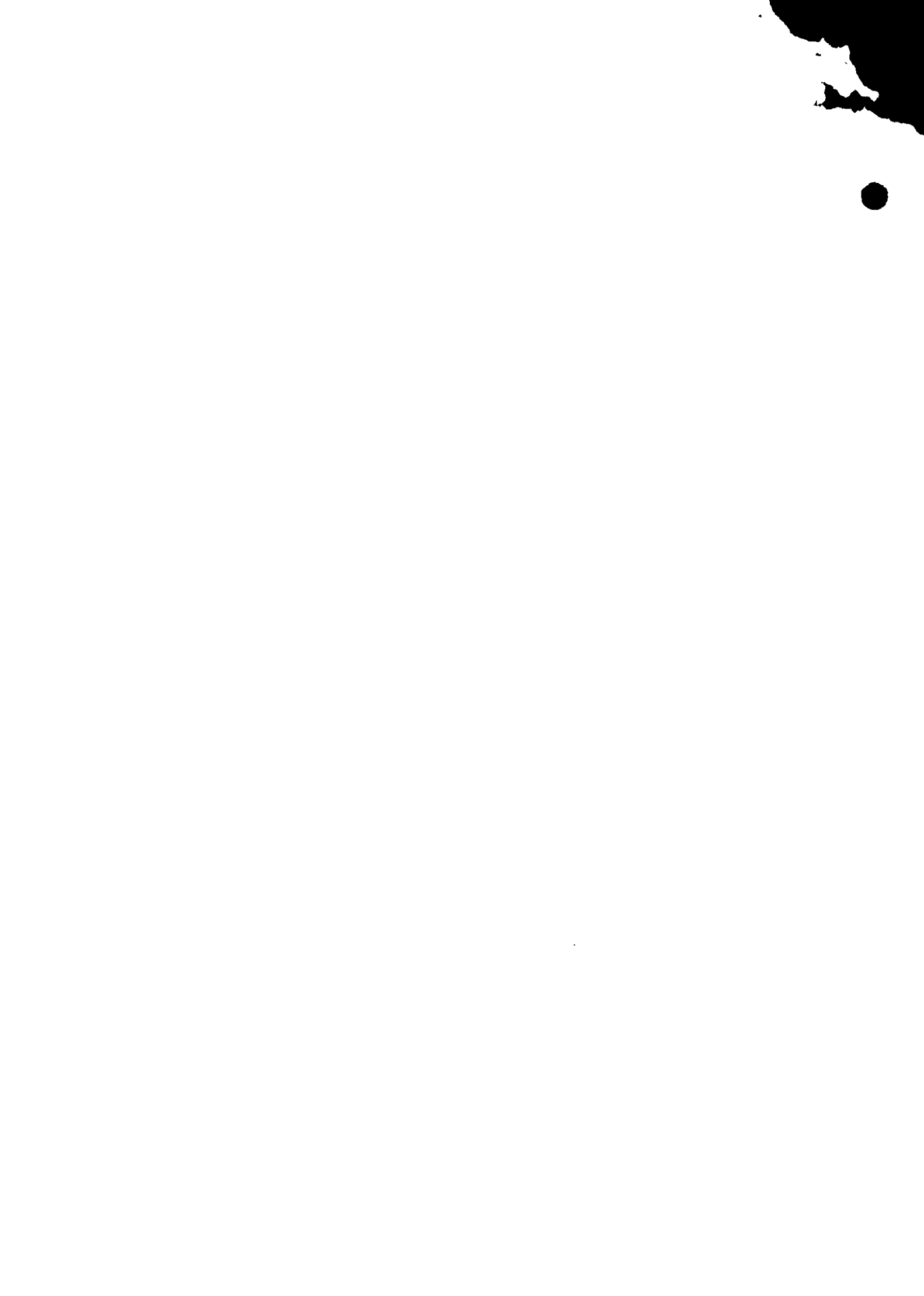
Yours sincerely



Libby Bradshaw
Chairman Inland Waterways Association London Region

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The IWA believes that inland waterways should be used for commercial and leisure boating, as well as many other activities, including education, angling, canoeing and towpath walking. It seeks to preserve the ecological, heritage and architectural aspects of the country's inland waterways for all.





British Waterways

London Region

SW
Boris
H-ad

Our Ref: 2302/DEV27/SW/MB

23 February 2000

Ms S Wilden
Dept of Planning & Conservation
Royal Borough of Kensington & Chelsea
Hornton Street
London W8 7NX

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41		24 FEB 2000							
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24/2/2000

Dear Ms Wilden

'CANALOT' PLANNING APPLICATION REF TP/96/1828

You may be aware that Canalot held a meeting for local residents on 11 January, discussing both their proposed building and mooring of two business barges.

Since then considerable correspondence has been generated; some of which you may already have seen. For your ease of reference I enclose copies of letters received from Ms Syme and Mrs Jarman together with British Waterways' response.

As you will note, an accurate survey of the canal has been undertaken; the results of which will be circulated to all interested parties as soon as possible.

British Waterways remain committed to the principle of the business barge proposal, but will review our position, when we have had a chance to analyse the canal site survey.

Yours sincerely

pp

**MARK BENSTED
REGIONAL DIRECTOR**

Enc.



Mr Mark Bensted
Regional Director London and Lee Stort
British Waterways Board
The Toll House
Delamere Terrace
London W2 6ND

455 Harrow Road
London W10 4RG

RECEIVED

14th January 2000

19 JAN 2000

LONDON REGION

Dear Mr Bensted,

It is with some hesitation that I write to you again, for in the past you have never seen fit to answer my correspondence nor return my telephone calls. The matter concerns your approval of the installation of two permanently moored barges on the south bank of the Grand Union Canal adjacent to the Canalot site (Your Ref:2311/DEV27/SW/MB). You may be aware that a number of residents on the Westminster side of the canal, as well as Westminster Planning are opposed to the scheme, mainly on grounds of noise and loss of amenity.

I have a few questions:

- 1 . First of all, I would like some accurate dimensions of the canal: Its width, depth and profile.
- 2 . You reckon the canal to be about 40 feet wide at the site. Therefore, if the barges are to be 14 feet wide, won't that not impinge upon the navigability of similar size craft?
- 3 . Do you realise that the barges would be about 20 feet from residents' and office windows thus infringing on privacy? Is invasion of privacy not a British Waterways concern when it comes to determining permanent moorings?
- 4 . Do you realise the site is actually on a bend of the canal and therefore the barges would not sit flush to the bank? This gives rise to the possibility of two way traffic negotiating a single lane around a partially blind corner. No one has told us how high or long these barges are going to be, just that they are 14 foot wide
- 5 . Won't they be a hazard to inexperienced canoeists who, at such a low level will have their vision impaired by the hulks? The tiny craft will be competing with the same amount of traffic in half the amount of space. Or will you suggest that the canoe clubs go elsewhere?
- 6 . With what I reckon to be a 50% reduction in navigability, barge traffic will be forced into a single lane with boats waiting to pass. Do you think the Harrow Road residences would welcome the noise, pollution and water wash as well as a further invasion of privacy as traffic is forced closer to the Harrow Road side.
- 7 . Do residences not have a right to erect scaffolding for external repair work? How will barge traffic flow with this added obstruction? In some instances scaffolding can only be brought in by barge, so some craft may not even be able to get through.
- 8 . Have you considered the acoustics of the site? It is a canyon of hard surface with amplification exacerbated by the water. There are existing problems with unacceptable noise levels emanating from premises further removed than the Canalot barges would be. Or is noise pollution not a British Waterways concern?

9 . Have you taken into account what the residents and canal users might feel about this scheme? Have you consulted us? Have you informed the canoe and angling clubs? Have you consulted other Associations and Societies who have an interest in the Canal and its uses?

10 . Are you aware that wildlife habitat will be destroyed in order to accommodate the barges?

The proposal affects 29 premises on the Harrow Road - over 100 residents, plus the dozens of people who work there. They would be totally overlooked and would suffer unacceptable noise levels because of the acoustics.


The barges encroach unnecessarily on public space and deprive canal side clubs of a safe place in which to carry out their activities, which are often charity or community based. Furthermore, natural habitat would be destroyed in order to accommodate them. It is at the moment a peaceful and tranquil respite on a fairly crowded waterway.

Many of us consider the barges will be a safety hazard - a potential obstruction to emergency services and a risk to our properties if wide craft fail to negotiate the unacceptably narrow gap between our premises and the moored craft, especially at night.

I am dismayed at your agreement with the proposal and your total disregard to the affect it will have on the Westminster residents and user groups. At the meeting on Tuesday the 11th you filibustered your way through questions, barely listening nor comprehending what was being said or asked of you. You had no facts or details about the canal and yet this project has been under your consideration for over four years now. You kept saying what a great idea the barges were for improving the community, while overlooking and overriding our objections.

I await your prompt reply to my questions.

Yours sincerely,



Belinda Syme

c.c. Mr. George Greener - Chairman, British Waterways

Mr Stewart Sim - Operations Director, British Waterways

copy, Mark Bensved



Chairman
George P. Greener

14 February 2000

Ms Belinda Syme
455 Harrow Road
London
W10 4RG

RECEIVED

17 FEB 2000

LONDON REGION

Dear Ms Syme

Further to my letter dated 18th January, I have now had the opportunity of exploring the issues raised in your letter dated 16th January, having discussed the matter with our London Regional Director, Mark Bensted. Specific questions raised in your letter to Mark will be answered by him under separate cover.

The first thing to say is that nothing has yet been decided.

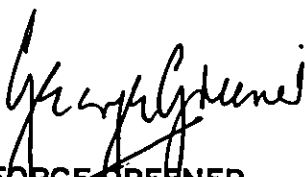
The proposal to moor two wide-beam barges is of course attached to an application made by an adjacent landowner/developer who is hoping to construct a building as a second phase to his operations. Whilst British Waterways supports the principle of the business barges and the positive effect they might have on the local canal scene generally, no agreement yet exists between BW and the Developer to pursue such an initiative.

Mark tells me that he made it quite clear at the meeting that our permission would not be forthcoming if navigation, or safety issues were in any way compromised by the proposed moorings. From his initial inspection of the site he did feel that navigation/safety would not be adversely affected, but nevertheless stated that an accurate survey of the canal would be undertaken to ensure that this was the case. The survey will of course pick up any underwater obstructions that might affect the viability of the proposal.

You raise a point about our lack of consultation on this proposal, which is perhaps a little unfair. This is a third-party application made to the local planning authority and it is their duty to consult with local people and groups. This consultation has taken place in the normal fashion. We do accept however, that we could in hindsight, have suggested to the applicant that he undertook an initial consultation himself to gauge reactions of local people and businesses.

British Waterways will confirm its view of this proposal when the survey is completed. I have asked Mark to ensure that all interested parties receive a copy of any findings sent to the local authority or developer.

Yours sincerely



GEORGE GREENER
Chairman



Our Ref: 2202/COMP/BS/MB

22nd February 2000

Ms B Syme,
455 Harrow Road,
London,
NW10 4RG,

Dear Ms Syme

'CANALOT' PROPOSALS: GRAND UNION CANAL

You will have now received a letter from our Chairman, George Greener responding to general matters raised in your letter dated 16th January. As promised, I am now writing to answer specific questions raised in your letter to me dated 14th January.

Before doing so I must respond to your opening remark about my failure to reply to your previous letter(s) or telephone call(s). Whilst our records show one telephone call from you outlining your concerns which did not get answered, we have no record of receiving any letter(s) at all. I must however apologise for not responding to your telephone call.

I will attempt to answer your questions in the order in which they appear in your letter:-

- 1 The canal survey has been completed and is currently being drawn up. This will give accurate dimensions of the canal and identify the extent of any underwater obstructions. It will be circulated to interested parties as soon as it is available.
- 2 From my recollection of the meeting on the 11th January, I estimated the canal to be in the order of 50ft in width, in response to your view that it was around 40ft. The survey will show the precise width and profile of the canal.

Whilst the maximum craft width would be 14ft, business use barges could operate at a lesser figure of say 10ft or 11ft. This however would be a matter for Canalot to consider.

- 3 Assuming the canal is around 50ft in width, the barges would be no less than 36ft from the Harrow Road properties rather than the 20ft you suggest.

To answer your question re: privacy, yes of course BW takes account of neighbours views about such issues. In this case however, we do feel that the proposed use of the barges will not impact on residential privacy at all and that the overall impact on the canal and towpath will be a positive one.

- 4 You are correct in saying the proposed mooring site is on a bend of the canal. Whilst the effect on the barge mooring length itself would be marginal, the possible affect on navigability would be the issue to examine, particularly bearing in mind the positioning of the 'community café' pontoon adjacent to the Wedlake St. Footbridge.

The moored barge lengths could be anything from 50ft to 70ft in length, but more importantly, the canal needs to accommodate barges up to 70ft in length navigating the system. The 'navigable corridor' is certainly something that we will be looking at as I mentioned at the meeting.

- 5 We would not suggest that canoeists go elsewhere as there would be no need. Two moored vessels would have only a marginal affect on sight lines. In fact the presence of the moored barges could possibly improve the situation by encouraging cruising barges to slow down as they approached the bend, (i.e. below the permitted max of 4mph).
- 6 Cruising barges do not generally navigate the canal so close to the towpath wall, preferring for obvious reasons to take the deeper centre channel. Whilst it is a fair point to make that passing barges might have to choose a line closer to the Harrow Road, the curvature of the canal means boats would tend to take this line anyway.
- 7 Residents do not have a right to erect scaffolding into the canal for maintenance purposes but this is not to say we would object when such requests are made. Canals are often restricted by temporary works of this kind and simply require appropriate signage and lighting. Delivery by barge of scaffolding equipment would not be affected in any way.
- 8 We have not examined the site acoustics, and do not believe that the mooring of two barges would affect the current situation in any way. In fact some might argue that Canalot's proposed building might lessen road noise emanating from the fairly busy Kensal Road.
- 9 As our Chairman mentioned to you in his letter, this is not a British Waterways proposal and as such it is not our responsibility to consult with local residents. The normal planning process managed by the local authority performs this function and appears to have worked very well. However in hindsight, we should have advised the applicant to pursue a wider consultation of local people and groups prior to submitting his planning application.

The canoe and angling clubs do not enjoy exclusive use of any stretch of canal. We do not believe that their enjoyment will be adversely affected by the presence of two moored vessels.

The London Anglers Association have written to me objecting to this proposal following the letter you sent to them. Our Fisheries Manager will be contacting them directly to identify the precise nature of their concerns.

- 10 If this application ultimately receives a consent, a material consideration in BW granting it permission will be the likely effect, if any on local habitat and what mitigation measures might be considered.

We do not believe that residents or business occupiers to the rear of the shops would be overlooked as a result of these two moorings. Such a concern would need to be demonstrated in some way for it to be seen as serious consideration. The barges would at worst be level with the ground floor windows of the shop premises, and at best be slightly below, bearing in mind the inner deck would be around 3ft below water level.

Your view that this is a 'crowded' length of canal is hard to comprehend. There is relatively little use of the canal in this location which is something we would like to see addressed. We think that the canal has great potential here, and could be improved significantly without compromising its existing qualities.

We have given no consent as yet to this scheme, but have merely indicated our support in principle for the reasons stated. Our permission very much depends on the achievement of planning consent, the satisfactory review of all navigation and safety considerations, the nature and use of the barges and how they are presented and maintained. We would not consider agreeing to such a proposal if noise or other nuisance were likely to result.

Contrary to your view, I listened very carefully to what was said by residents and have reacted to them in what I believe is an open and honest way. Your rather extreme view was not necessarily shared by all residents. Indeed one or two seemed more concerned about an erosion of their perceived rights to moor a vessel directly in front of their windows rather than loss of amenity or navigable safety.

As promised, the results of the canal survey and our subsequent review will be circulated to all parties as soon as is practically possible.

I do hope I have addressed most, if not all, of the questions you have raised. Please contact me if you require any further information.

Yours sincerely

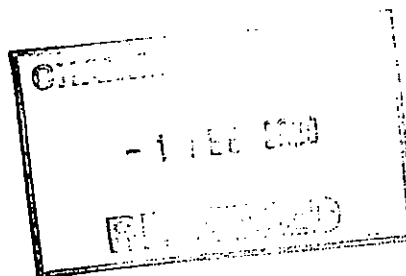
MARK BENSTED
REGIONAL DIRECTOR

1

461 Harrow Road, London W10 4RG
Tel: 020 8960 4488

31 Jan 00

G Greener Esq
Chairman, British Waterways
Willow Grange
Church Road
WATFORD WD1 3QA



Dear Mr Greener,

CANALOT DEVELOPMENT (196-208 KENSAL ROAD, LONDON W10)

1. I am writing to express extreme concern about British Waterway's support for the above proposed development.
 - a. As part of the development, it is planned to moor two wide-beam barges along the W10 section of the Grand Union Canal.
 - b. At this point of the Grand Union, the canal forms a border between the Borough of Westminster (Harrow Road) and the Royal Borough of Kensington & Chelsea (RBKC – Kensal Road).
2. Local residents have expressed consistent concerns about the proposed mooring of barges opposite residential properties and in close proximity to navigational hazards (a pedestrian bridge and canal-side pontoon).
3.
 - a. On 11 Jan 00 the Developers (Jones Lang LaSalle) hosted an informal presentation at which Mr Bensted (British Waterways, Little Venice) was briefly present.
 - b. While offering support for the moored barges, Mr Bensted was unable to give residents specific assurances about safety and privacy issues.
 - c. The Developers asked Mr Bensted to forward detailed assurances in writing (attached copy letter).
4. The proposed barges are designated for business and community use but their specific use is not at all clear which only adds to residents' worries.
5. The W10 stretch of the Grand Union is a tranquil haven in an otherwise run-down part of London. Sadly, British Waterways appears indifferent to the potential impact of the proposed barges on those living here.
6. It would be very much appreciated if you could look into this matter. As far as I am aware, the proposals are due to be put before the RBKC planning committee on 23 Feb 00.

*Yours sincerely,
Yvonne Jarman.*

Mrs Y W Jarman

CC. M. BENSTED



Chairman
George P. Greener

21 February 2000

Mrs YW Jarman
461 Harrow Road
London, W10 4RG

RECEIVED
22 FEB 2000
LONDON

Dear Mrs Jarman

'CANALOT' DEVELOPMENT, KENSAL ROAD, LONDON NW10

Further to my holding letter dated 1st February, I have now had the opportunity of discussing the matters raised in your letter of 31st January with our London Regional Director, Mr Mark Bensted.

As you have noted, the proposal to moor two wide-beamed business barges forms part of an adjacent planning application to extend the business operation of Canalot Ltd. Whilst BW supports the principle of these business barges and the positive effect they might have on the local canal scene generally, no agreement yet exists between BW and the developer to allow such an initiative.

You say that Mr Bensted was unable to give sufficient assurances to local residents about safety and privacy issues. On the navigation safety issue, Mr Bensted tells me, that notwithstanding his view that navigational safety would be unaffected by the proposal, he did say that he would undertake an accurate survey of the canal to ensure that this was the case. He also tells me that he made clear to residents that BW would not permit the moorings if navigation safety was in any way at risk.

On the question of resident privacy, Mr Bensted accepts that certain uses of the vessel might be inappropriate. Such uses would not be permitted by BW, nor the local council. The developer, as far as we know, has no intention of proposing any type of use that would cause noise, or other nuisance.

Residential occupation on the opposite side of the canal is generally at first floor level, although some residents did indicate that ground floor residential use was now a feature of the Harrow Road terrace. It was not clear whether this was as live/work space to the rear of the shops or full residential use. Other than having a different view across the canal, i.e. that of a well presented barge, we are not sure how residents privacy would be affected by such a proposal. Indeed some residents/studio occupiers expressed concern to Mr Bensted that the proposal might affect their ability to moor vessels.

Contd ...



Page 2

Your view that BW are displaying an apparent indifference to the impact of this proposal on local residents is not accurate. We take notice of the concerns of all our neighbours and would not support an initiative which we felt might create a nuisance. In this case we feel that the canal and local environment will be enhanced by the barge moorings. Ultimately, of course, our permission will only be granted if all conditions are satisfied in terms of use, planning consent, navigational safety, standard and presentation of boats, etc.

British Waterways will confirm its view of this proposal when the survey is completed. As requested by Jones Lang LaSalle, any findings or conclusions will be circulated to all interested parties on the Harrow Road.

I do hope I have addressed the issues raised in your letter. Mr Bensted will be in contact with you soon with the results of the canal survey.

Yours sincerely



George Greener
Chairman

1

MESSAGE FORM

Janah

WHILE YOU WERE OUT

M Lisa Webb now dealing with
of this. (Jan Ramsay moved to
another office.
Tel. No 399 5419

CALLED TO SEE YOU		PLEASE RING	
TELEPHONED		PLEASE VISIT	
WANTS TO SEE YOU		WILL RING YOU	
URGENT		WILL CALL AGAIN	

re Canalot 2.

Message

Info requested to 'come
in next few days.

Signed

Date 1/3 Time

TP Number 96/1828	Address 196 222 Kensal Road	Date of Obs 17/2//00	
Development Mixed devel.			Objection
File Number TF/202K	Obs further	Transportation Officer Gillian Palmer	D C Officer SW
Other information NOTES FOR CLLR MASON LETTER			

1. We accept that the development could result in additional traffic movements and increased pressure on parking at all times of the day. For that reason we have been negotiating the details of the development for some considerable time.
2. We have succeeded in negotiating a much smaller restaurant during the evening than originally proposed. The applicants have accepted a condition in the evening of 80 seats (an average sized restaurant) with no more than 90 people on the premises to avoid a bar type of use. The hours of operation would be restricted to.....A larger number of seats would be permitted during the day when parking control is in operation.
3. We have been concerned about the likely number of service vehicles associated with development, and asked the Applicant's Consultants to carry out a detailed assessment of servicing arrangements in order to prepare a servicing strategy. It is clear that the development would mean a total of some 100 deliveries per day associated with both Canalot 1 and 2. Many of these are trips of short duration made by motorcycle courier. The Council's Parking Manager has indicated that some changes could be made to the existing waiting restrictions in Kensal Road to make more provision for deliveries. In addition there is an existing service bay within Canalot 2 and a prop; it is intended to include a condition with any grant of PP requiring servicing (other than by motorcycle) to take place within this bay.
4. The car park (21 spaces including 3 disabled spaces) is intended for occupiers of the premises only, and will not attract large numbers of visitors. A condition on any grant of pp is proposed to this effect. Bicycle parking spaces are also proposed (20 bikes).. Other visitors to the area are now subject to parking control and have the advantage of long stay meters. In this way it is hoped that a balance can be struck in terms of the demands of the business community and residential amenity.
- 5.
- 6.

K

PLANNING AND CONSERVATION

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

Councillor Pat Mason,
13c All Saints Road,
LONDON, W11 1HA.

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

**THE ROYAL
BOROUGH OF**



**KENSINGTON
AND CHELSEA**

16 February 2000

My reference: EDPC/MJF

Your reference:

Please ask for: Mr. French

Dear Councillor Mason,

PP/00/0204 and PP/99/2279: Ruby in the Dust, 299 Portobello Road, W.10.

PP/00/0203: Japanese Canteen, 305 Portobello Road, W.10.

Canalot Two Development, Kensal Road, W.10.

Thank you for your letters of 14 February setting out your concerns with regard to the above developments. I would assure you that your comments will be reported to the Planning Services Committee before any decision is taken on the applications. You will of course be informed of the decisions once the applications have been determined.

Yours sincerely,

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



ROYAL BOROUGH OF KENSINGTON AND CHELSEA
THE TOWN HALL KENSINGTON W8 7NX 0171-937 5464

14 February 2000

Cllr Pat Mason,
GOLBORNE WARD

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

RECEIVED BY PLANNING SERVICES			
FILED	NO	15	FEB 2000
(58)			
BUSINESS DEVELOPMENT DEPARTMENT			

Dear Mr French,

RE: CANALOT TWO DEVELOPMENT, KENSAL ROAD, W10

I am concerned about the sheer size of this development, and the impact it will have on the area in terms of the extra traffic during the day and in the evenings, and about the noise and other nuisance problems it could bring to Kensal Road and the surrounding area.

We are talking here about 100 studio spaces, 16 shops/galleries, a large cafe area, barges to be used for business/conference functions that will certainly include late night use with an entertainments element.

I am opposed to the sunken car park that will suck in more vehicles to the area. We know from the past City Challenge survey done on Canalot, that 80% of those who worked there came by car, so clogging up Kensal Road which is a main bus route. Exactly the same thing will happen with Canalot Two if we allow it to go ahead.

I want to know what ^{impact} Birmingham's Custard Factory development had on that area, especially if it was as densely-populated as Golborne Ward before we even think of going ahead with this.

I am also concerned about the impact this development will have on the existing Canalot businesses. Many believe they will be disrupted, may have to move if the area becomes a building site or their properties are affected by the development, and, of course, jobs will be lost. And what about the quoted 200 new jobs, that may just be replacing those lost through Canalot Two, how many will be taken up by local people?. If past experience is anything to go by, not many. And as we know, if they are not substantially local, this will create instant new vehicle chaos.

As the premier European centre it is planned to be, it may be a brilliant coup for the business and arty crowd, buzzing backwards and forwards in their fleets of cars and motorbikes, not to mention the fleets of vans



ROYAL BOROUGH OF KENSINGTON AND CHELSEA
THE TOWN HALL KENSINGTON W8 7NX 0171-937 5464

and lorries bringing in goods and exhibits that will block up Kensal Road and the immediate area, but it could prove to be an environmental and quality of life disaster for our residents who are already under severe stress from existing activities in the area.

I am also worried about a building like this covered in glass tiles - will this really contain the noise ?Up to what decibel level within ?, And can we trust what the architects tell us when they appear to be so mesmerised by design ?.

My gut feeling tells me that if we allow this development, it will become a monster we cannot control, and will lead to the full-scale opening up of the canal by others.

On balance,I am against this development because their are just too many quality of life and environmental negatives attached, and I feel certain that my view will also be the view of local tenants and residents associations.

Yours sincerely,

Pat MASON

Cllr Pat Mason.
GOLBORNE WARD

Printed from : PLNMJF / Inbasket / Opened 7.Jan.2000 9:29

Sent by : DavidCampion 6.Jan.2000 23:20

Subject : 196/222 Kensal Road W10

Handwritten initials: LWS / RTI

From: DavidCampion@cs.com

Mr French

I would wish this application to come to a committee that I am chairing which means that it would be 23rd February and not 8th February as suggested in your letter to Ms Syme dated 23/12/99.

Cllr David Champion
Chairman, Planning Services Committee
06/01/2000

PLANNING AND CONSERVATION

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

Karen Buck MP,
House of Commons,
LONDON, SW1A 0AA.

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

THE ROYAL
BOROUGH OF



KENSINGTON
AND CHELSEA

10 February 2000

My reference: EDPC/MJF/TP/ Your reference:
96/1828

Please ask for: Mr. French

Dear Ms. Buck,

196/208 Kensal Road, W.10.

Thank you for your letter of 27 January concerning the town planning application in respect of the above address, in particular, the proposed mooring of two barges adjoining the site.

In view of the concerns that have been raised locally about this element of the proposal, the applicants have been advised to withdraw the barges proposal from the current application. I am awaiting their response as to whether or not they will do so, and I will advise you of their decision as soon as possible.

The applicants have been advised that any further application in this respect should be accompanied by details of the proposed use of the barges together with an analysis of the existing uses and functioning of this part of the canal and an assessment of the likely impact of the introduction of the two new barges in this location.

Yours sincerely,

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

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com MIKE RE 196-208
THI: KENSAL RD
com

1902 459 907 or visit www.theedmgroup.co.uk

THI: Sorry about delay.
com I was expecting agent's

in (2) I think we're in a
11: difficult position
2.co.uk

THI: Confirmation of removal
com of barges from scheme

in on this one, since
11: BWB have said it
2.co.uk

THI: by last Friday, but client
com is awaiting some technical

in is OK, and they are
11: (I assume) the authority
2.co.uk

THI: info. from BWB before
com deciding, so no

in or such matters.
11: If applicant decides to
2.co.uk

THI: decision to impart
com yet.

in keep barges in this
11: application, I will
2.co.uk

11: write to BWB and
1.co.uk

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com ask them to comment on
THIS address the various
com points Ms Syne

11: management
11: up.co.uk

THIS has raised.

in Could you draft
11: management
11: up.co.uk

THIS Sarah.

in me a response
11: management
11: up.co.uk

THIS P.S. Should the
com last bit go in the

in please, thanks
11: management
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THIS response to Ms Buck?

in file
11: management
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HOUSE OF COMMONS
LONDON SW1A 0AA

Karen Buck MP

Regent's Park &
Kensington North
Constituency
Tel. 0181 968 7999
Fax. 0181 960 0150

27 January 2000

Mike French
Planning Department
Kensington & Chelsea Town Hall
Hornton Street
London W8 7NX

Dear Mr French

196-208 Kensal Road

I have received further correspondence from Belinda Syme about the above planning application.

I would be grateful if you could investigate this complaint and let me know your response.

Thank you for your attention to this matter and I look forward to hearing from you.

Yours sincerely

Karen Buck MP

Copy

RECEIVED BY PLANNING SERVICES							
EX DIP	HDC	N	C	SW	SE	ENF	AO ACK
20 JAN 2000							(44)
LABS	IO	REC	ARB	FWD PLN	CON DES	FEE	

Ms Karen Buck MP
Regents Park and Kensington North Constituency
The House of Commons
London SW1A 0AA

455 Harrow Road
London W10 4RG
Tel: 0181 9693411

12th January 2000

17 JAN 2000
card 17/1

Dear Ms Buck,

Thank you for your reply regarding 196-208 Kensal Road.

Last night several Westminster residents, user group representatives, Cll. Hoia, Cll. Shapro and Maggie Cahill attended a meeting with the Canalot developers and Mark Bensted of British Waterways. Mr Bensted's performance on the barge issue was particularly alarming. He had no specific technical knowledge about the dimensions of the canal and he filibustered his way through questions, either missing the point or taking no notice of what people had to say. He is the real concern in this problem. I feel it is almost pointless trying to approach this man. Kensington and Chelsea Planning told me it took him four years to answer their inquiries. He has neither informed nor consulted any of the canal user groups or residents who are directly affected. He just kept saying the barges were "a great idea for the community" and would "open up the canal". No one could offer us any specifics about the barges regarding their size or use - "perhaps an art gallery or for meetings". Would such scant information be tolerated on a land site application?

That Mr French relies on this man's ("British Waterway Board") expertise and knowledge of what is or is not hazardous or obstructive (invasion of privacy, noise pollution and destruction of natural habitat are beyond Bensted's grasp) stretches the Executive Director's credibility. I would sincerely suggest an independent appraisal of the site and situation.

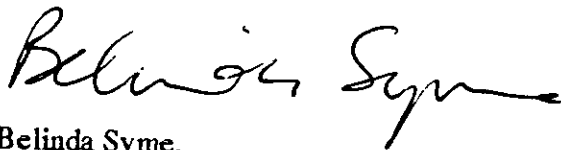
From recent measurements taken by one of the canoe clubs the canal profile reads thus:

- * Total width from edge of tow path to Harrow Road houses = 53 feet
- * Submerged ledge on tow path side = 5 foot wide and 3 foot deep
- * Channel = 47 foot wide and 5 foot deep
- * Submerged ledge off residences = 1 foot wide and 3 foot deep

It would appear that no one has given the slightest consideration to the structure of the canal and the cost, mess and noise involved in excavating the 5 foot ledge in order to accommodate the moored craft. Who will foot the bill? Unless of course they moor them in the channel leaving 20 foot of navigable space 1 foot from our windows.

I enclose a more concise point by point list of my objections and concerns about this planning application. I would be grateful if you could take this matter as far as possible, to the point where barges are withdrawn entirely from the scheme.

Yours sincerely,

A handwritten signature in cursive script that reads "Belinda Syme". The signature is written in black ink and is positioned above the printed name.

Belinda Syme.

Re: 196-222 Kensal Road, W10 - Your ref. DPS/DCSW/TP/96/01828/SW

1. Just under 50 % of the land site is to be occupied by an indoor ornamental pool. The rest of the site comprises 91 B1 units, a restaurant and 8 shops. There are only 21 extra parking spaces provided for. Kensal Road already had problems regarding traffic and parking availability.

As if to compensate for the loss of land, it has been proposed to have two permanently moored barges on the Grand Union Canal, adjacent to Canalot studios. There are a number of points of opposition to this aspect of the scheme:

2. The canal is about ~~40~~⁵⁰ feet wide. The barges are to be 14 feet in width. Because their siting is on a bend of the canal, they will not sit flush to the bank. Notwithstanding there are also stands of iris *SUBMERGED 5' OUT FR. TOW PATH* here, which according to Planning will probably be removed. Excavating these and a substantial portion of the submerged ledge will obviously be very costly, noisy, messy and disruptive to tow path and canal users.

3. The site is an acoustic nightmare and with the creation of the new building there will be more hard surface from which sound will bounce and amplify across the water. There have been long standing problems with noise from studios and the Canal Brasserie which are three times the distance away than the barges would be. Despite Kensington and Chelsea promising to control the hours of use, it would appear they have not considered the diverse occupations of residents and workers in the vicinity. For example, the Funeral Service at 451 Harrow Road has a chapel of contemplation at the canal end of its premises. Nor has the potential for vandalism of unattended barges in this neighbourhood been considered. Thus the barges may require permanent surveillance and lighting, if not habitation.

4. The adjacent buildings along Harrow Road are seventy percent residential, even ground floors. The barges would be approximately 20 feet from windows, infringing on privacy
(30 FEET)

5. Moored barges would occupy about 50% of the waterway rendering it a danger to navigate. Barge traffic would be forced into a single lane with boats waiting to pass. As a result, the Harrow Road residences would suffer noise, pollution and water wash as well as a further invasion of privacy as barge traffic is forced closer to the Harrow Road side.

6. We need to have adequate canal access to carry out repair works. In some instances scaffolding can only be carried in and erected from a barge. Therefore, no traffic at all would be able to pass.

7. Some residents have moorings on the north side but if there are barges on the south, there is no assurance from British Waterways that these permits will be renewed, nor new ones given out.

The proposal affects 29 premises on the Harrow Road - over 100 residents, plus the dozens of people who work there. They would be totally overlooked and would suffer unacceptable noise levels because of the acoustics

8. The waterway is used daily by barges, canoe clubs and fishermen. There is a marked increase in activity during the summer time and at weekends, but ultimately the clubs will lose this space.

It is estimated that about 10 fishing spaces will be lost if two Dutch barges are moored there, while the danger to inexperienced canoeists will render their use of the area void. They need space in which to manoeuvre and their vision at such a low level would be severely restricted by the hulls of 14 foot wide craft. They would be competing with the same volume of traffic in half the space.

The barges encroach unnecessarily on public space and deprive canal side clubs of a safe place in which to carry out their activities, which are often charity or community based. Furthermore, natural habitat would be destroyed in order to accommodate them.

9. British Waterways have failed to inform any user groups or interested parties whatsoever. Quaintly, B.W. workers at the Little Venice Office had only the vaguest knowledge about application.

10. "The British Waterways Board" (Mark Bensted) have so far been unable to provide accurate technical details about the canal and its dimensions at the proposed site.

11. Neither Mark Bensted nor the developers could shed any light on the dimensions of the proposed craft, apart from being 14 foot wide.

12. Nor could they state unequivocally what they were to be used for. Only one of the two barges actually appears to be for "community use" - whatever that may be.

SUBJECT-SITE Canalot II 196-208

FILE REFERENCE: TP 96/

Kensal Rd, WCO
R.B.K. & C. Planning Service.

NOTES OF MEETING Tel
Can.

DATE: 7.2.00.

NAMES OF PERSONS
ATTENDING:

Jim Ramsey, agent.

OFFICERS:

S. Widen

MATTERS
DISCUSSED:

Not able to confirm yet whether the barges are to be withdrawn from the current application.

He says he is still awaiting further technical info from BWB, which he says is imminent, in order to advise his client.

I reiterated previous advice that, given local concerns, any application for the barges must be accompanied by information about how canal functions at present and analysis of impact of the new moorings.

Have already advised that barges better left off this application so as not to jeopardise the whole scheme.

LITERATURE
POLICY, PAPERS, ETC

SIGNATURES

MESSAGE FORM

to

WHILE YOU WERE OUT

M JIM RAMSEY

of

Tel. No 399 5896

CALLED TO SEE YOU		PLEASE RING	
TELEPHONED		PLEASE VISIT	
WANTS TO SEE YOU		WILL RING YOU	
URGENT		WILL CALL AGAIN	

re Kensal Road

Message

He is to advise by Friday whether barges to come off this case

Signed

Date Time

LONDON ANGLERS' ASSOCIATION

Aj

Delegates' Meetings held at
Leyton & District Trades Hall,
Grove House, 452 High Road
Leyton, London, E10 6QE

Administrative Officer:
Mrs M E Burns

Finance Administrator:
Mrs P J Rowe

Our Ref: AEH/MEB/Mis.82

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



Izaak Walton House
2A Hervey Park Road
London E17 6LJ
Tel & Fax: 0208 520 7477

Chairman: A E Hodges, F I F M

RECEIVED BY PLANNING SERVICES									
EX DIR	HDC		C	SA	SE	ENF	AD ACK		
(101)		27 JAN 2000							
APPLS	IO	REC	ARK	ENV PLN	CON DES	FEES			

CT 27/1/2000

26th January 2000

Dear Sir or Madam,

RE: 'CANALOT' PLANNING APPLICATION REF: TP/96/1828

We have recently received correspondence from a Belinda Syme informing us of the above-mentioned application.

We, the London Anglers' Association have leased various sections of the Grand Union Canal for over 100 years and many of our members enjoy the fishing facilities on offer.

The proposal to moor two barges on the area concerned is within that of our licenced area and unfortunately on this particular occasion British Waterways have omitted to inform us of the said application.

With the above in mind we would strongly object to the mooring of two barges on an area within our licence agreement as this would inevitably prevent our members from carrying out their pastime.

Yours faithfully,

A.E. Hodges, F.I.F.M,
Chairman
pp M. E. Burns

c.c. LAA Canal Committee Chairman (for information only)
Mark Bensted, London Region Director, British Waterways (for information only)
Belinda Syme (for information only)

THE L.A.A. HAVE 58 VENUES COVERING 12 COUNTIES INCLUDING
RIVERS:- THAMES, HAMPSHIRE AVON, GREAT OUSE, SUFFOLK STOUR, CAM, BEULT, TEISE,
33 MILES OF THE GRAND UNION CANAL AND MANY STILL WATER
SEVERAL OF THE ABOVE FISHERIES HAVE BEEN DESIGNATED SITES OF SPECIAL SCIENTIFIC INTEREST BY ENGLISH NATURE

RCT

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



Mrs. Belinda Syme,
455 Harrow Road,
LONDON, W10 4RG.

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

**KENSINGTON
AND CHELSEA**

26 January 2000

My reference: EDPC/MJF

Your reference:

Please ask for: Mr. French

Dear Mrs. Syme,

196/208 Kensal Road, W.10.

Thank you for your copy letter of 16 January regarding the proposed mooring of two Dutch barges at the rear of 196/208 Kensal Road. I have passed your letter to the case officer dealing with the application for his information.

Yours sincerely,

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

17.7.00

BELINDA SYME
455 HARROW ROAD
LONDON W10 4RG
Telephone 0181 9693411

Mr. French.

— for your information

BS

19 JAN 2000 60

WITH COMPLIMENTS

Copy

RECEIVED BY PLANNING SERVICES							
BY	HDC	V	C	SW	SE	ENF	AO
DR							ACK
19 JAN 2000 60							
ADRES	IO	REL	ARB	FWD	CON	FEE	
				PLN	DES		

Mr G. Greener
Chairman
British Waterways Board
Willow Grange
Church Road
Watford WD1 3QA

455 Harrow Road
London W10 4RG

16th January 2000

Dear Mr Greener,

I am enclosing a copy of my letter to your London Regional Director, Mr Mark Bensted, which outlines some of my concerns regarding his handling of a planning application to install two permanently moored 14 foot wide Dutch barges on the Grand Union Canal at 196-208 Kensal Road W10.

From discussion at our meeting Tuesday, 11th January, it appeared that Mr Bensted had not even carried out the most basic research regarding the canal and its measurements. He had not taken into account the three foot wide ledge (includes iris stands) which runs the length of the site at water level. This, in turn, sits on a five foot wide ledge, three foot under water.

When Mr Bensted's attention was drawn to the iris stands he said they would be removed. Can you imagine the cost, mess and noise involved in excavating this brick course? Who will foot the bill? Tax payers? Unless of course the real intention is to moor the barges three to four feet out, further into the canal.

Mr Bensted failed to notify or consult any of the user groups or residents who have an interest in the canal. He has condoned the scheme without even considering the feasibility, let alone consequences. I trust you will look into this matter very carefully before the application goes before the Royal Borough of Kensington and Chelsea Planning Committee on 23rd February.

I would be grateful if you would acknowledge this correspondence.

Yours sincerely

Belinda Syme



**JONES LANG
LASALLE.**

22 Hanover Square London W1A 2BN
tel +44 (0) 20 7493 6040 fax +44 (0) 20 7408 0220

SW
Baird
Plan

Ms S Wilden
Department of Planning and Conservation
Royal Borough of Kensington and Chelsea
Hornton Street
London
W8 7NX

Your ref COL/99/0353
Our ref TP/220/DEM/jbr
Direct line 0171 399 5896
Direct fax 0171 399 5649
jim.ramsay@joneslanglasalle.com

✓
25/1/2000

24th January 2000

Dear Ms Wilden

196-208 Kensal Road, W10 (Canalot Phase II)
Application Reference No. TP/96/1828

Further to your letter of 5th January 2000, please find enclosed three copies of drawing number BG/CAN/PC/20/03/EX SECS as requested.

The other matters raised in your letter will be addressed separately.

Yours sincerely

Jim Ramsay
Planning and Development

RECEIVED BY PLANNING SERVICES							
EX DIR	HDC	✓	C	SW	SE	ENF	AO ACK
89 25 JAN 2000							
IO	REC	PLN	CON DES	FEES			

Copy of
Plans to
= 0



Sarah
It is becoming apparent that it would be appropriate to delete the barges from this application, and address this issue separately through a subsequent app'n

461 Harrow Road
London W10 4RG
Tel: 020 8960 4488

RT SW

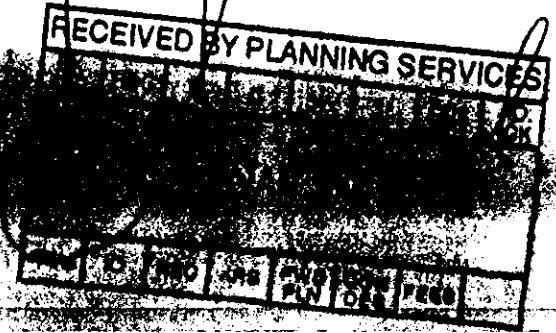
Your Ref: DPS/DCSW/TP/96/01828

roy SW

GTJ

14 Jan 00

M J French Esq
Planning and Conservation
The Royal Borough of Kensington and Chelsea
The Town Hall
Hornton Street
LONDON W8 7NX



Dear Mr French,

Proposed Development at: 196-222 Kensal Road, W10

1. As you are doubtless aware, Jones Lang LaSalle (the Developers) hosted an informal public meeting on Tuesday evening (11th January) to discuss the above proposals.
2. The meeting lasted approximately two hours and was well attended by local residents, Councillors and other interested parties. Mark Bensted, from British Waterways, was present for about the last half hour of the discussion.
3. The main conclusions of the evening were:-
 - a. Apart from some reservations about the design of the Canalot extension (overshadowing properties opposite) and potential noise pollution, most residents did not object to the main development in principle.
 - b. Residents were unanimous in their objections to the mooring of two wide-beam barges on the canal.
4. The Developers were ill-prepared for the strength of feeling against the moored barges and presented no details to reassure residents about navigational and safety issues. Although questions about canal safety are the responsibility of British Waterways, the Developers have clearly not given this aspect due attention.
5. Mr Bensted was also unable to give specific details about the dimensions of the canal and its characteristics along the Harrow Road/Kensal Road stretch. The Developers asked Mr Bensted to provide these details, in writing. It is surprising that this had not been requested before.
6. Mr Bensted seemed sure that the canal had adequate capacity to accommodate the proposed barges but could not give Harrow Road residents absolute assurance that their mooring facilities would be unaffected. Neither was the question of building repairs addressed i.e. those occasions when a clear-way is required for the erection of scaffolding or for other maintenance work to the rear of Harrow Road properties.

Contd....!

7. As for the potential use of the barges, the meeting was told that one would be used for business and the other for community purposes. Again there was an absence of detail, save for vague references to 'meeting facilities' or maybe a gallery.
8.
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 - b. Residents pointed out that the canal provides unique tranquillity and is widely used by locals for such activities as: water sports, angling, barge trips, school outings, quiet walks, cycling and enjoyment of flora and fauna.
 - c. The emphasis on enhanced security suggested to residents that the barges would be permanently lit.
9. Residents argued that the barges would be 'intrusive' for those living on the Harrow Road. With no clear appreciation of how Canalot intends to use the barges, residents fear that they could be faced with noisy floating illuminations just beyond their windows.
10. The issue of tow-path safety appears to be a diversion since security could be enhanced by the inclusion of low-level lighting along the canal-side of the Canalot buildings.
11. Mr Bensted indicated that the impact of moored barges on local wildlife would be positive. It is difficult to accept this claim without knowing how the barges would be used.
12. Given the extent of opposition to the barges, it was suggested that the main Canalot development and the moored barges should be treated as separate issues; this idea was rejected by the Developers.
13. The Developers' main justification for the barges appears to be aesthetic. The site is considered "interesting" and "congenial" – the word "spiritual" was also used!
14. Given the lack of information provided by the Developers and British Waterways, the proposed mooring of two barges does not appear to have been thought through. I trust that the Council will take account of residents' concerns and ensure that permission is not granted for the mooring of barges as part of the overall development.

Yours sincerely,

Yvonne Jarman.

Mrs Y Jarman

Copy: Ms K Buck MP, Regent's Park & Kensington North – for information.
Councillor Dimoldenberg, Queen's Park Ward – for information.

DCN

Sw

Mr G. Greener
Chairman
British Waterways Board
Willow Grange
Church Road
Watford WD1 3QA

455 Harrow Road
London W10 4RG

16th January 2000

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I would be grateful if you would acknowledge this correspondence.

Yours sincerely

Belinda Syme

SUBJECT-SITE Canalot extension

FILE REFERENCE: TP96/

R.B.K. & C. Planning Service.

NOTES OF MEETING ^{Tel} _{con.}

DATE: 12.1.90

NAMES OF PERSONS
ATTENDING:

Joanne Penketh ~~of~~ manager of
Canal-side Activity Centre.

OFFICERS:

S. Widen

MATTERS
DISCUSSED:

will be writing to object re obstruction of
~~water~~ canal by new barges.

She says that the Inland Waterways
Assⁿ are having a meeting tomorrow
to consider their response to proposal.
Will write next week.

Joanne P. has spoken to Matthew
Barnister at BWB, (who mentioned
Madge Bailey at BWB who may get
involved.) Implication is that Mark
Bensted's reply may have been a bit
"maverick".

There is a porton and training ship
to east in westmost stretch of
canal and boats would have ~~to~~
~~to do~~ a zig zag manoeuvre around
new moorings. Safety problem.

LITERATURE
POLICY, PAPERS, ETC

SIGNATURES

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Sarah

SECRET

It is important to establish precisely the purpose of the barges

Poy

Tom Ramsay will provide more info.

461 Harrow Road
London W10 4RG
Tel: 020 8960 4488

Dj

CT 17/1/2000

Your Ref: DPS/DCSW/TP/96/01828/SW

672

14 Jan 00

M J French Esq
Planning and Conservation
The Royal Borough of Kensington and Chelsea
The Town Hall
Hornton Street
LONDON W8 7NX

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EX DIR	HDC	A	C	SW	SE	ENF	NO ACK		
23		17 JAN 2000							
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Proposed Development at: 196-222 Kensal Road, W10

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Contd....!

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Yours sincerely,

Yvonne Jarman.

Mrs Y Jarman

Copy: Ms K Buck MP, Regent's Park & Kensington North – for information.
Councillor Dimoldenberg, Queen's Park Ward – for information.

Printed from : PLNMJF / Inbasket / Opened 7.Jan.2000 9:29

Sent by : DavidCampion 6.Jan.2000 23:20

Subject : 196/222 Kensal Road W10

LWS / RET

From: DavidCampion@cs.com

Mr French

I would wish this application to come to a committee that I am chairing which means that it would be 23rd February and not 8th February as suggested in your letter to Ms Syme dated 23/12/99.

Cllr David Campion
Chairman, Planning Services Committee
06/01/2000

21st March

Paddington Citizens Advice Bureau

12 January, 2000

Our Ref:- JS/LC/DEVELOPMENT/.76

Planning & Conservation
 The Team Hall
 Hornton Street
 London, W8 7NX



JS

441 Harrow Road
 London W10 4RE

☎ 0181 960 4481

Fax 0181 960 4244

e.mail paddington.cab@btinternet.com.

(For admin purposes only)

✓
 CJ
 21/1/2000

Dear Sir

Re: Proposed development at 196 – 222 Kensal Road, London, W10

Ref: DPS/DC/SW/TP/01828/SW - ~~92/2000~~

We are writing to you regarding the above application.

At 441 Harrow Road, The Citizens Advice Bureau is sited directly opposite the proposed development site and the two barges. We have some concerns about the use of these two barges as they are likely to be moored directly opposite two of our interview rooms. As you can appreciate, we often conduct interviews of a very personal and sensitive nature in these rooms.

We would therefore support any planning conditions that limit activity on these barges to something that is appropriate for this area.

Additionally, Paddington Law Centre is at 439 Harrow Road and is also opposite the development site while the Garrow House Residential Centre for the Blind is next to it in Kensal Road. We would therefore be grateful if you could consider attaching conditions to any permissions granted which would limit any possible noise nuisance that could be caused to the CAB service.

Yours Faithfully

[Handwritten signature]

Shirley Springer
 Bureau Manager

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EX DIR	HDC	N	C	SW	SE	ENF	ACK
21 JAN 2000							
APPEALS	IO	REC	ARB	FWD PLN	CON DES	FEEs	

PLANNING AND CONSERVATION

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

Mr. J. Ramsey,
Jones, Lang Lasalle,
22 Hanover Square,
London W1A 2BN

Switchboard: 0171 937 5464
Extension: 2082
Direct Line: 0171 361 2082
Facsimile: 0171 361 3463

R

**THE ROYAL
BOROUGH OF**



**KENSINGTON
AND CHELSEA**

05 January 2000

My reference: DPS/DCN/SW/TP/96/1828 Your reference: TP/220/DEM/jbr Please ask for: Mrs. S. Wilden

Dear Sir,

Town and Country Planning Act 1990
196-222 Kensal Road, W.10

Thank you for your letters of 20th and 22nd December enclosing revised and additional drawings in respect of the above application.

Drawing No. BG/CAN/PC/20/03/EX SECS has not been submitted previously, so a further three copies are required.

I remain concerned about the extensive glazing on the proposed eastern elevation which is located on the boundary with the adjoining premises. I assume that your statement that there are no windows on this elevation means that the glazing is non-openable. Nevertheless, it is considered that the proposed use of a translucent side boundary treatment is inappropriate, since it is likely to cause problems of night time glare affecting the adjoining premises and may prejudice future development of the adjoining site.

The Design Officer's comments upon the elevational treatment of the roof top studio are being sought.

It is noted that no glazing or windows are proposed to the front and rear elevations and roof. Is glazing proposed on the western elevation? The submitted drawings do not include this information. Incidentally, visibility of the studio space from street level has not been queried by the Council's officers. The premises stand opposite a park which affords long views of the roofline, including the proposed roof top studio.

Further to your telephone conversation of 20th December with Mrs Wilden concerning the objection from the RNIB, I would recommend the submission of a daylight/sunlight impact study referring to the BRE guidelines.

Yours faithfully

R. Thompson
Area Planning Officer
for the Executive Director, Planning and Conservation

PLANNING AND CONSERVATION

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

Ms. G. Radford,
Radford & Co.,
459 Harrow Road,
London W10 4RG

Switchboard: 0171 937 5464
Extension: 2082
Direct Line: 0171 361 2082
Facsimile: 0171 361 3463

R

**THE ROYAL
BOROUGH OF**



**KENSINGTON
AND CHELSEA**

05 January 2000

My reference: **DPS/DCN/SW/
TP/96/1828**

Your reference:

Please ask for: **Sarah Wilden**

Dear Madam

Town and Country Planning Act 1990 - 196-222 Kensal Road, W.10

I refer to your fax of 7th December concerning the application in respect of the above premises.

The regulations relating to publicity for town planning applications are ambiguous concerning responsibility for notification across Borough boundaries. When this application was initially received in 1996, consultations included Westminster City Council. It was understood that they would notify adjoining occupiers in Harrow Road, which lies within the City of Westminster. After protracted negotiations between the applicant and the Council's officers, the application was amended and reconsultation has been undertaken. Following a request by a resident of Harrow Road, it was decided to include those addresses in Harrow Road which lie opposite the site. Given your concern, I have now arranged for consultation of further addresses in Harrow Road to the west of the application site.

The application proposes an extension to Canalot Production Studios, involving alterations to the existing building and redevelopment of the site at 196-208 Kensal Road to provide business use (Class B1), retail use (Class A1) and restaurant use (Class A3), together with two permanently moored barges also for business use (Class B1)/exhibition use. The submitted application and drawings are available for inspection at the Planning Information Office, 3rd floor, Town Hall, Hornton Street, W.8. It is open from 9am to 4.45pm, Mondays to Thursdays (4pm Fridays). They may also be inspected at the North Kensington Library, 108 Ladbroke Grove, W.11. Please telephone 0171 727 6583 to check opening times.

A model of the proposed development is available for inspection on request at the main reception, Canalot Production Studios, 222 Kensal Road, W.10 (Telephone No. 0181 960 8580). Please note, it is understood that the model does not depict the latest revision to the Canal elevation of the proposed new building.

Please make any representations about the application in writing within 21 days of the date of this letter.

Yours faithfully

M. J. French
Executive Director, Planning and Conservation

Sw
Bodri
H.ack

GILLIAN RADFORD & CO SOLICITORS

G.M. Radford LL.B.
D.W. Best MA (Oxon)

DX 46650 MAIDA HILL
459 Harrow Road
London W10 4RG
Tel: 0181 960 4366
Fax: 0181 969 7268

Our Ref: GMR/SD

Your Ref: Mrs Wilden DPS / DCSW / TT
96/01828 / SW

✓
CT
2/12/99

Mr. French
The Executive Director
Department of Planning
Royal Borough of Kensington & Chelsea
BY FAX ONLY: 0171 361 3463

7 December, 1999

DCN

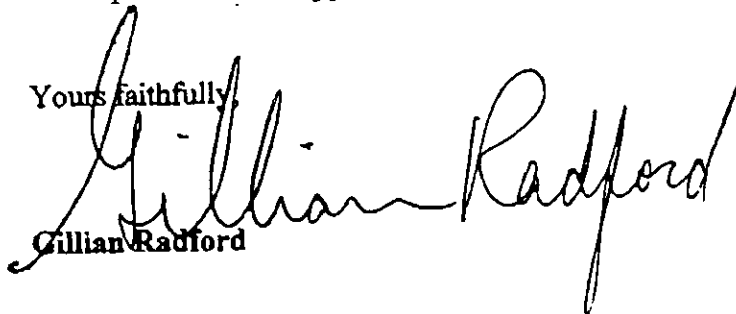
Dear Sir,

**Re: Planning Application by Jones Lang Wooten / Canalot
Development alongside Canalot opposite Harrow Road, London W10**

I am the owner of 459 Harrow Road London W10 4RG which is used partly for office use and also for residential use. I was alarmed to learn from one of my neighbours today about a proposed development on the opposite side of the canal which involves the development of open land next to the building known as Canalot and also permanent moorings on the canal. I have never received notice of this development as I believe is my right. It is a duty of your council to serve everyone in this vicinity who may be affected by the proposed development whether or not those persons live in your Borough.

Would you please provide me with full details of the proposed development without further delay. Would you please also confirm that proper steps will now be taken to ensure that everyone residing in the vicinity will be given formal notice of the proposed development and the opportunity to make objections and / or representations.

Yours faithfully,


Gillian Radford

objection

As Act & SW

M.J. French
Executive Director
Planning and Conservation
The Town Hall
Hornton Street
London
W8 7NX

Ben Barker
Top Flat
435 Harrow Road
Queens Park
London
W10 4RE

20/12/99

Ref: DPS/DCSW/TP/96/01828/SW

RECEIVED BY					
EX DIR	HDC		L	SW	
30 DEC 1999					
27					
REC	AMB	FWD	CON	DES	FEE

CT
30/12/99.

Dear Sir or Madam,

As a resident of the conservation area backing on to the Grand Union Canal and having inspected the plans and model, I would like to make the following points regarding the planning application to extend the Canalot Production Studios:

The objectives of the development are well founded but the current plans are not sympathetic to the locality and should be reconsidered.

- 1) Such an imposing building would be extremely detrimental to the life on the canal itself – completely cutting out sunlight from directly due south keeping the canal in shadow in all but the high summer.
- 2) The site represents an excellent opportunity to increase access to the canal, which is already fenced in along much of its length, for future generations to enjoy.
- 3) There is considerable use of the canal by wildlife (especially many bird species), barges, anglers, walkers and joggers – none of whom this scheme would encourage by 'boxing in' the canal further.
- 4) The canal has valuable recreational/leisure potential in a very urban environment and this site potentially links the Horniman park with the canal in turn with Meanwhile gardens, whilst allowing sunlight through to the canal waters.
- 5) The overall appearance of the Victorian terrace backing on to the canal would be compromised and sunlight completely blocked out by the height of the imposing development – as well as the associated loss of privacy.

I would like the opportunity to discuss the plans and hope to be at the Committee meeting.

Yours truly,

Ben Barker.

FILE NUMBER: .T.P. 96./1828.....

ADDRESS: .196-222 Kansal Rd., W10

.....
.....

REVISED DRAWINGS RECEIVED

additional addresses below

1. Please ~~to~~ notify ~~all objectors~~. Add to letter:

"Revised drawings received. Any further comments must be received by"

21 days

2. Please ~~re~~advertise *

✓
CT
30/12/99 . 22 LETTERS
SENT OUT.

* delete or add as appropriate

455 (~~not~~ Belinda-Syme, if possible!)

457 - 475 Harrow Rd.

David

Canalot, Kensal Rd

I have finally received drawings, which appear to tally, showing the roof top studio on Canalot 1. (requested in May!)

These are shown on the TP96/1828 J & K drawings received on 24/12 & 22/12.

I have left out the superseded drawings for comparison (paperclipped inside front cover)

I am puzzled that the structure appears to have no windows!

Any thoughts on the design? NB no west elevation, but from section it appears solid.

Sarah 30/12.

Sarah

The design seems to be intentionally bland and neutral - simple rendered finish and roof barely visible. I think this is appropriate. If painted in an appropriate colour it should link visually with the new building (incl. colour in facing materials condition?) I see what you mean about lack of windows - does this simply sound recording or TV studio rather than art studio?)

David 4/1/00





**JONES LANG
LASALLE.**

22 Hanover Square London W1A 2BN
tel +44 (0) 171 493 6040 fax +44 (0) 171 409 0220

Sw

Ms S Wilden
Department of Planning and Conservation
Royal Borough of Kensington and Chelsea
Hornton Street
London
W8 7NX

Your ref COL/99/0353
Our ref TP/220/DEM/jbr
Direct line 0171 399 5896
Direct fax 0171 399 5649
jim.ramsay@joneslanglasalle.com


Bodri
Pl.ack

22nd December 1999

✓ CT
29/12/99

Dear Ms Wilden

196-208 Kensal Road, W10 (Canalot Phase II)
Application Reference No. TP/96/1828

RECEIVED BY PLANNING SERVICES									
EX DIR	HDC	N	C	SW	SE	ENF	AO	ACK	
 24 DEC 1999									
APPEALS	IO	REL	REF	FWD	CON	DES	FEES		

Please find enclosed the following:

- Four copies of drawing no. BG/CAN/PC/20/04/SEC. This drawing clarifies the rooftop studio space and CONFIRMS that this space will not be visible from street level.
- Four copies of BG/CAN/PC/00/08 as requested
- A complete set of current application drawings as follows:

- BG/CAN/00/00/GF/H ✓
- BG/CAN/00/01/1F/D ✓
- BG/CAN/00/02/2F/D ✓
- BG/CAN/00/03/3F/A ✓
- BG/CAN/00/04/4F/G ✓
- BG/CAN/00/05/RF/C ✓
- BG/CAN/00/06/BF/F ✓
- BG/CAN/00/07/GF — ?
- BG/CAN/PC/00/08 ✓

SW
COPY OF PLANS
TO INFOR:
OFFICE PLEASE

11?
it's opposite
a park!
I never
quered this
anyway.

- rec'd 22.12.99 ← BG/CAN/PC/10/00/C — ?
- " " " ← BG/CAN/PC/10/01/RE/C —
- BG/CAN/PC/10/02/SE ✓
- " " " ← BG/CAN/PC/20/00/SECS/C —

- 10/00/B
- 10/01/RE/C
- 20/00/SECS/B

deck





JONES LANG
LASALLE.

rec'd 22.12.99 ← BG/CAN/PC/20/01/SECS/C — B

rec'd 24.12.99 ← BG/CAN/PC/20/03/EX SECS ?

rec'd 24.12.99 ← BG/CAN/PC/20/04/SEC ?

I trust that you now have all the information you require however should you require anything further please do not hesitate to contact me.

Yours sincerely

Jim Ramsay
Planning and Development



JONES LANG LASALLE

SW

Bodie Head

RECEIVED BY PLANNING SERVICES									
EX DIR	HDL								
17		22 DEC 1999							
Your ref		TP/220/DEM/jbr							
Our ref		0171 399 5896							
Direct line	10	REC	ARR	FWD	CON	DES	FEE		
Direct fax		0171	399	5619	PLN				
jim.ramsay@joneslanglasalle.com									

Ms S Wilden
Department of Planning and Conservation
Royal Borough of Kensington and Chelsea
Hornton Street
London
W8 7NX

20th December 1999

✓
CT
22/12/99

Dear Ms Wilden

196-208 Kensal Road, W10 (Canalot Phase II)
Application Reference No. TP/96/1828

Further to our recent telephone conversation please find enclosed the following drawings which provide further details of the rooftop studio space as requested. These drawings supercede the previous versions.

- BG/CAN/PC/10/00/C
- BG/CAN/PC/10/01/RE/C
- BG/CAN/PC/20/00/SECS/C
- BG/CAN/PC/20/01/SECS/C

SW
COPY OF PLANS
TO INFORMATION
OFFICE PLEASE

In addition, a further section of Canalot I, with the studio space above will follow, together with a complete set of all the current drawings.

Finally, I can confirm that there are no windows on the building's eastern elevation. Glazing strips on this elevation are translucent. //

Yours sincerely

Jim Ramsay
Planning and Development
c.c Bennie Gray
Martin Wood, Bryden Wood

surely translucent glazing is windows!

few J

PLANNING AND CONSERVATION

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

Ms. Belinda Syme,
455 Harrow Road,
LONDON, W10 4RG.

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



KENSINGTON
AND CHELSEA

23 December 1999

My reference: EDPC/MJF/96
1828

Your reference:

Please ask for: Mr. French

Dear Ms. Syme,

196/222 Kensal Road, W.10.

I write with reference to your letter of 16 December regarding the outstanding planning application for the development at the above site. As you will be aware, this application was originally submitted in 1996 and has since then been the subject of negotiation and amendment. The latest amendments which were submitted earlier this month are now the subject of revised consultation.

In your letter you refer to the use of the two moored barges for business purposes. Originally it was proposed that they would be used for restaurant purposes, but following concerns expressed by both local residents and by Council officers, they have since been encouraged to provide business use i.e. conference facilities etc., and the hours of use could be controlled by conditions.

As part of the consultation process, we did consult with the British Waterways Board and they have now responded raising no objection to the mooring of the barges on the south side of the Grand Union Canal; given their support, it would be difficult to sustain an objection based on grounds of hazard or obstruction.

Unfortunately, the applicants have not yet amended the model to accord with the latest design details and therefore until this is done, it will not be possible for you to be able to accurately reflect on the model what is currently being proposed to the elevations.

I do not at this stage have a firm date for Committee consideration, but I would hope to be able to report to Committee on either 8 or 23 February, and I will ensure that your objections are carefully considered by the Members before any decision is taken.

Yours sincerely,

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

c.c. Karen Buck MP
Councillor David Champion - Chairman, Planning and Conservation Committee
Councillor Robert Atkinson
Councillor Pat Mason

Councillor David Campion
Chairman of Planning and Conservation Committee
The Royal Borough of Kensington and Chelsea
The Town Hall
Hornton Street
London W8 7NX

455 Harrow Road
London W10 4RG

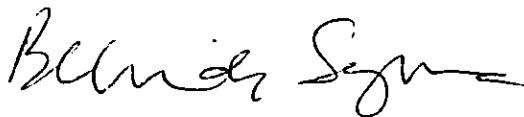
16th December 1999

Dear Councillor Campion,

I am enclosing a copy of my recent letter to Mr French for your reference. Despite our objections last time, the resubmission of this planning application still proposes two permanently moored barges on the canal opposite Westminster residences. Those who will be affected by this scheme are almost without exception opposed to it. We feel the barges are invasive, a safety hazard and that the community will lose amenity.

I do hope we can rely on the Planning Committee to try and find some alternative to this alarming proposal.

Yours sincerely,



Belinda Syme

455 Harrow Road
London W10 4RG

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

13 December 1999

Re: 196-222 Kensal Road, W10 - Your ref. DPS/DCSW/TP/96/01828/SW

Dear Mr French,

First of all, I would like to point out that none of the Westminster residents who are the most affected by this planning proposal have been informed of its resubmission. Nor were the other community bodies who, in the past, expressed a desire to be notified of further developments. Almost without exception, the residents and landlords to whom I have spoken have expressed opposition to the idea of two permanently moored barges opposite their premises. Furthermore, Mr John Walker at Westminster Planning also confirmed to me over the phone last week that they were against the scheme. He said he did not intend to reiterate Westminster's stand again. However, I will.

Having viewed the revised plans and seen the model for the proposed Canalot development I would like to set out my concerns:

1. I am not happy with the proposed height and new roof top studio addition. It will cut out light and overlook the Harrow road residences unduly. (see figs.6&7)
2. The new development provides only 21 parking spaces. How will the area cope with the extra traffic brought in by over 90 B1 units and 8 shops? The buses already have difficulty negotiating Kensal Road. Two way traffic is barely possible as it is.
2. The permanently moored barges appear to compensate for loss of site space owing to the fact one third of the land is to be occupied by an *ornamental pool*. Why the need for more B1 space when there are already over 90 B1 units proposed for the land site? What business could be conducted on the unstable environment of a water-born vessel?

The main points against the two permanently moored barges are:

- The potential for unacceptable noise levels. The site is an acoustic nightmare and there have

been long standing problems with noise from studios which are three times the distance away from us than the barges would be. According to Planning, the existing Canalot studios/offices ("B1") have no restrictions on their use, noise output or times of operation. Several complaints have been made about music to the Noise and Nuisance Team (Richard Drew), and until recently there were problems with noise coming from the Canal Brasserie, so the new restaurant had better ensure it has good soundproofing.

- The adjacent buildings along Harrow Road are ninety percent residential, even ground floors. With the creation of the new building there will be more hard surface from which sound will bounce and amplify across the water.

- There are usually a couple of boats tied up along the Harrow Road side and I was under the impression that we could apply for moorings. British Waterways have allowed the deck terrace out the back of the Canal Cafe which surely sets some kind of precedent.

- Moored barges would occupy a substantial part of the waterway - about 50% of its width. They would either be situated beyond the iris stands or else these would have to be removed. Are they not part of the canal wall structure? Either way, there would no longer be any refuge for the water fowl for some length of the canal.

- The siting of the barge moorings is somewhat vague on the plans, but because of the Canal Cafe, they would have to be directly opposite the most densely residential part, which is not only on a bend but is a particularly narrow stretch of the canal. (see photographs)

- Permanently moored barges would reduce navigability to a single lane, causing barge traffic to bank up with boats waiting to pass. As a result, the Harrow Road residences would suffer noise, pollution and water wash as well as an invasion of privacy as traffic is forced closer to the Harrow Road side.

- We also need to have adequate canal access to carry out repair works. Scaffolding can only be carried in and erected from a barge, therefore, no traffic at all would be able to pass.

- The waterway is used daily by barges, canoe clubs and fishermen. There is a marked increase in activity during the summer time and at weekends. Have the canoe and angling clubs been informed about this proposal?

I feel that the barges would be a safety hazard to both the users of the canal and to the Harrow Road properties and could possibly restrict emergency services. The barges encroach unnecessarily on public space and deprive canal side clubs of a safe place in which to carry out their activities, which are often charity or community based. The Harrow Road residents would

be totally overlooked by people, and would suffer unacceptable noise levels because of the acoustics. They already contend with noise and pollution from the busy Harrow Road.

I would strongly urge you to inspect the site from our perspective, although I have tried to give some idea of the proximity through photographs.

Yours sincerely,

Belinda Syme

c.c. Karen Buck M.P.
Councillor David Campion - Chairman of Planning and Conservation Committee
Councillor Robert Atkinson - Leader of the Labour Group
Councillor Paul Dimoldenberg
Mr John Walker - Westminster Environment and Planning
Mr Benny Gray

PLANNING AND CONSERVATION

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

THE ROYAL
BOROUGH OF



KENSINGTON
AND CHELSEA

Mrs. Y. W. Jarman,
461 Harrow Road,
LONDON, W10 4RG.

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

23 December 1999

My reference: EDPC/MJF

Your reference:

Please ask for: Mr. French

Dear Mrs. Jarman,

196/222 Kensal Road, W.10.

I write with reference to your letter of 3 December regarding the outstanding planning application for the development at the above site. As you will be aware, this application was originally submitted in 1996 and has since then been the subject of negotiation and amendment. The latest amendments which were submitted earlier this month are now the subject of revised consultation.

In your letter you refer to the use of the two moored barges for business purposes. Originally it was proposed that they would be used for restaurant purposes, but following concerns expressed by both local residents and by Council officers, they have since been encouraged to provide business use i.e. conference facilities etc., and the hours of use could be controlled by conditions.

As part of the consultation process, we did consult with the British Waterways Board and they have now responded raising no objection to the mooring of the barges on the south side of the Grand Union Canal; given their support, it would be difficult to sustain an objection based on grounds of hazard or obstruction.

Unfortunately, the applicants have not yet amended the model to accord with the latest design details and therefore until this is done, it will not be possible for you to be able to accurately reflect on the model what is currently being proposed to the elevations.

I do not at this stage have a firm date for Committee consideration, but I would hope to be able to report to Committee on either 8 or 23 February, and I will ensure that your objections are carefully considered by the Members before any decision is taken.

Yours sincerely,

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

c.c. Karen Buck MP

Mike

196-222 Kensal Rd - extension to Canalot
Production Studios. (2 letters attached)

This is an old application (which I inherited from Nancy Stevenson) which has been the subject of some amendments since first submission and is now in a form which is likely to proceed to Committee. (Either 19th January or, more likely, 8th (?) February)

Letter from Belinda Syme

1. All original consultees have been recontacted of the scheme, together with any other respondents and Westminster City Council. In 1996 we did not notify Westminster's residents, assuming WCC would do so. Following complaint from a Westminster resident we have included the premises opposite the site, in Harrow Road in the reconsultation.
2. The barges.
The original submission proposed their use for restaurant purposes. Problematic on noise grounds. This has now been amended to business or exhibition use, subject to condition re hours of use, not playing music etc, should be OK.
British Waterways have written in support of the barges, so I find it hard for us to object on grounds of obstruction of the canal.



● 3. Car parking spaces for new development.

The level of parking proposed has been arrived at in consultation with Transportation taking account of policies to restrain car commuting and the relative inaccessibility of Kensal Road by public transport. In addition, applicants have had to produce a servicing strategy to demonstrate that obstruction will not be created in Kensal Road.

Letter from Mrs Jarman

1. This was acknowledged with a standard A9/ack letter rather than a special letter.
2. The points she raises about the barges are similar to those raised by Belinda Syme. Again, given BWB's letter (I've marked it with a "post it" note on the file) I think we'll be hard put to support objections on grounds of hazard or obstruction. NB the use of the barges is not restaurant.
3. The elevation of the canal frontage has been further amended, following consultation between architects and David McDonald. ~~However~~ The model has not been updated to show that ~~is~~ yet. However, admittedly even the amended design is very different from its surroundings (D McD describes it as a dramatic change to the street scene).



- 4. Noise generation adjoining the canal is an issue. I think there is a case for requiring windows on that side to be fixed shut.

Sarah.





Karen Buck MP

Regent's Park &
Kensington North
Constituency
Tel. 020 8968 7999
Fax. 020 8960 0150

HOUSE OF COMMONS
LONDON SW1A

RECEIVED BY PLANNING SERVICES										
EX DIR	WDC	N	G	14 December 1999		SW	SE	ENF	NO LACK	
17 DEC 1999 EX-DIR. (49)										
APPLS	IO	REL.	APPL	PLN	CO DES	FEES				

Mike French
Planning & Conservation
Kensington & Chelsea Town Hall
Hornton Street
London W8 7NX

Dear Mr French

Proposed development at: 196-222 Kensal Road, W10

Mrs Jarman wrote to me recently in connection with here concerns about the above proposed development.

In particular, she is concerned about the proposal to have 'two permanently moored barges also for business use'.

I enclose a copy of her letter to you of December 3rd about would be grateful if you could copy me into your response.

Thank you and I look forward to hearing from you.

Yours sincerely

Karen Buck MP

Please quote ref. GA/196-222 Kensal Road

461 Harrow Road
London W10 4RG

Tel: 0181-960 4488 Fax: 0181-960 6886

Your Ref: DPS/DCSW/TP/96/01828/SW

3 Dec 99

M J French Esq
Planning and Conservation
The Royal Borough of Kensington and Chelsea
The Town Hall
Hornton Street
LONDON W8 7NX

Dear Mr French,

Proposed Development at: 196-222 Kensal Road, W10

1.
 - a. In response to your letter of 26 Nov 99, I would like to express our concerns about the above proposed development.
 - b. I have previously written to Westminster City Hall about the above proposal and I attach a copy of my letter dated 19 Sep 96 for your records.
2. The proposal to have "two permanently moored barges also for Business Use" is of particular concern for the following reasons:-
 - a. The canal is in constant use by residents and holiday makers; the boating traffic is especially busy during the Summer. The location of moored barges in the vicinity of the Ha'penny Steps and the Canal Café pontoon would create a dangerous navigational hazard.
 - b. The siting of two permanently moored barges would create the potential for a serious accident. The proposal is not only a danger to people but also to the property of those living adjacent to the canal (Harrow Road side).
 - c. I understand that the proposed "Business Use" of the moored barges is for restaurant facilities. Such use would only add to the noise currently generated by the Canalot Studios (see para 4 below).
3. Having viewed a model of the proposed development, the external facade of the main office complex (canal side) appears particularly drab; more like a multi-story car-park. The architectural style of the main complex is certainly not in keeping with that of the Canalot building.

Contd...../

4.
 - a. As detailed in my letter of 19 Sep 96 to Westminster City Hall, canal residents experience a considerable amount of noise (particularly in the Summer) generated by the office workers within the Canalot Studios. Water, of course, amplifies sound.
 - b. An additional office complex will doubtless generate even more noise across the canal. The proposed development should include measures (sound insulation/sealed windows) to ensure that noise is kept to minimum.
5. The canal provides a unique inner-city wildlife habitat and the Royal Borough has devoted considerable resources to improving the area. The proposed development is not in keeping with these efforts since increased noise and water disturbance would have a negative impact on the environment.

Yours sincerely,

Yvonne Jarman.

(Mrs Y W JARMAN)

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RT
 Could I have a
 few notes to
 enable me to reply
 please Mike

SUBJECT-SITE 196-222 Kewool Rd

FILE REFERENCE: TP 96/
1825.

R.B.K. & C. Planning Service.

NOTES OF MEETING ^{Tel} _{con.}

DATE: 20.12.99

NAMES OF PERSONS ATTENDING:

Jim Ramsay

OFFICERS:

S. Wilson

MATTERS DISCUSSED:

1. Revised drawings are still awaited, he says that they are on their way

2. We have received an objection now from RNIB hostel about loss of amenity due to height on eastern boundary.

Recommend that they provide daylight report based on BRE standards. (info supplied previously not helpful)

LITERATURE POLICY, PAPERS, ETC

SIGNATURES

FILE NUMBER: TP 96/1825

ADDRESS: 196-222 Kensal Rd,

.....

.....

431-453 Harrow Rd, W10

REVISED DRAWINGS RECEIVED

1. Please ~~re~~-notify all objectors. Add to letter:

"Revised drawings received. Any further comments must be received by" *

21 days

2. Please re-advertise *

✓
c1
24 →
6/12/99

* delete or add as appropriate

Oj

455 Harrow Road
London W10 4RG

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

17/12

13 December 1999

Re: 196-222 Kensal Road, W10 - Your ref. DPS/DCSW/TP/96/01828/SW

Dear Mr French,

First of all, I would like to point out that none of the Westminster residents who are the most affected by this planning proposal have been informed of its resubmission. Nor were the other community bodies who, in the past, expressed a desire to be notified of further developments. Almost without exception, the residents and landlords to whom I have spoken have expressed opposition to the idea of two permanently moored barges opposite their premises. Furthermore, Mr John Walker at Westminster Planning also confirmed to me over the phone last week that they were against the scheme. He said he did not intend to reiterate Westminster's stand again. However, I will.

Having viewed the revised plans and seen the model for the proposed Canalot development I would like to set out my concerns:

1. I am not happy with the proposed height and new roof top studio addition. It will cut out light and overlook the Harrow road residences unduly. (see figs.6&7)
2. The new development provides only 21 parking spaces. How will the area cope with the extra traffic brought in by over 90 B1 units and 8 shops? The buses already have difficulty negotiating Kensal Road. Two way traffic is barely possible as it is.
2. The permanently moored barges appear to compensate for loss of site space owing to the fact one third of the land is to be occupied by an *ornamental pool*. Why the need for more B1 space when there are already over 90 B1 units proposed for the land site? What business could be conducted on the unstable environment of a water-born vessel?

The main points against the two permanently moored barges are:
- The potential for unacceptable noise levels. The site is an acoustic nightmare and there have

RECEIVED BY PLANNING SERVICES							
EX	HDC	R	C	SW	SE	ENF	AD
DIB							ASK
				17 DEC 1999		(26)	

been long standing problems with noise from studios which are three times the distance away from us than the barges would be. According to Planning, the existing Canalot studios/offices ("B1") have no restrictions on their use, noise output or times of operation. Several complaints have been made about music to the Noise and Nuisance Team (Richard Drew), and until recently there were problems with noise coming from the Canal Brasserie, so the new restaurant had better ensure it has good soundproofing.

- The adjacent buildings along Harrow Road are ninety percent residential, even ground floors. With the creation of the new building there will be more hard surface from which sound will bounce and amplify across the water.

- There are usually a couple of boats tied up along the Harrow Road side and I was under the impression that we could apply for moorings. British Waterways have allowed the deck terrace out the back of the Canal Cafe which surely sets some kind of precedent.

- Moored barges would occupy a substantial part of the waterway - about 50% of its width. They would either be situated beyond the iris stands or else these would have to be removed. Are they not part of the canal wall structure? Either way, there would no longer be any refuge for the water fowl for some length of the canal.

- The siting of the barge moorings is somewhat vague on the plans, but because of the Canal Cafe, they would have to be directly opposite the most densely residential part, which is not only on a bend but is a particularly narrow stretch of the canal. (see photographs)

- Permanently moored barges would reduce navigability to a single lane, causing barge traffic to bank up with boats waiting to pass. As a result, the Harrow Road residences would suffer noise, pollution and water wash as well as an invasion of privacy as traffic is forced closer to the Harrow Road side.

- We also need to have adequate canal access to carry out repair works. Scaffolding can only be carried in and erected from a barge, therefore, no traffic at all would be able to pass.

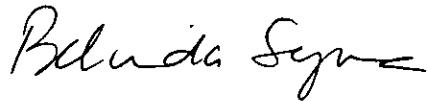
- The waterway is used daily by barges, canoe clubs and fishermen. There is a marked increase in activity during the summer time and at weekends. Have the canoe and angling clubs been informed about this proposal?

I feel that the barges would be a safety hazard to both the users of the canal and to the Harrow Road properties and could possibly restrict emergency services. The barges encroach unnecessarily on public space and deprive canal side clubs of a safe place in which to carry out their activities, which are often charity or community based. The Harrow Road residents would

be totally overlooked by people, and would suffer unacceptable noise levels because of the acoustics. They already contend with noise and pollution from the busy Harrow Road.

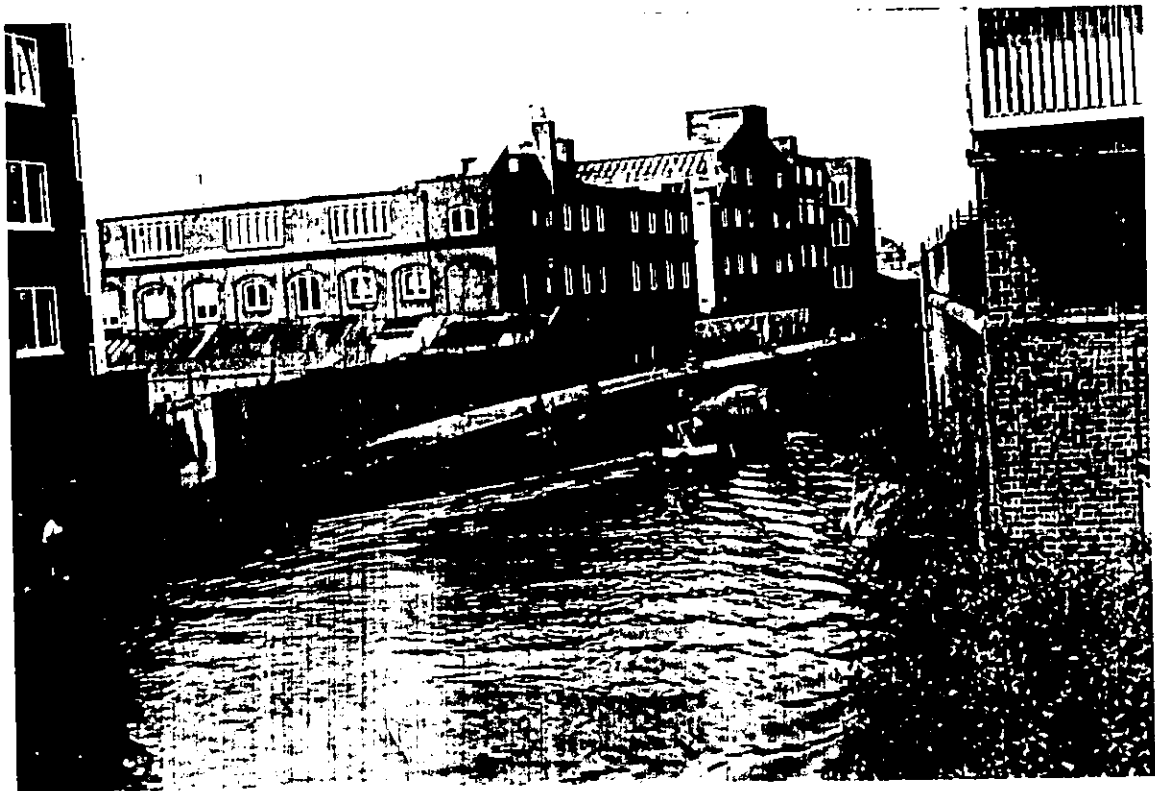
I would strongly urge you to inspect the site from our perspective, although I have tried to give some idea of the proximity through photographs.

Yours sincerely,



Belinda Syme

c.c. Karen Buck M.P.
Councillor David Champion - Chairman of Planning and Conservation Committee
Councillor Robert Atkinson - Leader of the Labour Group
Councillor Paul Dimoldenberg
Mr John Walker - Westminster Environment and Planning
Mr Benny Gray



Figs. 1&2. View of the site from Halfpenny Steps. Even using a 50mm lens the width of the canal is exaggerated from this point. As is evident, the tow path and the canal are already well used by organised groups and individuals.

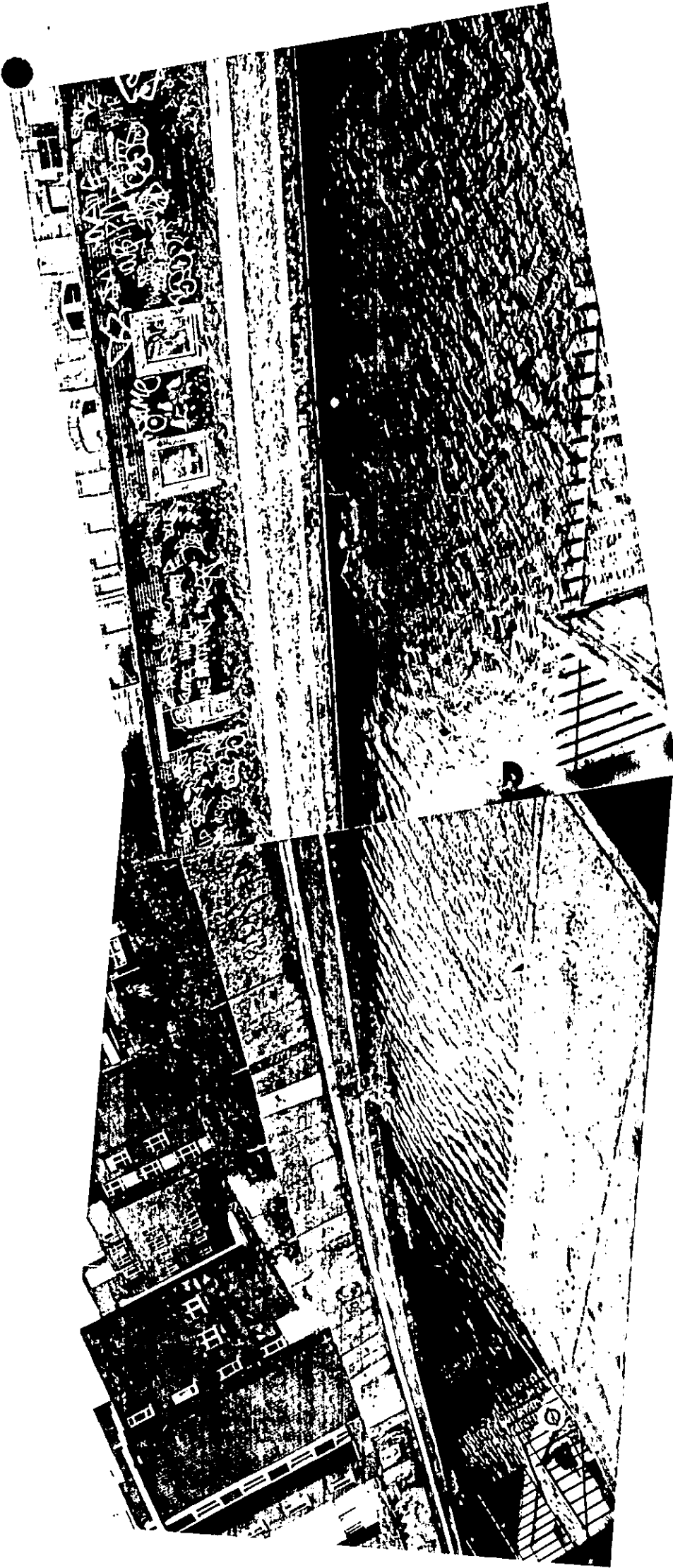
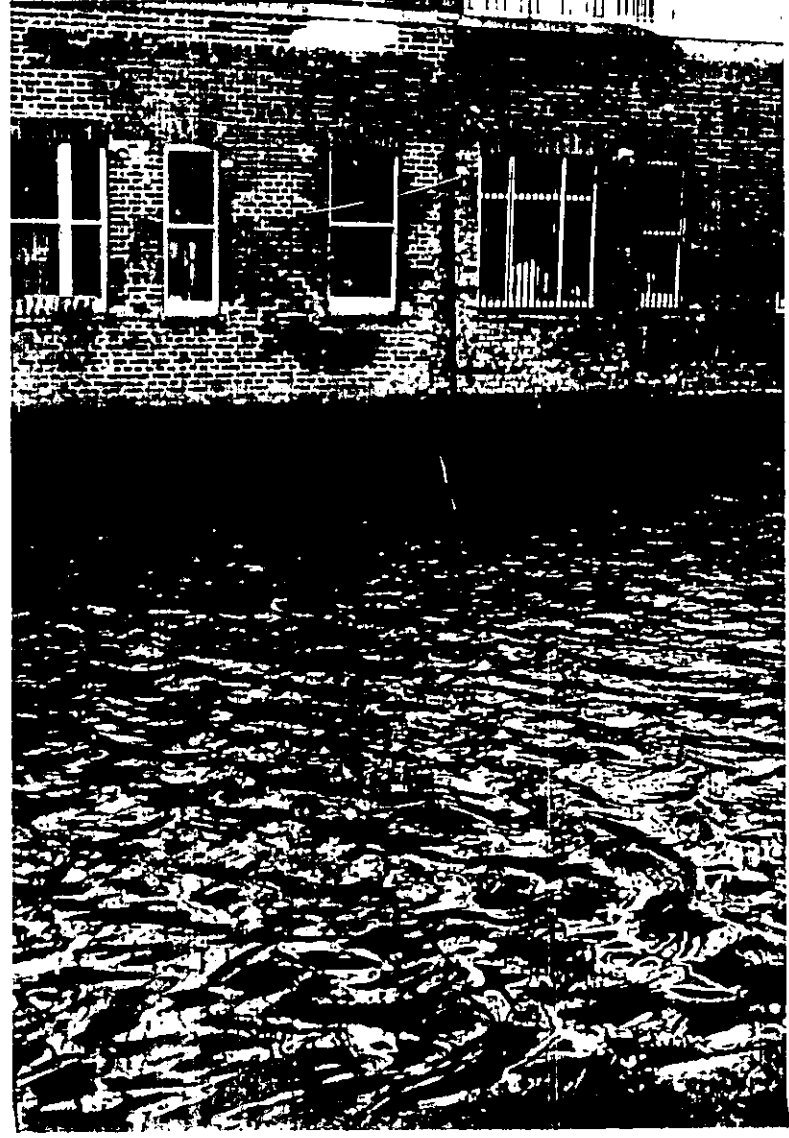
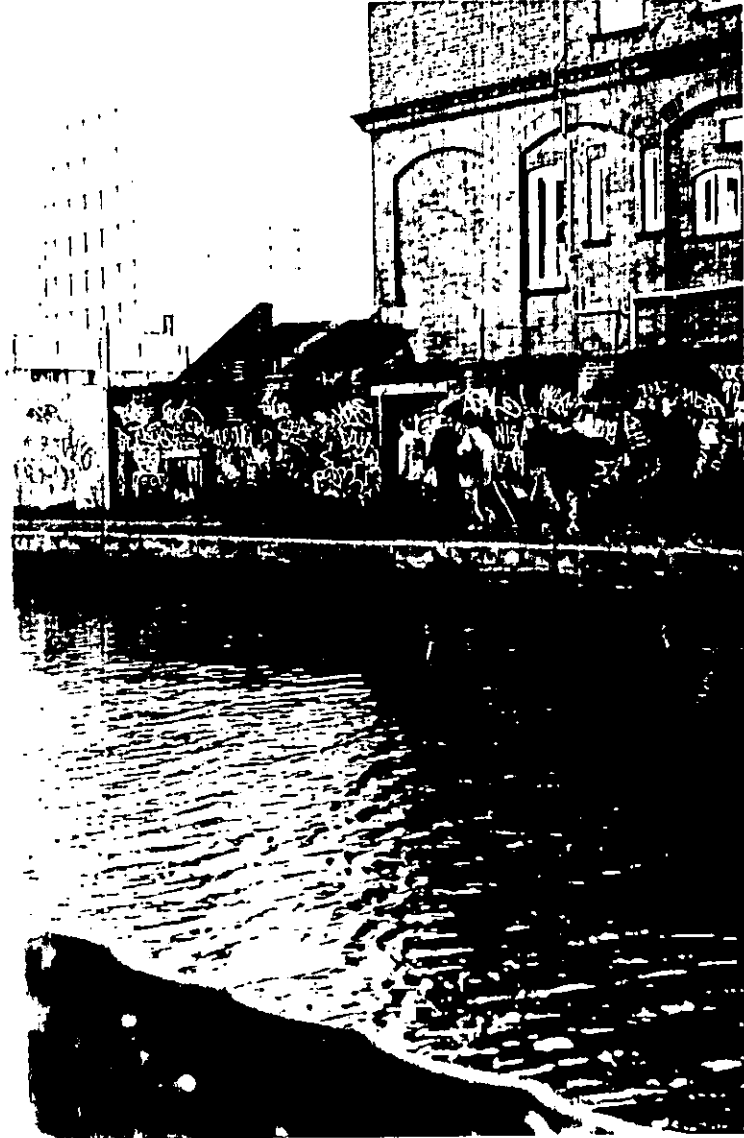
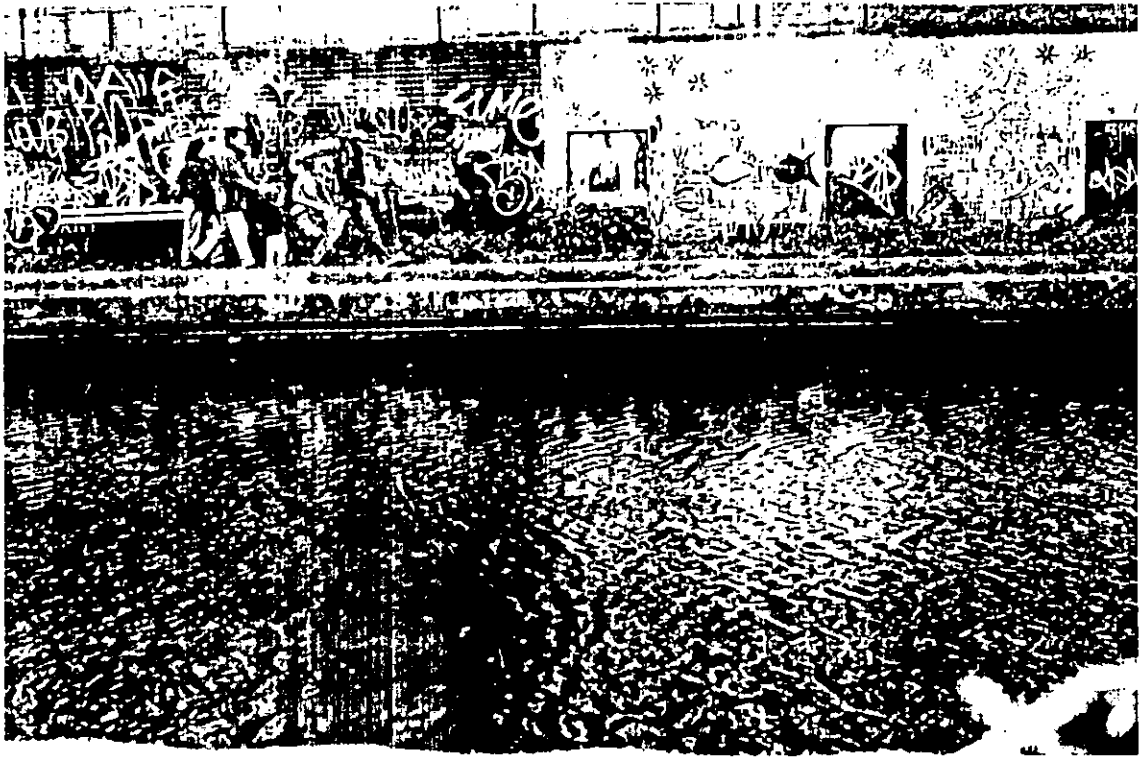


Fig. 8. View from the first floor window of 455 Harrow Road.



Figs. 6&7. View showing the canal from the proposed barge site. During the winter months these premises will all be in shadow until well past midday.



Figs. 3&4. View of the barge mooring site taken from the ground floor window of 455, Harrow Road.

Fig. 5 From the bank looking at the Harrow Road buildings.

PADDINGTON LAW CENTRE



439 Harrow Road, London W10 4RE Telephone: 0181 960 3155 Fax: 0181 968 0417
Email paddingtonlaw @dial.pipex.com

Solicitors: Caroline Michie
Amanda Croxon

Your ref.:DPS/DCSW/TP/01828/SW

Our ref.: PP

M J French
Planning and Conservation
Town Hall
Hornton Street
London W8 7NX

✓
CF
20/12/99

RECEIVED BY PLANNING SERVICES							
EP							
JR							
20 DEC 1999							
APPEALS	IO	REC	ARB	FWD	CON	REF	
This matter is being dealt with by							

Peter Purton

15/12/99

Dear Sir or Madam,

Proposed development at 196-222 Kensal Road W10

We write to object to the above development on the grounds specified below.

We occupy the whole of the building at 439 Harrow Road where the rear section of the building is devoted to office use and to interview facilities for our clients. We are located directly opposite the site of the proposed development, a few yards across the canal.

Our objections are:

1. the proposed development , because of its height, will overlook our offices to the detriment of our privacy;
2. the proposed development , because of its height, will directly obstruct sunlight and daylight.

Please bring these objections to the attention of your committee.

Yours faithfully,

Peter Purton,
Administrator

PADDINGTON LAW CENTRE



Carl Powell: Director of Planning and Transportation

Boat

Please reply to: Stuart Croll/John walker
Direct Tel. No: 0171 641 2924
Direct Fax No: 0171 641 2338

Client Director and Head of Service:
Gordon Chard

Kensington And Chelsea (RB)
c/o Kensington And Chelsea (RB)
Director Of Planning
The Town Hall Hornton Street
London W8 7NX

*CT
20/2/99*

Development Planning Services
Westminster City Hall
64 Victoria Street
London SW1E 6QP

Your ref: DPS/DSSW/TP/96/01828/S
My ref: W
PT/99/12435/OBS
TP/6172
Date: 16 December 1999

Dear Sir

TOWN AND COUNTRY PLANNING ACT 1990

The City Council has now considered the proposals described below and has decided to RAISE OBJECTION for the reasons stated.

SCHEDULE

Date of Consultation: 26.11.1999

Date Received: 29.11.1999

Date Amended:

Application No: PT/99/12435/OBS

Plan Nos: BG/CAN/PC/10/01/RE/B; /00B; BG/CAN/PC/20/01/SECS/B;
BG/CAN/PC/20/00/SECS/B; BG/CAN/PC/00/08; BG/CAN/PC/00/06/BF/F;
BG/CAN/PC/00/00/GF/H; BG/CANN/00/01/1F/D; BG/CAN/PC/00/02/2F/D;
BG/CAN/PC/00/03/3F/A; BG/CAN/PC/00/04/4F/G; BG/CAN/PC/00/05/RF/C;

Address: Canalot Studios 222 Kensal Road London

Proposal: Redevelopment of site at 196-208 Kensal Rd including erection of an extension to site to provide Business (B1), Retail (A1) and restaurant (A3) plus 2 moored barges also for B1/Exhibition use (Revised)

See next page for reasons for objection.

Yours faithfully

Carl Powell
⑤

Carl Powell
DIRECTOR OF PLANNING AND TRANSPORTATION

Reason(s) for Objection:

- 1 It is considered that the proposed redevelopment including the permanently moored barges would result in a loss of amenity to the residential occupiers opposite the site in Harrow Road by reason of increased noise and disturbance. This would result in the deterioration in the residential environment to an unacceptable degree.



Karen Buck MP

Regent's Park &
Kensington North
Constituency
Tel. 020 8968 7999
Fax. 020 8960 0150

SW

HOUSE OF COMMONS
LONDON SW1A

RECEIVED BY PLANNING SERVICES									
EX DIR	WDC	N	C	SW	SE	ENF	NO ACK		
17 DEC 1999 EX. DIR.									
PLN	IO	HEL.	ARB	ENV	COM	DES	FEE		

Mike French
Planning & Conservation
Kensington & Chelsea Town Hall
Hornton Street
London W8 7NX

Dear Mr French

Proposed development at: 196-222 Kensal Road, W10

Mrs Jarman wrote to me recently in connection with her concerns about the above proposed development.

In particular, she is concerned about the proposal to have 'two permanently moored barges also for business use'.

I enclose a copy of her letter to you of December 3rd about which I would be grateful if you could copy me into your response.

Thank you and I look forward to hearing from you.

Yours sincerely

Karen Buck MP

Please quote ref. GA/196-222 Kensal Road

461 Harrow Road
London W10 4RG

Tel: 0181-960 4488 Fax: 0181-960 6886

Your Ref: DPS/DCSW/TP/96/01828/SW

3 Dec 99

M J French Esq
Planning and Conservation
The Royal Borough of Kensington and Chelsea
The Town Hall
Hornton Street
LONDON W8 7NX

Dear Mr French,

Proposed Development at: 196-222 Kensal Road, W10

1.
 - a. In response to your letter of 26 Nov 99, I would like to express our concerns about the above proposed development.
 - b. I have previously written to Westminster City Hall about the above proposal and I attach a copy of my letter dated 19 Sep 96 for your records.
2. The proposal to have "two permanently moored barges also for Business Use" is of particular concern for the following reasons:-
 - a. The canal is in constant use by residents and holiday makers; the boating traffic is especially busy during the Summer. The location of moored barges in the vicinity of the Ha'penny Steps and the Canal Café pontoon would create a dangerous navigational hazard.
 - b. The siting of two permanently moored barges would create the potential for a serious accident. The proposal is not only a danger to people but also to the property of those living adjacent to the canal (Harrow Road side).
 - c. I understand that the proposed "Business Use" of the moored barges is for restaurant facilities. Such use would only add to the noise currently generated by the Canalot Studios (see para 4 below).
3. Having viewed a model of the proposed development, the external facade of the main office complex (canal side) appears particularly drab; more like a multi-story car-park. The architectural style of the main complex is certainly not in keeping with that of the Canalot building.

Contd...../

4.
 - a. As detailed in my letter of 19 Sep 96 to Westminster City Hall, canal residents experience a considerable amount of noise (particularly in the Summer) generated by the office workers within the Canalot Studios. Water, of course, amplifies sound.
 - b. An additional office complex will doubtless generate even more noise across the canal. The proposed development should include measures (sound insulation/sealed windows) to ensure that noise is kept to minimum.
5. The canal provides a unique inner-city wildlife habitat and the Royal Borough has devoted considerable resources to improving the area. The proposed development is not in keeping with these efforts since increased noise and water disturbance would have a negative impact on the environment.

Yours sincerely,

Yvonne Jarman.

(Mrs Y W JARMAN)

elijah

461 Harrow Road
London W10 4RG

Tel: 0181-960 4488 Fax: 0181-960 6886

Your Ref: DPS/DCSW/TP/96/01828/SW

CT
6/12/99.

3 Dec 99

M J French Esq
Planning and Conservation
The Royal Borough of Kensington and Chelsea
The Town Hall
Hornton Street
LONDON W8 7NX

RECEIVED BY PLANNING SERVICES									
EX DIR	HDC				SV	SE	ENF	AC	ACK
(26)		- 6 DEC 1999							
APPEALS	IO	REC	ARB	FWD PLN	CON DES	FEES			

Dear Mr French,

Proposed Development at: 196-222 Kensal Road, W10

1.
 - a. In response to your letter of 26 Nov 99, I would like to express our concerns about the above proposed development.
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 - c. I understand that the proposed "Business Use" of the moored barges is for restaurant facilities. Such use would only add to the noise currently generated by the Canalot Studios (see para 4 below).

3. Having viewed a model of the proposed development, the external facade of the main office complex (canal side) appears particularly drab; more like a multi-story car-park. The architectural style of the main complex is certainly not in keeping with that of the Canalot building.

Contd...../

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 - b. An additional office complex will doubtless generate even more noise across the canal. The proposed development should include measures (sound insulation/sealed windows) to ensure that noise is kept to minimum.

5. The canal provides a unique inner-city wildlife habitat and the Royal Borough has devoted considerable resources to improving the area. The proposed development is not in keeping with these efforts since increased noise and water disturbance would have a negative impact on the environment.

Yours sincerely,

Yvonne Jarman.

(Mrs Y W JARMAN)

461 Harrow Road
London W10 4RG

Tel: 0181-960 4488 Fax: 0181-960 6886

Your Ref: TP6172 RN967628

19 Sep 96

R J Harper Esq
Department of Planning and Environment
Westminster City Hall
Victoria Street
LONDON SW1E 6QP

Dear Mr Harper,

PROPOSED DEVELOPMENT OF 196-208 AT 222 KENSAL ROAD, W10

1. Thank you for your letter of 6 Sep, received 11 Sep 96.
2. As owners/occupiers of the building at the above address we have no objections, in principle, to any efforts to improve the Harrow Road/Kensal Road area. It is far from clear, however, that the above proposal will enhance the local environment and I am taking this opportunity to express our concern.
3. 461 Harrow Road is situated directly opposite the centre of the present Canalot Studios complex. During the last couple of years the Brasserie, within the complex, has extended its private weekend functions. While we have tolerated the resulting increase in evening/night-time noise, this is now becoming unbearable.
4. As an example, the Brasserie held a function on the evening of Sunday 15 Sep 96. The noise level increased throughout the evening and did not abate until 12 minutes past midnight the following morning. We had a house guest staying with her 15 month old baby and neither could sleep.

Contd...../

5. We observe that companies/organisations occupying the Canalot Studios are involved in the production of video and audio material. During warm weather, windows are thrown open resulting in a cacophony of noise. Since water acts as a conductor and amplifier, the impact of noise across the Grand Union Canal is intensified.
6. Without doubt the above proposal would create even more noise. It is inappropriate that commercial development should be ~~cited~~^{sighted} by and in water within a residential area.
7. It is evident that the Royal Borough of Kensington and Chelsea (RBKC) has devoted considerable resources to improving the environment for wildlife and residents along the W10 stretch of the Grand Union. The Canal bank now provides a pleasant walk for people and a unique haven for wildlife. The proposed development would negate RBKC's efforts.
8. There is also the question of whether development in one Borough should be allowed to proceed if it produces a disproportionate, detrimental impact on residents of another Borough.
9. I would be grateful if you would voice these concerns highlighting:-
 - a. Noise pollution.
 - b. Environmental concerns.
 - c. Inappropriate development, by water, in a residential area.
10. I would also like to know how we might challenge the current noise pollution created by the Canalot Studios complex and what further steps we can take with respect to the proposed development?

Yours sincerely,

Yvonne Jarman.

Mrs Y Jarman.



British Waterways

London Region

SW
Bodii

23 November 1999

Our Ref: 2311/DEV27/SW/MB

Ms S Wilden
Dept of Planning & Conservation
Royal Borough of Kensington & Chelsea
Hornton Street
London W8 7NX

Dear Ms Wilden

'CANALOT' PLANNING APPLICATION REF TP/96/1828

Further to our recent telephone conversation regarding the above application, I write to confirm British Waterways view of the proposed development and in particular the idea of linking two moored barges with Canalot's main arts/media activities.

Whilst we are supportive of the development as a whole, we are very pleased that the applicant has recognised the advantage of the canal and has sought to include it within the proposal. Well designed barges accommodating appropriate uses associated with Canalot, will contribute positively to the canal scene locally, and will begin to unlock the undoubted potential of the Grand Union Canal through your Borough. Greater use of the towpath will be encouraged as will the use of the canal itself.

As we discussed, the canal is sufficiently wide at this location to accommodate the mooring of wide-beam craft. The standard width for wide-craft on the Regents and Grand Union Canals through London is 14ft.

As the statutory licensing authority, British Waterways would require the owner/operator of the barges to enter into an appropriate legal agreement, satisfying all reasonable conditions; in terms of craft use, position, design and maintenance standard, etc.

Please contact the undersigned if you require any further information.
A copy of the decision notice in due course would be greatly appreciated.

Yours sincerely

MARK BENSTED
REGIONAL DIRECTOR

RECEIVED BY PLANNING SERVICES									
EX DIR	HDC	M	C	SW	SE	ENF	AO ACK		
				25 NOV 1999					
APPEALS		IO	REC	ARB	FWD PLN	CON DES	FEES		



PLANNING AND CONSERVATION

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS TP MRTPI Cert TS

FILE COPY

2082

0171-361- 2082

Switchboard: 0171-937-5464

Extension:

Direct Line:

Facsimile: 0171-361-3463

Date: 26 November 1999

**THE ROYAL
BOROUGH OF**



**KENSINGTON
AND CHELSEA**

My reference:

Your reference:

Please ask for:

My Ref: DPS/DCSW/TP/96/01828/SW

Planning Information Office

Dear Sir/Madam,

TOWN AND COUNTRY PLANNING ACT 1990

Proposed development at: 196-222 KENSAL ROAD, W.10

You were recently notified on, and/or have commented on, the application for development at the above address. The Council has now received **AMENDMENTS** to this application, and brief details of these are set out below. The Council's Planning Services Committee, in considering the proposal, welcomes comments upon these amendments. Members of the public may inspect copies of the amended plans, and any other submitted documents. Details are provided overleaf.

Amended Proposal

Extension to Canalot Production Studios, involving alterations to existing building and redevelopment of site at 196-208 Kensal Road to provide Business Use (Class B1), Retail Use (Class A1) and Restaurant Use (Class A3), together with two permanently moored barges also for Business Use (Class B1)/Exhibition use. REVISED DRAWINGS RECEIVED. NB: A MODEL OF THE PROPOSED DEVELOPMENT IS AVAILABLE FOR INSPECTION ON REQUEST AT THE MAIN RECEPTION, CANALOT PRODUCTION STUDIOS, 222 KENSAL ROAD, W10 - TEL: NO: 0181 960 8580

Applicant

Jones Lang Wootton, 22 Hanover Square, London W1A 2BN

Anyone who wishes to submit comments on the amended application should write to the Council at the above address within 14 days of the date of this letter.

Yours faithfully,

M. J. FRENCH

Executive Director, Planning and Conservation

WHAT MATTERS CAN BE TAKEN INTO ACCOUNT

When dealing with a planning application the Council has to consider the policies of the Borough Plan, known as the Unitary Development Plan, and any other material considerations. The most common of these include (not necessarily in order of importance):

- * The scale and appearance of the proposal and impact upon the surrounding area or adjoining neighbours;
- * Effect upon the character or appearance of a Conservation Area;
- * Effect upon the special historic interest of a Listed Building, or its setting;
- * Effect upon traffic, access, and parking;
- * Amenity issues such as loss of Sunlight or daylight, Overlooking and loss of privacy, Noise and disturbance resulting from a use, Hours of operation

WHAT MATTERS CANNOT BE TAKEN INTO ACCOUNT

Often people may wish to object on grounds that, unfortunately, **cannot** be taken into account because they are not controlled by Planning Legislation. These include (again not in any order of importance):

- * Loss of property value;
- * Private issues between neighbours such as land covenants, party walls, land and boundary disputes, damage to property;
- * Problems associated with construction such as noise, dust, or vehicles (If you experience these problems Environmental Services have some control and you should contact them direct)
- * Smells (Also covered by Environmental Services)
- * Competition between firms;
- * Structural and fire precaution concerns; (These are Building Control matters)

WHAT HAPPENS TO YOUR LETTER

Planning applications where objections have been received are presented to the Planning Services Committee which is made up of elected Ward Councillors. Planning Officers write a report to the Committee with a recommendation as to whether the application should be granted or refused. Letters received are summarised in the report, and copies can be seen by Councillors and members of the public including the applicant. The Councillors make the decisions and are not bound by the Planning Officer's recommendation. All meetings of the Committee are open to the public.

If you would like further information, about the application itself or when it is likely to be decided, please contact the Planning Department on the telephone number overleaf.

WHERE TO SEE THE PLANS

Details of the application can be seen at the **Planning Information Office, 3rd floor, Town Hall, Hornton Street W8**. It is open from 9am to 4.45pm Mondays to Thursdays (4pm Fridays). A Planning Officer will always be there to assist you.

In addition, copies of applications in the **Chelsea Area (SW1, SW3, SW10)** can be seen at **The Reference Library, Chelsea Old Town Hall, Kings Road SW3 (0171-361 4158)**, for the **Central Area (W8, W14, SW5, SW7)** can be viewed in the **Central Library, Town Hall, Hornton Street, W8**. and applications for districts **W10, W11 and W2** in the **North** of the Borough can be seen at **The Information Centre, North Kensington Library, 108 Ladbrooke Grove, London W11** (under the Westway near Ladbrooke Grove Station **0171-727-6583**). Please telephone to check the opening times of these offices.

If you are a registered disabled person, it may be possible for an Officer to come to your home with the plans. Please contact the Planning Department and ask to speak to the Case Officer for the application.

PLEASE QUOTE THE APPLICATION REFERENCE NUMBER ON YOUR REPLY

Admin

I have changed description
on Aerial to suit revision.

FILE NUMBER: TP.96/~~2~~ 1828

ADDRESS: 196 - 222 Kensal Road,

..Kensington, W10

+ Mr A. Dwinell,
Garraw House,
L.

REVISED DRAWINGS RECEIVED

consultees +

1. Please re-notify all objectors. Add to letter:

"Revised drawings received. Any further comments must be received by" *

14 days.

2. Please re-advertise *

Please put PS on letter

"NB A model of the proposed development is available for inspection on request at the main reception, Canalot Studios, 222 Kensal Road, W10"

* delete or add as appropriate

Attached sets for City of Westminster

contact address for

X

BWB is

Mara Bensted
Regional Director
British Waterways
(London Region)

The Toll House,
Delamere Terrace,
Kettle Voice, W2 6ND

+ supersedes any
other BWB address

(2) Francois Cadette,
RNIB, Garraw House
L+P.

Put PS on this letter.
"Copy of submitted drawings
enclosed for ease of
reference"

Ta,
Sarah.

Site:	Canalot	File reference:	TP 96/1828
Subject:		Site <input type="checkbox"/>	Office <input checked="" type="checkbox"/>
R.B.K. & C Planning Services		Date: 25.11.99	
NOTES OF MEETING Tel con			

Names of persons attending:

Officers

S. Widdan

Applicant/Agent/Resident

Jim Ramsay

Matters discussed:

D.M.C.D. plans revised near elⁿ satisfactory.

I will now arrange to reconult, but I need

- 2 more copies Aug No PC/00/08 (only 2 rec'd)

* - section through upper studies + details of elevations, that all tally. I asked for this by letter last May!

- 1 extra set of all drwg for me to send to RNIB Hostel

A schedule of drwg would be helpful to check against the one I've done.

This won't meet 16/12.

Too little time to reconult.

Signatures:

* Tel con with Bryden + Worsel re this 15/12.

196-208 KENBAC RD.

DWG NOS.

Basement Plan

BG/CAN/PC/00/06/BF/✓_F

Rev ^F rec'd ~~9.3.99~~ 25.6.99

GF Plan

100/6F/✓_{BH}

Rev ^F

1st Plan

Rev ^F rec'd

01/1F/✓_D
~~20.11.99~~ 25.6.99

2nd Plan

Rev ^F ~~20.11.99~~

02/2F/✓_D

3rd plan

Rev ^F

03/3F/✓_A

4th

Rev ^F rec'd

04/4F/✓_G

23.9.99.

Roof Plan

Rev ^F

05/RF/✓_C

Front elⁿ

Rev ^F

10/00/✓_B

Rear elⁿ

Rev ^F rec'd 22.11.99

10/01/✓_{RE/B}

Side elⁿ.

Rev ^F rec'd 9.3.99

10/02/✓_{SE}

Sections

Rev ^F rec'd ~~9.3.99~~ 25.6.99

20/01/✓_{SECS/AB}

Sections

Rev ^F rec'd ~~9.3.99~~ 25.6.99

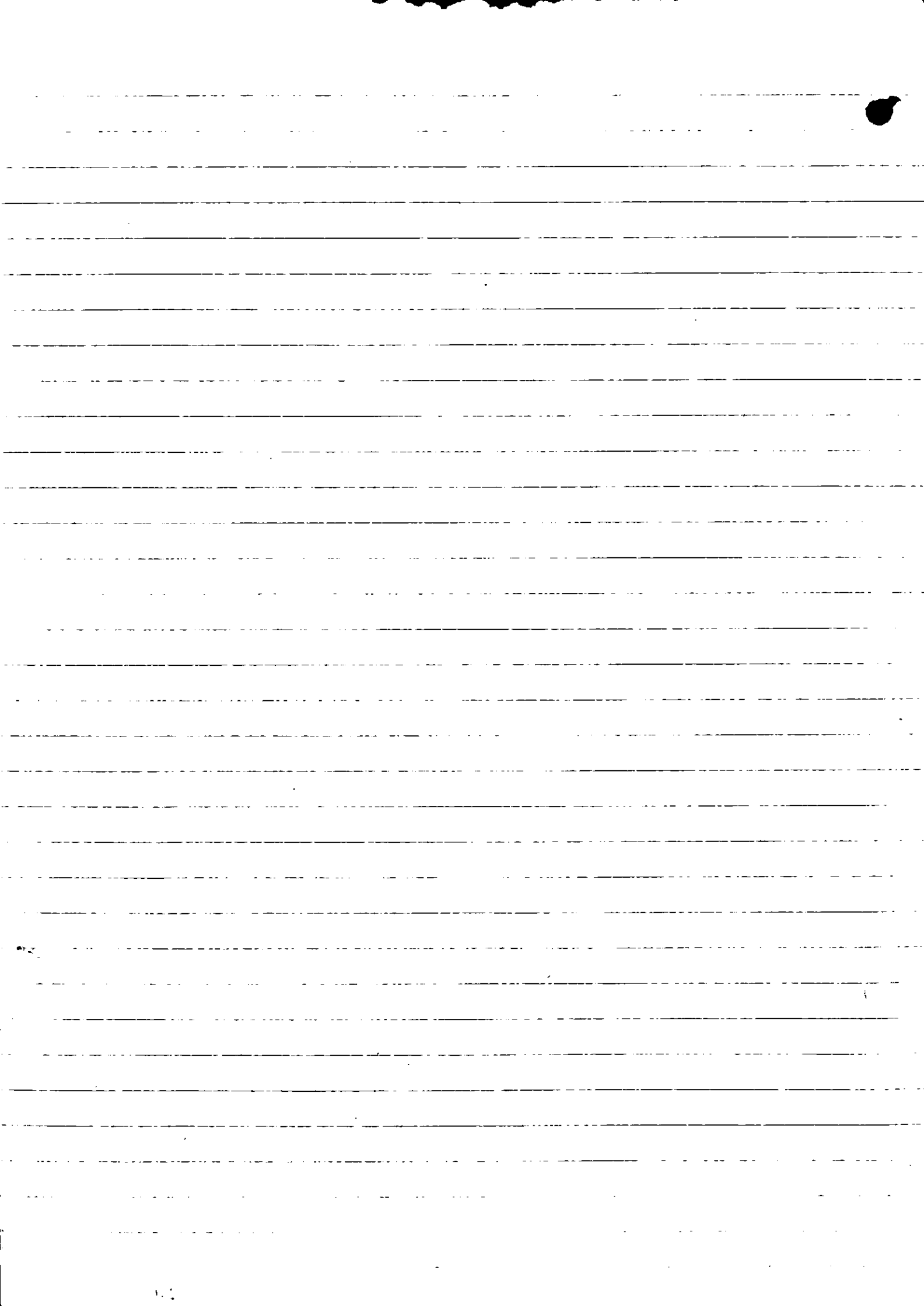
20/00/✓_{SECS/B}

Whole GF Can 411

Rev ^F

23.9.99

PC/00/08



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compar *David* .902 459 907

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compar *Obs please,* .902 459 907

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compar *I like the way they say this is the final dig even though they never bothered to discuss it with you!* .902 459 907

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compar *Sarah, 22/11* .902 459 907

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compar *Sorry the file is messy, but hope you find what you need.* .902 459 907

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Canalot Studio
Tel. No: **0181**

Sarah
My obs dated 27/7/97 in file (marked with a post-it) are probably sufficient. I've added a footnote on the revised rear elev. David 23/11.



**JONES LANG
LASALLE.**

22 Hanover Square London W1A 2BN
tel +44 (0) 171 493 6040 fax +44 (0) 171 408 0220

Slow
Bennie
Had

Ms S Wilden
Department of Planning and Conservation
Royal Borough of Kensington and Chelsea
Hornton Street
London
W8 7NX

Your ref COL/99/0353
Our ref TP/220/DEM/jbr
Direct line 0171 399 5896
Direct fax 0171 399 5649
jim.ramsay@joneslanglasalle.com

✓
22/11/99

SW
**COPY OF PLANS
TO INFORMATION
OFFICE PLEASE**

RECEIVED BY PLANNING SERVICES							
EX DIR	HDC	I	G	SW	SE	ENF	AO ACK
22 NOV 1999							
PLANS	IO	REC	ARB	FWD PLN	CON DES	FEEES	

18th November 1999

Dear Ms Wilden

196-208 Kensal Road, W10 (Canalot Phase II)
Application Reference No. TP/96/1828

Further to our recent telephone conversation, please find enclosed four copies of an amended rear elevation drawing, which takes on board the comments of David McDonald. All submitted drawings are now in their final form.

*subject to
D McD.*

In addition, I can confirm that my client is prepared to accept a condition requiring the installation of cycle parking facilities attached to the wall of the existing Canalot I building. We understand that this will be supplied and fitted by the Council at no cost to our client.

Finally, I can also confirm that the model of the proposed development is on display at the Canalot Production Studios (222 Kensal Road). Members of the public wishing to view the model should ask at the main reception.

I understand that the application will be reported to committee on 16th December. If you require any further information in order to finalise your report, please do not hesitate to contact me.

NO way!

Yours sincerely

Jim Ramsay

Jim Ramsay
Planning and Development
c.c Bennie Gray
Martin Wood, Bryden Wood

BWB ok ?



Site:	196-208 Kearsal Rd	File reference:
Subject:		
R.B.K. & C Planning Services		Site <input type="checkbox"/> Office <input type="checkbox"/>
NOTES OF MEETING		Date:

Names of persons attending:

Officers

S. Widdan

Applicant/Agent/Resident

Jim Ramsay

Matters discussed:

1) Client is agreeable to cycle rings to be fixed on face of "Canalot 1." → CONDITION

2) Near env. survey will be submitted tomorrow or Monday.

Advised him that, to my knowledge, architect had not consulted ~~the~~ DMC on this at all. He will -- need time to consider it. May not be acceptable.

3) Model will be available for inspection if people wish to visit reception ~~at~~ Canalot 1 & ask to see it.

→ PUT ON LETTER.

Advised him I'd still had nothing from BWB.

He said it's on its way.

Signatures:

Tel con with

Mara Benstead, BWB. (GV Canal, Paddington Arm)

Supportive of long term aims of application.
Will write to confirm.

V. keen to see waterspace, limited where pers,
to land-based activity.

On this stretch no facilities, no pub, no
reason to stop, "no man's land" left to
vandals, graffiti artists, glue sniffer.

They want to improve it. Stevie at the moment.

The scheme will improve it, other moorings encouraged.

Want to get together with EDC to talk
through strategic issues. → referred him to GF.

Cafe at Beauchamp Lodge opp Wedlake St. Bridge

£28m SRB project that we are signatory too,
"should know what it's doing."

~~He had~~

IWA is a canal user group.

BWB will impose conditions re style of boat,
uses, not causing nuisance. Can remove boats
that do.

He had a lengthy moan about RBKC not
cooperating / taking a strategic view about
the canal or berths associated with it.
He's v- pro "enlivening" the canal.

I explained that we are too but have to
balance this against amenity considerations.
I said we do consult BWB or try to take their
views on board - but need to have rec'd them in
the first place! Applic made in 1996 + no feedback yet!

(PTO)

I asked him to include in his comments the advice on the effects of the new moorings upon the navigation of the canal, i.e. whether too narrow etc

I suspect Bennie Gray has talked to him & complained about the Council not approving his TP application & probably asked him to express support strongly to us.



**JONES LANG
LASALLE.**

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SW
Bennie
Palmer

Ms S Wilden
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Our ref TP/220/DEM/jbr
Direct line 0171 399 5896
Direct fax 0171 399 5649
jim.ramsay@joneslanglasalle.com

✓
ET
13/9/99

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910 - 10 SEP 1999							
APPLS	IC	INF	HL	FWD PLN	CON DES	FEES	

10th September 1999

Dear Ms Wilden

196-208 Kensal Road, W10 (Canalot Phase II)
Application Reference No. TP/96/1828

Further to your recent request please find enclosed the results of a survey undertaken by my client in relation to servicing activity at 222 Kensal Road. I understand that the methodology has been agreed with Gillian Palmer of your highways and transportation department.

As you will see the survey indicates that servicing requirements are very limited for deliveries other than small scale goods which tend to be delivered by hand to the front door of the premises. I trust that this information will assist you.

With regard to ether matters raised in our recent telephone conversation, I will contact you next week.

Yours sincerely

Jim Ramsay
Planning and Development

c.c Bennie Gray
Gillian Palmer, RBKC



CANALOT SERVICING SURVEY
Midnight Wed 18th - Thurs 19th August 1999.

LOADING BAY

Visit	Arrival	Departure	Duration	Vehicle type	Purpose of visit (where given)
1	6.45	6.50	5 mins	Heavy goods	Refuse collection
2	11.30	12.00	30 mins	Medium goods	Collection from unit
3	16.05	16.15	10 mins	Medium goods	Collection from unit

R.B.K. & C.
TOWN PLANNING
13 SEP 1999
RECEIVED

CANALOT SERVICING SURVEY
Midnight Wednesday 18th - Midnight Thursday 19th August 1999

LOADING BAY SUMMARY

Vehicle type	No. of visits	Earliest visit	Latest visit	Longest duration	Shortest duration	Total duration
Heavy goods	1	06.45	-	5 mins	-	5 mins
Medium goods	2	11.30	12.00	30 mins	10 mins	40 mins
Van	-	-	-	-	-	-
Milk float	-	-	-	-	-	-
Car	-	-	-	-	-	-
Motorbike	-	-	-	-	-	-
Bicycle	-	-	-	-	-	-
TOTAL	3	Earliest: 06.45	Latest: 12.00			45 mins

R.B.K. & C
TOWN PLANNING
13 SEP 1999
RECEIVED

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Milk float	-	-	-	-	-	-
Car	-	-	-	-	-	-
Motorbike	-	-	-	-	-	-
Bicycle	-	-	-	-	-	-
TOTAL	3	Earliest: 06.45	Latest: 12.00			45 mins

MEMORANDUM

To: Alex Reed

From: SW

Our Ref: 96/1828

Your Ref:

Date: 3/11/77

Subject: re 96/222 Kewal Patel

Please let me know of cycle
() and by present - the
"public highway" of this department.

(GF plan with AR).

Reply:

Date:

/

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DONE

IT

TRANSPORTATION COMMENTS

TP Number 96/1828	Address 196 222 Kensal Road		Date of Obs 14/10/99
Development their servicing survey.			Objection no
File Number TF/202K	Obs further	Transportation Officer Gillian Palmer	D C Officer SW
Other information			

1. At my request, the applicant carried out a survey of the existing servicing traffic at Canalot 1. This was carried out on Thursday 19/8/99. I understand that this was a typical day for servicing traffic.
2. From what I can see, all the servicing took place from the street to the front door. No mention is made of the serving bay.
3. Deliveries commenced at 0400 and continued to 1804. A total of 65 deliveries/servicing trips were made, 2 hgv, 2 mgv, 23 lgv, 1 milk float, 6 cars, 28 motorcycles and 3 bikes.
4. Assuming a pro rata arrangement at the new development where the A3 is approx. x2, the B1 is approx. x 0.5 and there is 209sq. m. of retail, I would estimate a total of 43 additional servicing vehicles. This would bring the total in Kensal Road associated with these premises to over 100 vehicles per day.
5. It is inevitable that this level of servicing activity will cause some operational difficulties on Kensal Road, albeit that many of the trips are of a short duration and many are by two wheeled vehicle.
6. I have spoken to the Parking Manager who has suggested that the Council would consider amending the existing waiting restrictions in Kensal Road to provide more single yellow line at this location to allow for deliveries.
7. In addition, I suggest you include a condition that servicing by vehicles other than those with 2 wheels takes place in the service bay as described in the applicants' letter dated 22/9/99. The applicants have been at pains to point out that there is a link for servicing purposes between the western end of the building and this new development.

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SW
Boon
Pl-ack

Ms S Wilden
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Hornton Street
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Your ref COL/99/0353
Our ref TP/220/DEM/jbr
Direct line 0171 399 5896
Direct fax 0171 399 5649
jim.ramsay@joneslanglasalle.com

88
23/9

22nd September 1999

SW

**COPY OF PLANS
TO INFORMATION
OFFICE PLEASE**

Dear Ms Wilden

RECEIVED BY PLANNING SERVICES							
EX DIR	HDC		G	SW	SE	ENF	AO ACK
(45)		23 SEP 1999					
				FWD PLN	CON DES	FEEs	

196-208 Kensal Road, W10 (Canalot Phase II)
Application Reference No. TP/96/1828

Further to our recent telephone conversation I have provided below additional information as requested.

- Four copies of a revised fourth floor plan are enclosed in which the rear door from the rooftop studio on to the roof has been removed as requested.
- Also enclosed are two copies of a ground floor plan of both the existing Canalot building and the proposed extension confirming the location of the service entrances and linkages within the building. A service bay capable of accommodating heavy goods vehicles is located at the western end of the Canalot building and additional servicing by van is possible from the basement car park to the extension. As confirmed in the recently submitted servicing survey, because of the nature of the businesses occupying the premises, the majority of goods delivered to the premises are small scale and heavy goods vehicle movements are minimal.
- The floorspace of the smallest B1 unit as currently proposed is 16 sq m and the largest is 58 sq m. The rooftop studio space measures some 155 sq m.
- My client has previously confirmed his intention to provide a workplace nursery as part of the development. He will be happy to discuss specific floorspace requirements and other details in the context of the requirements of a S106 agreement.

I trust that this information is helpful in your determination of the planning application. If there are any further matters on which you require clarification in advance of taking the application to committee please do not hesitate to contact me.





Handwritten scribbles or faint markings in the center of the page.



JONES LANG
LASALLE.

Yours sincerely

A handwritten signature in black ink, appearing to read "J. Ramsay". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Jim Ramsay
Planning and Development

c.c Bennie Gray



JONES LANG
LASALLE.

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10th September 1999

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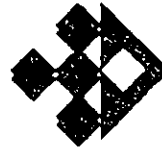
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Gillian
Jim Ramsey of Jones,
Lany, Lafell range
196-208 Kensal Rd. The
floor space of the
Cenral Brewery is 1,400
sq. ft compared with
70,000 sq ft of the whole
building. Tel 399 5896
Andy 2.20
20-9-99



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AND PARTNERS

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E-mail cbp@colbuchanan.co.uk
Direct dial number

Mr J Ramsay
Planning and Development
Jones Lang LaSalle
22 Hanover Square
London
W1A 2BN

0171 309 7050

23 June 1999

Dear Jim,

CANALOT PHASE II - SERVICING

Following your request to investigate servicing of the above proposed development, I have examined the issues with respect to the likely numbers of vehicles and manoeuvring. I outline my findings below.

Numbers of vehicles

There are no standard delivery vehicle generation rates for a development of this kind. Therefore trip rates have been obtained from a variety of sources for comparison and merging. The sources are:

1. Institute of Highways and Transportation (1988) - A detailed survey was conducted of the service patterns of different land uses in Milton Keynes central area.
2. Freight Transport Association (1983) - The FTA in their document 'Designing for Deliveries', published trip rate ranges for various land uses as an aid to designers and planners.

- You need TRICKS!

Directors

Malcolm Buchanan MA MR MICE MCIT
Michael Mugridge MA MICE MCIT
Nicholas Birney MA MR MICE
Christopher Pyatt MA MICE MCIT
Neil Parkyn MA Dip Arch Dip TPO/DA MBA MRTP
Malcolm Robb MA MR MICE
Andrew Markides MA MR MICE MRTP

Consultants

Sir Colin Buchanan CBE CBE DCL DR FRTP MICE MBA
William Threlkeld MR MRTP

Associate Directors

Gordon Urquhart MA MR
Robert Goldup MR MR MICE
Haydn Davies MR MR MICE MCIT
Kulawi Niblett MA MR MRTP
Rod Clark MR MR MICE
Atholl Noon MR MR MICE MRTP
Mark Draper MR MR MICE MRTP
Kevin McCoy MR MR MICE MRTP
Dae Dunlop BA MRTP

Associates

Katherine Clark MCIT
Steve Robinson MR MRTP
Paul Comerford MR MRTP
Philip Yates MR MR MICE MRTP
Company Accountant
Graham Dykes MR MRTP

Colin Buchanan and Partners Limited

Registered in London No. 1292315
Registered Office: Newcombe House,
45 Notting Hill Gate, London W11 3PB

Also at:
Edinburgh
Bristol
Manchester
Dublin



3. Scottish Development Agency (1985) – A detailed survey and analysis project was carried out which examined traffic generation for a sample of sites taken from England, Scotland, Northern Ireland and Wales. Observation of delivery vehicles were included as part of the surveys
4. Surrey County Council (1997) – A survey was conducted of the Woking Business Park to establish traffic generation patterns. This included delivery movements observed for the different land uses that constitute the business park.
5. Colin Buchanan & Partners (1998) – CBP carried out a survey of a sample of London's West End restaurants and offices to determine servicing patterns.

From these sources, I have derived delivery vehicle trip rates for the respective land uses in the proposed Canalot II development. I believe these rates to be the most appropriate estimates of the likely delivery vehicles generated from this type of development. The rates used are shown in table 1.

Table 1: Daily trip rates for delivery vehicles on average weekday

Land Use	Size (GFA m ² or covers)	Daily Trip Rate vehicles/size	Total Daily Trips
Retail (mixed)	209m ²	0.47	3
Restaurant/ Bar	300m ² / 225 covers	0.05	11
B1	3456m ²	0.56	19
		TOTAL	33

It is assumed that daily trips consist of one movement to the premises and one movement from the premises. In other words there are a total of 33 inbound and 33 outbound delivery goods vehicle movements per day.

We note however, that this figure is made up of all deliveries associated with a development and should be viewed in a broader context that one might at first perceive. All deliveries in this context includes couriers, milk, post, waste, service engineers etc.

Types of vehicles

The Greater London Transport Survey (GLTS) 1981 related the type of delivery vehicles with the destination land use. Selecting those land uses of relevance, table 2 shows the likely proportions of different delivery vehicle types.



Table 2: Proportions of vehicles types on average weekday

Destination land use	Gross vehicle weight (tonnes)				
	Under 3.5	3.5-7.5	7.5-16.26	16.26-24.39	Over 24.39
Retail	64%	17%	14%	3	2%
Restaurant	-	-	-	-	-
B1	89%	6%	4%	0.6%	0.01%

Delivery vehicles of less than 3.5 tonnes would consist of car derivative vans and small transit type vans. They can also include motorcycles and pedal cycles. 3.5-7.5 tonne vehicles would typically be larger transit vans and medium goods vehicles with twin rear wheels. Larger than 7.5 tonne vehicles are classified as heavy goods vehicles.

For both offices and shops, the smaller goods vehicles are most common. Shops though tend to have slightly higher proportions of medium goods vehicles and heavy goods vehicles. There was no information available for restaurants from GLTS. I have therefore applied the shop proportions to the restaurant and bar which have the higher proportions of larger vehicles both to illustrate the worst case scenario and also because it can be expected that a bar will have some larger vehicle deliveries in the form of dray lorries.

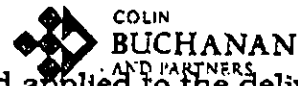
Applying the daily trip rates from table 1 to the vehicle proportions in table 2 gives the following:

Table 3: Actual trip generation on average weekday

Destination land use	Trip Generation by Vehicle Type				
	Under 3.5	3.5-7.5	7.5-16.26	16.26-24.39	Over 24.39
Retail	2	1	0	0	0
Restaurant	7	2	2	0	0
B1	17	1	1	0	0
TOTAL	26	4	3	0	0

Arrival Rates

CBP has arrival rate profiles taken from surveys of West End restaurants and a media office development in Covent Garden. This



has enabled an arrival profile to be derived and applied to the delivery trip generation for the restaurant/bar and office parts of the development.

Retail delivery vehicle arrival rate profile information is not available. However, logistics organisations who deliver to retail outlets tend to operate on 'rounds' which are pre-determined before dispatch. For efficiency, the delivery payload often includes many retail customers and so the route and timing can change daily. The arrival rate can therefore be considered as random throughout the day. As the retail deliveries are only three in number, their arrivals at anytime throughout the day will have no significant impact.

For the restaurant/bar, the arrival rates are shown in Table 4 and for B1 the arrivals rate are shown in Table 5.

Table 4: Restaurant Arrival Rates

Type	Period of Day				
	0000-0830	0830-1030	1030-1630	1630-1830	1830-0000
Delivery	3.1%	69.4%	25.4%	2.1%	0.0%
Actual	0	8	3	0	0

Table 5: B1 Arrival Rates

Type	Period of Day (hours not included = 0%)							
	0700-0800	0900-1000	1100-1200	1200-1300	1300-1400	1500-1600	1600-1700	1900-2000
Deliv.	13%	13%	7%	27%	13%	7%	13%	7%
Actual	2.5	2.5	1	6	2.5	1	2.5	1

For the restaurant, most of the deliveries take place in the morning. For the B1 use, the arrivals are evenly distributed with slightly more arriving midday. Deliveries will typically be short in duration so there is no reason to suspect that delivery vehicle arrivals will coincide to any significant degree.

From our understanding of the design of the development, we are of the opinion that the bulk of these deliveries can take place from the existing loading bay in Canalot I or from the proposed basement loading bay in Canalot II. However, in the event that additional delivery capacity is required, it is our view that this could take place from the road. Referring to our parking survey (ref: Canalot Phase II - Parking Survey 1998), it can be seen that there is space on the public



highway outside the proposed development during the evening period when parking occupancy is at its highest. From this, I conclude that there will be no difficulties for delivery vehicles to unload during the day when parking occupancy is at its lowest.

I hope this information is helpful to you. Please do not hesitate to contact Andreas or myself if you require further assistance.

Yours sincerely,

Robert Spriggs

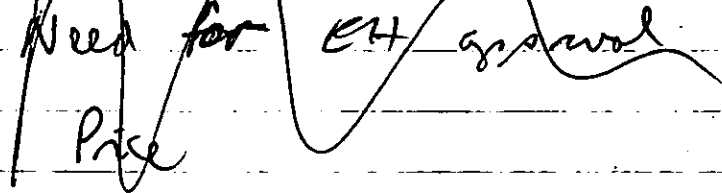
REAR ELEV.

TOO HORIZONTAL

NO VERTICAL RHYTHM

UNRELIEVED GLAZING

Selection

- ① Need for E4 approval
 - ② Price
- 

Site:	196-208 Kensal Rd.	File reference:	
Subject:		TP/961	
R.B.K. & C Planning Services		Site <input type="checkbox"/>	Office <input type="checkbox"/>
NOTES OF MEETING		Date: 12.11.99.	

Names of persons attending:

Officers	Applicant/Agent/Resident
S. Uden	J. Ramsay

Matters discussed:

1. Cycle ^{parking} provision
 Not possible on street but can put "rings" on front of building ie eastern end of front of exg brick bldg.
 Council will supply and fix.
 He will check with applicant.

2. BWB feedback not received

3. Design issues not resolved yet with OMC/D.

Need final surfs asap for consultation + have to allow 14 days.
 + they need to make model available for inspection at Canalot in particular for

Signatures:

Residents of RMB Hostel.



**JONES LANG
LASALLE.**

22 Hanover Square London W1A 2BN
tel +44 (0) 171 493 6040 fax +44 (0) 171 408 0220

Ms S Wilden
Department of Planning and Conservation
Royal Borough of Kensington and Chelsea
Hornton Street
London
W8 7NX

Your ref COI/99/0353
Our ref TP/220/DEM/jbr
Direct line 0171 399 5896
Direct fax 0171 399 5649
jim.ramsay@joneslanglasalle.com

1st November 1999

Dear Ms Wilden

196-208 Kensal Road, W10 (Canalot Phase II)
Application Reference No. TP/96/1828

RECEIVED BY PLANNING SERVICES							
EX DIR	HDC	V	C	SW	SE	ENF	AO ACK
2 NOV 1999						49	
IO	REC	ARB	FWD PLN	CON DES	FEES		

Further to our telephone conversation today, I can confirm that I have contacted BWB, who will forward a letter of support shortly, and that Martin Wood of Bryden Wood will be contacting David McDonald to discuss the issue regarding the rear elevation.

With regard to cycle parking, I can confirm that adequate signage will be provided to indicate that basement parking will be available for visitors as well as staff. I understand that you will be considering with your highways department whether cycle parking can be provided on-street.

memo sent.

Subject to the above, I understand that you now have all the information you need to determine the planning application and that it could be placed before your committee on either 30th November or 16th December. In view of the time taken to determine this application to date, my client is extremely anxious that the application is considered before the end of the year. If you require any further information to help in the compilation of your report please contact me and I will endeavour to provide the relevant information as quickly as possible.

Yours sincerely

Jim Ramsay
Planning and Development

c.c Bennie Gray
Martin Wood, Bryden Wood



Facsimile

Sw
NB: i
A-ade

22 Hanover Square
London W1A 2BN

To:	Sarah Wilden	Date:	1/11/99
Company:	Planning and Conservation Dept., Royal Borough of Kensington and Chelsea	Fax:	361 3463
From:	Jim Ramsay	Tel:	399 5896
Number of Pages	1 (including this sheet)	Fax:	399 5649

✓
CT
2/11/99

IF YOU DO NOT RECEIVE A CLEAR TRANSMISSION OR IF ANY SHEETS ARE MISSING, PLEASE CALL THE NUMBER ABOVE.

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Ms S Wilden
Department of Planning and Conservation
Royal Borough of Kensington and Chelsea
Hornton Street
London
W8 7NX

Your ref COL/99/01353
Our ref TP/220/DEM/jbr
Direct line 0171 399 5896
Direct fax 0171 399 5649
jim.ramsay@joneslanglasalle.com

1st November 1999

Dear Ms Wilden

196-208 Kensal Road, W10 (Canalot Phase II)
Application Reference No. TP/96/1828

Further to our telephone conversation today, I can confirm that I have contacted BWB, who will forward a letter of support shortly, and that Martin Wood of Bryden Wood will be contacting David McDonald to discuss the issue regarding the rear elevation.

With regard to cycle parking, I can confirm that adequate signage will be provided to indicate that basement parking will be available for visitors as well as staff. I understand that you will be considering with your highways department whether cycle parking can be provided on-street.

But not comment for visitors would be used

Subject to the above, I understand that you now have all the information you need to determine the planning application and that it could be placed before your committee on either 30th November or 16th December. In view of the time taken to determine this application to date, my client is extremely anxious that the application is considered before the end of the year. If you require any further information to help in the compilation of your report please contact me and I will endeavour to provide the relevant information as quickly as possible.

Yours sincerely

Jim Ramsay
Planning and Development

c.c Bennie Gray
Martin Wood, Bryden Wood



Gillian

196-208 Kensal Rd (Canal of II)

(1) Have you been in touch with applicant re servicing? Any progress?

Do you have a copy of Buchanan's letter of 28.6.99 (which was allegedly sent with the June revisions)?

(2) Bike racks - I'm still not happy with provision only in the B car park & will request some at both entrances.

Sarah, 13/8.



196-208 Kensal Rd

Tel
can write
J Ramsay
20/8.

Revisions rec'd 25.6.99.

(1) Servicing strategy still required.
They should liaise with OP.
CBP letter 23.6.99 - I have not seen it. with OP?

(2) Bicycle parking.
Not satisfactory. → ANY SCOPE ON STREET.
Does not allow for casual visitor arriving by bike who would not know of/use the basement bike racks.
How about some bike racks (i) by entrance on canal frontage,
(ii) under spiral on Kensal Rd side

(3) 4th floor plan
No roof terraces on canal side. (Dish/banana)
Maybe on ~~canal side~~ ^{flat} if enclosure well set back.

(5) Design issues.
Have they spoken to DMCD? → NO.
Other changes too.

(6) Workplace nursery. location/noise
Nicky Lloyd. 2725
SC9 - 25 spaces
0-2 3-7sqm each } clear play space
2-3 2-8
3-5 2-3
+ excludes fixtures + fittings 10%
+ excludes B+k.

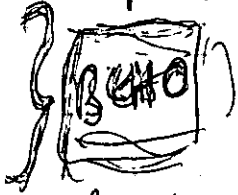
Under-3's preferred. Baby care will help bring ppl into work. Who will run it? Ensure that provided &



and not just left empty, → will deal with
on a S106 - How secured? Site requirements?
deal with at that time - Commitment given?

(7) Exhibition space - how num / who for etc - Doesn't know yet.

(8) restaurant reduction welcome.
- what to do with space at other times? sports bar?

(9) noise from restaurant. no music.
I'm not keen on open windows
throughout weekend. re check site? 

(10) light and L.I. Design Guide
what can they provide, policy will accept not requiring it.
special condⁿ re nature of use? yes
+ queries raised / extra info requested, * - ^{condⁿ to allow for L.I.} ~~condⁿ~~

(11) Use of barges? ~~Exhibition~~ Exhibition type, Hours?
BWB has not contacted us yet re moorings.

(12) Daylight.
To visit Hostel + assess.
Their letter is wrong re bulk of devⁿ at boundary
is much greater than before.
Whitby + Birds Report - we used VSC not DF
for UDP purposes :- not v. helpful. I will use.

(13) PR site area approx 1710 sqm
ppd devⁿ 4009 sqm.

2-34=1

- * (1) occupancy rate - ? - ^{units empty / in use?} ~~employees / sqm~~
(2) size of units in demand (basis of condⁿ)
(3) existing no employees on site / no units
(4) ~~existing % local employees (ie from W10?)~~
(5) ~~postal districts~~ ^{Baro} ~~adj postal district~~
(6) specialist centre, s yamp to expansion.

Zola - Prescott 28 26.



**JONES LANG
LASALLE.**

ack + bk in → SW

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The Executive Director of Planning
and Conservation
Department of Planning and Conservation
Royal Borough of Kensington and Chelsea
Hornton Street
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W8 7NX

Your ref COL/99/0353
Our ref TP/220/DEM/jbr
Direct line 0171 399 5896
Direct fax 0171 399 5649
jim.ramsay@joneslanglasalle.com

✓ 25/6/99

FAO Ms S Wilden

23 June 1999

SW
**COPY OF PLANS
TO INFORMATION
OFFICE PLEASE**

RECEIVED BY PLANNING SERVICES						
EX DIR	IND	SW	SE	ENF	AO ACK	
		25 JUN 1999				
		PLN	DES	FEE		

Dear Sir

196-208 Kensal Road, W10 (Canalot Phase II)
Application Reference No. TP/96/1828

Further to your letter of 25th May, please find enclosed four sets of revised plans in relation to the above planning application. A schedule of revised plans is attached, from which it will be seen that most of the previously submitted plans have been subject to minor revisions, with the exception of the rear elevation (BG/CAN/PC/10/01/RE/A, submitted on 19th November 1998) and the east elevation (BG/CAN/PC/10/02/SE, submitted on 8th March 1999), which remain as previously submitted. Minor alterations to the floorplans result from an amendment to the rear elevation creating a vertical rather than a sloping elevation.

Also attached is a revised floorspace schedule. The plans, together with the following points, address all outstanding issues as set out in your letter.

Servicing:

A letter from Colin Buchanan and Partners is enclosed (dated 23 June 1999) which provides an indication of servicing requirements which are likely to arise from the increase in floorspace on the site. The letter indicates that a maximum of 33 additional vehicles trips will be generated which can be accommodated either at the existing service bay at the western end of Canalot I, the basement car park delivery area or on street.

The CBP estimates are theoretical based on typical trip generations related to each land use element. Canalot is a unique project and experience of Canalot I indicates that servicing requirements and the size of vehicle used are likely to be significantly less than average. We are





informed that, based on on-site observation, the existing service bay accommodates some 12-15 vehicle movements per day, and that delivery times do not normally exceed 10 minutes. In addition, some 18-22 deliveries of small, hand held objects are made direct to the front door of the premises (excluding cycle and motorbike couriers). Canalot I occupies some 70,000 sq ft, and on a pro rata basis deliveries to Canalot II, which is an extension of the same use, will be expected to be less than this, and significantly less than the theoretical maximum suggested by CBP.

Impact of light on adjoining premises to the east:

The proposed development is in accordance with the previous planning consent on the site (reference TP/92/1678, dated 20th February 1995), which although in outline form, approved a level of floorspace on the site and was supported by illustrative plans indicating height and bulk of the building. In addition a height limitation was attached to the outline consent in Condition 5. Therefore the principle of a building on the site of a similar height and bulk, and having a similar relationship to adjacent buildings to the east.

uses different tho, + the bldg was inset from east boundary

Not so

Notwithstanding this, an assessment of the daylighting implications of the proposed development was undertaken when the current proposals were worked up in detail, and a copy of the Whitby and Bird report together with a summary by Bryden Wood Associates is enclosed. This demonstrates that the proposed extension to Canalot will have a negligible effect on light to the RNIB building. We note, in addition that the RNIB have not objected to the current proposals.

they have.

Unfortunately, we do not have plans which indicate height and bulk of previous buildings on the site, as requested, but we enclose for your information photographs of the site before its clearance.

Light industrial use:

We note your recommendation that an element of light industrial use, designed to appropriate standards, should be incorporated within the development. This issue has been discussed at length with officers and we wish to re-iterate the following comments in support of the proposals in their current form:

- the proposal is to be an extension to the existing Canalot I facility rather than a stand-alone development. Canalot I functions successfully providing space for media related activities, currently employing well over 200 people, many of whom are locally based, in some 70 small businesses. There is strong demand for growth in this small business sector.
- a key requirement of such businesses, particularly small seed-bed operations is that premises should allow flexibility for businesses to grow and change over time. Such flexibility is



provided in Canalot I where businesses can adapt under the terms of the condition which states that activities must relate to film/TV/video/media industries (Permission Ref. TP/90/1246). A requirement to meet light industrial design standards relating to floor loadings and floor to ceiling heights is not essential to meet the needs of such firms.

- Adopted UDP policies encourage small business and start up development as well as expansion of existing small businesses (policies E13 and E15). New small business development is particularly encouraged in the Kensal Small Business Area (Policy E23). While policies also encourage light industrial development, we consider that in this case the expansion of an existing and highly successful small business operation should take precedence over the provision of light industrial floorspace which is not required, and not suitable, in the context of the expansion of Canalot.
- You refer to the proposed Draft Alterations to the UDP in your letter. These proposed alterations increase the emphasis on small business development in the Employment Zones (one of which is the former Kensal Small Business Area). The revised text recognises the importance of media related firms as a source of small business growth (paragraph 4.16d) and draft policy E23e states that planning applications which relate to the needs of existing companies to expand or relocate in the employment zones will be considered sympathetically.
- In this context of a highly successful small business operation, which has already provided significant local employment opportunities and regeneration benefits, which is seeking to expand, we do not consider that providing accommodation to light industrial floorspace standards should be a requirement. Indeed such a requirement is likely to hinder the prospects of development taking place.
- ✓ Our client is willing to accept a restriction on use to media related occupiers in order to address any concern that the extension could be purely for B1 office use.

Workplace nursery:

As requested by officers, a workplace nursery for staff in Canalot I and II is to be included as part of the development, a location for which is indicated on the ground floor plan.

Exhibitions and other community events

As previously stated the Canalot Lake Atrium, together with the surrounding shops, galleries and cafe will be accessible to the public. These will provide a diverse and commercially fertile shop window for many of the arts and media activities which characterise not only Canalot but many of the other small businesses which now thrive in the area. The Lake Atrium will also be used as



a setting for exhibitions of the visual arts. Much of this will be in conjunction with local schools, colleges and community groups.

In this way, Canalot will be following in the footsteps of the award winning and Government supported Custard Factory project in Birmingham (both part of the SPACE Organisation, led by our client, Mr Gray). There, within a similar lakeside setting, a hugely successful programme of arts and media based events and exhibitions have been taking place for several years.

Restaurant use:

As agreed with officers, the extent of the restaurant area is to be reduced to a maximum of 80 covers during evening hours (after 6.30 p.m.). A partition is indicated on the revised ground floor plan, which will be closed after this time. The maximum total floorspace of the restaurant before 6.30 p.m. will be 300 sq m. Suggested hours of opening of the restaurant are 7.30 a.m. to midnight, as conditioned on the previous outline consent on the site (Reference TP/92/1678). The restaurant windows, to the canal elevation, will be fixed shut after 6.30p.m. ✓ weekends ?

Disabled access:

AS ←

The proposed building is to provide wheelchair access throughout and lift access to all floors. Please contact us to confirm any specific additional requirements.

Rear elevation:

Done yet ?

The issue of the design of the rear elevation is to be discussed David McDonald as suggested.

Upper studio:

The plans have been amended to ensure that the section and elevations in relation to this element are consistent.

Car and cycle parking:

visitors ?

The basement car park layout has been amended to relocate two of the disabled parking spaces adjacent to the lift. 20 bicycle parking spaces are provided in the basement adjacent to the car park entrance. This is, the most appropriate location within the development for the provision of such facilities.



JONES LANG
LASALLE.

CCTV:

A highly sophisticated CCTV system will be provided as part of the development, and our client has confirmed that he will be delighted to allow this system to be linked to Council operated CCTV provision in Kensal Road, details of which are to be confirmed through a S106 Agreement.

on street
surveillance?

British Waterways Board:

BWB have informed us that the principle of moorings in this location is acceptable and will be writing directly to the Council to this effect.

nothing
received
yet.

We trust that the above has addressed all outstanding issues in relation to this important planning application and that it can now go before your committee as soon as possible with a recommendation for approval. We would be grateful if the committee date can be confirmed. If you require any further information, please do not hesitate to contact Jim Ramsay.

Yours faithfully

p.p. Diane May
for and on behalf of
JONES LANG LASALLE LTD

THE IMPACT ON DAYLIGHTING TO THE RNIB OF THE PROPOSED CANALOT EXTENSION

The following study assesses the loss and resultant daylight factors in rooms facing into the proposed new building.

The study presumes a standard overcast sky.

The material forming the external skin of the new building is of great importance to the resulting daylight factors. It is proposed that walls facing the RNIB will have a reluctance factor of approximately 0.6 (dark masonry approximately 0.4). — ?

CONTRIBUTING FACTORS

None of the affected space where the buildings are in close proximity can be considered principal rooms.

RESULTS

The corridors suffer a progressive reduction in daylighting from fourth to first floor. The nature of long corridors, however, dictates artificial lighting supplements under any conditions. In the worst case, daylight factors dip below the BRE recommended minimum (0.6) at approximately 5m into the building.

The toilets are significantly affected at floors one and two. The ability to utilise opening windows for ventilation is, however, retained throughout.

The ground floor lounge is south facing and will retain sufficient daylighting. The direct sunlight from westerly direction will, however, be reduced.

The bathrooms on second floor appear to have sufficient window area to retain adequate daylight levels.

The RNIB offices in the block to the Kensal Road at ground floor level has minimal window area. Recommended daylight levels in these rooms may be below recommended standards. The proposed building would have little affect on already inadequate conditions.

CONCLUSION

Spaces in the RNIB affected by the proposed building are generally service rooms - WC's, corridors, and bathrooms. The resulting daylight levels are below recommended BRE minimum in only isolated cases.

The proposed extension will have negligible affect upon the function of the neighbouring RNIB.

**196-208 KENSAL ROAD, W10 (CANALOT PHASE II)
APPLICATION REFERENCE NO. TP/96/1828**

SCHEDULE OF DRAWINGS SUBMITTED

Dwg. No.	Drawing Title	Scale
BG/CAN/PC/00/06/BF/F	Basement Plan	1:100
BG/CAN/PC/00/00/GF/H	Ground Floor Plan	1:100
BG/CANN/00/01/1F/D	First Floor Plan	1:100
BG/CAN/PC/00/02/2F/D	Second Floor Plan	1:100
BG/CAN/PC/00/03/3F/A	Third Floor Plan	1:100
BG/CAN/PC/00/04/4F/F	Fourth Floor Plan	1:100
BG/CAN/PC/00/05/RF/C	Roof Plan	1:100
BG/CAN/PC/10/00B	Front Elevation	1:100
BG/CAN/PC/20/00/SECS/B	Section 'A-A' & 'B-B';	1:100
BG/CAN/PC/20/01/SECS/B	Section 'C-C'	1:100

Whitby and Bird

Engineers

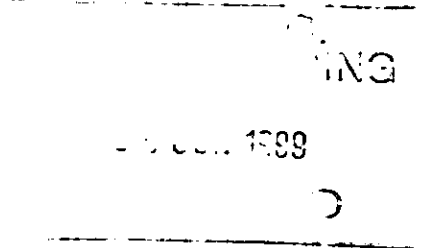
53-54 Newman Street
London W1P 4DA

Telephone 0171 631 5291
Facsimile 0171 323 4645

Our ref Gen /DR/BWA/1402

14 March 96

Martin Wood
Bryden Wood Associates
70 Cowcross Street
London EC1 M6BP



Dear Martin

CANALOT/RNIB DAYLIGHT FACTORS

Further to our telephone conversation today, I have calculated, using Hevacomp™ software (LBASE-lighting calculations), the daylight factors (DF) for the toilets, corridors and bathrooms on floors 1-4 of the RNIB building as well as the factors for the other offices/rooms which will have reduced daylight because of the new Canalot extension. Room dimensions and other relevant room parameters are summarized in attached sheet No. 1. I also enclose sketches indicating the rooms considered and how they were input to give the daylight factors as well as graphical results for various rooms.

TOILETS

The obstruction of daylight due to the new Canalot building has been accounted for by specifying an obstruction angle to available daylight. This has been calculated to leave a representative 'slice' of unobstructed sky, the sky used simulating a standard, evenly lit i.e. overcast day. Table 1 shows the daylight factors, including a comparison with the same room if it had absolutely no obstruction to daylight i.e. obstruction angle = 0. We have assumed the reflection factor of the obstructing walls to be 0.5, this is an average of the reflection factors for the two surrounding buildings i.e. glass (Canalot exterior) reflection factor ~0.6, redbrick (RNIB exterior)~ 0.4. The daylight factors were calculated at the standard working height of 0.85 m.

Floor considered	obstruction angle °	Max Daylight factor %	Daylight factor at room centre %	Average Daylight Factor %	Min Daylight factor %
1	80	2.85	0.90	0.84	0.30
2	75	3.21	0.89	0.89	0.33
3	63	4.92	1.00	1.07	0.41
4	45	5.72	1.50	1.48	0.63
4	0	6.35	2.45	2.32	1.25

Table 1

As the RNIB building stands, all toilets should be approximately evenly lit and the daylight factors should be the same as that of the fourth floor toilet in the Table 1 with an obstruction angle of 45°. When the new Canalot extension is built, the darkest toilet (first floor) will still have some daylighting, but may be quite

Partners Bryn Bird BSc CEng MICE FIStructE MConSE, Michael Crane BSc CEng MICE, Tony Greatorex CEng FCIBSE, Mark Whitby BSc CEng FICE
Associate Partners John Austin CEng FIStructE FFB, John Biscoe IEng MILE MIEE, Eur Ing, Desmond Mairs BSc CEng MIStructE
Associates David Burns BSc CEng MICE MIStructE, Simon Groves BSc CEng MIStructE, Michael Hitchens BSc(Eng) CEng MICE MIStructE
Charles McBeath BSc CEng MICE MIStructE, Michelle McDowell BSc CEng MICE, Harry Roberts BA CEng MICE
Ian Scott BE BSc CEng MIStructE, David Young BEng
Bath 88 Walcot Street, Bath BA1 5BD. Telephone (01225) 464176. Facsimile (01225) 446274
Berlin Sächsische Strasse 7, 10707 Berlin. Telephone (030) 885 1821. Facsimile (030) 885 2339

dark in corners away from the window. The recommended daylight factors for various spaces are shown in table 2.

Location	Average Daylight Factor %	Minimum Daylight Factor %	Surface
General office	5	2	desks
Entrance hall	2	0.6	working plane (floor)
Library	5	1.5	tables
Drawing office	5	2.5	working plane (desks)

Table 2

CORRIDORS

The daylight factors, shown in table 3, for the corridors on floors 1-4 have been calculated at floor level.

Floor Number	Max Daylight Factor %	Distance (m) from window into corridor at which DF<2	Distance (m) from window into corridor at which DF<1
1	2.4	1.5	2.8
2	2.6	1.7	3.0
3	4.3	2.0	3.5
4	5.0	2.4	6.0

Table 3

Using the recommended daylight factors for an entrance hall (Table 2) as a benchmark, the corridors are sufficiently daylit to at least 5m from the window, even on the first floor.

BATHROOMS

The bathrooms will remain adequately daylit since the large South side window ensures a good level of natural light. The daylight factors for the bathrooms are shown in table 3.

is this a Bathroom?

Floor number	Max Daylight Factor %	Min Daylight Factor %	Average Daylight factor %
1	21.0	1.1	3.1
2	23.2	1.7	5.2
3	23.0	1.7	4.2
4	23.3	2.1	4.7

Table 4

The daylight factors shown have been calculated at a working plane height of 0.85m. The daylighting of the second floor bathroom is augmented by the two side windows.

ROOM WITH BAY WINDOW

For the large ground floor room with the bay window, evidently some of the sky will be obstructed from view. Unfortunately, the Hevacomp package cannot cope with non-rectangular rooms so this space has been simplified with a rectangular room and a flat window. This window will 'see' approximately half the sky. The space will still receive excellent daylighting in the near window region (DF 3% 4.0m from the window) and the room average will be 5.2%. If a darker floor covering is selected and its surface reflectivity is reduced from 45% (vinyl floor tiles) to 20% (carpet), the daylight factor at the rear of the room will be 1.5% and the room average 4.6%.

OFFICES

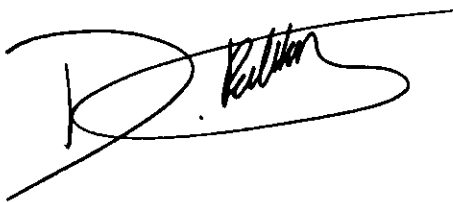
Of the RNIB offices which will back on to the Canalot extension, the most daylight restricted rooms will be those on the first and second floor since these have only one small window in the side wall. In fact the end wall window will be the main source of daylight in these offices. Though the plans do not show the precise width of the offices, it was calculated that the daylight factor will be at least 2% up to two metres from the first floor side window and at least 1.4% up to 5m from the side window.

For the ground floor office with four windows along the facade facing the Canalot building, the daylight factors still reach the daylighting requirements for offices (see Table 2). Even performing the calculation with the four side windows only and eliminating the end wall window, a daylight factor of two percent is reached up to 2.5m away from the wall. Inserting a 3m x 1m window in the end wall guarantees a daylight factor of at least 2% up to 4.5m from the side wall.

? who is going to do this ?

I trust that I have included all the data that you require. If not, or if you have any queries about this information, please do not hesitate to contact me.

Yours sincerely



Dan Rathbone

encl(s)

WHITBY & BIRD - 88 Walcot Street - Bath - BA1 5BD
Program LBASE6 Version 12.00 - Software by Hevacomp Ltd
Project name -
Project: Engineer: Date: 15th Mar 1996 Chkd by:

Room data

Room description: BATHROOMS
Room number: BATHROOMS

Room dimensions
Length 6.00 m
Width 3.50 m
Height 2.60 m

Reflectance factors
Floor 45 %
Ceiling 80 %
Walls 80 %

Tiled Floor
} White Ceiling & Walls

Working plane height 0.850 m
Maintenance factor 0.90 - see window cleanliness
Fraction of glass in opening 0.90

Window recess values considered

TYPICAL INPUT PARAMETERS FOR SECOND FLOOR BATHROOM

Window data

Wall	Height	Distance	Reflection	
1	0.00	0.00	0.00	
2	0.57	1.00	0.50	
3	5.00	1.20	0.60	- reflection coefficient from
4	0.00	0.00	0.00	CANNOT BUILDING

Window no.	Wall no.	Window width	Window height	Sill height	Corner distance	Glass trans	Recess
1	2	2.300	1.400	1.000	0.500	0.77	0.200
2	3	1.000	1.000	1.350	1.400	0.77	0.100
3	3	1.000	1.000	1.350	3.850	0.77	0.100

DAYLIGHT FACTORS

Internally reflected component 1.72 %

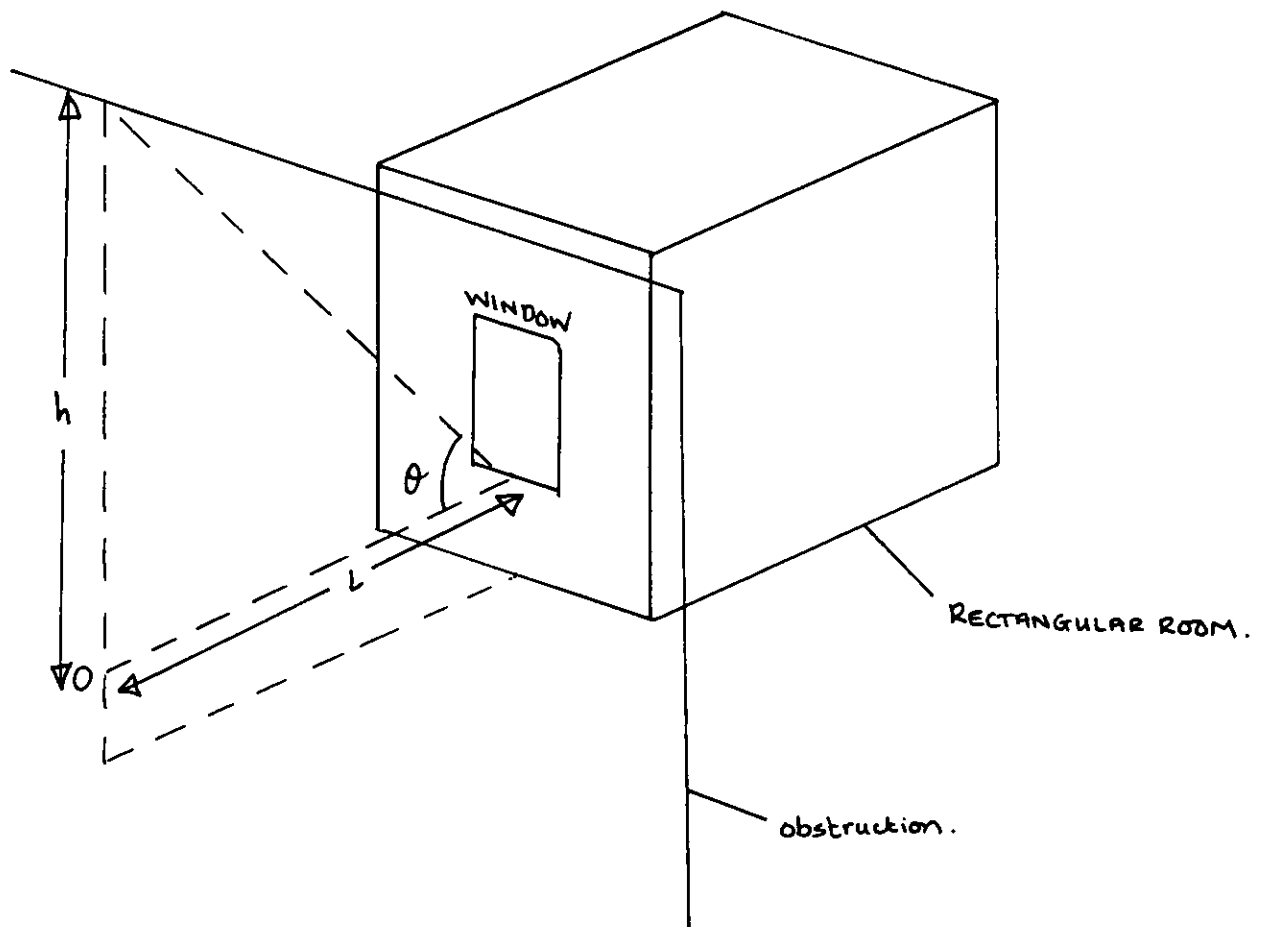
- Wall 1 -

1.94	2.01	2.11	2.22	2.38	2.64	3.08	3.79	4.37	1.82
1.97	2.07	2.19	2.33	2.52	2.86	3.51	4.83	7.34	1.85
2.01	2.14	2.29	2.46	2.68	3.09	3.93	5.83	10.42	19.88
2.06	2.24	2.45	2.64	2.87	3.34	4.32	6.61	12.40	22.57
2.12	2.39	2.69	2.89	3.10	3.60	4.68	7.11	13.26	23.16
2.17	2.59	3.08	3.30	3.38	3.92	5.07	7.34	13.14	23.02
2.21	2.84	3.74	3.95	3.69	4.29	5.63	7.38	11.95	21.79
2.17	3.07	4.82	4.97	3.87	4.65	6.58	7.37	9.56	15.50
2.00	2.89	5.96	5.99	3.43	4.47	7.62	6.97	5.96	1.82
1.82	1.85	4.66	4.64	2.12	2.34	5.87	3.20	3.34	1.72

- Wall 3 -

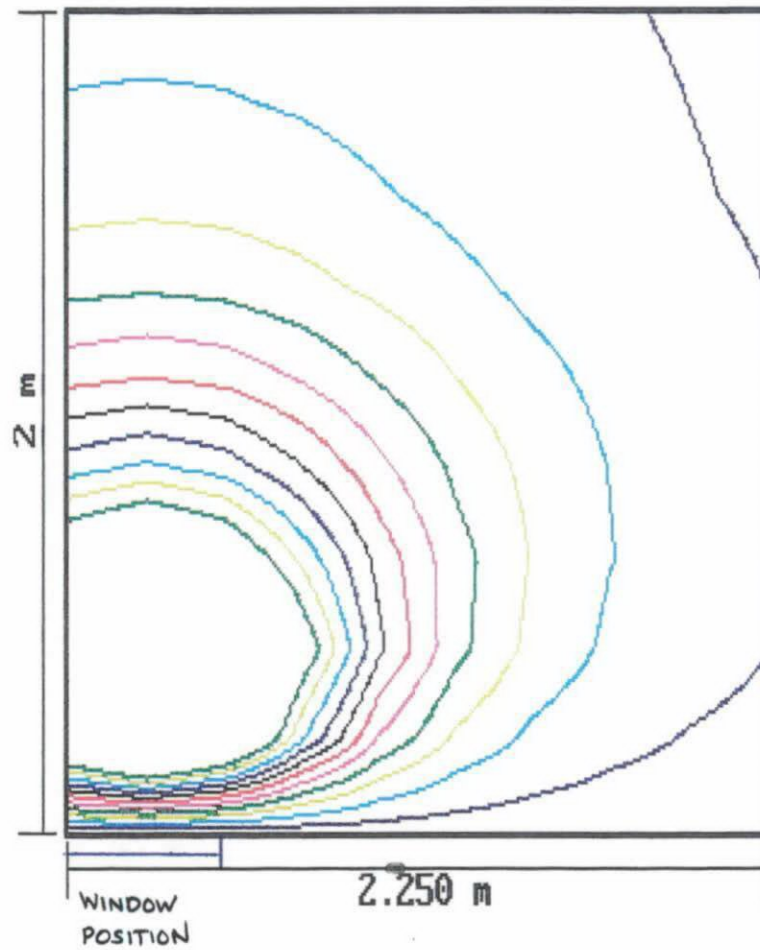
TYPICAL BUILDING LAYOUT AND CONSIDERATION OF OBSTRUCTIONS.

An obstruction in front of a window may be specified by its height and distance from the bottom of the window or, equivalently, by the angle the obstruction subtends. Where an obstacle does not completely obstruct a window, estimates of the effective obstruction angle have been made.



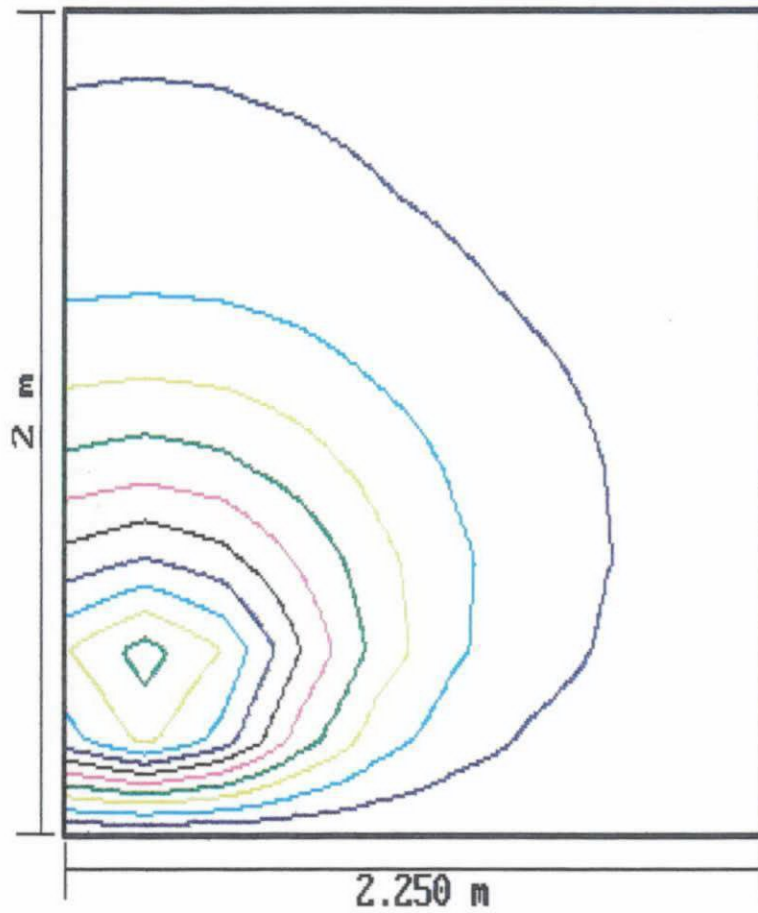
WHITBY & BIRD - 88 Walcot Street - Bath - BA1 5BD
Program GRAFMODU Version 12.00 - Software by Hevacomp Ltd
Project name - canalot
Project: Engineer:dr Date:13th Mar 1996 Chkd by:

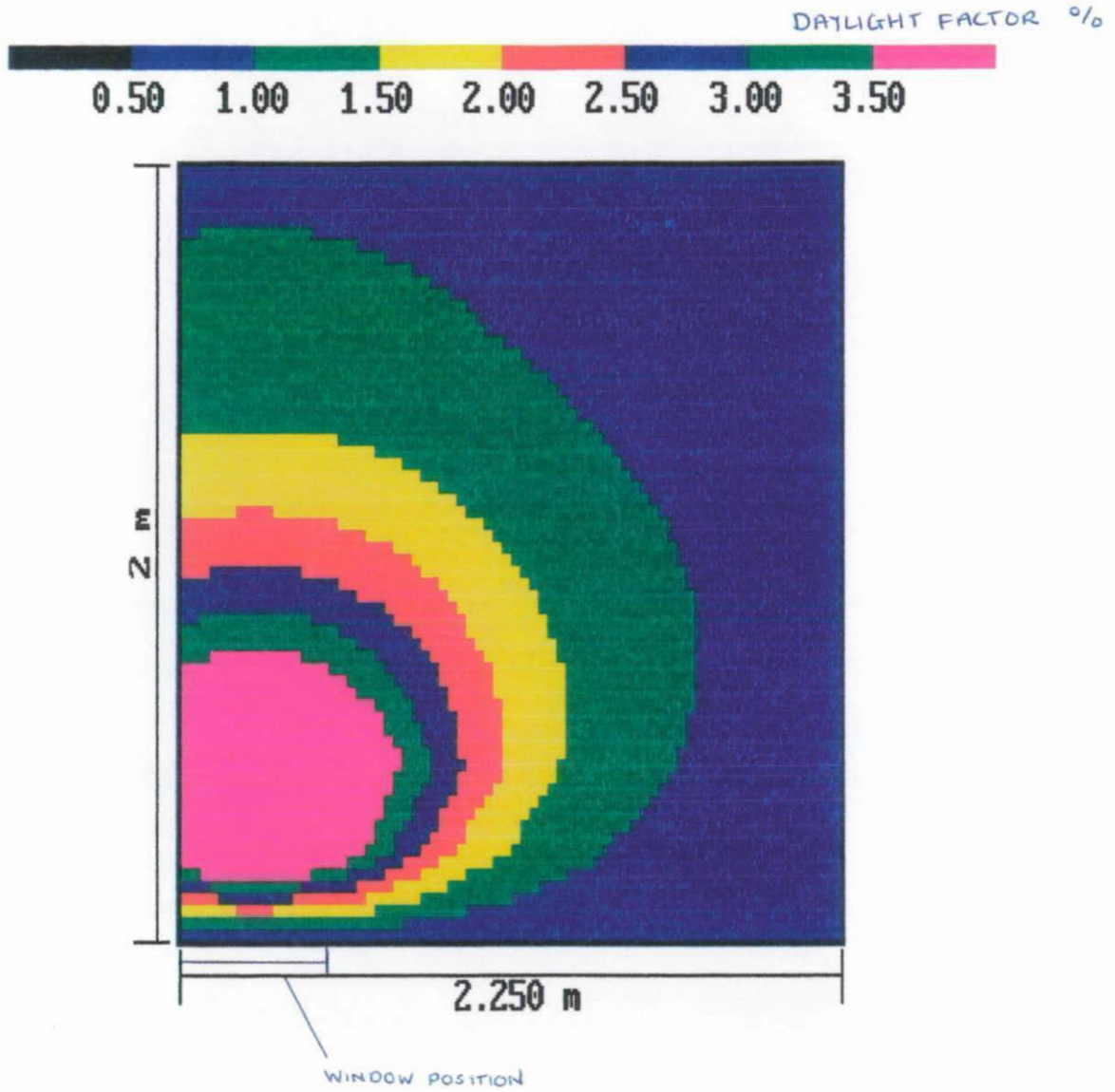
0.50 0.75 1.00 1.25 1.50 1.75 2.00 2.25 2.50 2.75 3.00 3.25



CONTOUR GRAPH OF LIGHTING IN 4TH FLOOR TOILET.

—0.50—1.00—1.50—2.00—2.50—3.00—3.50—4.00—4.50—5.00—5.50

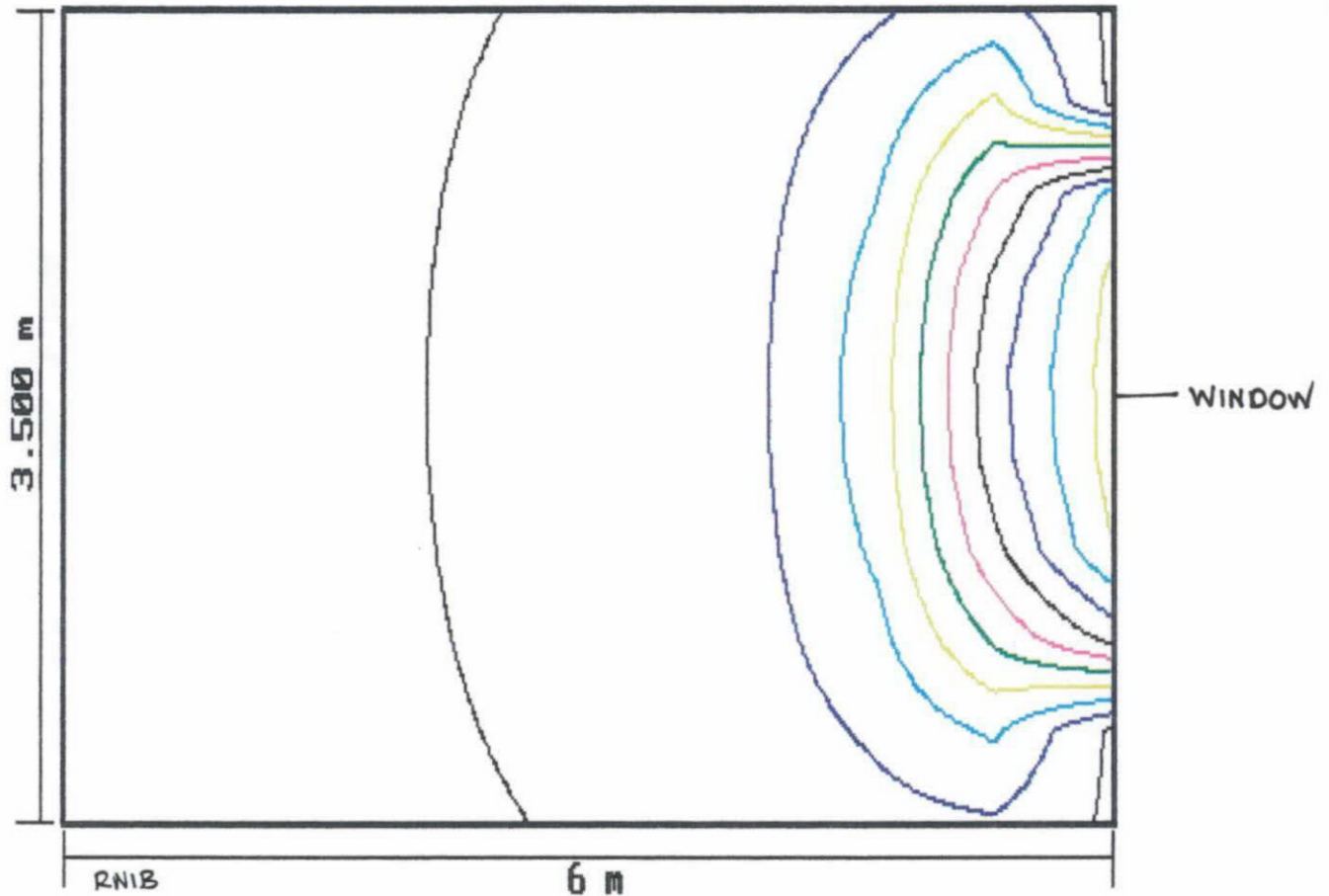




INTENSITY GRAPH OF LIGHTING IN 4TH FLOOR TOILET.

WHITBY & BIRD - 88 Walcot Street - Bath - BA1 5BD
Program GRAFMODU Version 12.00 - Software by Hevacomp Ltd
Project name -
Project: Engineer: Date:14th Mar 1996 Chkd by:

— 2.0 — 4.0 — 6.0 — 8.0 — 10.0 — 12.0 — 14.0 — 16.0 — 18.0 — 20.0 — 22.0



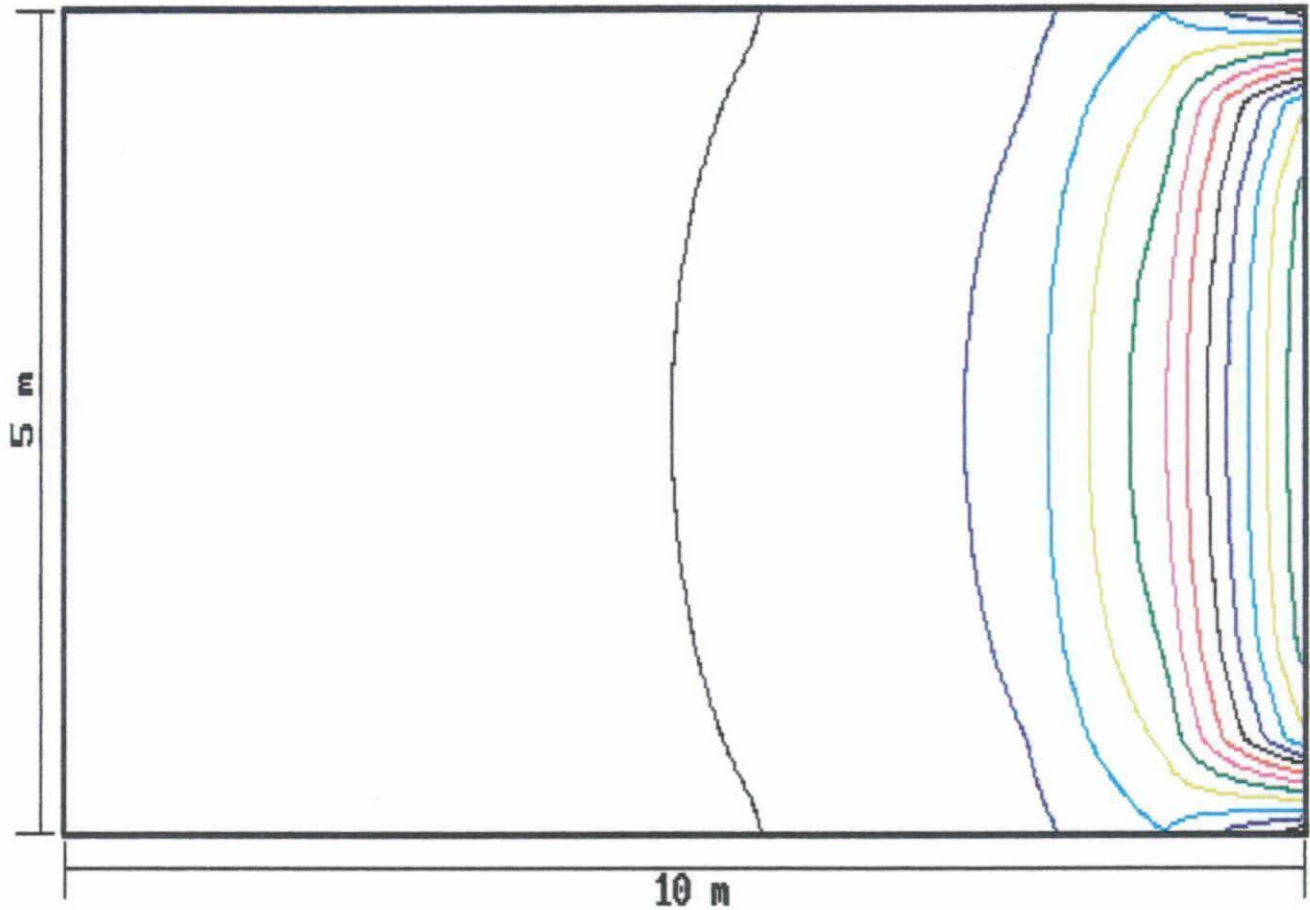
CANALOT.

CONTOUR GRAPH

FIRST FLOOR RNIB BATHROOM WITH NO SIDE WINDOWS

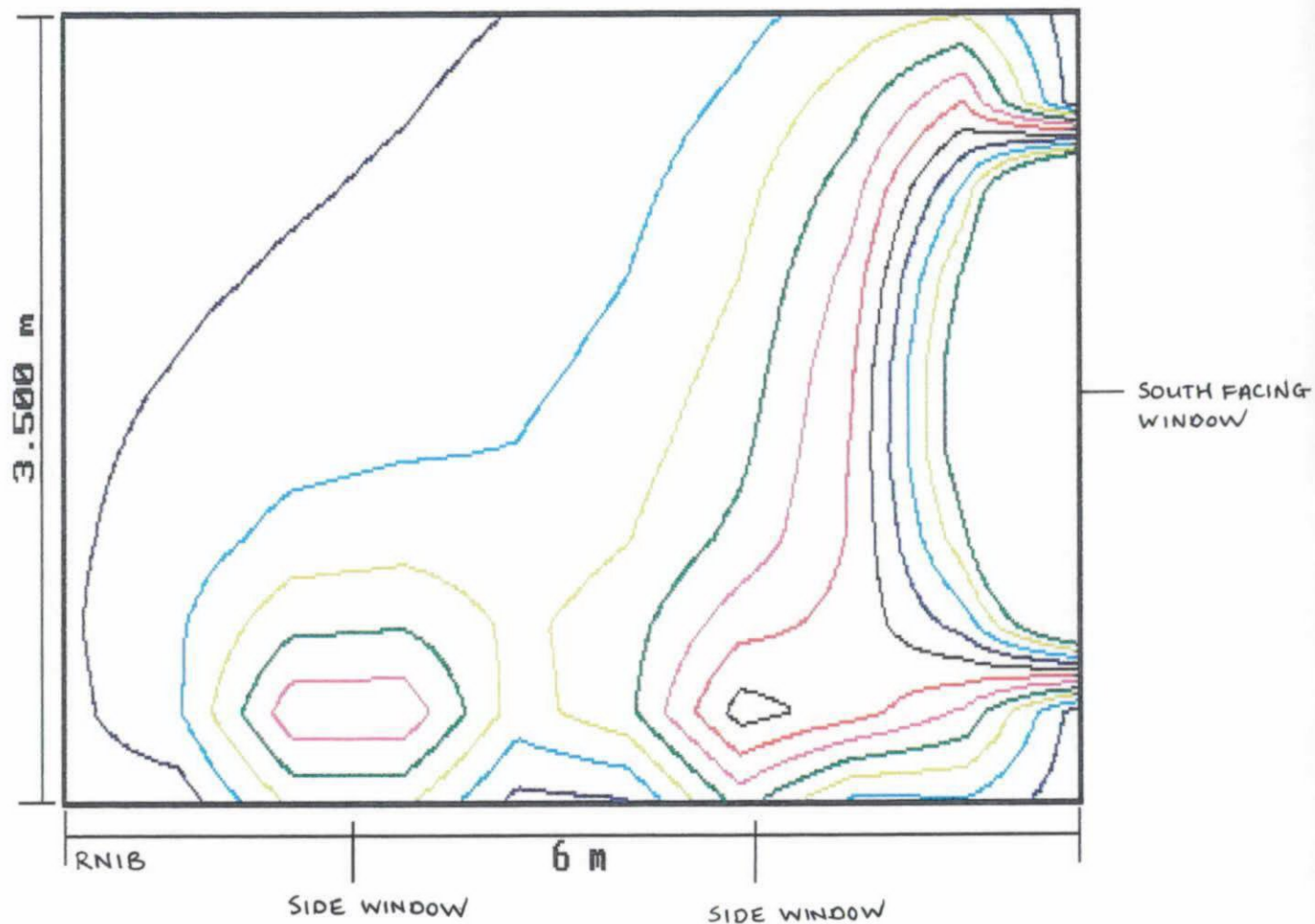
WHITBY & BIRD - 88 Walcot Street - Bath - BA1 5BD
Program GRAFMODU Version 12.00 - Software by Hevacomp Ltd
Project name - CANALOT
Project:NA Engineer:DR Date:15th Mar 1996 Chkd by:

— 2.5 — 4.5 — 6.5 — 8.5 — 10.5 — 12.5 — 14.5 — 16.5 — 18.5 — 20.5 — 22.5 — 24.5



DF CONTOUR GRAPH FOR GROUND FLOOR ROOM WITH BAY WINDOW.

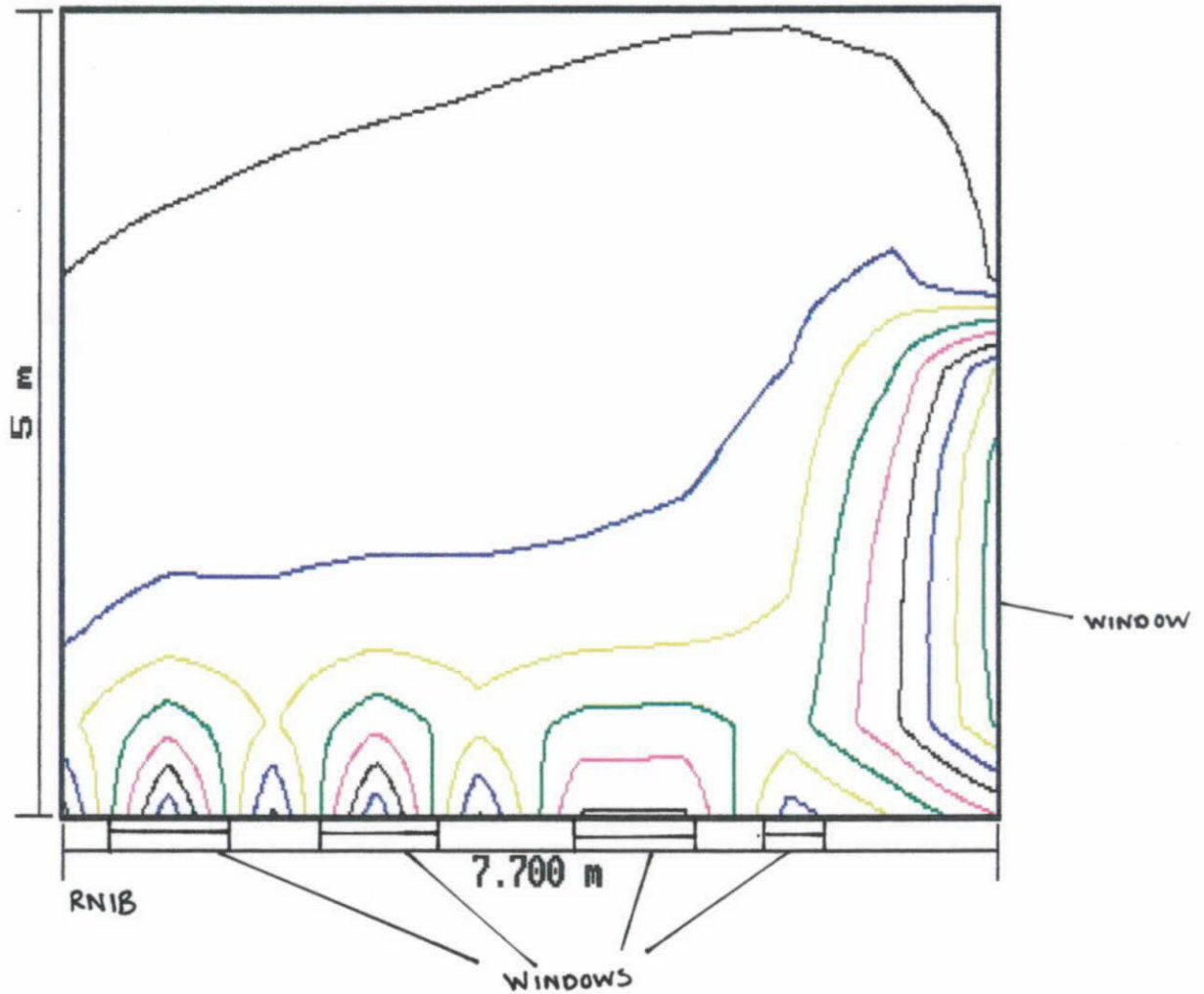
— 2.0 — 3.0 — 4.0 — 5.0 — 6.0 — 7.0 — 8.0 — 9.0 — 10.0 — 11.0 — 12.0 — 13.0



CANALOT

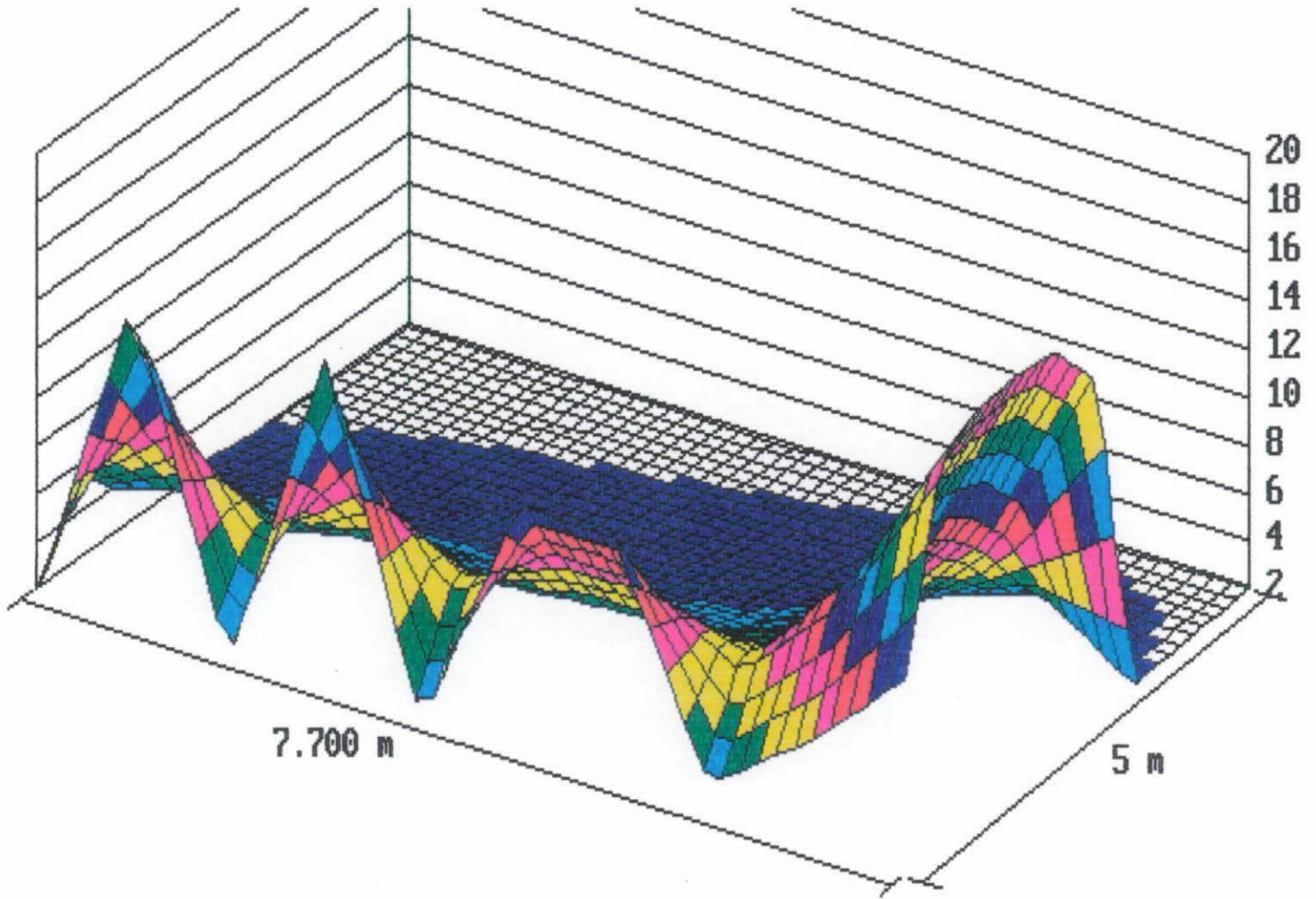
CONTOUR GRAPH - SECOND FLOOR RNIB BATHROOM
WITH SIDE WINDOWS

2.0 4.0 6.0 8.0 10.0 12.0 14.0 16.0 18.0

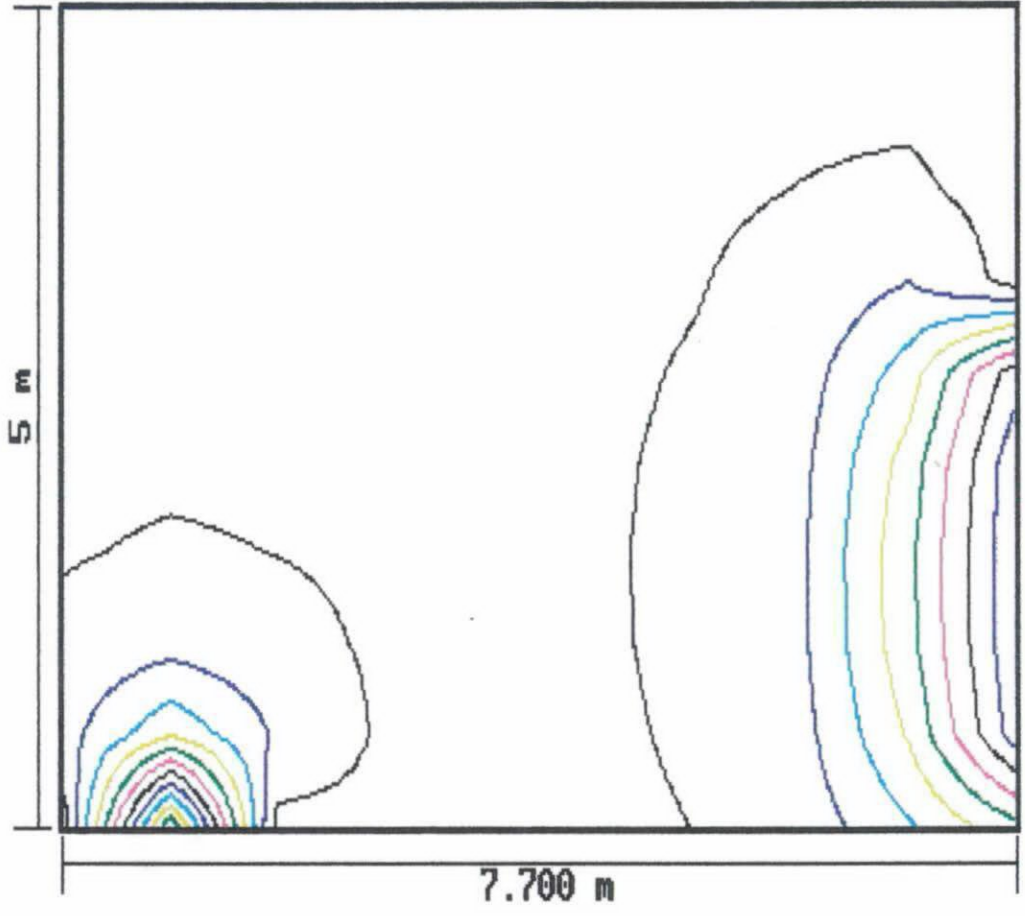
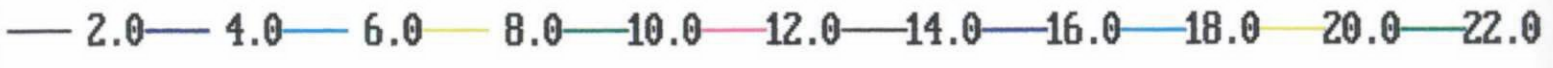


CANALOT

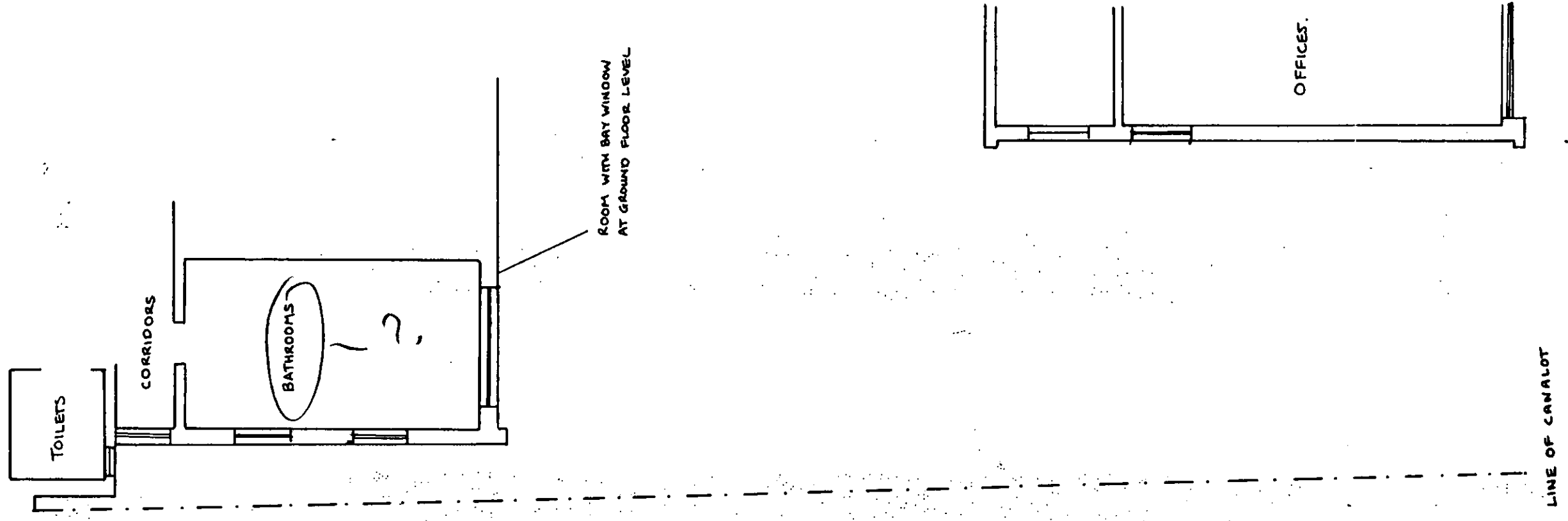
DAYLIGHT FACTOR CONTOUR GRAPH FOR
GROUND FLOOR RNIB OFFICE.



3D SURFACE GRAPH OF GRND FLOOR RNIB OFFICE WITH
4 SIDE WINDOWS.



CONTOUR GRAPH OF DAYLIGHT FACTORS IN FIRST FLOOR
RMB OFFICE.

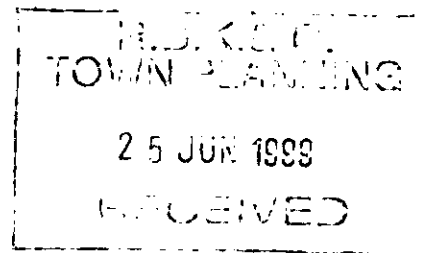


BUILDING PLAN WITH ROOMS INDICATED FOR WHICH DAYLIGHT CALCULATIONS HAVE BEEN PERFORMED.

196-208 KENSAL ROAD, W10 (CANALOT PHASE II)
APPLICATION REFERENCE NO. TP/96/1828

REVISED FLOORSPACE SCHEDULE (GROSS FLOOR SPACE - M²)

Basement		1,185
Ground Floor		1,264
<i>Retail</i>	209	
<i>Restaurant</i>	105-300	
<i>Nursery</i>	44	
First Floor		826
Second Floor		814
Third Floor		814
Fourth Floor		1,002
TOTAL		4,009
(excluding basement car park and ground floor lake and public areas)		



Memorandum

The Royal Borough of Kensington and Chelsea - Planning Services

To: Sarah Wilden
of:
Room:

From: Malcolm Souch
of: Policy
Room:
Ext:

Your ref:

My Ref:

cc:

Date: **19 July 1999**

Re: 196-222 Kensal Road, W10

The applicants letter and revised drawings go some way to addressing the policy and transport issues set out in your letter of 25 May 1999.

The impact of servicing upon traffic flow and safety in Kensal Road appears not to be adequately assessed for us to apply policy E1(a) and details of additional servicing provision are still required. The location's poor public transport accessibility and the high proportion numbers of car-borne workers and customers likely to be attracted to the development remains of concern (E1(d)). However, attempts have been made to emphasise the local characteristics of the scheme. The inclusion of a workplace nursery as an designated unit on the ground floor is welcome. Is the nursery to be run by Canalot for staff on the premises or by a separate nursery operator? The size of any new workplace nursery should be proportional to the employment generated at that workplace, but should normally cater for at least 25 places. Advice is needed from Social Services as to whether 44 sq.m. is sufficient (given that each child will require approx. 3 sq.m.). Details are required to ensure the future retention of a nursery on-site, probably by way of a section 106 agreement.

A reduction in the number of restaurant covers in the evening is welcome. However, an increase in the number of persons on the premises at any one time (sitting at the bar or at outside tables) could result in traffic and parking problems. The other elements of the scheme - the shops, galleries and exhibition space - should contribute to the function of the business centre as well as the employment area as a whole and should benefit the local community. We still require details of the exhibition space and how the space would be linked to schools, community groups etc. (will the Council be involved?).

Unfortunately, the applicants remain reluctant to introduce flexibility into the design the units so as allow occupation by light industrial uses. The scheme is an extension of Canalot I which provides small units for media related activities. Canalot I and the proposed Kensal Employment Zone contain many media-related companies and there remains a strong demand for small business units from these uses. In this instance, the introduction of light industrial uses would not be practical given that the scheme is an extension of an existing media related business centre rather than a stand-alone development and that the whole scheme would have to be redesigned to allow for the light industrial unit and servicing requirements.

PTO

RG 21/7/99

It would be useful to know the occupancy rate at Canalot I, the size of units in demand and the levels of overall and local employment in order to justify the case. RBKC runs a Media Project which provides specialist media job-search and work placement programme which could be linked with Canalot (if not already). A condition to restrict businesses to those engaged in media-related activities would seem appropriate as it would allow us to control the intrusion of mainstream B1 office uses and the introduction of light industrial uses should Canalot wish to change the future composition of uses within the centre, for example on the ground floor, if the retail units do not prove popular.

The amended scheme addresses and largely overcomes the policy concerns, although there is the need for further details as described above.

Malcolm Souch

RG 21/7/99

TRANSPORTATION COMMENTS

TP Number 96/1828	Address 196 222 Kensal Road	Date of Obs 1/7/99	
Development 23 June letter and servicing strategy.			Objection ??
File Number TF/202K	Obs further	Transportation Officer Gillian Palmer	D C Officer SW
Other information			

1. **Restaurant Area.** I welcome the reduction in the nos. of seats in the evening at this restaurant. Please make sure the conditions are OK, .i.e. 80 seats and no more than 90 people on the premises at any one time(to avoid bar use.)

?
visitors — 2. **Bicycle parking spaces** = OK

3. **Servicing.** This subject has still not been addressed adequately.

- the trip rates used give a significantly lower number of vehicle arrivals and departures than those available in the TRAVL database. My figures would suggest a level of activity possibly four times the level shown in Buchanans' analysis. I would have thought that it would have been relatively straightforward to count the existing levels of servicing activity at the Canalot 1 site and pro rata these.
- the work done by Buchanans does not in any way demonstrate that the existing plus proposed servicing accommodation is sufficient to deal with all the future deliveries to this site. There are merely broad statements that the servicing will be adequate.
- I require: 1). A drawing of the existing and proposed servicing arrangements
 - 2). An analysis of the arrivals and departures of the existing and the proposed servicing vehicles which demonstrates the adequacy or otherwise of the total servicing provision.

PLANNING AND CONSERVATION

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

Mr. J. Ramsay,
Jones Lang Wootton,
22 Hanover Square,
London W1A 2BN

Switchboard: 0171 937 5464
Extension: 2082
Direct Line: 0171 361 2082
Facsimile: 0171 361 3463

THE ROYAL
BOROUGH OF



KENSINGTON
AND CHELSEA

25 May 1999

My reference: DPS/DCN/SW/
TP/96/1828

Your reference: TP/220/JBR

Please ask for: Mrs. S. Wilden

Dear Sir,

TOWN AND COUNTRY PLANNING ACT 1990
196-208 KENSAL ROAD, W.11

I refer to the current application for the redevelopment of the above site for Class B1, Class A1 and Class A3 purposes as revised by your letter dated 8th March and accompanying drawings.

As you know from discussions with my assistant Mrs. Wilden, it was decided to refer the application back to the Policy Team for observations in view of the amendments that have been made since your original submission and the recent publication of the Proposed Draft Alterations to the Council's Unitary Development Plan.

The following comments reflect the updated Policy observations together with advice already given by Mrs. Wilden (Case Planning Officer), Mr. McDonald (Conservation and Design Officer) and Mrs. Palmer (Transportation Officer).

The Council's UDP Policy E1 is to resist "large scale" business development unless it is a replacement of existing which has not given rise to environmental or traffic problems, or all of the following criteria apply:

- a) there would be no significant adverse effect on the character and amenity of the surrounding area, and
- b) the site is in a location where business uses are already concentrated, and
- c) the site is unsuitable for housing or, where appropriate, the development includes a substantial proportion of housing, and
- d) 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.

The term "large scale" refers to business development larger than 300 square metres. Thus the proposed development of over 3000 square metres (for the business content alone) falls within this category.

With reference to criterion (a), two main concerns arise i.e.

- (i) impact of servicing upon traffic flow and safety in Kensal Road, and
- (ii) impact upon light to the adjoining premises to the east.

Concerning the former, a servicing strategy is required. This should include the floor areas of all uses, the likely service trips generated by each use in terms of numbers, timing and vehicle type, and an explanation of where these vehicles would load/ unload. If reliance is to be placed upon an existing facility at No. 222 Kensal Road, information (including plans) should be submitted indicating its size, its location in relation to the proposed development, current levels of use and capacity to accommodate the proposed increase.

Concerning item (ii) above, drawings are required showing the bulk of the buildings which previously existed upon the site.

The site location complies with Policy E1 criterion (b), being in the Kensal Small Business Area.

The site had a history of residential use. It is not unsuitable for housing and the absence of a housing content means that Policy E1 criterion (c) is not satisfied. However, the Proposed Draft Alterations to the UDP propose to redesignate the area as the Kensal Employment Zone and to include a proposed Draft Policy to require business uses in the development of sites in Employment Zones. Accordingly housing would not be sought under Policy E1(c). In these circumstances it is considered that less emphasis would be placed upon housing content, subject to the scheme showing reasonable compliance with other relevant UDP Policies.

With reference to Policy E1 criterion (d), the site is not well served by public transport. The Borough Public Transport Accessibility Map identifies Kensal Road as in an area with second to worst accessibility (on a scale of 1 to 5).

There is evidence to suggest that light industrial firms would employ proportionately more local people than office-type firms, which, in turn, could lessen the adverse transportation impact of this very large business development. The provision of business units only for media-related activities, with no accommodation designed in accordance with the UDP's Guide to the Design of Light Industrial Buildings (UDP Ch. 13 Section 4.1) means that the unit sizes and designs would not be sufficiently flexible to accommodate a range of light industrial businesses.

In addition to the transport accessibility reason for including light industrial accommodation, in this very large business development, UDP Policies E13, E17 and E19 all seek light industrial provision.

Accordingly, it is recommended that the development include light industrial units designed to the UDP standard.

UDP Policy E4 encourages the provision of the following benefits in association with large scale business development proposals i.e. social and community uses, workplace nurseries and sports and recreational facilities.

This reference in your letter of 8th March to "facilities for exhibitions and other community events" is welcome but requires clarification in order to assess what is actually being offered and to whom and whether this would constitute a benefit under Policy E4.

Your comments concerning provision of a workplace nursery are most disappointing. I am very surprised that there would not be demand for a childcare facility from the large number of workers that occupy the existing Canalot building, from the proposed new development and from surrounding business development. Provision of such a facility would remove a barrier to employment experienced by many local people. A workplace nursery could be run by Canalot or as a dedicated space to be let for occupation by a separate nursery operator. Accordingly I request that your client reconsider provision of this facility.

The size of the proposed Class A3 use and its evening opening hours remain of concern. It would be a "destination" activity attracting car-borne visitors from a wide catchment area rather than serving only the Canalot development and the immediate area. It is anticipated that the restaurant would generate peak parking demand of 50-60 cars, bringing on-street parking in nearby parts of Kensal Road and in the northern sections of East Row and Bosworth Road to saturation level. Local residential amenity would be adversely affected by late night noise and traffic associated with visitor parking and taxis. Consequently, a restaurant of this scale is considered contrary to UDP Policy S13.

In addition, it is feared that the introduction of this substantial non-business use may harm the character and function of the proposed Employment Zone and could set a precedent which would inhibit future business development on other sites within the Zone. Therefore, it is recommended that the restaurant/bar be reduced in size and/or the evening use omitted.

There are several elements of the scheme which require further consideration and modification to improve access for the disabled. Mrs. Wilden or Mr. Sharma, the Access officer (Tel 0171 361 3198) would be pleased to advise you of these.

The section and elevation plans of the upper studio do not tally and the elevation of this element is undetailed. Also, as you know, Mr. McDonald has expressed concern about the horizontality of the elevation to the canal. It is recommended that your architect discuss this issue with Mr. McDonald.

The location of the bicycle parking facilities in the basement car park means that they are more likely to serve employees rather than visitors. The provision of additional racks near the entrances or within the foyer should be examined to achieve satisfactory provision in accordance with UDP Policy TR27.

I have received a number of representations from local residents concerning the proposed mooring of two barges in the canal outside the site. These refer to noise from proposed uses of the barges themselves and obstruction and resultant additional wash and engine noise affecting premises adjoining the canal. To date, I am not aware that the British Waterways Board has agreed to these moorings. I would welcome your comments in this respect.

The Council is concerned about the continuing vacancy of this site and wishes to see its redevelopment in accordance with UDP Policies. While aspects of your application are welcome, there remain significant unacceptable elements as referred to in this letter.

Accordingly, I would advise that these points are addressed so that the application can proceed to committee with a favourable recommendation.

Yours faithfully,



R. THOMPSON,
AREA PLANNING OFFICER
FOR THE EXECUTIVE DIRECTOR,
PLANNING AND CONSERVATION.



SUBJECT-SITE 196 -208 kenosha rd

FILE REFERENCE: TP/96/

R.B.K. & C. Planning Service.

1828

NOTES OF MEETING

DATE: 20.5.99

NAMES OF PERSONS ATTENDING:

Janet Whyman, BWS (NS change of address)

OFFICERS:

S. Miller

MATTERS DISCUSSED:

Comments not rec'd on this appn. views?

Matthew Bannister 2+6 6101
+ James Afton to ring me.

latest dump sent

06	BF	E
00	GF	F
03	3F	
10	02	SG
20	01	SECS/A

→ Spoke to MB.
They will respond.

Frances Reed
01442
228 735,

LITERATURE: POLICY, PAPERS, ETC.

SIGNATURES:

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

TP No: TP/96/1828	Address: 196-222 Kensal Road, W10	Date Received 28.4.99	Date of Obs. 12.5.99
UDP Paras/Policies		Obj. *	No obj.
	Development: Extension to Canalot Production Studios to provide B1, A1 and A3 uses (Revised scheme).	HMO?	No. of Dwelling Units Existing Proposed
		D.C. Officer SW	Policy Officer MS

Comments:

Site: Vacant site adjacent to existing Canalot Studios on the northern side of Kensal Road. Located in the Kensal Small Business Area and in the proposed Kensal Employment Zone.

Existing use: Site (No. 196-208) is now cleared, but previously contained retail, residential and car repair uses. Adjacent building comprises light industrial workshops, studios, offices, theatre workshop, a caretakers flat and a public restaurant (TP/90/1246).

Proposal: Extension to Canalot Studios to provide B1, A1 and A3 uses. Revised scheme proposes a smaller restaurant (225 sq.m., c160-170 covers).

Issues: This is an important site in the proposed Kensal Employment Zone in terms of its size and frontage to Kensal Road. There are very few sites in the Borough suitable for business development and it is important that optimum use is made of this site to contribute to a vibrant and diverse local economy. This reflects a proposed policy approach to require the provision of business uses in proposals for the development of sites in the Employment Zones. As such, housing would no longer be sought on this site (under policy E1c).

Whereas a local restaurant may serve local workers and residents, a destination restaurant of a scale proposed here would serve a wider catchment area and is likely to attract a high proportion of car-borne customers resulting in any material increase in traffic and a reduction in the availability of on-street parking within the vicinity of the development. The associated noise and nuisance would have a detrimental affect on the amenity of the adjoining residential area (S13).

The introduction of a substantial non-business use, such as a destination restaurant, would harm the character and function of the proposed Employment Zone and could set a precedent which could inhibit future business development on other sites within the Zone.

To achieve the successful development of the site, the needs of workers and businesses should be properly addressed. There is evidence to suggest that business developments have been successful by offering flexible unit sizes and unit design so as to be capable of being used by a range of B1 uses, including light industrial uses (see Planning Standards Chapter). There is evidence to suggest that light industrial firms here would employ proportionately more local people than office-type firms, which in turn could lessen the adverse transport impacts of the overall development. The use of a condition to restrict businesses to those engaged in media-related activities could exclude light industrial uses and is not advisable.

↳ could say "light ind" and/or media related...

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

The argument for refusing to provide a workplace nursery is not convincing. Demand for a childcare facility would come from a large pool of workers from the Canalot Studios and the surrounding business centres and provision of a facility would remove a barrier to employment experienced by many local people. It could be run for Canalot workers or as a dedicated space to be let for occupation by a separate business.

Clearly there is a need for a servicing strategy.

The provision of local benefits, including units designed to accommodate light industrial uses, a workplace nursery and other community benefits could encourage local employment and patronage and may overcome the transport and amenity problems associated with large-scale business development as expressed in policy E1. In any case, the size of the restaurant should be reduced further, or restricted to daytime only (a staff canteen/café as a 'social hub for the working community' (E4)).

On balance, policy objection.

Revised design rec'd 9-3-99.

(1) Restaurant site.

If to operate in evening, amenity problems
if cars have to park o/s res property -
Sharon Bybell is to provide info re Cobden
Club. → Hours extⁿ 01.30 → 02.00 refused Sep 98. ^{objection}
Check location of res in vicinity. Put on
parking map.

(2) Siting strategy.

Sq m. retail? other uses.
how many retail units.
identify how many service units.
where will it take place.
how many at same time?
how will accommodate it.
if relying on next door, how? Provide
info, is it adequate for org use?
Types of vehicles?

(3) Disabled Facilities.

- AS obs.
- put pass nearest lift
- lift to be fully accessible
- landings on spiral
- flat/wheel entrance + min 800 mm clearance
down to BI/AT.
- disabled persons toilet undersized
- access to barges

(4) Upper studio space above exg bldg.

see D McD. → section 7 with elevations previously
received; details of appearance?; horizontality
of rear elev.

(4) BI use - film / TV / video media use condⁿ
which pp?

(5) Restaurant noise
windows operable? Hours of operation?
hours

(6) A/C units.

Where are the roof top vents?

Does this mean no chiller etc being
on outside of bldg.

(7) CCTV

I meant on street CCTV not within the
premises.

(8) Workplace Nursery.

Benefits under Policy 64. are

(a) Social + community facilities

(b) Workplace nurseries

(c) sports + rec facilities.

Statement in their letter is too vague.

What exactly do they mean.

Will it be a dedicated area? Terms on
which available to local groups.

(9) Elevation to RNVB

see DMC D. but I have repeatedly asked

for a sketch plan showing premises bldg so

that I can assess effect upon light

to RNVB hotel.

(10) Satellite dishes

agreement to consider re management

agreement? 17/1/97 letter.

What is an exg canalot? which way

do they have to face.

(11) Design obs

OK -
but
prejudice
not
redesⁿ?

Conclusion

(1) Restaurant still an amenity problem unless daytime only.

(2) This is a massive business dev^t which UOP Pol^t Et would resist since it is not replacing ex^g floorspace and it has only limited compliance with the other criteria -
ie Et (b) is satisfied but
Et (a) - we don't yet know effects of servicing of A1/business -
A3 will be a nuisance
don't know impact on hostel next door
Et (c) - no housing provided
Et (d) - site not well served by public transport.

Policy Team ^(previous obs) advocated provision of beneficial elements to offset problems with the above. X - Li. units on Gf. or live/work.
X - workplace nursery
✓ - condition to prevent amalg of units ~~to~~ to become bigger than 140 sq-m.
✓ - small shop units (they agree to this)

(3) Other points as preceding notes.

Policy obs to be redone, given changing emphasis on employment.

Benjin. - DMC D.

(1) Extra story on canal 1.

New section doesn't tally with elevation
Detailing of elevation.

(2) Horizontability of rear elevation.

222 KENSAL ROAD

Property Card No : 0438 057 00

Sitename :
 Comment :
 TP Arch/History : 47921
 See Also : 222/246

Xref :
 Notes :

TP No	Brief Description of Proposal		of	History No
TP/87/0301	CHANGE OF USE OF THE GROUND FLOOR CAFE TO A PUBLIC RESTAURANT	5	11	Adverts & History No

Received	Decision & Date	Appeal	Works
18/12/86	Conditional	Lodged	Completed
Completed 13/02/87	02/04/87		
Revised			

TP No	Brief Description of Proposal		of	History No
TP/90/1246	CONTINUED USE AS LIGHT INDUSTRIAL WORKSHOPS, STUDIOS, OFFICES, THEATRE WORKSHOP AND ANCILLARY USES	6	11	Adverts & History No

Received	Decision & Date	Appeal	Works
12/06/90	Conditional	Lodged	Completed
Completed 05/07/90	19/03/91		
Revised 30/01/91			

Cond 1 - The workspaces shall be occupied only by businesses engaged in the film / TV / video / media industry.

Cond 2 - occupied in a min of 2 sep. letters.

TP No	Brief Description of Proposal		of	History No
TP/96/0255	ERECTION OF ONE SATELLITE DISH APPROXIMATELY 2.5M HIGH OF ROOF LIMITED TIL 8.5.2001	7	11	Adverts & History No

Received	Decision & Date	Appeal	Works
30/01/96	Conditional	Lodged	Completed
Completed 01/02/96	09/05/96		
Revised			

TP No	Brief Description of Proposal		of	History No
TP/97/0452	ERECTION AND RETENTION FOR A LIMITED PERIOD OF TWO SATELLITE DISHES ON ROOF	8	11	Adverts & History No

LIMITED 'TIL 31.5.2000

Received	Decision & Date	Appeal	Works
27/02/97	Conditional	Lodged	Completed
Completed 04/03/97	28/05/97		
Revised 30/04/97			

222 KENSAL ROAD

Property Card N° : 0438 057 00

Sitename :
 Comment :
 TP Arch/History : 47921
 See Also : 222/246

Xref :
 Notes :

TP No	TP/98/0663	Brief Description of Proposal	9	of	11	Adverts & History No
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THE ENCLOSURE OF THE NORTHERN SIDE OF THE "ATRIUM" BY A
 GLAZED WALL AND THE ERECTION OF A SINGLE STOREY GLAZED
 EXTENSION.

Received	02/04/98	Decision & Date		Appeal	Works
Completd	08/04/98	Conditional	19/11/98	Lodged	Completed
Revised	24/08/98				

TP No	TP/98/1933	Brief Description of Proposal	10	of	11	Adverts & History No
-------	------------	-------------------------------	----	----	----	-------------------------

USE OF THE ATRIUM AREA OF CANALOT PRODUCTION STUDIOS FOR
 A3 PURPOSES IN CONNECTION WITH "THE CANAL BRASSERIE".
 (CERTIFICATE OF LAWFUL
 EXISTING USE OR DEVELOPMENT)

Received	08/10/98	Decision & Date		Appeal	Works
Completd	15/10/98			Lodged	Completed
Revised		CURRENT			

TP No	TP/98/2018	Brief Description of Proposal	11	of	11	Adverts & History No
-------	------------	-------------------------------	----	----	----	-------------------------

VARIATION OF CONDITION NO. 1 ATTACHED TO PLANNING
 PERMISSION DATED 02/04/87 (REF: TP/87/0301) TO ALLOW THE
 RESTAURANT TO BE OPEN UNTIL 2AM ON THE MORNINGS FOLLOWING
 FRIDAYS AND SATURDAYS ONLY IN ADDITION TO THE HOURS OF USE
 APPROVED BY THE TP/87/0301 PERMISSION.

<-CANAL
 BRASSERIE
 CANALOT
 STUDIOS.

Received	19/10/98	Decision & Date		Appeal	Works
Completd	30/10/98			Lodged	Completed
Revised		CURRENT			

222 KENSAL ROAD

Property Card No : 0438 057 00

Sitename :
 Comment :
 TP Arch/History : 47921
 See Also : 222/246

Xref :
 Notes :

TP No	Brief Description of Proposal	1	of	11	Adverts & History No
	ERECTION OF A TRANSFORMER CHAMBER.				CA/87/195

Received	Decision & Date	Appeal	Works
Completed	Unconditional	17/06/55	Completed
Revised			

TP No	Brief Description of Proposal	2	of	11	Adverts & History No
	ERECTION OF AN EXTENSION AND SECOND AND THIRD FLOOR LEVEL.				

Received	Decision & Date	Appeal	Works
Completed	Unconditional	23/07/62	Completed
Revised			

TP No	Brief Description of Proposal	3	of	11	Adverts & History No
TP/83/1561	DEMOLITION OF EXISTING BUILDINGS AND ERECTION OF 11 INDUSTRIAL UNITS WITH ANCILLARY OFFICE.				

Received	Decision & Date	Appeal	Works
Completed	Conditional	06/12/83	Completed
Revised			

TP No	Brief Description of Proposal	4	of	11	Adverts & History No
TP/86/0212	CHANGE OF USE FROM INDUSTRY TO LIGHT INDUSTRIAL WORKSHOPS, STUDIOS, OFFICES, THEATRE WORKSHOP AND ANCILLARY USES,				

Received	Decision & Date	Appeal	Works
30/01/86	Completed	19/03/86	Completed
31/01/86	Revised		

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THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA

PLANNING APPLICATIONS COMMITTEE 06/03/91 APPLICATION NO. TP791/1246/K/05 AGENDA ITEM 75

REPORT BY THE DIRECTOR OF PLANNING SERVICES

APPROVED BY PLANNING APPLICATIONS COMMITTEE - 6 MAR 1993

APPLICANTS NAME/ADDRESS

Jones Lang Wootton, 22 Manover Square, London W1A 2BN.

Application dated 12/06/90
Revised 30/01/91
Completed 05/07/90
Polling Ward B

RECOMMENDATION ADORFED.

Amended
14/3/93

ON BEHALF OF : S B Gray
INTEREST : Owner

District Plan Proposals Map:		Specified Industrial Area		A/Q	Objectors
Cons. Area	CAPS	Article 4 Direction	Listed Building Direction	Consulted	(to date)
NO	NO	NO	NO	0	0

RECOMMENDED DECISION :-

GRANT PERMISSION for for continued use as light industrial workshops, studios, offices, theatre workshop and ancillary uses

At: 222 KENSAL ROAD, KENSINGTON, W.10.

As shown on submitted drawing(s) No(s):

Applicants drawing(s)No(s) :

CONDITIONS

1. The workspaces shall be occupied only by businesses engaged in the film/T.V./video/media industry.
2. The workspaces shall be occupied in a minimum of 50 separate lettings.
3. The ground floor children's theatre workshop and the first floor caretaker's flat shall be retained as shown on the Drawing Nos. 8521/P1B and 8521/P3D, reference No. TP/86/0212, approved by the Council on 19th March 1986.
4. The existing loading bays and goods lifts, and the ground floor corridors of a minimum 2m width, shall be retained and available for use for those purposes as required.
5. C.18 6. C.19

1.0 Site

- 1.1 The premises stand on the Northern side of Kensal Road backing onto the canal with a side entrance in Alderson Street, and opposite the junction with East Row. They comprise approximately 5000 square metres floorspace in a building varying from one to 4 floors in height.
- 1.2 Formerly used by Oliver Toms Catering manufacturers, the premises are now used by "Canalot" as workspaces for media-related business. Activities include:- photographic studios; photographic laboratory; film and video production; graphic design/printing; sound recording; public relations; film distributors; management and training of professional/celebrity speakers; journalism and script writing. The premises also include a children's theatre workshop, a caretaker's flat and a public restaurant.

2.0 Proposal

- 2.1 Permission is sought for continuation of this use, approved in 1986, without complying with certain conditions.
- 2.2 The permission related to change of use from industry to light industrial workshops, studios, offices, theatre workshop, and ancillary uses. The relevant conditions are as follows:-
1. A minimum of 1560 sq.m. (net) of light industrial floorspace shall be retained on the ground floor, as shown on drawing No. 8521/P/B, and shall be used for no other purpose including design or photographic studios.
 2. The first floor (excluding the caretakers flat) shall be used only for light industrial workshop, design and/or photographic studios.
 3. Office use within Class II of the Town and Country Planning (Use Classes) Order 1972 shall not exceed 600 sq.m. (net), of the total floor area at any time.
 4. In the event of the theatre workshop not proceeding, or ceasing to exist, that area of floorspace shall be used solely for light industrial purposes and for no other purpose including design or photographic studios.

2.3 The applicants state that the premises are currently occupied by over 70 companies. They further state:-

"By their nature, these activities are highly innovative and creative; their success is often dependent on the ability to adapt to and accommodate rapidly changing technology. Many of the small companies in Canalot work to contract and sometimes the demands of one film, television or video contract are quite different to that of the next. At any time, therefore, a company may wish to expand or contract the space occupied or many require a predominantly production administration use for one contract whilst the next may require use of the space for studio or workshop purposes.

The requirement is therefore for flexibility in terms of space occupied and use control. This flexibility is seriously curtailed at the present time by the existence of planning conditions 1, 2, 3, and 10 and it is for this reason that the current application is made.

In addition, the Use Classes Order 1987 now includes light industrial, studio and office uses within Class B1 (Business). Conditions on a planning permission which maintain a distinction between different types of uses within this Class do not, in our view, accord with the advice contained in Circular 13/87 which accompanies the new Use Classes Order, where the objective of creating the new B1 Class is "to allow more flexible use of premises and thus to foster enterprise where that can be achieved without significant adverse effects on the environment or local amenity." (para 14). It is also not in accordance with the advice contained in Circular 1/85, the Use of Conditions in Planning Permissions, where there is a presumption against conditions designed to restrict future changes of use which would not otherwise constitute development."

2.4 They do not consider that the removal of these conditions would prejudice the achievement of the Council's aims to encourage a wide range of jobs and services for residents and businesses. They refer to:-

- (i) the theatre workshop, which has attracted considerable support from the local community and local schools, although opening awaits further funding;
- (ii) employment opportunities provided for local people, especially school leavers;

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(iii) the help given to new business in the form of 12 x "start up" units (approx. 18.5 sq.m.). "Canalot's" lettings policy requires expanding firms to relocate to larger units within the building, rather than amalgamate the "start-up" units, so that they remain available to new firms. In addition, support services, e.g. secretarial, are available to firms within the complex;

(iv) the success of the existing operation, with many firms having established commercial links with one another.

2.5 They are willing to accept conditions:-

- (a) limiting occupation to the film/T.V./video/media industry;
- (b) requiring occupation in no less than 50 lettings;
- (c) retaining the Alderson Street loading bay and the 2m corridor widths on the ground floor.

3.0 Relevant Planning History

3.1 In addition to the 1986 permission referred to above, permission was granted in 1987 for the change of use of the ground floor cafe (previously ancillary only) to a public restaurant.

4.0 Planning Standards

4.1 There are no standards relevant to this application.

5.0 Planning Considerations

5.1 The Council's District Plan policies concerning the retention of industry in the Borough were undermined by Government advice and changes in legislation, notably the 1987 Use Classes Order. This is recognised in the Draft Offices and Industry Chapter of the Unitary Development Plan, which relaxes the requirement for the retention of industrial premises except in the 5 wards of North Kensington. Relevant policies are:-

"E25 - to seek the retention of existing industrial uses and the provision of light industrial premises as part of appropriate business developments in North Kensington" and

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"E29 - Normally to refuse to release conditions which limit premises in North Kensington to industrial use which are attached to extant planning permissions granted before 01/06/1987"

5.2 However, the Policy team considers it unlikely that the Council could successfully defend at appeal a refusal to delete conditions of the 1986 permission given:-

(a) the nature of the use, which includes a range of office, light industrial and "intermediate" uses, although not necessarily in the locations and proportions specified in the 1986 conditions.

(b) the advice contained in Circular 13/87.

5.3 Further, the proposed retention of a minimum of 50 units (giving an average unit size of 100 sq.m.) would accord with policy:-

"E27 - To welcome the provision of a range of sizes of light industrial premises, especially very small units of less than 140 sq.m."

Also, the Draft Unitary Development Plan redesignates the former Kensal Specified Industrial Area as the Kensal Small Business Area and the accompanying policy E30 refers to the encouragement of the provision of premises in a range of sizes up to 465 sq.m.

5.4 The conditions to which the applicant has expressed agreement (see paragraph 2. above) should ensure the retention of the present varied use, including some industrial activities.

5.5 In addition, retention of the caretakers flat - which was safeguarded by Condition 2, will have to be ensured by a separate condition.

5.6 The omission of Condition 10, relating to the theatre workshop, is considered unobjectionable. Use of this space for other purposes would require a further planning application.

6.0 Public Consultation

6.1 No representations have been received.

TP/90/1246 : 7

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7.0 Recommendation

7.1 Conditional permission is recommended.

M.J. FRENCH
DIRECTOR OF PLANNING SERVICES

LIST OF BACKGROUND PAPERS

1) The contents of the file number TP/90/1246 referred to at the head of this report save for exempt or confidential information as defined by the Local Government (Access to Information) Act, 1985.

REPORT PREPARED BY: SW
REPORT APPROVED BY: PK/AD
DATE REPORT APPROVED: 19/02/91

TP9103/SW .REP

376 sq m . 265 people 80 - 90 covers
225 sq m . 160 - 170 covers 50 - 60 covers
150 50
Black

SW

The Director of Planning Services
Department of Planning and Conservation
Royal Borough of Kensington and Chelsea
Hornton Street
London
W8 7NX

✓
9/3/99

Your ref
Our ref TP/220/JBR
Direct line 0171 399 5896
Direct fax 0171 399 5649
E-Mail jbr@jlv.co.uk.

F.A.O Ms S Wilden

RECEIVED BY PLANNING SERVICES									
DIR	HDC	N	C	SW	SE	ENF	AO	ACK	
18 - 9 MAR 1999									
APPEALS	IO	REC	ARB	FWD	CON	DES	FEES		

8th March 1999

Dear Sir

COPY OF PLANS
TO INFORMATION
OFFICE PLEASE

196-208 Kensal Road, W10 (Canalot Phase II):
Application Reference No. TP/96/1828

Further to our letter of 19th November 1998 and our subsequent meeting, please find enclosed revised drawings, together with one additional drawing in relation to the proposed development at Canalot Phase II. The revisions to the drawings, and the points which are set out below are in response to comments raised by officers at the meeting.

The revised drawings are as follows:

- BG/CAN/00/06/BF/E Basement Plan
- BG/CAN/PC/00/00/GF/F Ground Floor Plan
- BG/CAN/PC/20/01/SECS/A Sections
- BG/CAN/PC/10/02/SE Elevation to RNIB Boundary (new drawing)

The key changes are discussed below:

Restaurant use:

The key change to the proposed development is the reduction in floorspace of the ground floor restaurant area from 376 sq m to 225 sq m. This addresses the concerns expressed by officers over the size of the restaurant and possible impact of parking in the surrounding area. A view was expressed that a smaller restaurant of 160 - 170 covers may be acceptable. The level of floorspace currently proposed will meet our clients objectives to achieve a practical restaurant for both employees and visitors to Canalot. Evidence previously submitted by Colin Buchanan and Partners demonstrates that the parking requirements for a restaurant of this scale can be accommodated in the immediately surrounding area and the effect on residential streets will be minimal.



nuisance

We must re-emphasise the role of the restaurant as an essential element of the project representing a social hub for the working community within Canalot I and II, as well as a benefit to the local community and a major contributor to regeneration in general. We consider that the revisions to the design of the restaurant, which have reduced the floorspace and ensured that noise and light emissions will not present a problem, will adequately address the concerns raised and we trust that this element of the development can now be supported.

Parking:

Of the 20 car parking spaces provided, three are suitable for use by the disabled. This proportion is higher than that required by current parking standards. Provision is also to be made for 20 bicycle spaces. Having considered security and access implications our client does not consider that the basement car parking area at Canalot Phase II is appropriate for provision of a 'cycle park' facility in addition to the 20 spaces provided. The gradient of the proposed ramp to the car park area is 1:7 (14.2%).

Servicing:

As the proposed development is an extension of an existing building, the servicing requirements for B1 and retail occupiers will utilise the existing off-street service bay at the western end of the Canalot building. Level access will be provided to the extension. In addition to this, a delivery area, primarily for the restaurant is provided within the basement car park area.

Upper floor studio space:

As requested a section has been provided which indicates the height of the studio and its limited visibility from street level. Proposed floorspace of the studio area is 165 sq m. No roof terraces are proposed.

Proposed B1 Use:

As the proposed development represents an extension of the existing Canalot facility, the range and the nature of the activities which take place within the business units will be similar. The planning permission on Canalot I is restricted by condition to businesses engaged in the film/TV/video/media industry. A similar condition on Canalot II will be appropriate provided that it retains sufficient flexibility to accommodate a range of small businesses undertaking media related activities.

Measures to limit noise from the restaurant:

Between the restaurant and the towpath is a lobby display space which will provide an acoustic barrier and a degree of shielding against light emission. All windows to the canal frontage are to be double glazed. The curved wall fins are designed to reflect sound back into the restaurant space thus reducing potential emissions through the window area. Sound absorbent materials will be used in the restaurant area.

Air conditioning:

The building has no centralised air conditioning provision. In order to cater for individual occupiers who may require localised air conditioning, a system of ducts will be provided to allow the unit conditioners to expel heat harmlessly through discreet rooftop vents and limit noise breakout.

CCTV:

CCTV will be provided as an integral part of the development. Our client is however reluctant to permit security systems to be under the control of a third party.

Workplace Nursery:

We note that under policy E4 of the UDP the provision of workplace nurseries is encouraged in relation to business developments. While such provision is appropriate in relation to large scale office development, we do not consider that a workplace nursery is appropriate in this case. Because of the small scale and often transitory nature of the occupiers, nursery provision could not be made with certainty as to occupation and hence feasibility. However we consider that the provision of publicly accessible mixed use development which will include facilities for exhibitions and other community events will ensure that the development does provide benefits for the local community in compliance with policy E4.

Retail use:

The provision of retail use on the ground floor also ensures compliance with policy E5. Retail facilities will be related to the activities taking place in Canalot as a whole and will be small scale as indicated on the plans. Our client would not therefore object to a condition which specifies a maximum size for retail units.

Elevation to the RNIB:

Plan no. BG/CAN/PC/10/02/SE provides details of this elevation as requested.

Satellite dishes:

We have previously indicated agreement to a condition requiring a management agreement for the location of satellite dishes in a letter dated 17th July 1997.

Moorings on the canal:

British Waterways Board have been consulted and have previously indicated support for the proposed moorings on the canal adjacent to the development.

We trust that this information addresses all the outstanding issues in relation this application and that the application can now be reported to your committee with a positive recommendation. If you require any further information, please do not hesitate to contact Jim Ramsay of this firm.

Yours faithfully



Jones Lang Wootton

c.c. Mr SB Gray

03 00 00 00 00
00 00 00 00 00
00 00 00 00 00

TRANSPORTATION COMMENTS

TP Number 96/1828	Address 196 - 222 Kensal Road..	Date of Obs 23/04/99	
Development further amendments			Objection yes
File Number TF/202/K	Obs further	Transportation Officer Gillian Palmer	D C Officer SW
Other information			

1. the applicants have now suggested a reduced floor area for the A3 element in order to address the Council's concern re. parking impact from a large restaurant. They are suggesting 225 sq. m. or 160 - 170 seats which equates to about 50 -60 cars as opposed to 80 - 90 . Their contention is that there is more than enough spaces on street in the immediate area to accommodate the additional demand. My view is that there is no doubt that the space exists physically ,but that a large influx of visitors cars would have a severe impact on residential amenity.
2. SW to find out about the Cobden Club & recent application for licence.
3. the applicants state that the effect on local residential streets will be minimal ; this is not the case. 50 - 60 cars will mean that those sections of Kensal Rd. immediately around the entrance to the site and the northern sections of both East Row and Bosworth Road will reach saturation levels of parking.
4. I think that there may be an opportunity for a restaurant in this area but not of a large scale.
5. **cycle park** facility rejected, OK.
6. **gradient** of ramp 1 in 7 OK.
7. **servicing** I had asked them to provide a servicing strategy i.e. how many vehicles might be expected and how servicing will be carried out. They have not provided an adequate reply to this point.
8. to be discussed further.

2
1

RBK&C TRANSPORTATION COMMENTS

T.P. Number: 96/1828	Address: Canald, Kensal rd.	Date of obs. 12/1/99
Development: A3 use & other transport issues.		Obj. <input checked="" type="checkbox"/> No obj. <input type="checkbox"/>
File Number: TM 202	Obs. INITIAL / FULL IC	Transportation officer: GP.
Other Information: NOTES OF MEETING		D.C. officer: SW

Comments:

Present: Buchanan's: Stephen Reid, A Mathias, JLW - Diane May, Jim Ramsay, SW, GP.

Explained a few transportation issues

(a) cycle parking - maybe a Bike lock could be provided?

(b) disabled bays now provided - Access officer to comment.

(c) geometry issues - what is gradient of the ramp?

(d) servicing - how is it proposed to service the premises. Servicing strategy should be provided re: nos. & types of vehicles to be expected at the property & how they will deal with all elements of servicing the building - BI units, restaurant and shops. Possible conditions re on-street servicing.

Main issue = Restaurant Impact.

Basic parameters agreed re nos. of cars.

They say space available, therefore proposal is acceptable. Emphasised positive

benefits of the scheme, re. employment, vitality etc.

GP/SW explained council's concerns re. scale of the use rather than the restaurant per se. - large no. of cars to be expected to be assimilated into the local residential streets. Also not simply a capacity issue - more to do with amenity issues. Explained that drivers will park as close as possible to their destination - will not spread evenly through the area. Suggested that a large restaurant, if wanted for business entertaining during the day, would be acceptable during the working day i.e. controlled hours, but not after 6.30pm.

GP to deal - status of Holmfield House - possibility of extending hours of control on residents' bays in the area.

JLW suggested 150 seat restaurant - 50 cars. GP said that this may be acceptable - would have to consider further. SW reluctant because of amenity issues.

JLW to come back to us on these various issues

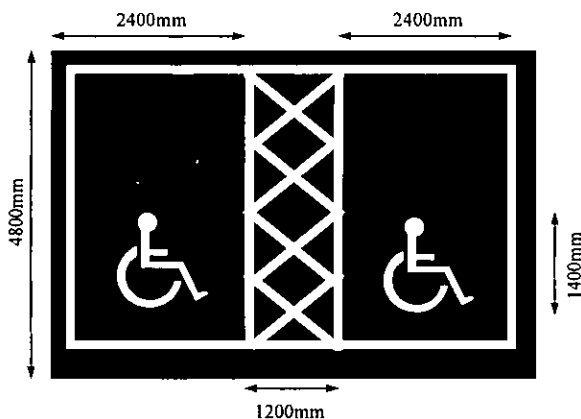
**Royal Borough of Kensington and Chelsea
Directorate of Planning Services - Access Observations**

ACCESS: TP/96/1828	Address: 196-222 Kensal Road, W10 (Canalot)	Date Received 10/01/99	Date of Obs. 15/01/99
UDP Paras/Policies		Obj. ✓	No obj.
	Development: Extension to Canalot Production Studios, involving alterations to existing building and redevelopment of site of 196-208 Kensal Road to provide B1, retail (A1) and restaurant (A3) use together with two permanently moored barges also for B1/restaurant (A3) use.	HMO?	No. of Dwelling Units Existing Proposed
		D.C. Officer SW	Policy Officer AKS

Access Comments:

These observations supersede those done on 18/09/96.

It is laudable that two disabled persons spaces have been provided, however, the two disabled persons bays seem to be those furthest away from the lift. It must be remembered that a wheelchair



user travelling through a car park has the same difficulties as a child, namely that many reversing drivers cannot see them. With this in mind consideration should be given to moving the spaces to bays one and two. An arrangement such as the one shown in figure 1 will allow both disabled persons parking bays to fit into the area.

A lift which accesses all five floors is shown in one of the corners of the building. Although not strictly enforceable every effort should be made to make this lift full accessible. This means complying to the requirements as shown in Part M of the Building Regulations. Audible indicators should also be strongly considered.

Figure 1

I have some concerns regarding the proposed spiral staircase. Although architecturally and possibly (to some people) aesthetically attractive it would appear from the drawings that continuous a unbroken rise exists between floors (i.e no landing areas). This is somewhat alleviated by the presence of lift however, I feel that every effort should be made to provide landings at intervals of 1200mm rise.

All the retail units and all the B1 units within the building should have flat and level entrances and all the doors into the retail and B1 units should have a minimum clearance of 800mm on the entrance doors to the units.

The apparent disabled persons toilets shown on the 1st, 2nd, 3rd and 4th floors of the development are not wide enough. The standard size of a disabled persons toilet is 1.5m wide (not 1.3m wide) by 2m long. Consideration should be given to widening these toilets.

The use of the two barges is unclear. However, any public use should show due consideration to the issues of accessibility.

Ry 18.1.99

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

Objection subject to the above.

The above comments reflect UDP policies STRAT11, STRAT32, CD36 and CD67.

Informatives I43 and I46 can be used on the above.

Monitoring

If the comments above are agreed I have no wish to be kept abreast of this application.

I wish to be kept abreast of any recommendations made on this application prior to submission of the report.

I wish to be actively involved in discussions on this application.

RG 18.1.99

Top copy DC case file; Second copy to Policy Obs. file; third copy to be retained by Policy Officer

Site:	Canalot 2.	File reference:	
Subject:	Revised scheme (Rev D rec'd 20.11.99)	TP 96/1828	
R.B.K. & C Planning Services		Site <input type="checkbox"/>	Office <input checked="" type="checkbox"/>
NOTES OF MEETING		Date: 12.1.99	

Names of persons attending:

Officers	Applicant/Agent/Resident
Sinden	Drane May, James Lang Wootan
G Palmer	Jim Randoys, Stephen Reed
	Andrea Mathides

Matters discussed:

Transport issues

(1) Bike rack provision.
possibility of "Bike Path" facility.

(2) Access issues. AS to comment on latest version.

(3) Geometry.
Ramp. Access to cycle racks.
locate next to stairs up?

(4) Servicing -
for retail. - how many goods in trips?
where will they stop?
Also to cover the BI units

(5) Restaurant
Capacity? condition acceptable to chair?
Advised that, based on 265 customers
(could accommodate a lot more!) NOT
acceptable in parking terms. (80+ cars)
Also amenity problems - noise of voices,
car door, engines late at night, taxis +
extra traffic from drivers + taxis
Reduction in Nos to 80 covers could be
OK in parking + amenity terms.
What about 150 customers / 50 cars?
BP says may be OK parking-wise but

} ppl's
} Statement
+ diagrams
showing
how
served.

(pro)

Signatures:

* staff parking in B - allocated?

amenity problems not resolved.

Joins RNIB hospital.

GP + I will revisit site to see where all res is.

Suggested they think about daytime /
early eve fac^t only, or 1ge one at that
time, scaled down to 80 covers after 6-30.

Reminded JS of other issues discussed 12/6/98
DM said special concern for canalot - "media activities" proposed.
+ D MCD Design Obs 12/1/99

Noise impact (on canal side) - statement
of how dealt with would assist.

They will mull over & come back to us.

Supplied by Buchanans. 12.1.99.

CANALOT II
BASIC PARAMETERS

- I. Restaurant = 353m² ~~GFA~~ *seating area*
Allowing an occupancy rate of 1.33m²/person gives a capacity of 265 covers
Out of all restaurant customers 25-30% are car drivers.
Hence 30% of 265 covers = 80 spaces
Peak time considered to be 9.30pm
- II Extent of surveys 300m radius from site
Parking beats at 5.30, 8.30 9.30 and 10.30am on school term weekday
Exclude SYL at corners and driveways from surveys
Spare spaces counted only if there were at least 5m long
Parties at Canalot and Cobden Club on night of the survey.
- III 245 valid spaces are unoccupied at 9.30pm (including SYL and pay and display) Ref: Table 1 of CBP report.
Residents' parking spaces have been discounted from analysis.
Assuming some displacement in the event of introduction of 24 hour waiting restrictions 245 spaces reduce to 150.
Approximately 100 spaces become available after 6.30pm.

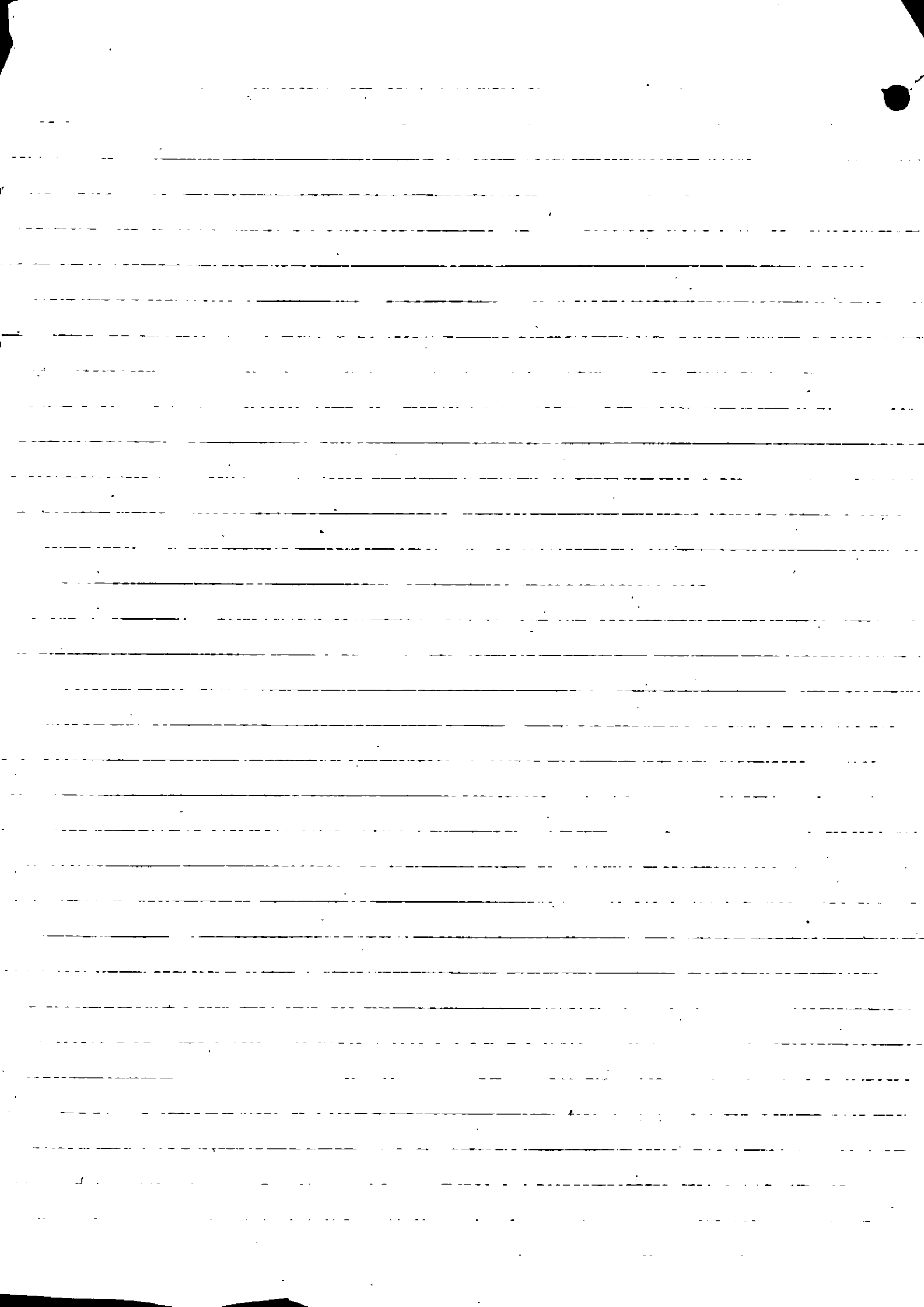
*Staff Parking - in basement. - confirm -
allocated?*

Rev D

Design issues. - discussed with D McD 12.1.99

(1) use of extension into canalot l.
rel to front + back elevs. - section?
detailing.
no roof terraces.
balcony - use.

(2) Rear elevation.
overdominance of horizontality,
glare of glazing, (blinds after dark?).



RWD

● Canalot II Restaurant

Gross floor area "353 sqm"

Capacity "265 pple"

condition or total customers?

taxis? 30% → disturbance.

PT Access intex. v. law. + pple don't use.

hours of operation?

Car Park

how are shops serviced? How are BI units serviced?

- goods lifts? Only 1 lift shown.

- delivery area seems to serve restaurant only.

Ramp gradient?

how do cyclists enter/exit car park? 0.5m.

gap next to barrier is "mean", as is walkway

Are these bike racks intended for staff only.

What about visitors? Cycle racks at GF?

Access office to see internal bridge? lift?

Disabled parking should be nearest lift.

Access deck on E side adjo RNIB open?

Appearance / privacy? Effects on light to RNIB

Extra story on canalot 1 (!). see DMC obs.

Barges

BWB obs? letter of agreement not seen

Use + hours of use? supposed to be community public access / exhibition

Relationship to RNIB

East elevation as ppd + as pre-exg to assess appearance + effects on light + privacy

Plot Ratio?

$$123-6 \text{ sqm} + 375-2 =$$

↑
(B + GF?)

TOTAL

498-8 sqm

Gross

+ NB lakeside area?

CCTV contribution

* See notes of meeting 12-6-28 &

Railed off areas on roof of Canalot 1?
- noise potential

Noise impact from building generally.

● Proposed Accommodations

B. Car park + A3 Kitchen & Store

C. Restaurant

8 x A1 units

1 22 x B1 units.

2 23 x B1 units

3

4 23 x B1 units + New Studio space
on top of old block.



● TP92/1678 - Outline PP 20, 2.95.

3965 sq m gross floorspace:

up to 3096 sq m live/workspace (gross)

" " 869 sq m Business

restaurant use at GF

34 car parking spaces

Details within 3yrs - now expired

Conditioned to fall within height of
exy canal or bldg on Selⁿ & RNIB on
north elev.

1st cycle racks.

Restaurant hours midnight.

Report mentions - need for care on E. boundary
relativ.

B + 5 floors.



ENVIRONMENTAL SERVICES

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director MICHAEL STROUD BSc DipTE CEng FICE FIHT FIMgt

Andreas Markides
Colin Buchanan and Partners
Newcombe House
45 Notting Hill Gate
London
W11 3PB

Switchboard: 0171-937 5464
Extension: 3240
Direct Line: 0171-361 3240
Email: chegmp@rbkc.gov.uk

16 December 1998

THE ROYAL
BOROUGH OF



KENSINGTON
AND CHELSEA

My reference: TF/202/K

Your reference: 36941/ACM/LE

Please ask for: Gillian Palmer

Dear Mr. Markides,

Canalot Phase II - Parking Study Report

Thank you for your letter of today's date. I do not intend to answer all of the points at this stage. However, I would like to place on record that I do not agree with your conclusions of the study, i.e. that a large restaurant would not have any affect on residential amenity in the immediate area. No doubt we will be discussing these matters further.

Yours sincerely,

Gillian Palmer
Consultant Transportation



COLIN BUCHANAN AND PARTNERS

Planning, Transport, Economics, Software, Market Research

Newcombe House, 45 Notting Hill Gate, London W11 3PB Tel: 0171 309 7600 Fax: 0171 309 0906 E mail cbp@cbuchanan.co.uk Direct dial number

Ref: 36941/ACM/LE

Ms Gillian Palmer Royal Borough of Kensington and Chelsea Transportation and Highways The Town Hall Horton Street London W8 7NX

16 December 1998

Dear Ms Palmer

Canalot Phase II - Parking Study Report

Further to your discussions with my engineer Stephen Reid I write to confirm what we believe to be the position with regard to the findings of our report.

In your recent discussion with Stephen you had agreed that our parking study work had been carried out in accordance with your requirements, and that the results provided a comprehensive analysis of the evening parking conditions in the Kensal Town area. However, your opinion is that people visiting the restaurant will park in the residential streets nearest to the front door of Canalot II and will therefore have some impact on residential amenity.

We disagree with this view for the following reasons:

- 1. Our results demonstrate that there will not be a significant impact on residential amenity from the worst-case scenario of 80 cars parked as there are approximately 150 spare spaces (NOT counting residential spaces which increase the total spare spaces to approximately 210).
2. Our surveys and analysis demonstrate that at present parking is quite evenly distributed over the area, despite the existing attractions at Canalot, The Cobden Club and several public houses in the area - the people attracted to Canalot II are unlikely to behave any differently to the existing non-residential parkers;
3. People are more likely to park in the quieter streets with commercial frontages, as opposed to the residential areas at the east end of Kensal Road which are not particularly pleasant at night and are often the focal point for anti-social behaviour.

but people park as close as poss to destination

disagree no natural surveillance o/s business hours.

is this borne out by survey?

Directors

Malcolm Buchanan MBE FRCGS FRCGS FRCGS
Michael B. ...
Nicholas B. ...
Christopher ...
Neil Parkyn ...
Malcolm Roberts MBE FRCGS
Andrew ...

Consultants

Sir Colin Buchanan & Partners
William Thomson & Co

Associate Directors

Jordan Urquhart MBE
Robert Gellatly MBE
Hilary Davies MBE
Richard ...
Red ...
Arnell ...
Mark ...
Kevin ...
Des ...

Associates

Katherine Clark MBE
Paul ...
Philip Yates MBE

Company Accountant

Graham ...

Colin Buchanan and Partners Limited

Registered in London No. 1293115
Registered Office: Newcombe House,
15 Notting Hill Gate, London W11 3PB

Also at:
Edinburgh
Bristol
Manchester
Dublin



You also suggested that we had underestimated the number of cars parked in the vicinity of the development, as staff had not been counted, but agreed with Stephen that even an additional 10 cars would be an insignificant increase to the 80 visitors cars at peak times. Our view is that a restaurant of some 265 covers would have something in the order of 30-50 staff, many of whom would be local and part-time (i.e. students) and would probably not be able to afford and run a car in London. Therefore we consider that the 10 cars parked by staff is very much a worst-case.

late night travel X

I hope that this correctly reflects the content of your discussion with Stephen and as he has already suggested we would be happy to provide you with any additional information if that was required. Please note that Stephen is now on leave until the 4th January but do not hesitate to contact me if I could be of assistance.

Yours sincerely

ANDREAS MARKIDES
Director

c.c. James Ramsey Jones Lang Wootton
Eamyn Gray The SPACE Organisation (13 Church Street, NW8 8DT)
Nieves Heathcote Canalot Production Studios (222 Kensal Road, W10 5BN)

RBK&C TRANSPORTATION COMMENTS

T.P. Number: 96/1828	Address: 196 - 208 Kensal Rd. Canalet	Date of obs. 3/12/98
Development: A3.		Obj. ?
File Number: TM 202	Obs. INITIAL / FULL K / frollo	Transportation officer: GP
Other Information: re. Colin Buchanan's Report		D.C. officer: SW

Comments:

Tracked to my last obs, I have now looked at the impact of 90 vels (80 + 10 steep cars) on the local road network, using CB parking survey data for 21:30 hrs.

The analysis shows that 90 vels will result in the following sections of road reaching 100% capacity.

Kensal Road.	Sections	D E J K.
East Row (N)	"	B 1/2 C.
Bosworth Rd (N)	"	A D.
Haywood Cres (W)	"	A B E F.
Conlan St (E).	"	A E F.

We would normally consider 90% occupied as saturated, so in practice the 90 vehicles will spread further than this. In my opinion the proposed A3 use with 265 occupants will have a significant effect on the local road network.

Road. Section spaces

Kensal Rd.	D	2.	18
	E	1	
	J	6.	
	K.	9.	

East Row (W)	B	5.	27
	1/2 C.	4.	

Bourville.	N	A	2.	50
		D.	21.	

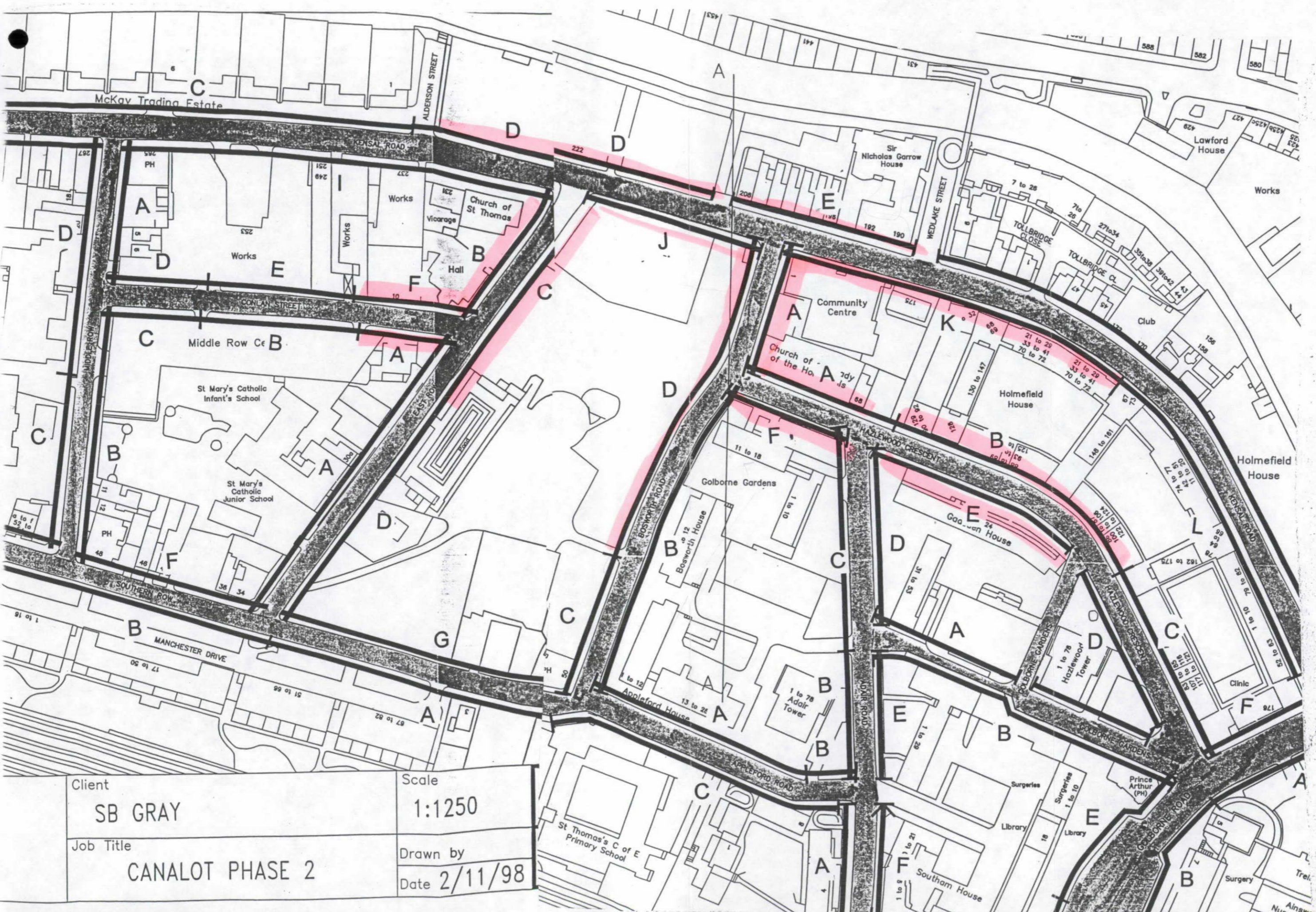
Hazelwood. (W)	A	6.	76.
	B	4.	
	E	2.	
	1/2	14.	

Conlan. (E)	E	8	87.
	F	3.	
	A	5	

Adair (W)	B	7.
----------------------	---	----

Adair (N)	C	3.
	D.	6.

3/12/18



Client	Scale
SB GRAY	1:1250
Job Title	Drawn by
CANALOT PHASE 2	Date 2/11/98

RBK&C TRANSPORTATION COMMENTS

T.P. Number: 961828	Address: 196 - 208 Kensal Rd.	Date of obs.
Development: canalot latest drawings + parking impact study		Obj. No obj.
File Number: TM	Obs. INITIAL / FULL	Transportation officer: D.C. officer:
Other Information:		

Comments:

The basement layout has changed to accommodate a kitchen.

21 parking spaces are now shown, instead of the previous 18.

2 disabled spaces are shown - Access Officer to check.

The dimensions & geometry of the parking spaces are satisfactory.

The delivery area will be adequate to accommodate a Transit type van.

However -

- bike parking spaces have been reduced from 40 → 20.
- I need to know that the gradient of the ramp is satisfactory. i.e. no steeper than 1 in 7.

The applicants state that the restaurant area has been reduced from 376 sqm to 353 sqm. Now that a kitchen has appeared in the basement I will assume 353 sqm of operational seating area - 265 seats. Obviously the space would accommodate more people than this if some standing areas are incorporated. Colin Buchanan & Partners assume 265 occupiers of the space, so I think it reasonable that we assume the applicants are willing to accept this as an upper limit on numbers on the premises, to be conditioned.

The CB report has adopted an unusual methodology to demonstrate that the 80 or so parked vehicles will not cause ^{harm to} residential amenity.

(a) They have left out residents bays from the calculation and said that there are sufficient spaces without the residents bays being used. Obviously, it is not possible to prevent drivers occupying these spaces, and causing inconvenience to residents.

(b) They have assumed an even and uniform spread of occupancy of empty bays (excluding residents bays!) and concluded that residential amenity will not be compromised. They have not used an

incremental and iterative approach
showing which roads fill up first.

I will therefore need to reassign the
proposed cells myself in order to assess
the likely impact on residential amenity.
This may take a few days.



Jones Lang Wootton

International Real Estate Advisers

① PC ② SW

22 Hanover Square
London W1A 2BN

Tel: +44 (0) 171 493 6040

Fax: +44 (0) 171 408 0220
+44 (0) 171 409 3440

The Director of Planning Services
Dept. of Planning & Conservation
Royal Borough of Kensington & Chelsea
Hornton Street
LONDON W8 7NX

LF
24/11/98

Your ref
Our ref TP/PAA/JBR/220/ceyw
Direct line 0171 399 5896
Direct fax 0171 399 5649
E-Mail jbr@jlw.co.uk

19 November 1998

196-208
Kensal Rd.

RECEIVED BY PLANNING SERVICES							
EX DIR	HDC	N	C	SW	SE	ENF	AO ACK
				20 NOV 1998			
APPEALS	IO	REC	ARB	FWD PLN	CON DES	FEES	

Dear Sir

CANALOT PHASE II
PLANNING APPLICATION REF. NO. TP/96/1828

On behalf of our client, Mr S B Gray, please find enclosed four copies of revised plans to replace those submitted in relation to the above planning application. Four copies of a Parking Study prepared by Colin Buchanan and Partners are also enclosed.

The enclosed drawings are as follows:

TRANSPORTATION	
DATE IN	24.11.98
OFFICER	

- BG/CAN/00/06/BF/D
- BG/CAN/00/00/GF/E
- BG/CAN/00/01/1F/C
- BG/CAN/00/02/2F/C
- BG/CAN/00/04/4F/D
- BG/CAN/PC/00/05/RF/A
- BG/CAN/PC/10/00/A
- BG/CAN/PC/10/01/RE/A
- BG/CAN/PC/20/00/SECS/A
- BG/CAN/PC/20/01/SECS

These drawings supersede all previously submitted drawings in relation to this proposal.

The key changes to the proposed development are as follows:

- the floorspace of the restaurant has been reduced to 353 sq m from 376 sq m *but 6. area added -> 499 sqm*
- a lobby area has been introduced between the restaurant and the tow path which will help prevent noise emissions from the property.

A LIST OF PARTNERS IS DISPLAYED AT 22 HANOVER SQUARE LONDON W1A 2BN

JONES LANG WOOTTON INTERNATIONAL: ADELAIDE AMSTERDAM ANTWERP AUCKLAND BALI BANGALORE BANGKOK BARCELONA BEIJING BERLIN BIRMINGHAM BRISBANE BRUSSELS BUCHAREST BUDAPEST CANBERRA CHICAGO DALLAS DENPASAR DUBLIN DÜSSELDORF EDINBURGH FRANKFURT GLASGOW GLEN WAVERLEY GRENOBLE THE HAGUE HAMBURG HANOI HO CHI MINH CITY HONG KONG JAKARTA JOHOR BAHRU KIEV KUALA LUMPUR LEEDS LONDON LOS ANGELES LUXEMBOURG LYON MADRID MANCHESTER MANILA MASCOT MELBOURNE MILAN MILTON MOSCOW MUMBAI MUNICH NEW YORK PARIS PARRAMATTA PERTH PRAGUE PULAU PINANG ROTTERDAM SAN FRANCISCO SHANGHAI SINGAPORE STOCKHOLM SURABAYA SURFERS PARADISE SYDNEY TEL AVIV TOKYO TORONTO TOWNSVILLE UTRECHT VIENNA WARSAW WASHINGTON, D.C. WELLINGTON WIESBADEN



- the entrance atrium enclosure has been amended to a sloping glass wall forming the enclosure between the lake and the atrium.
- the roof top studio has a flat roof in lieu of a barrel vault being slightly higher than the previous eaves height and lower than the previous apex.
- the internal arrangements of the reception/toilet area have been amended.
- the basement has been amended to provide kitchen space, a delivery zone and 21 car parking spaces.

The parking study prepared by Colin Buchanan and Partners indicates that there is ample capacity in the surrounding area to accommodate the parking requirements generated by the ground floor restaurant use without adversely affecting residential amenity.

We trust that the application can not be placed before your Planning Committee with a positive recommendation. If you require any further information, please do not hesitate to contact Jim Ramsay of this firm.

Yours faithfully



Jones Lang Wootton

Cammel Please put this address on
consultation list.

Jackie Rosenberg, Project Manager
Meanwhile Getho Community Association,
156-158 Kewool Rd, W10.

Rd 196-208, Kewool Rd, W10.

TP 96/1828

✓

22/10/97



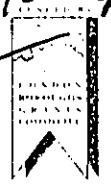
Carmel

bk in =>

PA/SW per reply

could you put these on system as objects
No need to send a letter, S. 21/9

Beauchamp Lodge Settlement



453 Harrow Road, London W10 4RG

Telephone: 0181-960 55 88/88
Fax: 0181 960 55 66

2 September 1998

✓ CT
7/9/98

Councillor David Campion
Chairman of the Planning Services Committee
The Royal Borough of Kensington and Chelsea
The Town Hall
Hornton Street
LONDON
W8 7NX

✓ CT
21/9/98

Dear Mr Campion

Re: Planning Application for 196-222 Kensal Road W10
Ref: DPS/DCN/NS/TP/96/1828

I write to you as the recently appointed Director of the Beauchamp Lodge Settlement. The Lodge is a charity based on the canal side opposite the above referenced address. I would therefore appreciate if you could provide us with some details regarding the above planning application (i.e. whether the proposal involves mooring barges, what these would be used for, etc).

I look forward to hearing from you.

Yours sincerely

Ellenor Anwyl
Director

Replied

PLANNING AND CONSERVATION

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

Director of Planning Services

THE ROYAL
BOROUGH OF



KENSINGTON
AND CHELSEA

COUNCIL NOTIFICATION OF DEVELOPMENT

KATHY TREVELYAN, NORTH
PADDINGTON SOCIETY
41A WALTERTON ROAD W93PE

Switchboard: 0171 - 937 5464

Direct Line: 0171-361 2079/2080

Facsimile: 0171 - 361 3463

Date: 04/11/98

My reference:

Your reference:

Please ask for:

Planning Information Office

DPS/DCN/SW/TP/96/1828

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

Dear Sir/Madam,

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

Address of application property

196-222 KENSAL ROAD,
W.10

Proposal for which permission is sought

Extension to Canalot Production Studios, involving alterations to existing building and redevelopment of site of 196-208 Kensal Road to provide B1, retail (A1) and restaurant (A3) use together with 2 permanently moored barges also for B1/ restaurant (A3) use.

PLEASE NOTE: WHEN INFORMATION OFFICE IS CLOSED PLANS RELATING TO PROPERTIES IN SW7, SW5 & W8 CAN BE VIEWED AT THE CENTRAL LIBRARY, PHILLIMORE WALK, W8 0171-361-3036

Further details are printed overleaf.

Yours Sincerely,

M.J. FRENCH

Executive Director, Planning and Conservation

TOWN AND COUNTRY PLANNING ACTS, 1990

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

The reasons for any objection should be clearly stated.

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

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

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

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

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

WHERE TO EXAMINE THE PLANS

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

Alternatively, copies of all planning applications relating to:

- (a) the Chelsea area can be examined at the Reference Library, Chelsea Old Town Hall, King's Road, SW3. Tel. 0171-361-4158. Any questions you have regarding Planning matters should be directed to the Planning Department at the Town Hall, Hornton Street, W8. Tel. 0171-361-2079/2080
- (b) the postal areas W10, W11, or W12 can be examined at the 1st Floor, North Kensington Library, 108 Ladbroke Grove, W11. Tel. 0171-727 6583

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

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

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

Annex

Re

196-208 Kensal Rd, W10
TP 96/1828

Please met

Ruth Trevelyan
North Paddington Society
41A Waltham Rd
London W9 3PE.

on consultation list for the
above

+ return this note to me.

Ta.
S.

CT
3/11/98-

21ST September 1998

Ms. Ellenor Anwyl,
Director,
Beauchamp Lodge Settlement,
453 Harrow Road,
London W10 4RG.

Dear Ms. Anwyl,

TP/96/1828: 196/222 Kensal Road, W.10.

I refer to your letter of 2nd September concerning the planning application in respect of the above property. The application was received in 1996 for the extension of Canalot Production Studios involving alterations to the existing building and the erection of a new building on the site of Nos. 196/208. The latter was to provide retail, restaurant and business uses; two permanently moored barges were proposed for business/restaurant use.

The application is currently in abeyance pending the finalisation of amendments which the applicants have made to try to address concerns raised by the Council's officers. At present, the two barges remain an element of the scheme, but they would not be used for restaurant purposes.

Once the amendments have been completed, local occupiers and interested parties, including the Beauchamp Lodge Settlement, will be reconsulted. In the meantime, the originally submitted drawings are available for inspection at the Planning Information Office at the Town Hall (9 a.m. to 4.45 p.m. Mondays to Thursdays, and 9 a.m. to 4.15 p.m. Fridays) and at the North Kensington Library, 108 Ladbrooke Grove, W.11. (telephone 0171 727 6583).

I hope that this is of assistance. Should you have any further queries, Mrs. Wilden, the case planning officer, would be pleased to advise you (telephone 0171 361 2082).

Yours sincerely,

Councillor David Champion,
Chairman - Planning and Conservation Committee.

bk in →

Beauchamp Lodge Settlement

11/1/88

453 Harrow Road, London W10 4RG

Telephone: 0181-960 55 88

Fax: 0181 960 55 66

2 September 1998

Councillor David Campion
Chairman of the Planning Services Committee
The Royal Borough of Kensington and Chelsea
The Town Hall
Hornton Street
LONDON
W8 7NX

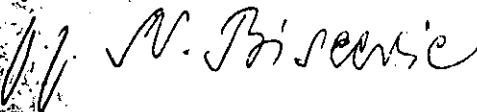
Dear Mr Campion

Re: Planning Application for 196-222 Kensal Road W10
Ref: DPS/DCN/NS/TP/96/1828

I write to you as the recently appointed Director of the Beauchamp Lodge Settlement. The Lodge is a charity based on the canal side opposite the above referenced address. I would therefore appreciate if you could provide us with some details regarding the above planning application (i.e. whether the proposal involves mooring barges, what these would be used for, etc).

I look forward to hearing from you.

Yours sincerely



Ellenor Anwyl
Director

SW

Book in

455 Harrow Road
London W10 4RG

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

RECEIVED BY PLANNING SERVICE
13 AUG 1998
30
PLN CON DEC 12th August 1988

Re: Canalot planning application - Your ref. DPS/DCN/NS/TP/96/1828

Dear Mrs Wilden,

This is a short letter to let you know that I have contacted certain groups and individuals who have an interest or share my concern over this proposal. I have sent copies of the letter I wrote you (4.8.98) to the following:

- Councillor Paul Dimoldenberg (Westminster)
- Councillor Barbara Grahame (Westminster)
- Yvonne Macalpine (Paddington Waterways and Maida Vale Society)
- Jackie Rosenberg (Meanwhile Gardens Association)
- Joe Penkith (Canalside Activity Centre)
- Jen Mc Clelland (North Paddington Society)
- Mark Bensted of British Waterways

I have also written to Councillor David Campion, the Chairman of the Planning and Conservation Committee, Kensington and Chelsea and John Walker of the Westminster Environmental and Planning Department, outlining the main points.

I understand I may be pre-empting the situation somewhat, however, as I will be away until the 22nd of September I wanted to make sure that as many 'interested parties' as possible were made aware of the situation.

Yours sincerely,

Belinda Syme

—

obj

A@ Ach → SW

RECEIVED BY PLANNING SERVICES							
EX DIR	HDC	M	C	SW	SE	ENF	AO ACK
- 6 AUG 1998 (52)							
APPEALS	IO	REC	ARB	FWD PLN	CON DES	FEEs	

455 Harrow Road
London W10 4RG

tel: 0181 969 3411

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

✓ CT
 6/8/98

4th August 1998

Re: Canalot planning application - Your ref. DPS/DCN/NS/TP/96/1828

Dear Mrs Wilden,

Further to our telephone conversations recently, I would like to express my disappointment on hearing of the possibility of two canal barges being permanently moored at the Canalot site. I, and others in this street are totally opposed to the idea. Concerning the land site, I am also against any restaurant activities without definite restrictions on sound levels and closing times. I wrote to your Department on 29.9.96 and 18.8.97 regarding these matters and I believe that there were at least four other property owners who also wrote to you with objections to this application - especially to the barges.

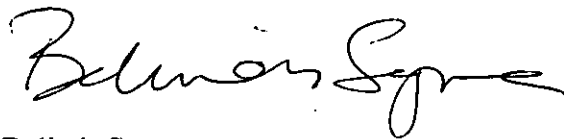
The main points against the two permanently moored barges are:

- The NOISE potential. What exactly is Canalot going to use them for? What does the planning use, "B1/Community Uses" include?
- The site is an acoustic nightmare and there are existing problems - see my letter to you regarding the Canal Brasserie, 28th July, 1998.
- The adjacent buildings along Harrow Road are ninety percent residential, even ground floors.
- The canal is particularly narrow at this stretch.
- The Harrow Road residents have mooring rights. There are usually a couple of boats tied up along this side.
- Moored barges would occupy a substantial part of the waterway causing traffic to become one way with banked up boats waiting to pass. This would incur noise, pollution and water wash to Harrow Road residences, as well as an invasion of privacy as traffic is forced closer to the Harrow Road side.
- The waterway is used daily by barges, canoe clubs and fishermen. There is a marked increase in activity during the summer time and at weekends.

- The two stands of iris at that spot alleviate a barren stretch and are a refuge for the bird.
- I feel that the barges would be a safety hazard to both the users of the canal and to the Harrow Road properties and could possibly restrict emergency services.

A couple of us wrote to British Waterways voicing our concern. I wrote to Matthew Bannister on the 18th August last year and Beauchamp Lodge wrote to Mark Bensted the same day. Recently, I have had no response to the several phone calls I have made to Mark Bensted regarding their 'non-objection' to barges being moored at the site and I would like to know their reasons and yours for disregarding representations from Harrow Road residents. I must say I am astonished that it has been given an OK (of sorts) and I would hope that Planning will give people more time to comment, as we have not been kept informed of changes and developments such as this.

Yours sincerely,

A handwritten signature in cursive script, appearing to read 'Belinda Syme', written in black ink.

Belinda Syme

RT

F

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



Ms. Belinda Syme,
455 Harrow Road,
LONDON, W10 4RG.

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

**KENSINGTON
AND CHELSEA**

18 August 1998

My reference: EDPC/MJF

Your reference:

Please ask for: Mr. French

Dear Ms. Syme,

196/222 Kensal Road, W.10.

Councillor David Campion has asked me to thank you for your letter of 12th August setting out your objections to the permanent mooring of two barges adjoining the above site. I can inform you that the current application is in abeyance pending further revisions from the applicant and I do not therefore have any firm date for Committee consideration.

I would assure you, however, that your objections will be brought to the attention of the Committee before any decision is taken.

Yours sincerely,

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

c.c. Councillor David Campion,
Chairman - Planning and Conservation Committee.

455 Harrow Road
London W10 4RG

Councillor David Campion
Chairman of Planning and Conservation Committee
The Royal Borough of Kensington and Chelsea
The Town Hall
Hornton Street
London W8 7NX

12th August 1988

Dear Mr Campion,

Although not a Kensington and Chelsea resident, I and a number of neighbours along the Harrow Road are rather concerned about certain aspects of a planning application to develop the site at 196-222 Kensal Road W10 (No. DPS/DCN/NS/TP/96/1828). Objections raised refer in particular to the permanent mooring of two barges for "B1/Community Uses" - whatever that may be.

The main points against the two permanently moored barges are:

- The NOISE potential. What exactly is Canalot going to use them for? What does the planning use, "B1/Community Uses" mean?
- The site is an acoustic nightmare and there are existing problems - long standing and rigorously outlined in my letter to David Torrens of Environmental Health, 27th July, 1998. Canalot uses office space to mix sound tracks which plagues residents by day and a restaurant and club keeps us awake until 2.30 am most weekends, and often during week nights.
- The adjacent buildings along Harrow Road are ninety percent residential, even ground floors.
- The canal is particularly narrow at this stretch.
- The Harrow Road residents have mooring rights. There are usually a couple of boats tied up along this side.
- Moored barges would occupy a substantial part of the waterway causing traffic to become one way with banked up boats waiting to pass. This would incur noise, pollution and water wash to Harrow Road residences, as well as an invasion of privacy as traffic is forced closer to the Harrow Road side. We have no protective bank whatsoever.
- The waterway is used daily by barges, canoe clubs and fishermen. There is a marked increase in activity during the summer time and at weekends.
- There is a certain amount of night traffic as well.
- The two stands of iris at that spot alleviate a barren stretch and are a refuge for the wildlife .
- I feel that the barges would be a safety hazard to both the users of the canal and to the Harrow Road properties and could possibly restrict emergency services.
- With moves towards opening up London's waterways, The Grand Union Canal is an

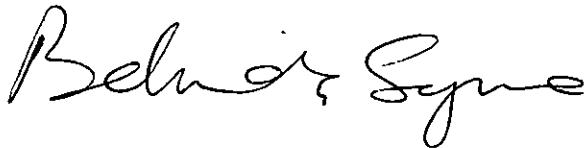
important part of this network and already sustains a considerable flow of traffic which would be impeded by two permanently moored barges at this particular site.

I should add that in the context of the whole application, the barges are not essential to the provision of more usable space, for fifty percent of the land site proposal comprises a large ornamental pool. I refer you to the plans, although I believe certain aspects are currently being revised for Kensington and Chelsea approval.

Recently I was informed by Mrs Wilden in Planning that there Had been "no objections" to the barges, not even from British Waterways. However, a number of us had written to Kensington and Chelsea as well as British Waterways voicing our concern when the proposal was last presented to us in July 1997.

I hope that the people involved in making decisions on this matter will take into consideration the points raised and see that this idea is not carried through, for at base level this part of the canal is too narrow to sustain two permanently moored barges with any safety.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Belinda Syme". The signature is written in a cursive, flowing style with some loops and flourishes.

Belinda Syme

Belinda Syme 0181 969 3411

concerned about extra moorings
on the canal, unable to get a
response from BWB -

Matthew Banister

Merv Benthead,

2 boats can't pass.
Came too close to house - wash will cause ^{damage}
They may moor boats there themselves.
Noise from engines. Comes horrendously,

RBK&C TRANSPORTATION COMMENTS

T.P. Number: 96/1828	Address: Canalot site, Kensal Rd	Date of obs. 24/6/98
Development: A3 use		Obj.
File Number: TM 202	K	Obs. INITIAL / FULL
Transportation officer: GP		D.C. officer: SW
Other Information: NOTES OF MEETING		

Comments:

present
GP, Stephen Reid (Colin Budanan)
258 3799.

Discussion re requirements for TIA
re: proposed A3.
Matters discussed

- "at any time" possible restrictions on J N side of Kensal Road (Katie Deane Parking Manager advised)
- method for conducting beat parking occupancy surveys, away hours, Thursday, methodology, identification of spaces, presenting results
- date of survey - beginning of July avoiding school hols. (Thursday)
- parking generation, full restaurant, 25-30% car load some existing customers, likely parking patterns.
- SR to inform local police re. date/time of survey.

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

New. 06
15/6/98

TP No: TP/96/1828	Address: 196-222 Kensal Road, W10	Date Received 11/09/96	Date of Obs. 18/09/96
UDP Paras/Policies		Obj.	No obj.
	Development: Extension to studios, involving alterations to existing building and redevelopment of site to provide B1 retail, A1 restaurant plus 2 permanently moored barges for B1 res.t A3 use	HMO?	No. of Dwelling Units Existing Proposed
		D.C. Officer NS	Policy Officer AKS

Comments:

It seems from drg. 00/07 (the car park) that there is only one parking bay suitable for disabled people, namely number six. Traffic Advisory Leaflet 5/95 - 'Parking for the disabled' states that for a car park with less than 200 bays that is used for Employers and visitors to business premises there should be an individual bay for each disabled employee plus 2 bays or 5% of total capacity whichever is greater. For this proposal the number of disabled spaces should be two. The disabled spaces should be the ones nearest the lift.

The lifts in the car park and proposed building should be fully accessible (see Part M of the building regulations for guidelines) and consideration should be given to the installation of 'audible'(speech) lifts to facilitate access for all users.

Please can it be confirmed that the spiral ramp from the Kensal Road end of the development has a gradient of less than 1 in 12. Also it should follow the standard designs as stated in Part M of the building regulations i.e. appropriate handrails, landing stages etc.

All the retail units and all the B1 units within the building should have flat and level entrances and all the doors into the retail and B1 units should have a minimum clearance of 800mm.

Consideration should be given to installing access facilities on both the barges that allow for use by disabled people.

The disabled toilet shown on the first, second, third and fourth floors of the development are not wide enough. They are approximately 1.3m wide when they should be 1.5m wide. Consideration should be given to changing this to providing suitable disabled persons toilets. Also could it be confirmed that the doors on these toilets are to be 1m wide.

The above comments reflect UDP policies **START11, STRAT31, CD36,CD67,and LR37.**

Site:	Canalot 2 196 - 222 Kensal Rd.	File reference:	TP 96/1828.
Subject:	Redev.	Site <input type="checkbox"/>	Office <input checked="" type="checkbox"/>
R.B.K. & C Planning Services		Date: 12.6.98	
NOTES OF MEETING			

Names of persons attending:

Officers	Applicant/Agent/Resident
S. Widen	J. Ramsay

Matters discussed:

Further to meeting of 21/5, non transport issues:

Light to RNIB Bldg - dugs of n'br + if poss, bldgs which stood at 196-208 to be supplied.

"Gains" needed to offset absence of res, large scale of BI use, + high plot ratio to same extent.

- small units BI accⁿ
- light ind. units or live/work.
- Workplace nursery
- no amalgamⁿ of shop units to create larger units.
- CCTV.

Mr R to discuss with client.

He is also pursuing the Transport/Restaurant amenity queries.

Buchanan due to report in 3-4 weeks on this.

A/C units Roof terrace?

Signatures:

Aug Nov

BG/CAN/PC/00/00/GF.	rec'd	23 2 98	GF PLAN
06/BFA		17 3 98	B PLAN
01/IF			1st PLAN
02/2F		23 2 98	2nd
03/3F		23 2 98	3rd floor
04/4F			4th
10/01		23 2 98	rear elev
00 01A			front elev
00 05RF			
20 00 SECS		22 2 98	sections

Proposals

B - car park 40 space bike rack, 18 car spaces, kitchen unloading area.

G - shops, bar/rest, lake.

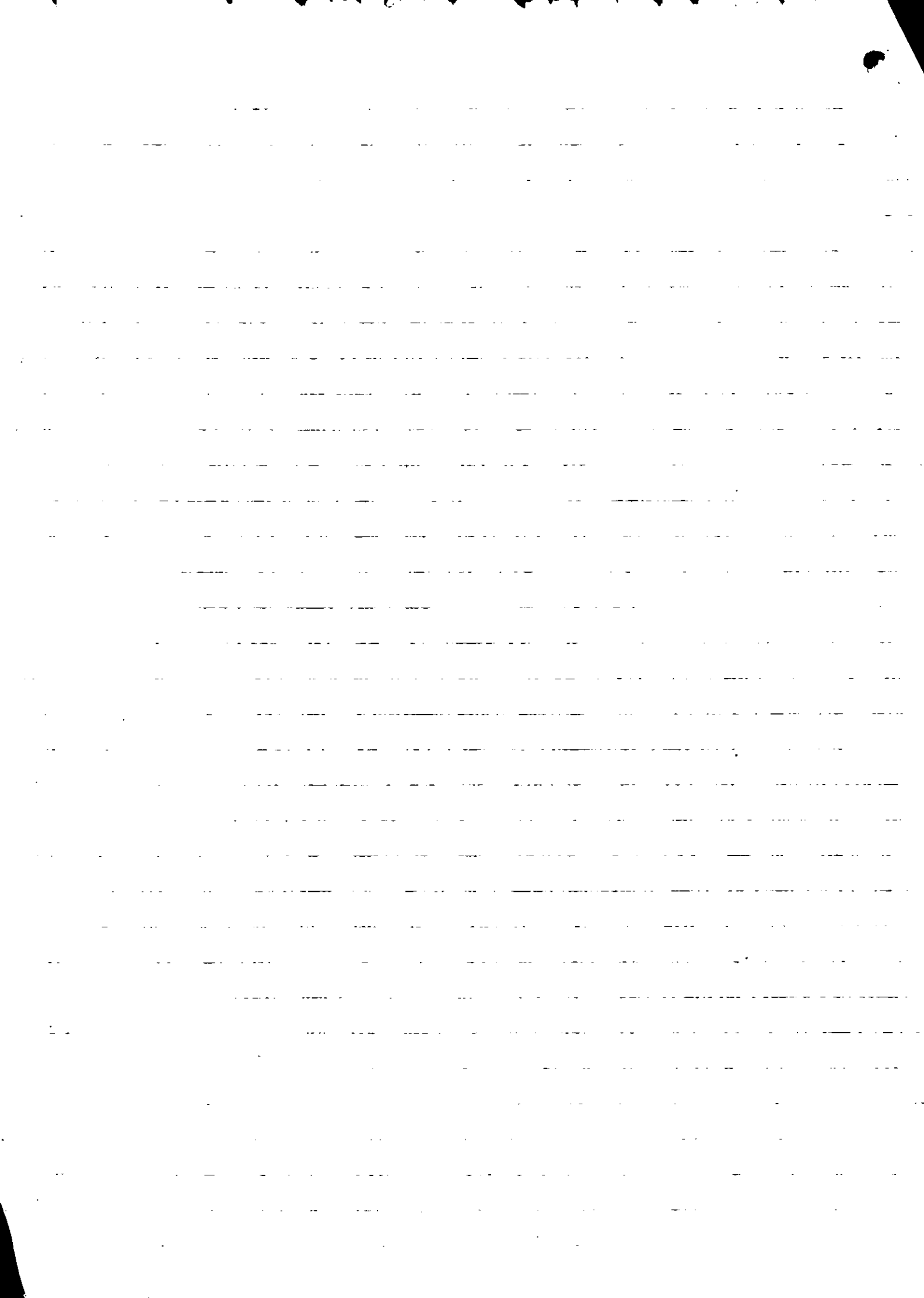
1 - 21 x B1 units, 20 + sq.m. area

2 - 23 x B1 units 20 +

3 - similar to 2nd.

4 - " " + B1 unit on top of Can 1.

* what are railed off areas? on roof of Can 1.



Light to RNIB Bldg.

They stated at one stage that they had dug demonstrating the relationship / effects on windows
Survey dug of ^{pre-} exg flank adjoining boundary for comparison needed.

The outline PP TP92/1678 PP 20.2.95

Where's the file? Missing - not micro'd

"Gains" to offset absence of any res-provision required ie

- secure small units, + a proportion of ~~live~~ ~~units~~ ~~ind.~~ units on OF, built to U standards, or get some live/work units
workplace nurseries

condition to prevent analg of shop units (attract car-borne shoppers).

Use of Barges - BI/cannu^r uses,

- exhibits + other activities related to canal + access to public (letter 17.7.97 JLU)

They are to get letter from BUB agreeing to a condition re satellite dishes.

CCTV

Density? What is Plot Ratio? Its more than allowed in outline + must be huge.

RBK&C TRANSPORTATION COMMENTS

T.P. Number: 96/1828	Address: 196 - 208 Kensal Road.	Date of obs. 12/5/98	
Development: Canalot redevelopment inc A3.		Obj. ✓	No obj.
File Number: TM 202	Obs. K INITIAL/FULL	Transportation officer: gp	D.C. officer: SW
Other Information:			

Comments:

Following a site inspection on 7th May I would add that I continue to be concerned about the scale of this proposal. The road network in this area is dense with relatively narrow roads. Kensal road already suffers operational problems due to the relatively narrow width coupled with considerable 2 way traffic flow and on-street parking.

The figures in my OS dated 6/5/98 refer to the lower level of occupants on the premises, a level likely to be conditioned by the council if any PP were to be granted. However, the committee should be aware that the premises could accommodate approx 600 people (depending on licensing limits). This could generate 150 cars + staff cars, or more if the car density was higher than usual. A higher car density %age would be

quite possible because of the low level of public transport accessibility at this location.

At 350 occupants the development would have a very significant impact on roadside parking space in the area.

At 600 occupants the impact would be proportionately more.

I suggest a meeting with the applicants so that we can be clear about how many occupants are likely & the conditions that might be acceptable.

If the applicants want to pursue large nos. then I will need to carry out a full 300m radius parking occupancy study.



PLANNING AND CONSERVATION

THE TOWN HALL • HORTON STREET • LONDON W8 7JK

THE ROYAL BOROUGH OF

Executive Director M J FRENCH FRICS Dip TP MPhil CEnv
Director of Planning Services

Jones Lang Wootton,
22 Manover Square,
London W1A 2BX

Switch and
Direct Line 0171-937 5464
0171-361 2646

Facsimile 0171-361 3463



KENSINGTON
AND CHELSEA

20 Feb 1995

My reference: Your reference: TP/DEV/388 Plans at: Miss P. Vallely

DPS/PV/TP/92/1678/F/23/21

Dear Sir/Madam,

TOWN AND COUNTRY PLANNING ACT, 1990
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER, 1977

OUTLINE Application - Permission for Development (Conditional) (TP9)

The Borough Council, in pursuance of its powers under the above-mentioned Act and Order, hereby grants permission on an outline application for 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

Redevelopment to provide 3965 sq.m. gross floorspace comprising up to 3096 sq.m. gross of live/workspace units; up to 869 sq.m. gross of business units; restaurant use at ground floor level and 14 car parking spaces at basement level, at 198-209 KENSAL ROAD, KENSINGTON, W.10, as shown on submitted drawing No. TP/92/1678/B, Applicant's drawings Nos. 155/SK101D, /SK102E, /SK103E, /SK104D, /SK105, /SK106D, /SK107D, /SK108D, (illustrative drawings) and letter dated 18/08/94, in accordance with your application dated 09/10/92, completed 15/10/92, revised 28/04/94 and by letter dated 18/09/94.

/ **CONDITIONS ...**

12/22/1978 : : 2

CONDITIONS

1. Application for approval of the reserved matters shall be made to the local planning authority before the expiration of three years from the date of this permission.

The development hereby permitted shall be begun either before the expiration of five years from the date of this permission or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later. (C.2)

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 as 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);
 - (c) the use and treatment of any part of the site not proposed to be covered by buildings;
 - (d) the treatment of the open land within the site including hard and soft landscaping;
 - (e) any proposed walls, fences or railings;
 - (f) boundary treatment;
 - (g) the provision of access for people with disabilities;
 - (h) floor plans;
 - (i) materials to be used on the external faces of the buildings.
- (C.11)

3. No less than 40% and no more than 60% of the floor area of each of the live and work units shall be used for living purposes and the remainder shall be used for business purposes (within Class B) of the Use Classes Order 1987). The live/work units shall not be subdivided or operated for either residential or business (Class B) use separately or exclusively without prior written agreement of the Council).

4. At least two of the units shall comprise not less than 70 sq.m. gross floor area.

5. The proposed...

5. The proposed building shall not exceed in height the existing Canalet building on the South elevation and the adjacent RMB building (to the East of the site) on the North elevation.
6. Accommodation for refuse storage shall be provided before occupation in accordance with the details submitted to and approved in writing by the Executive Director of Planning and Conservation before building works are commenced.
7. No less than 10 Cycle Parking racks shall be provided in connection with this development.

8. 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) a landscaping and tree and/or shrub planting scheme (C.16)

9. No loudspeaker or relay equipment or musical instruments shall be used on the premises in such a manner as to cause noise nuisance to nearby occupiers. (C.42)

10. The restaurant use hereby permitted shall not be carried on between the hours of midnight and 7.30am and no customers shall be on the restaurant premises between these hours.

11. Details of the means of ventilation to the premises shall be submitted to and approved in writing by the local planning authority before the use hereby permitted commences and the use shall take place only with the ventilation so approved in operation. (C.55)

12. The following matter shall be designed, installed within an timescale and operated only in accordance with a scheme to be agreed with the local planning authority:

(a) all equipment for the ventilation of every part of the restaurant area. (C.57)

REASONS FOR THE IMPOSITION OF CONDITIONS

1. As required by Section 92 of the Town and Country Planning Act 1990 to avoid the accumulation of unexercised planning permissions. (R.2)

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. In order to ...

3. In order to create an appropriate mix of uses and to ensure that the scheme complies with the Council's employment and residential policies.
4. In order that the Council may be satisfied with the detail of the proposal and to encourage small businesses to locate and expand within the Kensal Small Business Area.
5. To safeguard the appearance of the area and to safeguard amenities. (R.77)
6. The details are considered to be material to the acceptability of the proposal and to safeguarding the amenities of the area. (R.63)
7. To protect the amenities of the area. (R.31)
8. To ensure the appearance of the development is satisfactory and safeguard the amenities of the area. (R.16)
9. To safeguard the amenities of neighbouring properties. (R.48)
10. To safeguard the amenities of neighbouring properties. (R.42)
11. To safeguard the amenities of neighbouring properties. (R.55)
12. To safeguard the amenities of neighbouring properties. (R.55)

RESTRICTIONS

1. This permission does not permit the use of the premises as temporary sleeping accommodation (including holiday lets or short lets) or any purpose specified in Section 25 of the Greater London Council (General Powers) Act 1973 as substituted by the Greater London Council (General Powers) Act 1983 or as timeshare accommodation as specified in Section 5 of the Greater London Council (General Powers) Act 1983. Use for such purposes would constitute a change of use requiring planning permission and it is the Council's policy to resist such changes of use. (1.2)
2. Any advertisements to be erected at the premises may require consent under the Control of Advertisements Regulations 1992. You are advised to consult the Directorate of Planning Services. (1.5)

3. Your attention...

TP/92/1678 : 5

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". (1.14)
4. Separate approval for the works hereby granted planning permission may be required by the Building Act 1984 and the Building Regulations 1991, and the grant of planning permission does not imply that such approval will be given. The Director of Building Control, Council Offices, 37 Pembroke Road, WS 6PW should be consulted before works commence. (1.21)
5. The development hereby permitted must comply with the Highways Act 1959-80. The Director of Highways and Traffic, Council Offices, 37 Pembroke Road, WS 6PW should be consulted on the positioning of buildings in relation to the highway, points of vehicle access and the width of the highway. (1.24)
6. The Director of Highways and Traffic should be informed 7 days before any earth moving or abnormal use of highways adjoining the site commences so that arrangements for the routing of earth moving vehicles and cleansing the highway can be made. Contractors should be reminded that it is an offence to deposit mud on the public highway. If any spillage is not immediately cleared the Council will carry out the necessary cleansing and recharge the cost to the contractor. (1.27)
7. You are advised to consult the Director of Cleansing and Recycling, Council Offices, 37 Pembroke Road, WS 6PW 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. (1.29)
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, 37 Pembroke Road, WS 6PW at an early stage. (1.30)
9. The premises may be subject to the requirements of the Health and Safety at Work Act 1974. You are advised to consult the Director of Environmental Health, Council Offices, 37 Pembroke Road, WS 6PW at an early stage. (1.32)
10. The premises may be subject to the requirements of the Food Hygiene (General) Regulations 1970. The Director of Environmental Health, Council Offices, 37 Pembroke Road, WS 6PW should be consulted at an early stage. (1.33)

/ 11. The use of...

12/22/1978 : 6

11. The use of the premises for public entertainment or purposes which require a licence under the Private Places of Entertainment (Licensing) Act 1957 may require a separate application to the Council. The Director of Environmental Health should be consulted at an early stage. (1.26)
12. If the development is to include any air conditioning unit incorporating a water cooling system or any other plant or equipment involving large scale heating and distribution of water, you should consult the Director of Environmental Health to ensure adequate mechanical cleaning. (1.27)
13. Any plant or equipment installed in or on the building must be designed so as not to cause a nuisance through noise, vibration or fumes. The grant of planning permission does not obviate the need to comply with relevant environmental protection legislation, nor imply that these other approvals will be given. The Directorate of Environmental Health should be contacted on the detail of any such plant or equipment. Any changes to plant or equipment required to comply with other legislation may require further planning permission. (1.28)
14. The Housing 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, Horton Street, M3 7JZ, well in advance of the completion of building. (1.29)
15. The housing and BI accommodation should be constructed in accordance with the standards set out in the District Plan and the Planning Standards Chapter of the Unitary Development Plan as deposited and as proposed to be modified.

Yours faithfully,



Executive Director, Planning & Conservation

PLANNING AND CONSERVATION

THE TOWN HALL • HORNTON STREET • LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

Director of Planning Services

Mr. J. Ramsay,
Jones Lang Wootton,
22 Hanover Square,
London W1A 2BN

Switchboard: 0171-937 5464

Direct Line: 0171-361 2082

Facsimile: 0171-361 3463
22/05/98



KENSINGTON
AND CHELSEA

My reference:

Your reference:

Please ask for:

DPS/DCN/SW/TP/96/1828

Mrs. S. Wilden

Dear Sir,

TOWN AND COUNTRY PLANNING ACT 1990 - 196-222 KENSAL ROAD, W.10

Further to your meeting of 21st May with Mrs. Palmer and Mrs. Wilden concerning the amended restaurant content of the application, I would advise you that the information supplied is not sufficient to enable us to make a full appraisal of the likely impact of this proposal in terms of parking demand.

We require an impact statement which would address:

- (a) existing evening parking demand within 300m of the site
- (b) assessment of likely numbers of staff/customers expected at the A3 land use
- (c) assessment of likely modal split of these staff/visitors, depending on nature of use, likely catchment, public transport accessibility
- (d) assessment of likely impact of car drivers on the local road network.

Please let me know if you are able to provide this information. You may consider retaining a firm of transportation/traffic engineering consultants. Please liaise with Mrs. Palmer to agree working methods before carrying out any work. If you are not able to carry out the work then we will consider instructing our own consultants and requesting payment from you.

Concerning this element of the scheme, it would also be helpful to know how it is proposed to prevent noise nuisance to the residential premises on the opposite side of the canal.

Yours faithfully,

R. THOMPSON,
AREA PLANNING OFFICER FOR THE
EXECUTIVE DIRECTOR OF PLANNING AND CONSERVATION.

disabled access - Anup to new rev. scheme

condⁿ re small units - no amalg of 2+ units to 140+
light ind^y - lt. ind condⁿ ^{\$9m}

e/c application 92/1628

- use of barges. ∇ - BWB consent - JR to get copy of letter agreement.
exhibs / public access / daytime only.
- restaurant site - parking problem.
new controls are about to be introduced in K. Rd, less parking available there.
poor PT access. likely to be 20+% car driver.
nos unit?

hours of use of exg restⁿ.

CCTV contribution.

RBK&C TRANSPORTATION COMMENTS

T.P. Number: 96/1828	Address: 196-208 Kensal Road	Date of obs. 21/5/98	
Development: re A3.		Obj. <input checked="" type="checkbox"/>	No obj. <input type="checkbox"/>
File Number: TM 202/k.	Obs. INITIAL / FULL	Transportation officer: GP.	D.C. officer: SW.
Other Information: NOTES OF MEETING.			

Comments:

Present Jim Ramsay (JLR)
SW (part of meeting)
GP.

Meeting at Town Hall 9:30 21/5/98.

SW discussed noise issues.

Discussion re. size of restaurant and likely impact at the kerbside.

JR said that the applicant wished to make a success of a large restaurant space & was looking to attract a large top of the market enterprise. They believe this will revitalise the area, raise its reputation, create jobs vitality etc. They believe that lots of parking space is available in the area and have carried out their own survey.

GP explained that the scale of the operation might be too large in terms of its impact on residential amenity. Parking was available, but a large influx of cars 100+ could have a substantial effect.

on local residential streets.

I asked JR to provide details of what was proposed and an analysis of the likely impact, but he thought that we should just assume the maximum.

I agreed to arrange a 9:30 pm Thursday peak occupancy ^{survey} of the keeside throughout the area. JR agreed to discuss the Council's reluctance to see a very large restaurant, with the applicant.

Action

GP to arrange survey

JR to discuss with client

GP to investigate impact of large restaurant.

(More discussion needed - guidance from RT / LJ?).

Also SW requested that given impact probable upon res on north side of canal + City of W. obj'n., need to state how they will avoid problems/what measures to prevent nuisance.

Barges for daytime only communitis / public access uses.

I will phone him to discuss other issues

RBK&C TRANSPORTATION COMMENTS

T.P. Number: 96/1828	Address: 196-208 Kensal Wood	Date of obs. 1/4/98
Development: CANALOT Phase II enlarged restaurant new basement arrangements		Obj. ? No obj.
File Number: TM 202	Obs. INITIAL/FULL K fuller	Transportation officer: GP. D.C. officer: SW
Other Information:		

Comments:

I note that the new basement plan PC/00/06/BF rev A dated 6/3/98 shows a reduction of 00 parking spaces from 39 - 18, a substantial reduction. This may reflect the easier situation on street following the introduction of the CPZ and the availability of long term ped spaces. The basement plan shows

- (a) ~~Hydrogen~~ cycle racks = good
- (b) Disabled parking spaces = looks ok but access officer must comment
- (c) Loading/unloading space for the kitchen associated with the proposed new restaurant. This ~~is~~ further backs up my opinion that the restaurant is likely to be significant in terms of nos. of customers & 00 some hrs compared with the cafe area originally proposed.

re. Ground Floor Bar / Restaurant.
 The proposal is for 310 sq m restaurant
 66 sq m bar.

There are no layout drawings for the restaurant to show seating areas, auxiliary areas etc. so I will assume $\frac{310}{2} = 160$ seats (restaurant)
 $+ 66 \div 0.55 = 120$ people
 $= 280$ people at any one time.

I have very little information about the conditions on street in terms of parking stress in the evening until an evening survey is carried out. However, the Golden Club at Kensal Road, to the east (licensed for 300 people Mon-Sat - 1.30am) is known to cause operational problems in Kensal Road because of parking on both sides. This is a nightclub aimed at the top end of the market and is obviously having an effect on-street in this immediate area.

If the Canal restaurant was to operate as a popular destination type restaurant then

$280 \times 25\%$ (cars) = 70 cars
 could be expected at any one time.

Some of the off-street parking spaces may be available in the evening, but this could not be relied upon, as many of the small businesses will be working late, due to the nature of the business carried out at the premises.

I will arrange for an evening survey of the area to be carried out; it would however be sensible to wait for the Easter holidays to be over.

My initial impression is that the proposed restaurant is rather too large and may well cause operational problems in Kensal Road / and / or parking spaces in residential streets.



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✓ ET 26/3/98. (SW)

The Director of Planning Services
Department of Planning and Conservation
Royal Borough of Kensington and Chelsea
Hornton Street
London
W8 7NX

Your ref

Our ref TP/220/JBR

Direct line 0171 306 1896

Direct fax 0171 457 3949

E-Mail jbr@jlw.co.uk

Rechi

F.A.O Ms S Wilden

TRANSPORTATION	
DATE IN	01.04.98
OFFICER	G. Chan

25th March 1998

Dear Sir

Canalot Phase II

Planning Application Reference No. TP/96/1828

Further to our letter of 16th March, we wish to confirm that, in addition to vehicles servicing the restaurant, the parking area proposed in the basement of Canalot Phase II will be frequently used by vans and other small commercial vehicles which are used by the businesses which will be operating from the premises. Such vehicles are an essential element of media related activities, such as those which are proposed for Canalot Phase II and currently exist in Canalot Phase I. The basement plans have therefore been amended to take into account these requirements.

We trust that this clarifies the proposals in relation to the revisions to the basement car parking area.

Yours faithfully

Jones Lang Wootton

Jones Lang Wootton
c.c. Mr SB Gray

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26 MARCH 98						22	
APPEALS	IO	REC	ARB	FWD PLN	CON DES	FEES	

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Hornton Street
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W8 7NX

Your ref

Our ref TP/220/JBR

Direct line 0171 306 1896

Direct fax 0171 457 3949

E-Mail jbr@jlv.co.uk

See
pl. act
Back in

F.A.O Ms S Wilden

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EX DIP	HDC	M	C	SW	SE	ENF	AO ACK		
17 MAR 1998 <i>(52)</i>									
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16th March 1998

Dear Sir

Canalot Phase II

Planning Application Reference No. TP/96/1828

On behalf of our client, Mr Bennie Gray, please find enclosed four copies of revised drawing no. BG/CAN/PC/00/06/BF-RevA which is submitted as a replacement for BG/CAN/PC/00/06/BF, submitted on 19th February.

The plan indicates a revised parking arrangement in the basement area. Total parking provision has been reduced in order to provide an unloading/servicing area for the kitchen and space for turning vehicles within the basement area.

We trust that the amendments will be acceptable to you. If you require any further information, please do not hesitate to contact Jim Ramsay of this firm.

Yours faithfully

Jones Lang Wootton

c.c. Mr SB Gray

196-203
Kensal Road.

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HO CHI MINH CITY HONG KONG JAKARTA JOHOR BAHRU KUALA LUMPUR LEEDS LEIPZIG LONDON LOS ANGELES LUXEMBOURG LYON MADRID MANCHESTER MANILA MASCOT
MELBOURNE MILAN MILTON MOSCOW MUNICH NEW YORK PARIS PARRAMATTA PERTH PRAGUE PULAU PINANG ROTTERDAM SAN FRANCISCO SHANGHAI SINGAPORE
STOCKHOLM SURABAYA SURFERS PARADISE SYDNEY TEL AVIV TOKYO TORONTO TOWNSVILLE UTRECHT VIENNA WARSAW WASHINGTON D.C. WELLINGTON WIESBADEN YANGON





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F.A.O Ms S Wilden

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APPEALS	IO	REC	ARB	FWD PLN	CON DES	FEE'S		

19th February 1998

Dear Sir

Canalot Phase II

Planning Application Reference No. TP/96/1828

On behalf of our client, Mr Bennie Gray, please find enclosed four copies of revised drawings to accompany the above planning application. The plans supersede those submitted on 17th July 1997. A schedule of revised drawings is attached.

The key changes between the current proposals and those previously submitted are as follows:

Roof structure / height of the building

The previous sawtooth roof structure and its extension over the proposed lake area have now been removed. The central area, above the lake, is now open and a sheet metal profiled roof structure is provided. The effect of this alteration is to reduce the height of the building, addressing a previously expressed concern about the relationship of the extension to existing buildings and the visual impact of the building generally.

Canal elevation

The design of the canal elevation has been simplified by the removal of the proposed balconies and a significant reduction in the amount of glazing. This will address concerns about overlooking and light emission. Furthermore, the tower feature has been removed reducing height and visual impact of the building.

A LIST OF PARTNERS IS DISPLAYED AT 22 HANOVER SQUARE LONDON W1A 2BN

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Proposed restaurant

The ground floor of the building has been amended by the extension of the proposed restaurant area. It is now proposed that some 376 sq m of the ground floor will be used as a restaurant and bar. The purpose is two-fold:

First - to provide the crucial focus for Canalot's working community as well as catering facilities in a relaxed environment for clients and visitors, and employees of other businesses in the area.

Approximately 200 people are expected to be employed in the Canalot extension alone. When added to occupiers of Canalot Phase I, together with the many other small businesses in the area, the need for significant restaurant space becomes apparent. The Kensal Road area is seriously constrained in terms of restaurant facilities and the provision of such facilities within Canalot Phase II will avoid the need for local employees to travel to other locations.

daytime only?

Second - to act as a focus for regeneration creating life and vitality in the Kensal Road area. A vibrant restaurant is seen as a vital ingredient in the regeneration proposals for Kensal Road and North Kensington generally. The provision of bar and restaurant space, together with retail facilities and public exhibitions and art displays in the courtyard area will provide the range of uses essential to ensure that Canalot Phase II provides not just employment, but an attractive mixed use environment which will encourage visitors to the area and further investment.

We are aware that highways officers have expressed concern over the traffic implications of the proposed restaurant. This matter was addressed in our letter of 26th August 1997, but, in summary, we would re-iterate the following:

Firstly, during the day, the key users will be people already at Canalot, either working or visiting. The proposed restaurant is in fact likely to reduce lunchtime traffic as people will not need to travel elsewhere. The restaurant will also provide an evening facility for media workers within Canalot, who do not tend to work on a strict nine to five basis.

Secondly, the premises are located within the Kensal Road Small Business Area where B1 uses are predominant and, notwithstanding Canalot, there is a general lack of activity in the evenings. In this case, we do not consider that restaurant use will have any adverse effect on residential amenity. Indeed, a new restaurant will improve the amenity by providing an additional facility for residents of North Kensington.

Finally, the additional restaurant space replaces that originally proposed on a moored barge.

Against this background a limitation on the use of the restaurant is considered inappropriate and unnecessary. The restaurant is a key element of the proposal, the inclusion of which will enhance viability and ensure that wider benefits to the area will result

Since the planning application was submitted we have amended the proposals to take account of comments from officers and to ensure that we have provided an appropriate mix of uses - providing employment, vitality, community benefits and landmark architecture. Such development on derelict sites represents the key to sustainable development and regeneration of the North Kensington area. We hope,

therefore, that you will now be in a position to recommend to your Committee that the application be approved. If you require any further information please do not hesitate to contact Jim Ramsay of this firm.

Yours faithfully

A handwritten signature in black ink that reads "Jones Lang Wootton". The signature is written in a cursive, flowing style.

Jones Lang Wootton
c.c. Mr SB Gray

LIST OF PLANS

Ground floor plan	DRG.BG/CAN/PC/00/00/GF
First floor plan	DRG.BG/CANN/00/01/1F
Second floor plan	DRG.BG/CAN/PC/00/02/2F
Third floor plan	DRG.BG/CAN/PC/00/03/3F
Fourth floor plan	DRG.BG/CAN/PC/00/04/4F
Roof plan	DRG.BG/CAN/PC/00/05/RF ✓
Basement	DRG.BG/CAN/PC/00/06/BE ✓
Front Elevation	DRG.BG/CAN/00/01A /
Rear Elevation	DRG.BG/CAN/PC/10/01/RE ✓
Section 'A-A' & 'B-B'	DRG.BG/CAN/PC/20/0/SECS ✓

19 February 1998

**BRYDEN WOOD ASSOCIATES
ARCHITECTS AND DESIGNERS**

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London
EC1N 8XA

Tel. 0171 831 7578
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Mark Bryden
BA (Hons) Dip. Arch.
RIBA ACI Arb

Marin Wood
BA (Hons) Dip. Arch.
RIBA

Canalot Phase 2

PROPOSED EXPANSION OF CANALOT FACILITY - AREAS SCHEDULE

Gross Floor Space

Basement	1219m²
Ground Floor (Including lake and public areas) of which:	1238m²
Retail	288m ²
Restaurant	310m ²
Bar area	66m ²
First Floor (including lift, stairs and walkways)	904m²
Second Floor (all B1) (including lift, stairs and walkways)	880m²
Third Floor (all B1) (including lift, stairs and walkways)	879m²
Fourth Floor (all B1) (including lift, stairs and walkways)	1020m²
Total (excluding lake and public areas)	4352m²

Smallest B1 unit = 18m²

Largest B1 unit = 60m²

Total No. of B1 units = 90

Site: Canalot II	File reference: TP/96/1028
Subject: redert.	Site <input checked="" type="checkbox"/> Office <input type="checkbox"/>
R.B.K. & C Planning Services	Date: 7.5.98
NOTES OF MEETING on site	

Names of persons attending:

Officers

G Palmer
S. Miller

Applicant/Agent/Resident

/

Matters discussed:

① Daylight effects - calcs needed

(i) Premises opp site.

Of shop with windows onto canal
1st + 2nd floor above - terraces of approx
3m. depth.

(ip) Terrace level approx 3.5m above towpath level,
to RNIB hostel NB pre exg bldg.

② Transport obs.

Parking gen. figures based on c.300 ppl
but could accommodate twice that
100 car spaces needed \Rightarrow 200 car spaces

Why barges still sham?

A3 hours.

A3 use of this mge likely to
cause nuisance to res.

Spoke to Mr R's colleague +
said we'd need a meeting.

V.lge A3 problematic.

If they persist with this, will need to
re consult AOP.

Signatures:

City of Westminster
BWB

+ BETHO (re any nuisance from Cobden
Club)

RBK&C TRANSPORTATION COMMENTS

T.P. Number: 96/1828	Address: 196 - 208 Kensal Road Canalot	Date of obs. 6/5/98
Development: Redevelopment incl. A3.		Obj. <input type="checkbox"/>
File Number: TM 202	Obs. INITIAL / FULL K. full.	Transportation officer: GP
Other Information:		D.C. officer: SW

Comments:

The new basement layout shows a reduction in the number of car parking spaces, but additional space for loading/unloading, particularly for the ladders associated with the restaurant. This is acceptable, but I have the following observations

- (a) the cars shown on the layout, and therefore the spaces shown are not the full sized design car of 1.75m x 4.8m.
- (b) the disabled spaces look OK - Access officer to comment.
- (c) bicycle racks - OK.
- (d) I am concerned about the gradient of the ramp - what is it?

Proposed A3.

The drawing CAN/BC/00/00/GF shows restaurant and bar areas, but no layout drawings to show seating areas and standing areas.

Assuming all operational areas

310 m² of restaurant would seat

230 - 300 people.

66 m² of bar area would accommodate

120 - 330 people (at crush)

Assuming we condition any p.p. to the lower ranges, this A3 use will accommodate 350 people. Public transport accessibility is amongst the worst in the Borough at this location no. 1. on a scale of 1 (worst) → 5 (best) I would expect 25% car drivers in the evening to this restaurant, the rest being by taxi, those already on the premises, and local people walking.

$350 \times 25\% = 88 \text{ cars} + \text{staff cars.}$

A restaurant of this size could employ large nos. The applicant should be asked to provide an assessment. I would suggest at least 50 well 25% car drivers = additional 13 cars. = approx 100 cars in total.

Some parking is available in the basement, but it is likely that the spaces will already be taken up by those working late at the premises. For this reason I have not included these in the calculation re. parking stress.

A survey undertaken on Sat 23rd April 9:30pm - 1:30am showed considerable activity associated with the Cobden Club (170 Kensal Rd, licensed to 1:30am for no more than 300 people 1st & 2nd floor).

The survey showed that although there was plenty of ~~off~~ on-street car parking space available on Kensal Road itself and on the side streets, parking on both sides of Kensal Road caused operational difficulties by not allowing 2 lanes of traffic to pass each other.

I have spoken to the Parking Development Manager (Mark Dean) who has advised me that at any time restrictions (double yellow lines) will be necessary in Kensal Road if additional parking pressure is anticipated. The removal of the single yellow lines will cause vehicles to be displaced on to side streets, and will also inconvenience those residents

in Kensal Road who prefer to park outside their own premises as far as possible, because of the risk of vandalism to parked cars in this area.

I attach 2 plans, 1 showing the existing parking situation at 9.30pm and 1 showing the likely situation if this proposal were to be fully operational.

The 2nd plan assumes that approx 40 single yellow line spaces will be lost due to the new AAT regulations on the N side of Kensal Road between Galsome Road and Wedlake Street.

The 100 vch will park first in Kensal Road, and any spaces shown on the plan will be beyond the 300 m radius. The short streets of Wedlake Street and Alderson Street will fill up completely. Other cars will park in East Row and Bowditch Street. There are plenty of spaces available in East Row, Middle Row and Conlan Street, as these are not particularly "residential" in nature. However, it is not certain that drivers will wish to park in these less sensitive streets. Some cars will park in Bowditch St / Haylewood Crescent which have some spaces available, but which are highly residential in nature. These will be more popular with drivers being nearer the premises.

Conclusion:

The proposed A3 will generate 100 cars at the kee side

Kensal Road will be most affected - new parking regs will be needed to cope. Spaces are available, ~~some~~ ^{a few} to the North & some to the south of Kensal Road.

Most spaces are available in the west of the area, the non-residential side.

Most demand, however, will be on the east of the area, the residential area, as this is closer to the restaurant.

It is likely that the proposed A3 use will have a significant effect on kee side parking in the Kensal Road Area.

Suggest: controls on nos. of seats -

: controls on nos. of people at any one time.



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S
escaped
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paper
g.

DESIGN

Sarah

Canalot II

Overall, I think the design is impressive. I have no problems with latest revisions, but detail is lacking. Happy for it to be approved subject to following details:

- 1) materials
- 2) fenestration/balconies at rear - detailed drawings, sections, samples
- 3) Ground floor treatment (front and rear)
- 4) Section of roof over Canalot I.

Dave ~~2/4~~ 2/4.

Message left for J Ramsay
re above + that Transport doing
parking analysis because of restaurant
size. 3/4





Jones Lang Wootton

International Real Estate Advisers

✓ CT 26/3/98. (SW)

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F.A.O Ms S Wilden

Your ref

Our ref TP/220/JBR

Direct line 0171 306 1896

Direct fax 0171 457 3949

E-Mail jbr@jlv.co.uk.

Bochi

25th March 1998

Dear Sir

Canalot Phase II
Planning Application Reference No. TP/96/1828

Further to our letter of 16th March, we wish to confirm that, in addition to vehicles servicing the restaurant, the parking area proposed in the basement of Canalot Phase II will be frequently used by vans and other small commercial vehicles which are used by the businesses which will be operating from the premises. Such vehicles are an essential element of media related activities, such as those which are proposed for Canalot Phase II and currently exist in Canalot Phase I. The basement plans have therefore been amended to take into account these requirements.

We trust that this clarifies the proposals in relation to the revisions to the basement car parking area.

Yours faithfully

Jones Lang Wootton

Jones Lang Wootton
c.c. Mr SB Gray

RECEIVED BY PLANNING SERVICES							
EX DIR	HDC	A	C	SW	SE	ENF	AO ACK
				26 MARCH 98		22	
APPEALS	IO	REC	ARB	FWD PLN	CON DES	FEES	

A LIST OF PARTNERS IS DISPLAYED AT 22 HANOVER SQUARE LONDON W1A 2BN

JONES LANG WOOTTON INTERNATIONAL: ADELAIDE AMSTERDAM ANTWERP AUCKLAND BALI BANGKOK BARCELONA BEIJING BERLIN BIRMINGHAM BRISBANE BRUSSELS BUCHAREST BUDAPEST CANBERRA CHICAGO DALLAS DUBLIN DÜSSELDORF EDINBURGH FRANKFURT GLASGOW GLEN WAVERLEY GRENOBLE THE HAGUE HAMBURG HO CHI MINH CITY HONG KONG JAKARTA JOHOR BAHRU KUALA LUMPUR LEEDS LEIPZIG LONDON LOS ANGELES LUXEMBOURG LYON MADRID MANCHESTER MANILA MASCOT MELBOURNE MILAN MILTON MOSCOW MUNICH NEW YORK PARIS PARRAMATTA PERTH PRAGUE PULAU PINANG ROTTERDAM SAN FRANCISCO SHANGHAI SINGAPORE STOCKHOLM SURABAYA SURFERS PARADISE SYDNEY TEL AVIV TOKYO TORONTO TOWNSVILLE UTRECHT VIENNA WARSAW WASHINGTON, D.C. WELLINGTON WIESBADEN YANGON







Jones Lang Wootton

International Real Estate Advisers

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The Director of Planning Services
Department of Planning and Conservation
Royal Borough of Kensington and Chelsea
Hornton Street
London
W8 7NX

Your ref

Our ref TP/220/JBR

Direct line 0171 306 1896

Direct fax 0171 457 3949

E-Mail jbr@jlv.co.uk.

SW
pl-ack
Back in

F.A.O Ms S Wilden

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EX DIR	HDC	M	C	SW	SE	ENF	AO ACK
17 MAR 1998 <i>SW</i>							
APPEALS	IO	REC	ARB	FWD PLN	CON DES	FEES	

16th March 1998

Dear Sir

Canalot Phase II

Planning Application Reference No. TP/96/1828

On behalf of our client, Mr Bennie Gray, please find enclosed four copies of revised drawing no. BG/CAN/PC/00/06/BF-RevA which is submitted as a replacement for BG/CAN/PC/00/06/BF, submitted on 19th February.

The plan indicates a revised parking arrangement in the basement area. Total parking provision has been reduced in order to provide an unloading/servicing area for the kitchen and space for turning vehicles within the basement area.

We trust that the amendments will be acceptable to you. If you require any further information, please do not hesitate to contact Jim Ramsay of this firm.

Yours faithfully

Jones Lang Wootton

c.c. Mr SB Gray

196-208
Kensal Road.

A LIST OF PARTNERS IS DISPLAYED AT 22 HANOVER SQUARE LONDON W1A 2BN

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@ Botin.

F.A.O Ms S Wilden

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EX DIR	HDC	N	C	SW	SE	ENF	ACK
				23 FEB 1998		87	
APPEALS	IO	REC	ARB	FWD PLN	CON DES	FERS	

19th February 1998

Dear Sir

Canal Phase II

Planning Application Reference No. TP/96/1828

On behalf of our client, Mr Bennie Gray, please find enclosed four copies of revised drawings to accompany the above planning application. The plans supersede those submitted on 17th July 1997. A schedule of revised drawings is attached.

The key changes between the current proposals and those previously submitted are as follows:

Roof structure / height of the building

The previous sawtooth roof structure and its extension over the proposed lake area have now been removed. The central area, above the lake, is now open and a sheet metal profiled roof structure is provided. The effect of this alteration is to reduce the height of the building, addressing a previously expressed concern about the relationship of the extension to existing buildings and the visual impact of the building generally.

Canal elevation

The design of the canal elevation has been simplified by the removal of the proposed balconies and a significant reduction in the amount of glazing. This will address concerns about overlooking and light emission. Furthermore, the tower feature has been removed reducing height and visual impact of the building.

A LIST OF PARTNERS IS DISPLAYED AT 22 HANOVER SQUARE LONDON W1A 2BN

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Proposed restaurant

The ground floor of the building has been amended by the extension of the proposed restaurant area. It is now proposed that some 376 sq m of the ground floor will be used as a restaurant and bar. The purpose is two-fold:

First - to provide the crucial focus for Canalot's working community as well as catering facilities in a relaxed environment for clients and visitors, and employees of other businesses in the area.

Approximately 200 people are expected to be employed in the Canalot extension alone. When added to occupiers of Canalot Phase I, together with the many other small businesses in the area, the need for significant restaurant space becomes apparent. The Kensal Road area is seriously constrained in terms of restaurant facilities and the provision of such facilities within Canalot Phase II will avoid the need for local employees to travel to other locations.

daytime
only?

Second - to act as a focus for regeneration creating life and vitality in the Kensal Road area. A vibrant restaurant is seen as a vital ingredient in the regeneration proposals for Kensal Road and North Kensington generally. The provision of bar and restaurant space, together with retail facilities and public exhibitions and art displays in the courtyard area will provide the range of uses essential to ensure that Canalot Phase II provides not just employment, but an attractive mixed use environment which will encourage visitors to the area and further investment.

We are aware that highways officers have expressed concern over the traffic implications of the proposed restaurant. This matter was addressed in our letter of 26th August 1997, but, in summary, we would re-iterate the following:

Firstly, during the day, the key users will be people already at Canalot, either working or visiting. The proposed restaurant is in fact likely to reduce lunchtime traffic as people will not need to travel elsewhere. The restaurant will also provide an evening facility for media workers within Canalot, who do not tend to work on a strict nine to five basis.

Secondly, the premises are located within the Kensal Road Small Business Area where BI uses are predominant and, notwithstanding Canalot, there is a general lack of activity in the evenings. In this case, we do not consider that restaurant use will have any adverse effect on residential amenity. Indeed, a new restaurant will improve the amenity by providing an additional facility for residents of North Kensington.

Finally, the additional restaurant space replaces that originally proposed on a moored barge.

Against this background a limitation on the use of the restaurant is considered inappropriate and unnecessary. The restaurant is a key element of the proposal, the inclusion of which will enhance viability and ensure that wider benefits to the area will result

Since the planning application was submitted we have amended the proposals to take account of comments from officers and to ensure that we have provided an appropriate mix of uses - providing employment, vitality, community benefits and landmark architecture. Such development on derelict sites represents the key to sustainable development and regeneration of the North Kensington area. We hope,

therefore, that you will now be in a position to recommend to your Committee that the application be approved. If you require any further information please do not hesitate to contact Jim Ramsay of this firm.

Yours faithfully

A handwritten signature in black ink that reads "Jones Lang Wootton". The signature is written in a cursive, flowing style.

Jones Lang Wootton
c.c. Mr SB Gray

LIST OF PLANS

Ground floor plan	DRG.BG/CAN/PC/00/00/GF
First floor plan	DRG.BG/CANN/00/01/1F
Second floor plan	DRG.BG/CAN/PC/00/02/2F
Third floor plan	DRG.BG/CAN/PC/00/03/3F
Fourth floor plan	DRG.BG/CAN/PC/00/04/4F
Roof plan	DRG.BG/CAN/PC/00/05/RF ✓
Basement	DRG.BG/CAN/PC/00/06/BF ✓
Front Elevation	DRG.BG/CAN/00/01A /
Rear Elevation	DRG.BG/CAN/PC/10/01/RE ✓
Section 'A-A' & 'B-B'	DRG.BG/CAN/PC/20/0/SECS ✓

19 February 1998

**BRYDEN WOOD ASSOCIATES
ARCHITECTS AND DESIGNERS**

Sutton Court
14b St. Cross Street
London
EC1N 8XA

Tel. 0171 831 7576
Fax. 0171 831 7635
e-mail Brydenwood@btinternet.com

Mark Bryden
BA (Hons) Dip. Arch.
RIBA ACI Arb

Martin Wood
BA (Hons) Dip. Arch.
RIBA

Canalot Phase 2

PROPOSED EXPANSION OF CANALOT FACILITY - AREAS SCHEDULE

Gross Floor Space

Basement	1219m²
Ground Floor (including lake and public areas) of which:	1238m²
Retail	288m ²
Restaurant	310m ²
Bar area	66m ²
First Floor (including lift, stairs and walkways)	904m²
Second Floor (all B1) (including lift, stairs and walkways)	880m²
Third Floor (all B1) (including lift, stairs and walkways)	879m²
Fourth Floor (all B1) (including lift, stairs and walkways)	1020m²
Total (excluding lake and public areas)	4352m²

Smallest B1 unit = 18m²
Largest B1 unit = 60m²
Total No. of B1 units = 90

RBK&C TRANSPORTATION COMMENTS

T.P. Number: 96/1828	Address: 196 - 222 Kousal Road	Date of obs. 29/1/98
Development: Canelot		Obj. No obj.
File Number: TM 202/k	Obs. INITIAL/FULL filled.	Transportation officer: J.P.
Other Information:		D.C. officer: SW

Comments:

Jim Ramsay of Jones Lang Wootton phoned. He wants to know why we are conditioning the A3 to 80 seats. I said that 153 sqm of A3 (as proposed in the app) would only accommodate 80 seats. e. we didn't want the cafe to expand withilly. He said that they may well want a larger area of A3. I said that he would have to make it clear on the app just how much A3 was wanted, and that we would expect them to stick to it. He suggested 200 seats - I said that an A3 of that scale would be considered to be a totally different proposal to a 80 seat cafe. He will send in stuff. we may have to

carry out a parking study.

Site:		File reference:
Subject:		
R.B.K. & C Planning Services		Site <input type="checkbox"/> Office <input type="checkbox"/>
NOTES OF MEETING		Date: 1.12.97
Names of persons attending:	Officers D McDonald S. Widen	Applicant/Agent/Resident J. Ramsay
	Matters discussed:	
Rever	<u>A3 uses</u> No longer on barge. Need to know size.	
	<u>servicing via</u> faces of main body, <u>Daylight/Sunlight</u> to Harrow Rd props. They say checked + complies. I will research Design	
Security to GF premises on tarpaulin - v. horizontal.		
<u>Disabled access / fire escape.</u>		
Narrow landings OK. they say -		
<u>Mechanical ventilation?</u>		
will be investigated. we don't want a proliferation. Internal duct system.		
<u>Materials</u>		
Canal facade - cottage style windows, solid walls - metal cladding		
Car park - see Jun / July basement drgs.		
<u>light to RNIB</u> drgs available of the body.		

Signatures:

Model to be made available for AOs at canalot.

Comments

H.Rd

- 455 x noise, loss of light traffic/parking
461 no objⁿ in principle but noise prob.
487 x noise

WCC

objection. excessive bulk + poor detailing
noise to residents.

no residential - may be justified by securing small units + a proportion of ~~the~~ light industry, or get live work units.

E1 - effects of large scale business dev =
criterion (c)

E17 + E19 support of L1.

E4 - workplace nursery.

condition to prevent amalg. of shops. (traffic)
shops do not address the street.

B Waterway near to canal B1/A2.

Parking layout?

34 spaces ok.

Base + other A3:
need into. ^{sun}

Ramp grade - Access control, spaces outside.

I need to check site.

Satellite dishes - comprehensive treatment - condⁿ

Site:		File reference:
Subject:		
R.B.K. & C Planning Services NOTES OF MEETING		Site <input type="checkbox"/> Office <input type="checkbox"/> Date:
Names of persons attending:	Officers	Applicant/Agent/Resident
Matters discussed:		

Signatures:

"Canalot 2" 196-208 Kensal Rd

Disabled access

Narrow bridge? check

Consistency of drawings re "spiral"

What is space on top of canalot? Use?

Sections would be helpful.

Car park layout.

Detail of GF.

Gap next to spiral.



Jones Lang Wootton

International Real Estate Advisers

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The Director of Planning Services
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Hornton Street
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Your ref


Our ref TP/220/JBR

Direct line 0171 306 1896

Direct fax 0171 457 3949

E-Mail jbr@jlw.co.uk.

F.A.O Sarah Wilden

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EX DIR	HDC	N / C	SW	SE	ENF	AO ACK	
		24 OCT 1997					
		APPEALS	IO	REC	ARB	PLN	CON DES

22 October 1997

Dear Sir

Canalot Phase II

Planning Application Reference No. TP/96/1828

Further to our letter of 20th August and subsequent telephone conversations between Sarah Wilden and Jim Ramsay, we write to update you on progress on the above application.

We are delighted to report that, following much difficulty in the design process, we have reached a design solution which fully addresses the two main concerns which arose during the consultation process. These concerns related to the appearance of the roof and the appearance of the rear elevation and the amendments are as follows:

- The proposed roof is being amended by the removal of the sawtooth structure linking the existing building with the proposed extension. The effect of this will be to reduce the visual impact of the proposed development.
- The overall amount of glazing on the rear elevation is being reduced, and the balconies are to be removed, to reduce potential overlooking and light emissions from the rear of the building. This will address the concerns raised by residents on the opposite side of the canal.

Bryden Wood are currently preparing revisions to the application drawings to reflect the changes described above. The drawings will be finalised by mid November and we would be grateful if a meeting could be set up at this time (in the week beginning 17th November) to discuss these final revisions, prior to submission. Following this meeting, the model will also be finalised.

A LIST OF PARTNERS IS DISPLAYED AT 22 HANOVER SQUARE LONDON W1A 2BN

JONES LANG WOOTTON INTERNATIONAL: ADELAIDE AMSTERDAM ANTWERP AUCKLAND BALI BANGKOK BARCELONA BEIJING BERLIN BIRMINGHAM BRISBANE BRUSSELS
BUCHAREST BUDAPEST CANBERRA CHICAGO DUBLIN DÜSSELDORF EDINBURGH FRANKFURT GLASGOW GLEN WAVERLEY GRENOBLE HAMBURG HO CHI MINH CITY
HONG KONG JAKARTA JOHOR BAHRU KUALA LUMPUR LEEDS LEIPZIG LONDON LOS ANGELES LUXEMBOURG LYON MADRID MAKATI MANCHESTER MASCOT MELBOURNE
MILAN MILTON MOSCOW MUNICH NEW YORK PARIS PARRAMATTA PERTH PRAGUE PULAU PINANG ROTTERDAM SAN FRANCISCO SEATTLE SHANGHAI SINGAPORE
STOCKHOLM SURFERS PARADISE SYDNEY THE HAGUE TOKYO TORONTO TOWNSVILLE UTRECHT VIENNA WARSAW WASHINGTON, D.C. WELLINGTON WIESBADEN YANGON



We will contact you shortly to arrange a meeting. If you wish to discuss the above further please do not hesitate to contact Jim Ramsay.

Yours faithfully

A handwritten signature in black ink that reads "James Lang Wootton". The signature is written in a cursive style with a long horizontal flourish at the end.

Jones Lang Wootton

Nancy's Cases

3 Vernon Yard

Main file with Nick Corbett. He has a number of design concerns about this and has spoken to the applicant.

New case officer will have to check daylight angles at front and rear to check that no infringements will result from the second floor of this proposal. Applicant has been advised that I have some concerns in respect of daylight. Change of use is acceptable and has been allowed elsewhere in the mews.

St Charles Hospital, Exmoor Street

This one is in abeyance whilst the applicants find the manufacturer of some acceptable windows. The proposed windows are ghastly and are in close proximity to listed part of hospital and listed boundary. Several windows have been replaced in the past and serve to illustrate why we should dig our heels in on this one. Speak to Helena for more advice.

St Francis of Assisi

We still have no information from the school. Simon Avery seems to be having as many problems as we have in terms of contacting the Headmaster and arranging meetings in respect of this one. Application should go to committee on 24/9. It was meant to go back on 9/9/ with further information.

Appeal in abeyance until 5/9 then speak to Simon Avery

Canalot 2 Kensal Road

A number of last minute hitches with this one. We have still not received a model. This is required for consultation and for Cttee. We have several last minute objections. I have always voiced concerns about the height of this one and am not happy about the structure which projects above the roof of Canalot 1. However David raises no design objections and does not share my concerns about height. I have some really rough typed notes on this one which I have attached to the file and have left the disc for Sarah.

32A Campden Hill Road.

In abeyance 14 day letter sent. Notes on file.

Flat 11, 13 Portobello Road

Awaiting revised drawings. Helena and I have visited site.

294 Westbourne Grove

Awaiting Revised Drawings since the beginning of July. 14 day letter sent. I recommend that the case officer visit this property.

298 Westbourne Grove

We have lots of objections to this one and some concerns have been raised about the cumulative effect of another restaurant in the immediate area in terms of transport generation. No policy objections.



Jones Lang Wootton

International Real Estate Advisers

Peak SW
✓
2/1/98

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F.A.O Nancy Stevenson

26th August 1997

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DC	DC	DC	E	Ao Ack
N	C	S		
29 AUG 1997 (60)				
Exec Dir		Records	ARB	Con Des
Appeals Office	IO	Fees Office	Forward Plan	Head DC

Dear Sir

Canalot Phase II
Planning Application Reference No. TP/96/1828

Further to the recent telephone conversation between Nancy Stevenson and Jim Ramsay of this firm, we understand that you are seeking to limit the number of covers in the proposed restaurant to 80. My client is concerned that such a strict limitation on the use of the restaurant will affect its viability and therefore its potential to contribute to the overall success of the Canalot II proposals. Over 200 people are likely to be employed in the extension to Canalot alone and clearly 80 covers will not be sufficient to cater for their needs.

*if bigger,
daytime
only
cater for
them?*

The purpose of the restaurant is to provide a local facility for staff working within Canalot, for their clients/visitors and for members of the public visiting Canalot. The incorporation of a restaurant in to the development offers major benefits to the Kensal Road area, adding much needed vitality to the area, and, in utilising the canal frontage, will create significant environmental enhancement. The proposed restaurant at Canalot is just one of a number of such facilities, together with other publicly accessible projects, such as art galleries, that my client is currently promoting through the Kensal Basin Initiative. Such projects are seen as a key to the regeneration of the area, and are strongly supported by City Challenge.

We understand that your concerns relate to traffic and parking implications. As stated above the restaurant is most likely to be used by people already working or visiting Canalot and it is therefore unlikely to attract significant volumes of traffic independently. The provision of a restaurant on site also reduces the need for people to travel elsewhere to eat. Notwithstanding this, the area is proposed to be

A LIST OF PARTNERS IS DISPLAYED AT 22 HANOVER SQUARE LONDON W1A 2BN

JONES LANG WOOTTON INTERNATIONAL: ADELAIDE AMSTERDAM ANTWERP AUCKLAND BALI BANGKOK BARCELONA BEIJING BERLIN BIRMINGHAM BRISBANE BRUSSELS BUCHAREST BUDAPEST CANBERRA CHICAGO DUBLIN DÜSSELDORF EDINBURGH FRANKFURT GLASGOW GLEN WAVERLEY GRENOBLE HAMBURG HO CHI MINH CITY HONG KONG JAKARTA JOHOR BAHRU KUALA LUMPUR LEEDS LEIPZIG LONDON LOS ANGELES LUXEMBOURG LYON MADRID MAKATI MANCHESTER MASCOT MELBOURNE MILAN MILTON MOSCOW MUNICH NEW YORK PARIS PARRAMATTA PERTH PRAGUE PULAU PINANG ROTTERDAM SAN FRANCISCO SEATTLE SHANGHAI SINGAPORE STOCKHOLM SURFERS PARADISE SYDNEY THE HAGUE TOKYO TORONTO TOWNSVILLE UTRECHT VIENNA WARSAW WASHINGTON, D.C. WELLINGTON WIESSBADEN YANGON



subject to Controlled Parking Zone restrictions in the future which should allow the Council to control the extent of additional parking in the area.

The provision of a mixed use development, adding vitality and boosting economic regeneration in the North Kensington area, is wholly in accordance with the aims of City Challenge and the Borough Council. Mixed use development creating vitality and diversity is also a key element in the government's approach to sustainable development recently expressed in PPG1. In this context, we strongly urge you to reconsider the imposition of any form of limitation on the extent of the proposed restaurant use.

Yours faithfully

A handwritten signature in black ink, appearing to read "Jones Lang Wootton". The signature is fluid and cursive, with a long horizontal stroke at the end.

Jones Lang Wootton

Recorded

Royal Mail

Signature on delivery



Planning Department
R B Kensington & Chelsea
Town Hall
Hamnston Street
London W8 7NX

* Sent by (in ink)

PLS

Sender's address

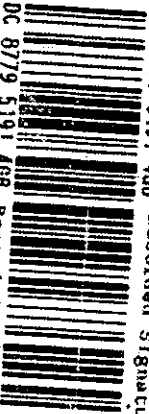
453 Marrow Road

London

Postcode

W10 4RG

DC 8779 5191 4GB Recorded Signature



DC 8779 5191 4GB Recorded Signature

Beauchamp Lodge Settlement

Jim



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Telephone: 0181-960 55 88

Fax: 0181 960 55 66

FAO Ms Nancy Stephenson
Planning Officer
Royal Borough of Kensington and Chelsea
The Town Hall
Hornston Street
London W8 7NX
FAX 0171 361 3463

RECEIVED BY August 1997				
DC	DC	DC	E	Ap
C	S			Desk
22 AUG 1997				
Exec Dir	Records	ARB	Con	Des
Appeals Office	10	Fees Officer	Forward Plan	Head DC

BY FAX IN FIRST INSTANCE AND RECORDED DELIVERY

Dear Ms Stephenson,

✓ 22/8

Re: Planning application for 196-222 Kensal Road W10
Ref: DPS/DCN/NS/TP/96/1828

Ms B Syme who lives next door has just informed us of a proposed development which would seriously affect our property and charitable work with the community. This gives rise to a number of serious concerns.

1. Why have we not been informed of the proposed development?

Clearly the development would affect the use of our property for the local community. In addition the Council has previously, and repeatedly, been under notice of noise nuisance from existing activities on the site. Are you not aware of this and why has the Council taken no action?

2. Will you allow us additional time to examine the plans and prepare a more detailed letter of opposition?

Our immediate comments are that the noise nuisance will increase considerably and we have no confidence that the Council is either willing or able to take any necessary remedial action. Also problems will arise with navigation on the canal. We operate three narrow boats and would anticipate problems mooring them if the channel is narrowed by the permanent mooring of barges on the opposite bank.

We would appreciate a speedy response to these questions as we feel badly let down by your Council thus far. We will then consider what further action to take.

Yours sincerely

Roderick S Graham

Roderick S Graham Acting Director

K&C-PA.01

Beauchamp Lodge Settlement



453 Harrow Road, London W10 4RC

Telephone: 0181-960 55 88/88

Fax: 0181 960 55 66

FAO Ms Nancy Stephenson
 Planning Officer
 Royal Borough of Kensington and Chelsea
 The Town Hall
 Hornston Street
 London W8 7NX
 FAX 0171 361 3463

18 August 1997

R.B.K. & C.
 TOWN PLANNING
 19 AUG 1997

BY FAX IN FIRST INSTANCE AND RECORDED DELIVERED

RECEIVED

Dear Ms Stephenson,

Re: Planning application for 196-222 Kensal Road W10
 Ref: DPS/DCN/NS/TP/96/1828

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Yours sincerely

Roderick S Graham

Roderick S Graham Acting Director

K&C-PA.01

✓ 19/8

RECEIVED BY PLANNING SERVICES				
DC N	DC C	DC S	E	Ao Ack
54 19 AUG 1997				
Exec Dir		Records	ARB	Con Des
Appeals Office	10	Fees Officer	Forward Plan	Head DC

55 Harrow Road
London W10 4RG
United Kingdom
tel: 0181 969 3411

18 August 1997

Your ref. DPS/DCN/NS/TP/96/1828

Dear Ms Stephenson,

Having just seen the revised plans for the Canalot studios extension, I notice that there have been only nominal changes and I can only reiterate my concerns for the points already raised in my letter dated 29 September, 1996.

The noise emanating from the existing studios/restaurant is already at an unacceptable level which has been witnessed by Kensington and Chelsea's 24 Hour Noise Team. Despite requests from Environmental Health to bring people in off the terrace area by 11.00 p.m., the disturbance persists as there has been little to no enforcement by the Canal Brasserie. The officer dealing with the case is Mr. Bradley (0171 341 5641). Further building development is certainly going to exacerbate this problem unless there are restrictions on access and use, most especially in the case of the two river barges.

I would like a clear definition of what is intended by B1/Community use. What does a business venture like Canalot want to use them for? Studios for the unemployed? Riverine biology? What access and involvement will the council have? What will the operating hours and noise levels be? As it stands, Canalot's facilities are not particularly 'local friendly' and a cynical view might be that this is an application for reduced rate office space.

As I mentioned before, this is not a particularly wide stretch of canal. What do British Waterways think of the proposal? Residents along Harrow Road are permitted to apply for 'end of garden' mooring arrangements and already there is one boat there, right opposite the proposed barge site. I consider that this part of the planning application has the potential to inhibit emergency services, the flow of canal traffic and endanger the young canoeists from the nearby canoe clubs. Boats and barges will be forced in closer to the Harrow Road premises, giving rise to problems concerning privacy, pollution, noise and water-wash as these buildings have no bank or tow path to protect them. With moves towards opening up London's waterways, The Grand Union Canal is an important part of this network and already sustains a considerable flow of traffic which would be impeded by two permanently moored barges at this particular site.

I would also like to point out that this part of Harrow Road is now nearly all residential, generally on six month leases. Therefore, landlords may be unaware of this planning application and the consequences that the proposal might have on their business and their tenants' quality of life, while short-term tenants are hardly likely to comment. The Planning Department's time limit, together with the summer break and trying to notify absentee owners and waterways bodies is somewhat restrictive and I would hope that your office can reserve any decisions until all aspects have been fully discussed.

My other concerns are the height of the extension and proposed building and encroachment on public space. Please could you notify me when a 3-D model becomes available for viewing so that I can get a clearer idea of the development.

Yours sincerely,

Belinda Syme



This matter is being dealt with by:
Janet Thomas/Mike Lowndes

✓ p26/8

Environment & Planning Department

My reference:
EP/TP6172

Your reference:
DPS/DCN/NS/TP/96/1828

Westminster City Hall
64 Victoria Street, London SW1E 6QP

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

RECEIVED BY PLANNING SERVICES				
DC N	DC C	DC S	E	Ao Ack
26 AUG 1997				
Exec Dir		records	ARB	Con Des
	10		Forward Plan	Head DC

Director: A.J. Lear

Tel. No: 0171-641 2921
Fax. No: 0171-641 3124

Date: 15 AUG 1997

Dear Sir

TOWN AND COUNTRY PLANNING ACT 1990

The City Council has now considered the proposals described below and has decided to RAISE OBJECTION for the reasons stated.

SCHEDULE

Date of consultation: 23.7.97

Date Rec'd: 28.7.97

Registered No: 976848

Plan Nos: BG/CANN/00/1A/2A; BG/CANN/00/05A - BG/CANN/00/12A.

Address: 196-222 Kensal Road, W10

Details of proposal: Extension to studios, alterations to existing building and redevelopment of site of 196-208 Kensal Road to provide B1, A1 and restaurant A3 use with 2 permanently moored barges also for B1/A3 use.

See next page for reasons for objection.

Yours faithfully

DIRECTOR OF ENVIRONMENT AND PLANNING

Reasons for Objection:

1. The City Council notes that the development is much larger and accordingly is very concerned about the impact upon the character and appearance of the surrounding townscape in particular the adjacent canal. The proposal is considered to be excessive in terms of bulk and poor detailing.
2. The proposed uses would give rise to a loss of amenity of adjoining residents by virtue of noise disturbance emanating from the proposed restaurant uses in particular.

2/8/97

Phil

Your obs dated 10.10 96 recommend conditions to secure;

1. small business units. You state "conditions should be imposed to prevent the amalgamation of two or more offices into a unit bigger than 140 square meters". I think it would be inappropriate for such a condition to relate to the whole development. Should we seek a specific number of units under 140 square meters or a specific percentage?

2. A proportion of units designed to light industrial standards. The units in the extension are not being designed to light industrial standards but a number of the existing and proposed buildings are light industrial type uses (T.V. production and editing, theatre and T.V. lighting production companies) which do not require traditional light industrial standards.

We did not make this requirement in respect of the 1991 or 1995 permissions.

Nancy

1. Fair enough, but a significant proportion of the units should be < 140 sqm if there is still a demand in the Borough. I would advise contacting Colleen Leveraux (x 2515) for up to date information on local supply and demand. 0% HZS? and 50% above
2. Ok, but a few on the ground floor would be preferred. Again Colleen, can advise on the requirements of light industrial users.

Phil 7.8.97.

RBK&C TRANSPORTATION COMMENTS

P. Number: 96/1528	Address: 196 - 222 Kensal Road.	Date of obs. 7/8/97
Development: CANALOT SITE (revised drawings) Comprehensive redevelopment		Obj. No obj. for info
File Number: TM 202/K	Obs. INITIAL/FULL further	Transportation officer: G.P.
Other Information:		D.C. officer: NS.
TURN OVER INFO NEEDED.		

Comments:

Further to my obs dated 17/10/96.
 NB. Parking control has now been introduced in this area.

- (1) I accepted 34 off street spaces in the special circumstances of this application, its uses & location.
- (2) A3 - ~~bus~~^{80 seat} cafe - OK, but condition no. of seats. (80 seats is actually quite large, but I think they have examined them in - might not work in practice).
 Other A3 - no longer proposed.
- (3) car park design.
 - layout OK.
 - ramp - what is gradient?
 - ramp is not wide enough for 2 vehicles to pass. height control is proposed, but no details are included. The detailed design of the interface between the car park access & the public highway needs to be addressed.
- (4) Cycle parking - 22 racks/spaces proposed = OK
- (5) No details are proposed re how the applicant intends the development to be serviced. This is very important - I must have information on this point.



V/AD

RBKC
District Plan Observations
CONSERVATION AND DESIGN

Address Canalot, Kensal Road	Appl. No. 96/1828/NS	L.B. -	C.A. -	N C S
Description New building for business use	Code N			

This site has been vacant for some time and the Council has been encouraging new development by the owner. It is one of the key redevelopment sites in the City Challenge area. In principle this new building is to be welcomed. Detailed comments:

- 1) Footprint The site is completely covered by the new building, but has a ~~large~~ large central atrium with a lake at its base and a relatively open area next to the junction with Canalot. In common with Canalot it follows a building line at back edge of pavement at the front. At the rear there is a staggered boundary with the canal towpath. This is satisfactory for the type of building.
- 2) Height/Bulk The eaves line of the new building is slightly higher than that of Canalot which it adjoins, but lower than the central section of Canalot and the rear of the RNB building. A central glazed roof rises above this, but is set in from front and rear and should not be intrusive on the skyline. From the south, the small mass of the building is in scale with its neighbours. Whilst this potentially might give a bulky appearance it will be ~~broken~~ broken at roof level by the entrance 'Spiral' and the tower at the rear.
- 3) Design The appearance of the front elevation is dominated by a glass facade, in direct contrast to the brick fronted buildings on either side. ~~At~~ Although this will be a dramatic change to the street scene, the use



RBKC
District Plan Observations
CONSERVATION AND DESIGN

Address <i>Canal Street Rd (cont'd)</i>	Appl. No.	L.B.	C.A.	N C S
Description	Code			

of glass and steel tension cables is felt to be an honest reflection of building technology and consistent with the industrial character of this part of Kensal Town*. The ground floor has been designed to allow views into the lower retail units, thus providing visual interest at this level as well as a bowl. The sinuous curved facade and spiral entrance make this potentially a landmark building.

At the rear the wall at ground level, broken by railings gives the right degree of permeability balanced with security. The curved balconies above reflect canalside character in a contemporary manner.

Overall, a potentially exciting landmark building the quality of which will be dependent to a large degree on detailing and materials. Therefore conditions required are the following:

- All materials, including glazing, roof, structural, plants.
- Entrance gate
- vehicle entrance, including barriers
- balconies at rear, and railings.

DMA 25/7/97.

Revised rear elevation (received 22/11/99). The amount of glazing has been reduced and vertical subdivisions introduced to break up the previously unrelieved horizontal emphasis. This improves its relationship with the ~~adj~~ adjoining buildings.

* The use of glass plates, will prevent the potential blandness of planar glass.



Jones Lang Wootton

International Real Estate Advisers

22 Hanover Square
London W1A 2BN

Tel: +44 (0) 171 493 6040

Fax: +44 (0) 171 408 0220
+44 (0) 171 409 3440

The Director of Planning Services
Department of Planning and Conservation
Royal Borough of Kensington and Chelsea
Hornton Street
London
W8 7NX

lwbk
2/16/8/17

Your ref

Our ref TP/220/JBR

Direct line 0171 306 1896

Direct fax 0171 457 3949

E-Mail jbr@jlw.co.uk

F.A.O Nancy Stevenson

RECEIVED BY PLANNING SERVICES				
DC	DC	DC	E	Ac Ack
<i>M</i>	<i>C</i>	<i>S</i>		
18 JUL 1997			38	
Exec Dir		Records	ARB	Con Des
Appeals Office	10	Fees Officer	Forward Plan	Head DC

17th July 1997

NS
copy of plan sent to
20 review

Dear Sir

Canalot Phase II

Planning Application Reference No. TP/96/1828

On behalf of our client, Mr SB Gray, please find enclosed four copies of revised drawings, as set out on the attached schedule, to replace those submitted with the above planning application, dated 16th August 1996. The enclosed drawings indicate alterations to the design of the proposed extension which have arisen through discussion with planning and conservation officers and in response to public consultation. Also enclosed is a revised floorspace schedule which confirms that a total of 98 business units will be provided within the proposed extension ranging in size from 11m² to 57m². The emphasis on meeting the needs of small businesses, already successfully established in the existing Canalot building, will be maintained in the proposed extension.

In summary, the proposed alterations to the design provide the following

- Kensal Road Elevation:

The front elevation and the retail units on the ground floor have been integrated making the building more transparent, with shops and activity visible to pedestrians on the street. This has been achieved by linking the tie down points of the facade above the ground floor by a cable pulled into a tension arch. This creates arched openings in the facade which allow the creation of shop windows on to Kensal Road.



- Canal Elevation:

The balcony system and the glazing on the rear elevation have been modified to reduce light emissions and increase privacy, both for local residents and tenants of Canalot. In addition, the balconies, roof edge and escape staircase have been further refined to enhance the environment of the canal. The balconies and walls on the towpath take a curved form starting from the spiral stair which is a generating force informing the design of the rear elevation.

- The Roof:

The proposed development is an extension to the existing building and the roof is the element that physically joins the existing part of Canalot to its new extension. The central roof has therefore been extended to cover the whole courtyard and over sail the existing building. The height of the roof has been lowered and it has been made opaque towards the Kensal Road and canal elevations to reduce the possibility of light escaping from the building in this area at night.

Additional alterations to the proposals, taking on board comments of the local highways authority, include the provision of two disabled car parking spaces and the provision of cycle parking facilities

In addition the proposed use of the barges to be permanently moored on the canal has been amended to B1/community uses. The barges will be used for exhibitions and other activities related to the businesses operating within the Canalot premises and will be accessible to the public. No restaurant use is now proposed for the barges. The use of the barges will not therefore have an adverse effect on residential amenity in the area.

Finally, officers have raised the matter of the siting of satellite dishes on the roof of the existing Canalot building. Our client is agreeable, in principle, to the preparation of a management plan for the combined development which will address the issue of the future location of satellite structures used in connection with Canalot and the proposed extension to it. We understand that this will be dealt with by means of a condition on the planning permission.

Every attempt has been made to address the issues raised by officers through revisions to the elevations of the extension and amendments to the scheme. The proposal provides major benefits to the area:

- It represents a major regeneration and employment opportunity which will provide economic benefits to this area of North Kensington in accordance with the objectives of City Challenge and the Council. Over 200 jobs will be provided.
- It provides a striking building which will create a landmark in the heart of the City Challenge area.
- It is wholly in accordance with adopted UDP policies for the Kensal Small Business Area which encourage the provision of premises for start up or small businesses and a range of units sizes. It also provides a mix of uses which will add vitality as well as creating employment.

- Other direct and indirect benefits to North Kensington include training for local young people, the provision of public art and other public exhibitions, enhancement of the amenity of the canal and an improved image for the Kensal Basin area.

We trust that the application can now be positively recommended to your Committee. If you require any further information please do not hesitate to contact Jim Ramsay of this firm.

Yours faithfully

A handwritten signature in black ink that reads "Jones Lang Wootton". The signature is written in a cursive, flowing style.

Jones Lang Wootton

c.c. Mr SB Gray

PLANNING AND CONSERVATION

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

Director of Planning Services

J. Clifton

Commercial Manager,
British Waterways, Brindley House,
Corner Hall, Lawn Lane, Hemel
Hempstead, Hertfordshire, HP3 9YT

Switchboard: 0171 - 937 5464

Direct Line: 0171 - 361

Facsimile: 0171 - 361 3463

2082

Date: 31/07/97



**KENSINGTON
AND CHELSEA**

My reference:

Your reference:

Please ask for:

DPS/DCN/NS/TP/96/1828

Dear Sir (Madam),

TOWN AND COUNTRY PLANNING ACT, 1990

196-222 KENSAL ROAD,
W.10

I enclose a copy of an ^{revised} ~~application~~ (with relevant drawings) and should be pleased to receive your observations on these proposals in due course.

~~It is hoped to present this application to the Town Planning Committee prior to 15/10/96~~

Yours faithfully,

M.J. FRENCH

Executive Director, Planning and Conservation

MAONCY'S NOTES - LEAVE ON FILE
Caralot.

15.7 m high to top of rooflight.
14.5 to lower structure
Rooflight is higher than RAILB building
but would only be visible from long views.

Structure on roof 3.3 m high. need to reduce

Requested 2 more sets of drawings
for British Waterways + Westminster.



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

TP No: TP/96/1828	Address: 196-222 Kensal Road, W10	Date Received		Date of Obs. 8.5.97
UDP Paras/Policies		Obj.		No obj. *
	Development: B1, A1, A3	HMO?	No. of	Dwelling Units
		-	Existing	Proposed
		D.C. Officer NS		Policy Officer PH

Comments:

Further to comments given by the policy team in October 1996, I have little to add. The two barges have been deleted from the scheme and some very minor alterations have been made to the layout of the B1 units. The provision of light industrial accommodation would be welcome, but may necessitate revisions to the design to incorporate ceiling heights and access arrangements.

No objection

PH 8.5.97

2/4/97.

DAVID.

CANLOT.

DRAWINGS FOR YOUR COMMENTS
BY FRIDAY IF POSSIBLE.

Thanks

Nancy

P.S. File WLL P.H in Policy.

~~Nancy~~

Following our meeting, I confirm my
comments in revised proposals.

- ① Rear - this is much improved - the wall elements and the boat shaped balconies give an appropriate water-edge appearance. Satisfactory in design terms, subject to details.
- ② Front - activity at ground level discussed. I hope this will be positively addressed by architects.
- ③ Reef - from photo montage this would appear to have limited impact from the south. I think this is now a marginal issue. Worth further discussion. Also impact from north?
- ④ Roofing over well - no significant lateral impact that I can see.

David 9/4.

2/4/97

Phil.

Revise Drawings for comment.
I have asked them to provide further details of proposed uses - extent of any B1 (c) space, size of units etc.

Do you have any further comments at this stage. Do you want to discuss the proposal further?

Nancy

- Can I have any revised comments & file returned by Friday 4/4/97.



Jones Lang Wootton

(copy.)

WJW
(H)
28/2.

22 Hanover Square
London W1A 2BN
Tel: 0171-493 6040

Chartered Surveyors
International Real Estate Advisers

Fax: 0171-408 0220
0171-409 3440

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

Your Ref.

Our Ref. JBR/DEM/220/jbr

Direct Line 0171 306 1896

Direct Fax. 0171 457 3949

28th February 1997

For the attention of: Nancy Stevenson

Dear Sir

196 -208/222 Kensal Road, London W10
Reference No. TP/96/1828

RECEIVED BY PLANNING SERVICES				
DC N	DC G	DC S	E	Ao Ack
- 3 MAR 1997				(131)
Exec Dir		Records	ARB	Con Des
Appeals Office	IO	Fees Officer	Forward Plan	Head DC

With reference to your letter of 14th February 1996, we wish to confirm that the above planning application is not in abeyance.

As you are aware the planning application was submitted on 16th August 1996. It was not until 15th November that we were informed by the case officer that the internal consultation process had been completed and we recieved initial comments on the proposals. Following this, two meetings were held with planning officers in December to dicuss in detail officer's concerns about the proposals and how these could be overcome.

As a result of the meetings, revisions are now being prepared by the architects which will take on board comments made by officers. As officers are aware, the proposal is a detailed application for a complex and innovative building and revisions to the design require careful consideration. We would be grateful if Nancy Stevenson could contact Jim Ramsay of this firm in order to arrange a meeting at which the revisions can be discussed.

We trust that this letter clarifies the current position.

Yours faithfully

Jones Lang Wootton

Jones Lang Wootton
c.c. Mr SB Gray

A LIST OF PARTNERS IS DISPLAYED AT 22 HANOVER SQUARE LONDON W1A 2BN

JONES LANG WOOTTON INTERNATIONAL: LONDON BIRMINGHAM LEEDS GLASGOW EDINBURGH DUBLIN BRUSSELS ANTWERP PARIS LYON GRENOBLE
AMSTERDAM ROTTERDAM THE HAGUE UTRECHT LUXEMBOURG FRANKFURT HAMBURG DÜSSELDORF MUNICH BERLIN LEIPZIG MILAN MADRID BARCELONA STOCKHOLM PRAGUE BUDAPEST WARSAW
NEW YORK LOS ANGELES SAN FRANCISCO WASHINGTON, D.C. DALLAS CHICAGO SEATTLE TORONTO SYDNEY MELBOURNE CANBERRA BRISBANE ADELAIDE PERTH AUCKLAND WELLINGTON
HONG KONG SINGAPORE JAKARTA KUALA LUMPUR PENANG JOHOR BAHRU BANGKOK COLOMBO TOKYO TAIPEI SHANGHAI



22 Hanover Square
London W1A 2BN
Tel: 0171-493 6040

Fax: 0171-408 0220
0171-409 3440

lwbk
(H)
28 FEB 1997
28/2/97

Facsimile Transmission

ROYAL BOROUGH OF KENSINGTON AND CHELSEA

To (Company) DEPT. OF PLANNING AND CONSERVATION

To (Individual) NANCY STEVENSON Fax No 361 3463
~~376 1130~~

From JIM RAMSAY Direct Line 306 1896 Direct Fax 457 3949

Number of pages (including this sheet) 2 Date 28/2/97 Time 10.45

IF YOU DO NOT RECEIVE A CLEAR TRANSMISSION, OR ANY OF THE SHEETS ARE MISSING,
PLEASE RING US ON 0171-493 6040.

This fax is intended for the named addressee only. It contains information that may be confidential and which may also be privileged. Unless you are the named addressee you may neither copy nor use nor disclose it to anyone else. If you have received it in error please notify us immediately so that we can arrange for its return. Thank you.



22 Hanover Square
London W1A 2BN
Tel: 0171-493 6040

Chartered Surveyors
International Real Estate Advisers

Fax: 0171-408 0220
0171-409 3440

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

Your Ref.
Our Ref. JBR/DEM/220/jbr
Direct Line 0171 306 1896
Direct Fax 0171 457 3949

28th February 1997

For the attention of: Nancy Stevenson

Dear Sir

196 -208/222 Kensal Road, London W10
Reference No. TP/96/1828

With reference to your letter of 14th February 1996, we wish to confirm that the above planning application is not in abeyance.

As you are aware the planning application was submitted on 16th August 1996. It was not until 15th November that we were informed by the case officer that the internal consultation process had been completed and we recieved initial comments on the proposals. Following this, two meeetings were held with planning officers in December to dicuss in detail officer's concerns about the proposals and how these could be overcome.

As a result of the meetings, revisions are now being prepared by the architects which will take on board comments made by officers. As officers are aware, the proposal is a detailed application for a complex and innovative building and revisions to the design require careful consideration. We would be grateful if Nancy Stevenson could contact Jim Ramsay of this firm in order to arrange a meeting at which the revisions can be discussed.

I need revisions prior to a meeting.

We trust that this letter clarifies the current position.

Yours faithfully

Jones Lang Wootton

Jones Lang Wootton
c.c. Mr SB Gray

*Rarg. 28/2/97.
not available.*

PLANNING AND CONSERVATION

THE TOWN HALL • HORNTON STREET • LONDON W8 7NX

**THE ROYAL
BOROUGH OF**



**KENSINGTON
AND CHELSEA**

Executive Director Mr. MICHAEL FRENCH FRICS Dip TP MRTPI Cert TS

Director of Planning Services

Telephone: 071-937 5464

Extension:

Direct Line: 071-361

Facsimile: 071-376 1130

*Notes: Leasing Woodlawn
22, Woodlawn Square
London W1A 2BN
Mr. Simon Ransley*

2-977

My reference: *TP/96/1228* Your reference:

Please ask for: *MISS J. STREETS*

Dear Sir,

TOWN AND COUNTRY PLANNING ACT, 1990

I refer to your Town Planning Application for development at the above premises, which has been held in abeyance for sometime. If I have not heard from you within 14 days from the date of this letter, I will assume that you no longer wish to proceed with the matter and your application will be withdrawn.

Yours faithfully,

Mandy Stevenson

Executive Director of Planning and Conservation



V/x/AD

RBKC
District Plan Observations
CONSERVATION AND DESIGN

Address 196-222 Kensal Road	Appl. No. 96/1828/NS	L.B. —	C.A. —	N ✓ C S
Description New development - business use	Code N			

The submitted proposals do not appear to have changed significantly from the earlier informal submission. Consequently, my comments dated 19/1/96 still hold good. The single exception to this, having looked at the proposals again in detail would be my view of the re-orientation. I consider the angled balconies to be a potentially interesting feature, but the uneven profile is still of concern. Suggest meeting to discuss.

D.M.D. 7/11/96



✓/AD

RBKC

District Plan Observations CONSERVATION AND DESIGN

Address 196-208 Kensal Road	Appl. No. INF/NS	L.B. -	C.A. -	N C S
Description New development	Code N			

In principle, the development of this vacant site is welcome. It is a Key site in Kensal Town and should contribute to the regeneration of the area. However, I have some ^{Community} reservations, as follows.

1. Footprint - this appears to be satisfactory, both in the street frontage and hugging the boundaries with the target at the rear - appropriate for a canal side building.
2. Height/bulk - generally satisfactory, a gentle step up from the main canal buildings to the RNIB is acceptable. I am concerned however about the potential impact of the ~~more~~ ^{more} ~~traversable~~ canopy at roof level - it is schematically drawn at present - it could be quite obtrusive - more detail required. Tower at rear is a potentially interesting feature.
3. Relationship to street/towpath. The raised ground flow to accommodate the underground car park does not give a satisfactory street frontage. The passer-by will be faced with ventilation grilles rather than potential views into the buildings or movement into the ground floor units (it is unclear what happens in the area above the podium). At the rear, there is the potential for greater permeability on the towpath boundary; more detail of use/design required.
4. Design. The treatment of the front elevation with its wavy glass screen could be very exciting. I'm not sure whether I understand the structure - need explaining again! On the towpath side it is less convincing - the varied roofline and angled balconies together give a disjointed effect and require further consideration.

conclusion - further meetings required to discuss these issues.



British Waterways

Regional Manager, South
Peter Coyne

RECEIVED BY PLANNING SERVICES

DC N	DC C	DC S	E	Ao Ack
---------	---------	---------	---	-----------

21. 16 OCT 1996

Exec Dir		Records	ARB	Con Des
Appeals Officer	10	Fees Officer	Forward Plan	Head DC

Our Ref: LKC/96/103/LON/JMC/CPM
Your Ref: DPS/DCN/NS/TP/96/1828

15th October 1996

Ms. Nancy Stevenson,
Planning Department,
Royal Borough of Kensington & Chelsea,
The Town Hall,
Hornton Street,
London W8 7NX.

Dear Ms. Stevenson,

196-222 KENSAL ROAD, LONDON W10

I refer to our recent telephone conversation regarding the above and thank you for sending me a copy of the application form.

The application form refers to 2 permanently moored barges. I assume that these are in the Paddington Arm of the Grand Union Canal and confirm that I have not received a s.666 Notice.

We will be pleased to comment on the scheme and therefore ask for a set of drawings.

I look forward to hearing from you.

Janet Whyman.

*Helen
could you
arrange
please?*

Yours sincerely,

JAMES M CLIFTON
Environmental Planner, S. Region

Direct Line: 01442-278736

cc: M. Bensted, BW

*Matthew
Bannister.*



*Mark Bensted.
0171 286
6101.*

British Waterways
Southern Region
Brookley House
Corner Hall
Hemel Hempstead
Hertfordshire
HP3 9YT

Telephone
01442 235400
Fax
01442 234932

*Brookley Suite
Willow Grange
Church Rd. Watford WD1 3QA*



NS
✓ (H) 18/10/96 (10)

RECEIVED BY PLANNING SERVICES

This matter being dealt with by
Iain Painting

My reference:
PE/TP6172

DC	DC	DC	E	Ao
M	C	S		Ack
Your reference: 18 OCT 1996 9				
Exec Dir		Records	ARB	Con Des
	Exec Officer		Forward Plan	Head DC

Department of
Planning and Environment
Westminster City Hall
64 Victoria Street, London, SW1E 6QP

Director: **Sydney F Sporie**

Tel No: 0171-798 2680

Fax No: 0171-798 3124

Date:

M J French Esq
Royal Borough of Kensington and Chelsea
Department of Planning and Conservation
The Town Hall
Hornton Street
London W8 7NX

96/1028

8 OCT 1996

Dear Sir

TOWN AND COUNTRY PLANNING ACT 1990

The City Council has now considered the proposals described below and has decided to RAISE OBJECTION for the reasons stated.

SCHEDULE

Date of consultation: 30.8.96

Date Rec'd: 5.9.96

Registered No: 967628

Plan Nos: CAN 00/09, 08, 10, 01, 06, 07, 05, 04, 03, 02

Address: 196-222 Kensal Road, W10

Details of proposal: Extension to existing studios, alterations and redevelopment of 196-208 Kensal Road to provide Class B1 office, A1 retail, A3 restaurant and 2 permanently moored barges for B1 and A3 purposes.

See next page for reasons for objection.

Yours faithfully

DIRECTOR OF PLANNING AND ENVIRONMENT

Reasons for Objection:

1. The City Council is concerned as to the impact of the proposal upon the character and appearance of the surrounding townscape in particular the adjacent canal. The proposal is considered to be excessive in terms of its bulk and poor detailing.
2. The proposed uses would give rise to a loss of amenity of adjoining residents by virtue of noise disturbance, emanating from the proposed restaurant uses in particular.

Informative:

The City Council has received objections from the occupiers of 487, 461, 459, 455 and 451A Harrow Road, by letter. Copies are attached to this decision letter for your information.

487 Harrow Road
London W10 4RG

H. 0181 960 4257
W.0181 969 5489

13/09/96

FAO Mr R J Harper
Dept Planning & Environment
Westminster City Hall
64 Victoria Street
London
SW1E 6QP

Adgey

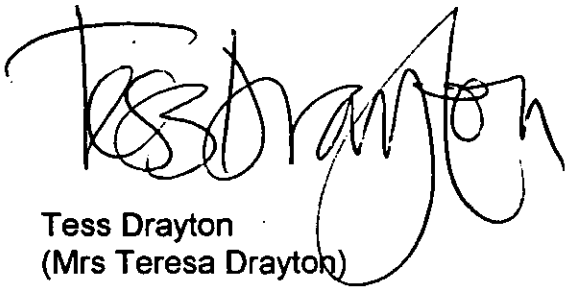
Dear Sir

Re: TP6172 RN967628
Planned Extension to Canalot Production Studios.

Thank you for your letter, dated 06/09/96, received yesterday, concerning the planned expansion of Canalot Studios. I would like to take this opportunity to register my extreme dislike of the idea. Living, as I do, catty-cornered across the canal from No 196 - 222 Kensal Road, my daughter and I would suffer immensely from the noise. It is almost impossible to sound proof an open boat, and the fact that sound carries across water would ensure that we would have very little peace, particularly in the evening and at night, as I would imagine that these plans do not extend to a closing hour.

If there is anything I can reasonably do to ensure that these plans are not fulfilled I would be only too glad, time and work permitting to be of assistance.

Yours sincerely



Tess Drayton
(Mrs Teresa Drayton)

*John
Sandi
like a
D.C. objection
RM*

487 Harrow Road
London W10 4RG

H. 0181 960 4257
W.0181 969 5489

13/09/96

FAO Mr R J Harper
Dept Planning & Environment
Westminster City Hall
64 Victoria Street
London
SW1E 6QP

Adapt

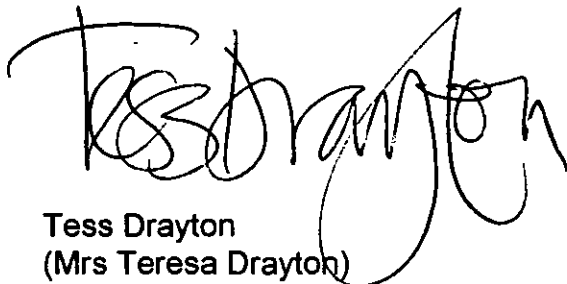
Dear Sir

Re: TP6172 RN967628
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If there is anything I can reasonably do to ensure that these plans are not fulfilled I would be only too glad, time and work permitting to be of assistance.

Yours sincerely



Tess Drayton
(Mrs Teresa Drayton)

*John
Sandi
like a
D.C. objector
RM*

461 Harrow Road
London W10 4RG

Tel: 0181-960 4488 Fax: 0181-960 6886

Your Ref: TP6172 RN967628

19 Sep 96

R J Harper Esq
Department of Planning and Environment
Westminster City Hall
Victoria Street
LONDON SW1E 6QP

Dear Mr Harper,

PROPOSED DEVELOPMENT OF 196-208 AT 222 KENSAL ROAD, W10

1. Thank you for your letter of 6 Sep, received 11 Sep 96.
2. As owners/occupiers of the building at the above address we have no objections, in principle, to any efforts to improve the Harrow Road/Kensal Road area. It is far from clear, however, that the above proposal will enhance the local environment and I am taking this opportunity to express our concern.
3. 461 Harrow Road is situated directly opposite the centre of the present Canalot Studios complex. During the last couple of years the Brasserie, within the complex, has extended its private weekend functions. While we have tolerated the resulting increase in evening/night-time noise, this is now becoming unbearable.
4. As an example, the Brasserie held a function on the evening of Sunday 15 Sep 96. The noise level increased throughout the evening and did not abate until 12 minutes past midnight the following morning. We had a house guest staying with her 15 month old baby and neither could sleep.

CITY OF WESTMINSTER PLANNING AND ENVIRONMENT DEPT.	
RECEIVED 11 SEP 1996	
PASSED TO	Contd
ACTION TAKEN BY	
PASSED FOR FILING BY	

5. We observe that companies/organisations occupying the Canalot Studios are involved in the production of video and audio material. During warm weather, windows are thrown open resulting in a cacophony of noise. Since water acts as a conductor and amplifier, the impact of noise across the Grand Union Canal is intensified.
6. Without doubt the above proposal would create even more noise. It is inappropriate that commercial development should be cited by and in water within a residential area.
7. It is evident that the Royal Borough of Kensington and Chelsea (RBKC) has devoted considerable resources to improving the environment for wildlife and residents along the W10 stretch of the Grand Union. The Canal bank now provides a pleasant walk for people and a unique haven for wildlife. The proposed development would negate RBKC's efforts.
8. There is also the question of whether development in one Borough should be allowed to proceed if it produces a disproportionate, detrimental impact on residents of another Borough.
9. I would be grateful if you would voice these concerns highlighting:-
 - a. Noise pollution.
 - b. Environmental concerns.
 - c. Inappropriate development, by water, in a residential area.
10. I would also like to know how we might challenge the current noise pollution created by the Canalot Studios complex and what further steps we can take with respect to the proposed development?

Yours sincerely,

Yvonne Jarman.

Mrs Y Jarman.



V/AD

RBKC District Plan Observations CONSERVATION AND DESIGN

Address	196-208 Kensal Road	Appl. No.	INF/NS	L.B.	C.A.	N/C/S
Description	New development	Code	N			

In principle, the development of this vacant site is welcome. It is a key site in Kensal Town and should contribute to the regeneration of the area. However, I have some ^{Community} reservations, as follows.

- Footprint - this appears to be satisfactory, both on the street frontage and hugging the boundary with the target at the rear - appropriate for a canal side building.
- Height/bulk - generally satisfactory, a gentle step up from the main canal side buildings to the RNIB is acceptable. I am concerned however about the potential impact of the ~~more~~ ^{new} ~~traverse~~ canopy at roof level - it is schematically drawn at present - it could be quite obtrusive - more detail required. Tower at rear is a potentially interesting feature.
- Relationship to street/towpath. The raised ground flows to accommodate the underground car park does not give a satisfactory street frontage. The passer by will be faced with ventilation grilles rather than potential views into the building or movement into the ground floor units (it is unclear what happens in the area above the podium). At the rear, there is the potential for greater permeability on the towpath boundary; more detail of use/design required.
- Design. The treatment of the front elevation with its wavy glass screen could be very exciting. I'm not sure whether I understand the structure - need explaining again! On the towpath side it is less convincing - the varied roofline and angled balconies together give a disjointed effect and require further consideration.

Conclusion - further meetings required to discuss these issues.

DMD 19/1/96

Top copy to case file; second retained by Design Officer; third to Survey and Analysis team.

D4/309

Canalot - drawings in Pond

- Access through site
- Deletion of residential
- retail at ground level.
- 2 moorings.
- U shaped building around lake
- New entrance.
- GIF looks out through onto canal.
- 1st floor units with balconies.

Poss issues

- 1) • Lower ground floor parking? 34 spaces?
- 2) • Res-loss
- 3) • Access - ~~4th floor~~ public - delete openings
onto canal at GIF level. - ~~balconies~~ ~~units~~
- 4) • ~~* height~~ * proposed extension over Canalot 1.?
check. - studio space on existing building.
- 5) • * relationship of RNIB
" towpath.
~~* height~~
* glass translucent.

- Elevation not show tower.

balconies intrude over
tow path.

Restaurant Barge
Comm Use - Barge.

- ① How to deal with Moorings.
- ② Canalot.

My notes from swe,

US&K

- cardot 1 - red brick
large covegated
structure on roof
permitted

- Relationship with RNB

- Scale + bulk - man
be ok into canal.

- too horizontal.

not happy abas

- not much integrity

or unity.

- Form of form

• Tave ok.

- Relationship to street.

① Quite well.

* open/closed into
canal.

7/12/95

Policy / Transport - Bill

i attach drawings for canalot 2.
 As you can see the scheme does ~~not~~ not bear much relation to the outline approval. In particular

- ① All residential has been deleted. (30)
- ② Retail Units have been inserted (these do not relate to street frontage & are inward facing)
- ③ ^{Access} Cafe is less open to the public than agreed.

Can I have your comments ASAP.

Nancy

PS. Outline approval attached.
 PPS No of Car Parking spaces allowed related to numbers of live/work units previously approved.

DISTRICT PLAN OBS.		
Officer	In	Out
PH	12.12.95	19.12.95

* Need to know how many unit start at 15 — sympathy to having more than 5-6.
 20 max
 * poss gain — for cyclist along low path

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

TP No: TP/pre-app	Address: 196-208 Kensal Rd., W10	Date Received 12.12.95	Date of Obs. 5.1.96
UDP Paras/Policies		Obj. *	No obj.
	Development: Newbuild B1, retail and A3 uses (c. 4,000 sq. m)	HMO? -	No. of Dwelling Units Existing 0
			Proposed 0
		D.C. Officer NS	Policy Officer PH

Comments:

Site:

Vacant plot previously comprising retail on ground floor and residential on upper two floors. Located in the Kensal Small Business Area designated in the UDP.

History:

See committee report (TP/92/1678).

Outline pp granted for 3096 sq. m. live/work units, 869 sq. m. B1 and restaurant use in 1995.

Proposal:

c. 4,000 sq. m. B1, retail and A3.

Issues:

Loss of residential is contrary to UDP STRAT 13, H1 and RPG 3 (para. 52). There are no exceptional circumstances in this instance which would allow a relaxation of policy.

E32 (Dep.) encourages small business developments in the Kensal Small Business Area. Although the development is sub-divided into small units (< 300 sq.m.), the aggregate total constitutes a very large B1 development by RBKC standards, and must be considered against the provisions of E1 (PM). It would appear that the proposal is contrary to criteria (c) and (d), given that the site is suitable for housing and public transport facilities are relatively poor, notwithstanding the 869 sq.m. of B1 allowed in 1995 (UDP was not adopted and a large amount of B1/residential was provided).

The provision of retail floorspace is supported by S3 and S4. However, the design is inappropriate and should include double fronted units if necessary to allow access direct from Kensal Rd. This would comply with E8A (PM).

Objection raised.

Superseded by later comments.

PH 8.1.96

THE ROYAL
BOROUGH OF



KENSINGTON
AND CHELSEA

NOTICE OF A PLANNING APPLICATION

TOWN AND COUNTRY PLANNING ACT 1990
PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) ACT 1990

Notice is hereby given the Royal Borough of Kensington and Chelsea Council have received an application:

- (c) which, if granted, would depart from the provisions of a development plan.
- (f) for development defined as "major" development.

Details are set out below.

Members of the public may inspect copies of the application, the plans and other documents submitted with it at:

The Planning Information Office, 3rd Floor, The Town Hall, Hornton Street, W8 7NX between the hours of 9.15 and 4.45 Mondays to Fridays;

For applications in the Chelsea area: The information Office, Chelsea Old Town Hall, Tel. 071-352-1856.

For postal areas W10, W11, and W2: The Advisory Service Office, The Information and Aid Centre, 140 Ladbroke Grove, W10 (under Westway, opposite Ladbroke Grove Tube Station), Tel. 071-969-2433

Anyone who wishes to make representations about this application should write to the Director of Planning Services at the Town Hall (Department 705) within 21 days of the date of this notice.

SCHEDULE

Reference: TP/96/1828/NS

Date: 06/09/96

196-222 KENSAL ROAD,
W.10

Extension to Canalot Production Studios, involving alterations to existing building and redevelopment of site of 196-208 Kensal Road to provide B1, retail (A1) and restaurant (A3) use together with 2 permanently moored barges also for B1/ restaurant (A3) use.
APPLICANT Mr. S. B. Gray,

(0)
76/1828
11/09/96

RECEIVED BY PLANNING SERVICE				
DC N	DC C	DC S	E	Ac Ack
01 OCT 1996				
Exec Dir		Records	ARB	Cor Des
Appeals Office	10	Fees Officer	Forward Plan	Heac DC

NS

455 Harrow Road
London W1V 5HJ
United Kingdom

29 September 1996

Dear Ms Stephenson,

I am writing regarding the proposed extension to Canalot Production Studios, 196-222 Kensal Road W10. I would like to make the following comments.

My main concern is the noise level. Already the noise emanating from the present restaurant, set back from the water, is horrendous. I have been forced to lodge one or two early a.m. complaints with the Environmental Health Department (28.6.96 and 27.9.96). The acoustics are impossible; every activity taking place on the tow path can be heard, therefore the proposal of permanently moored barges is a most deplorable suggestion and I oppose the idea vehemently.

The barges would also be hazardous here because this is a particularly narrow part of the waterway. Boats would have difficulty passing, come way too close to the Harrow Road dwellings, giving rise to water wash, if not physical damage to our houses. Plus infringe on our privacy. It is bad enough having the Harrow Road on the front doorstep.

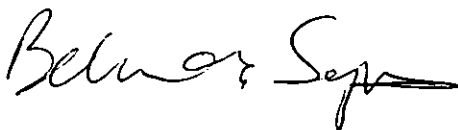
Secondly, the proposed height and the back elevation of the building cause great concern. Adding an extra floor onto the existing building to match that on the new development would create a wall of relentless shadow and a relief-less skyline over quite a substantial stretch of canal area which is now primarily residential. Could it not be set further back on the site? Could not the profile be more uneven and interesting? I would consider 3 floors *only* on the present design to be acceptable in order to prevent a feeling of oppression.

Thirdly, *why* build an indoor lake when there is an existing vista of water, birds and iris? (Needless to say, the latter two would disappear completely with the barge idea). Because of this pond, the actual building only utilises about 50% of the site area. However, to compensate, the scheme manages to encroach over all available public space. Balconies are to hang over the tow path and restaurant and office barges are to occupy the canal.

I also object to the "observation stairway", or is it a surveillance tower? I find the Kensal Road facade unpleasant and out of character with the rest of the surrounds. What about the traffic and parking? The planned provisions appear inadequate and the 23 bus has a battle as it is.

I consider the proposal to be an unbelievably selfish and insensitive approach to this area.

Yours sincerely,



Belinda Syme

PLANNING AND CONSERVATION

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

Mr. Michael Beaman,
Chief Executive,
North Kensington City Challenge Co. Ltd.,
The Westway Centre,
2/4 Malton Road,
LONDON, W10 5UP.

Switchboard: 0171-937 5464

Extension: 2944

Direct Line: 0171-361 2944

Facsimile: 0171-361 3463

20 November 1996

THE ROYAL
BOROUGH OF



KENSINGTON
AND CHELSEA

My reference: EDPC/MJF

Your reference:

Please ask for: Mr. French

Dear Mr. Beaman,

Re: Proposed extension to Canalot, Kensal Road, W.10.

Thank you for your letter dated 7th November regarding the above. I will report your support for the scheme to the Planning Committee when the application is considered, and will, of course, deal with the application as expeditiously as possible.

Yours sincerely,

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

NORTH KENSINGTON CITY CHALLENGE COMPANY LIMITED
THE WESTWAY CENTRE
2-4 MALTON ROAD
LONDON
W10 5UP



Telephone: 0181 960 8403
Fax: 0181 960 0403

Mike French
RBKC, Town Hall
Hornton Street
London W8 7NX

7 November 1996

7 November 1996				
- 8 NOV 1996				
Exec Dir		Recs	ARB	Con Des
Appeals Office	10	Fees Officer	Forward Plan	Head DC

Dear Mike,

Re: Canalot 2, Kensal Road

I have now had an opportunity to inspect the application and drawings for the development of B1 and retail space adjacent to the existing Canalot Complex.

City Challenge enthusiastically supports this development for the following reasons:

1. The site is currently derelict. It is an eyesore and a hazard to the children who frequently stray on to it from the Canal towpath.
2. The proposed mix of uses is appealing. The retail space will add life to the ground floor and the street elevation. The preference for straightforward B1 space rather than live/work units is also a bonus.

From the drawings, the standard of design appears to be high and the scheme has been designed to complement the existing Canalot Studios complex. I am particularly pleased to see the incorporation of off street car parking in the scheme.

As you know, this project has been treated as 'complementary' for the City Challenge programme. I therefore trust that it will be dealt with on a 'fast track' basis in accordance with the agreement originally reached between RBKC and the DoE.

Yours sincerely,

Michael Beaman
Chief Executive



Jones Lang Wootton

lwk
10/10/96

22 Hanover Square
London W1A 2BN

Tel: 0171-493 6040

Chartered Surveyors
International Real Estate Advisers

10/10

RECEIVED BY PLANNING SERVICES				
DC N	DC C	BC S	E	As ack
22 OCT 1996				
Exec Dir	Your Ref.	Records	APP	Co- De.
Appeals Off	10	File	Forward	Head Dt
CZW/DEM/220/				

Fax: 0171-408 0220
0171-409 3440

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

Direct Line

Direct Fax. 0171 457 3949

16th October 1996

For the attention of *Nancy Stevenson*

Dear Sir

196 -208/222 KENSAL ROAD, LONDON, W10

I write further to the planning application at the above address which was submitted on the 16th August 1996. I understand that British Waterways are unclear about our notification to them, under Section 66 of the Town and Country Planning Act 1990. Enclosed for purposes of clarification, please find a copy of the Section 66 notification which was sent to Mr Parnell of British Waterways, also on the 16th August 1996 at the following address:

Brindley House
Corner Hall
Lawn Lane
Hemel Hempstead
Herts
HP3 9YT

Following receipt of this notification, British Waterways requested relevant drawings relating to the application. Drawing numbers CAN 00/01, 00/07, 00/08 and 00/09 were accordingly forwarded to Miss Frances Read at the above address on 11th September 1996.

My colleague, Chris Wightman, has contacted Mr James Clifton at British Waterways to explain what has been forwarded and when. Mr Clifton stated that the information had obviously been lost in their internal administration system and is now tracking it down. If there are any further problems, he has been advised to liaise directly with us at Jones Lang Wootton.

I hope this has clarified the matter and that this will not result in a delay in processing the application.

A LIST OF PARTNERS IS DISPLAYED AT 22 HANOVER SQUARE LONDON W1A 2BN

JONES LANG WOOTTON INTERNATIONAL: LONDON BIRMINGHAM LEEDS MANCHESTER GLASGOW EDINBURGH DUBLIN BRUSSELS ANTWERP PARIS LYON GRENOBLE LUXEMBOURG
AMSTERDAM ROTTERDAM THE HAGUE UTRECHT FRANKFURT HAMBURG DÜSSELDORF MUNICH BERLIN LEIPZIG MILAN MADRID BARCELONA STOCKHOLM PRAGUE BUDAPEST WARSAW MOSCOW
NEW YORK LOS ANGELES SAN FRANCISCO WASHINGTON, D.C. DALLAS CHICAGO SEATTLE TORONTO SYDNEY MELBOURNE CANBERRA BRISBANE ADELAIDE PERTH AUCKLAND WELLINGTON
HONG KONG SINGAPORE JAKARTA BALI KUALA LUMPUR PENANG JOHOR BAHRU BANGKOK TOKYO SHANGHAI BEIJING

Finally, I understand that you have now received feedback from all internal consultees on the application, except your design officers, and that you will be contacting me to discuss matters later this week. I will be happy to attend a meeting to discuss the application if appropriate.

Yours sincerely



Jim Ramsay
Planning and Development

enc.

cc S B Gray Esq.



Jones Lang Wootton

22 Hanover Square
London W1A 2BN
Tel: 0171-493 6040

Chartered Surveyors
International Real Estate Advisers

Fax: 0171-408 0220
0171-409 3440

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

Your Ref.

Our Ref. CZW/DEM/220/

Direct Line

Direct Fax. 0171 457 3949

F.A.O. Nancy Stevenson

22nd August 1996

RECEIVED BY PLANNING SERVICES				
DC	DC	DC	E	No Ack
N	C	S		
29 AUG 1996				63
Exec Dir		Records	ARB	Con Des
Appeals Office	10	Fees Officer	Forward Plan	Head DC

Dear Sir

196 - 208/222 Kensal Road London
Ref: DPS/DPN/TP/96/1828

As promised in our letter dated 16th August 1996, please find enclosed a copy of the brochure which is to support the planning application at the above address. (reference number DPS/DPN/TP/96/1828).

If you require any further information, please do not hesitate to contact me.

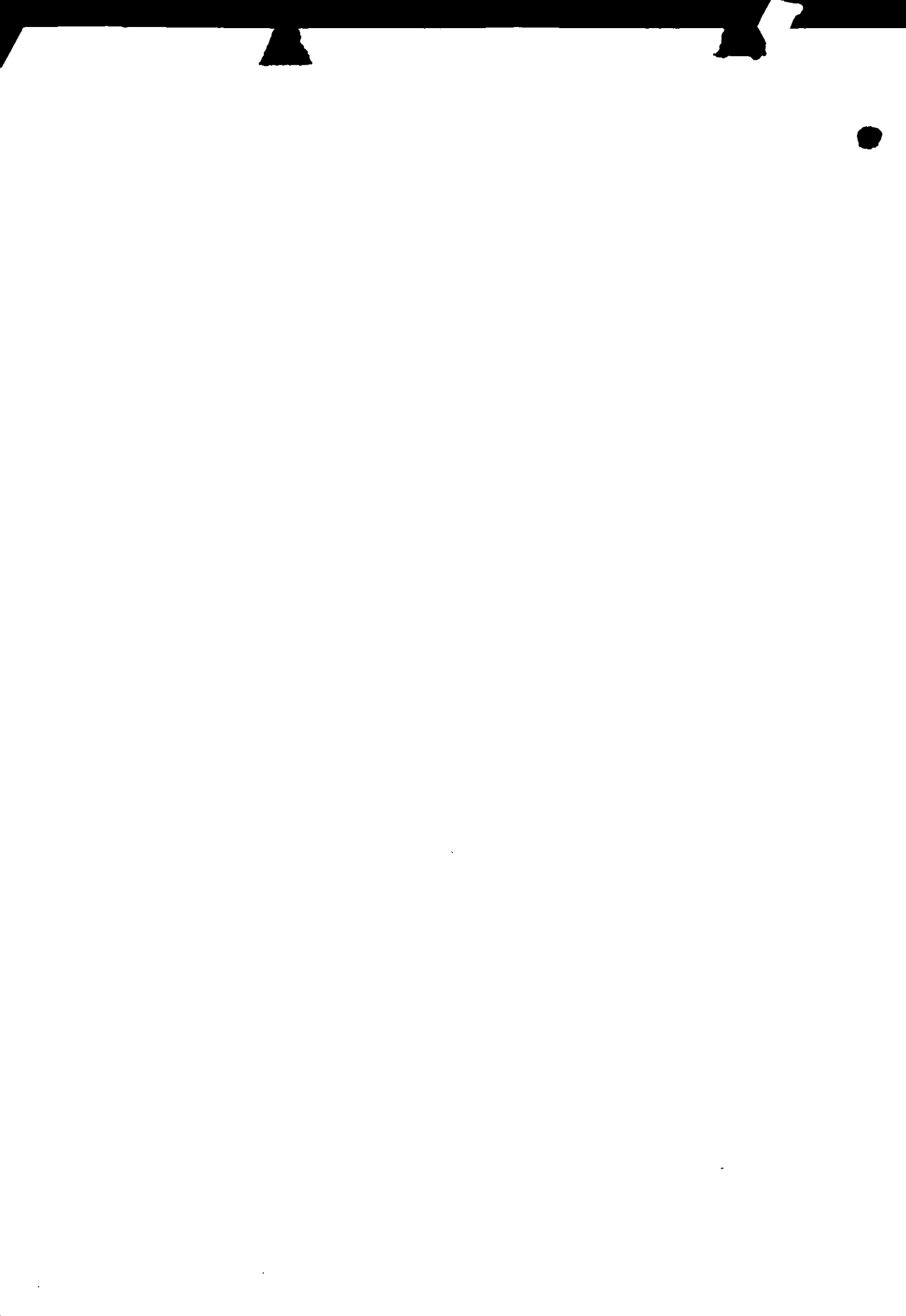
Yours faithfully

JONES LANG WOOTTON

enc.

A LIST OF PARTNERS IS DISPLAYED AT 22 HANOVER SQUARE LONDON W1A 2BN

JONES LANG WOOTTON INTERNATIONAL: LONDON BIRMINGHAM LEEDS MANCHESTER GLASGOW EDINBURGH DUBLIN BRUSSELS ANTWERP PARIS LYON GRENOBLE LUXEMBOURG
AMSTERDAM ROTTERDAM THE HAGUE UTRECHT FRANKFURT HAMBURG DÜSSELDORF MUNICH BERLIN LEIPZIG MILAN MADRID BARCELONA STOCKHOLM PRAGUE BUDAPEST WARSAW MOSCOW
NEW YORK LOS ANGELES SAN FRANCISCO WASHINGTON, D.C. DALLAS CHICAGO SEATTLE TORONTO SYDNEY MELBOURNE CANBERRA BRISBANE ADELAIDE PERTH AUCKLAND WELLINGTON
HONG KONG SINGAPORE JAKARTA BALI KUALA LUMPUR PENANG JOHOR BAHRU BANGKOK TOKYO SHANGHAI BEIJING



RBK&C TRANSPORTATION COMMENTS

T.P. Number: 96 1828	Address: 196 - 222 Kensal Road - CANALOT SITE	Date of obs. 17/10/96
Development: comprehensive development		Obj. No obj. for info
File Number: TM 202 K	Obs. <u>INITIAL</u> FULL	Transportation officer: GP
Other Information:		D.C. officer: NS
MORE INFO REQ.		

Comments:

NB. Controlled parking will be introduced in this area in April 1997.

Nos. of car parking spaces.

This application can be judged on its merits with regard to off street parking spaces. Because of the location of the site and the nature of the uses it is acceptable for the applicant to provide a reasonable number of operational car parking spaces. 34 spaces are acceptable in this case.

A3 uses.

- The cafe is relatively small and wouldn't have much effect in terms of parking generation.
- The barge may be a different situation - could the applicant supply details re. type of operation, hours of opening, nos. of seats etc so that I can assess likely parking demand.

Car park design.

- Some of the spaces are substandard; enlarging the spaces encroaches on the circulation aisle. It may not be possible to accommodate as many as 34 spaces. The applicant should look again at the layout.
- the ramp is not wide enough for 2 vehicles to pass. An entry/exit control mechanism eg traffic lights will be necessary to avoid conflict between vehicles.
- could the applicant please conform the grade of the ramp.



Cycle parking

No cycle parking is shown. The applicant should contact Alex Reid, the Council's Cycle officer with regard to parking provision.

Servicing

How is it proposed to service the various uses on the site?

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

TP No: TP/96/1828	Address: 196 - 222 Kensal Rd., W10	Date Received 4/9/96	Date of Obs.
UDP Paras/Policies		Obj.	No obj.
	Development: Extension to Canalot Studios, alterations to existing building and redevt. of site of 196 - 208 Kensal Rd to provide B1, A1 & A3 and two permanently moored barges for B1 and A3	HMO?	No. of Dwelling Units
			Existing 6-12 Proposed
		D.C. Officer NS	Policy Officer AEP

Comments:

Existing: Vacant plot previously comprising retail on ground and residential on upper two floors.

Proposed

Ground: 16 x retail units (approx. 20 - 25 m sq), 6 x B1 units, restaurant area.

First: 20 B1 units

Second: 20 B1 units

Third: 20 B1 units

Fourth : 14 B1 units

All units shown on plans are less than 140 sq. m. though the building is designed to be flexible as to precise no. of units - supporting letter states that up to 100 business units can be provided.

History

PP. 19/03/80 - redevt to provide 3 x LI factories

refuse PP. 13/09/83 refurb of LI and erection of 24 on bed flats (reason: res. devt premature and prejudice endeavours to secure satisfactory industrial devt of site)

PP 28/09/84 - erection of 12 LI units

Outline PP 20/02/95 - live work units, business units, restaurant use.

Policy Issues

Loss of residential accom. is contrary to H1 and STRAT 13. However:-

- RPG3 is supportive of business use. In particular Guidance sets out the benefits of media, arts and cultural activities and that such activities should be supported by positive approaches from planning authorities particularly in emerging cultural quarters (RPG3, paras 3.25 - 3.28). This area could be construed as an emerging cultural quarter.
- Within Kensal Small Business Area (SBA) where policy E23 encourages small business development. The proposal would consolidate the SBA.
- The proposal is supported by E12 re. range of unit sizes and E13 re. premises for start up and expansion of small businesses.
- Prior to their demolition the res. units had been vacant since at least 1981 (L.U.S. 1981).
- Loss of res. accepted in PPs of 1980 & 1984 in the light of benefits of LI uses.

In this light, whilst an element of residential might be sought as part of negotiations (live/work units?), I would suggest that there may be a case for relaxation of res. policy subject to conditions being imposed to secure small business units (see on) and a proportion of light industry (see on).

Proposal needs also to be considered in light of E1 because of cumulative impact of large number of small offices. There is conflict with criteria c) but this is partly outweighed by benefits of small

PH 10.10.96

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

business units in this Small Business Area. Due to flexibility in size of B1 units proposed within building envelope, conditions should be imposed to prevent amalgamation of two or more offices into a unit bigger than 140 sq. m.

Also may well be conflict with criteria d) re public transport - Highways comments should be sought.

In land use terms the proposal would be more attractive if some light ind units were provided on ground floor - E17 and E19 would support this. Such provision might further justify any relaxation of H1, STRAT 13 & E1. LI units should be built to LI standards set out in UDP. Condition might be imposed to limit future change from light ind (E18). Provision of ground floor LI would necessitate change to elevational treatment.

E4 encourages facilities in association with large scale business devt. proposals - a workplace nursery would be appropriate - and further justify relaxation of H1, STRAT 13 & E1.

Retention of lawful retail use in accordance with S1 & S3. Additional element of retail would be welcomed in principle - S2 and S4. S7 resists large new stores where there would be impact on vitality and viability of existing shopping centres and increases in traffic movement. Given the distance from existing Ladbroke Grove(north) and Golbourne Rd. (north) Local Shopping Centres and the demand for retail uses that commercial devt. of this scale would create, in my opinion there is unlikely to be detrimental impact on the vitality and viability of these Local Shopping Centres. Similarly traffic is unlikely to be a problem unless the units were amalgamated into larger unit - more likely to attract large numbers of car borne shoppers - consider therefore condition preventing amalgamation of retail units. However, it is unfortunate that the shops do not fully address the street - particularly in respect of absence of doorways along Kensal Road. Good opportunities missed here for contribution to public realm, interaction between building and street etc. - would necessitate change to elevational treatment.

Restaurant proposal would not appear to conflict with S13 subject to traffic concerns.

In respect of proposed B1 and A3 use of canal - need to consult with British Waterways. In the context of UDP policy A3 might be detrimental to amenity of res. properties on other side of canal (outside Borough) - contrary to S13, but small scale B1 would be encouraged as set out above. However may be contrary to character of canal - importance of protecting which is set out in para. 2.24 of C&D chapter.

Happy to discuss

(Do James Lang Wooton want to buy an adopted UDP? - old policies are quoted)

PH 10.10.96

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

TP No: TP/96/1828	Address: 196-222 Kensal Road, W10	Date Received 11/09/96	Date of Obs. 18/09/96	
UDP Paras/Policies		Obj.	No obj.	
	Development: Extension to studios, involving alterations to existing building and redevelopment of site to provide B1 retail, A1 restaurant plus 2 permanently moored barges for B1 res.t A3 use	HMO?	No. of Dwelling Units	
			Existing	Proposed
		D.C. Officer NS	Policy Officer AKS	

Comments:

It seems from drg. 00/07 (the car park) that there is only one parking bay suitable for disabled people, namely number six. Traffic Advisory Leaflet 5/95 - 'Parking for the disabled' states that for a car park with less than 200 bays that is used for Employers and visitors to business premises there should be an individual bay for each disabled employee plus 2 bays or 5% of total capacity whichever is greater. For this proposal the number of disabled spaces should be two. The disabled spaces should be the ones nearest the lift.

The lifts in the car park and proposed building should be fully accessible (see Part M of the building regulations for guidelines) and consideration should be given to the installation of 'audible' (speech) lifts to facilitate access for all users.

Please can it be confirmed that the spiral ramp from the Kensal Road end of the development has a gradient of less than 1 in 12. Also it should follow the standard designs as stated in Part M of the building regulations i.e. appropriate handrails, landing stages etc.

All the retail units and all the B1 units within the building should have flat and level entrances and all the doors into the retail and B1 units should have a minimum clearance of 800mm.

Consideration should be given to installing access facilities on both the barges that allow for use by disabled people.

The disabled toilet shown on the first, second, third and fourth floors of the development are not wide enough. They are approximately 1.3m wide when they should be 1.5m wide. Consideration should be given to changing this to providing suitable disabled persons toilets. Also could it be confirmed that the doors on these toilets are to be 1m wide.

The above comments reflect UDP policies START11, STRAT31, CD36, CD67, and LR37.

Re 19/9/96

THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA

TOWN PLANNING (APPLICATIONS) SUB-COMMITTEE 24/08/84

APPLICATION NO.
TP/84/1346/C/34/

(17)
AGENDA ITEM
597

REPORT BY THE BOROUGH PLANNING OFFICER

APPLICANTS NAME/ADDRESS

Lee Reading Harbinson,
22/23, Cowcross Street, London, EC1M 6DQ

Application dated 04/07/84
Revised 24/08/84
Completed 27/07/84

ON BEHALF OF : London Enterprise
INTEREST : Owners

<u>District Plan Proposals Map:</u>	<u>SPECIFIED INDUSTRIAL AREA</u>					<u>Object rs</u>
<u>Cons.Area</u>	<u>Article 4</u>	<u>Listed</u>	<u>GLC</u>	<u>A/O</u>	<u>(to date)</u>	
	<u>Direction</u>	<u>Building</u>	<u>Director</u>	<u>Consulted</u>		
NO	NO	NO	NO	11	0	

RECOMMENDED DECISION :- GRANT PERMISSION for the erection of 12 light industrial units and a pavement crossover

At: 196-208 KENSAL ROAD, KENSINGTON, W.10.

As shown on submitted drawing(s) No(s): TP/84/1346/2/1/1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Applicants drawing(s) No(s) : SK/271/2 & 3A

CONDITIONS

1. C.16
2. C.18
3. C.22
4. C.34
5. The premises shall be used only for the purposes of light industry within Class III of the Schedule to the Town & Country Planning (Use Classes) Order, 1972.
6. C.54

APPROVED BY
T.P. SUB-COMTEE
24 SEP 84
CONSENT REF

REASONS FOR THE IMPOSITION OF CONDITIONS

1. R.20
2. R.20
3. R.13
4. R.5
5. Use for any other purpose would not necessarily prove acceptable in this designated Specified Industrial Area.
6. R.20

INFORMATIVES

1. I.1
2. I.3
3. I.12K
4. I.15
5. I.17
6. I.20
7. I.34
8. I.35
9. You are requested to respect the rights and amenities of adjacent occupiers, including those resident in the Institute for the Blind hostel in Wedlake Street, W10, during the course of building works and subsequent occupations.

RECOMMENDED

(15)

The Site

These premises are located on the north side of Kensal Road, with a rear, canal frontage. A terrace of six, 3 storey buildings occupies the Kensal Road frontage, all vacant shops with residential above. The remainder of the site contains a large vacant warehouse building and a firm of lighting engineers ("On the Spot" Ltd). The Oliver Toms industrial (catering equipment) building stands to the west, and a blind persons hostel to the east. The Horniman Pleasance open space and Kensal Community Centre lie opposite the site across Kensal Road.

Planning History

This Council originally considered the compulsory purchase of the site for industrial use in 1969 and a planning permission for industrial redevelopment was granted in 1970. Renewal of this consent was refused in 1975, because of a change in policy which required residential use of land adjacent to the canal. However, various dilapidation and housing problems led to a resolution to purchase Nos. 196 and 206 in 1978, the others having already been privately sold. Terms were agreed in 1982 and these two properties have been sold on to complete the site assembly.

In the meantime, planning permission was granted in March, 1980, for the erection of three light industrial units, providing a total of 15 20 sq.metres (16,200 sq.ft.).

In September, 1983, planning permission was refused for the mixed residential and industrial rehabilitation of the site, on the grounds that the residential development would be premature, and would prejudice the Council's endeavours to secure a satisfactory industrial development of the site.

Current Application

London Enterprise Developments, which are sponsored by the Greater London Enterprise Board, have now submitted proposals for cleaning the site and the erection of twelve light industrial units. Each unit comprises 48 sq.m. (500 sq.ft.) of ground floor workshop, with about 20 sq.m. of ancillary offices at mezzanine level. The units are arranged on either side of a central courtyard, and each has one allocated parking space.

The simple design features a red textured brick (Rediand Holbrook), blue profiled steel roofing, timber entrance gates, and curtain wall glazing to the courtyard. The canal boundary wall is perforated with large scalloped slots.

Considerations

The site is within the Specified Industrial Area, and these smaller units are preferable to the three larger ones previously approved. Both the canal and Kensal Road elevations are improved by the insertion of additional windows. No objections have been received, and an approval is recommended.

E.A.SANDERS
BOROUGH PLANNING OFFICER

MJF/RW

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

James M. Clifton, Architect Planner,
British Waterways, Brindley House,
Corner Hall, Lawn Lane, Hemel
Hempstead, Hertfordshire, HP3 9YT

Switchboard: 0171-937 5464
Direct Line: 0171-361 2082
Facsimile: 0171-361 3463
Date: 04/10/96



KENSINGTON
AND CHELSEA

My reference:

Your reference:

Please ask for:

DPS/DCN/NS/TP/96/1828

Dear Sir (Madam),

TOWN AND COUNTRY PLANNING ACT, 1990

196-222 KENSAL ROAD,
W.10

I enclose a copy of an application (~~with relevant drawings~~) and should be pleased to receive your observations on these proposals in due course.

It is hoped to present this application to the Town Planning Committee prior to 15/10/96 .

Yours faithfully,

M.J. FRENCH

Executive Director, Planning and Conservation

MEMORANDUM

From: DIRECTOR OF PLANNING
SERVICES

To: FOR FILE USE ONLY

My Ref: TP/96/1828/NS
Room No. 322

Your Ref:
Room No.

P.A.X.No. 2082

Date: 29/08/96

DEVELOPMENT

196-222 KENSAL ROAD, W.10

Extension to Canalot Production Studios, involving alterations to existing building and redevelopment of site of 196-208 Kensal Road to provide B1, retail (A1) and restaurant (A3) use together with 2 permanently moored barges also for B1/ restaurant (A3) use.

Would you please advertise the above development under:-

3. Town and Country Planning (GENERAL DEVELOPMENT ORDER 1988 AS AMENDED) (departure from a development plan).
6. Town and Country Planning (GENERAL DEVELOPMENT ORDER 1988 AS AMENDED) ("Major" development)

M.J. FRENCH
DIRECTOR OF PLANNING SERVICES

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
Director of Planning Services

Department of Architecture & Planning,
City of Westminster,
P.O. Box 240, Westminster City Hall,
Victoria Street, LONDON S.W.1E 6QP

Switchboard: 0171-937 5464

Direct Line: 0171-361 2082

Facsimile: 0171-361 3463

Date: 30/08/96

My reference:

Your reference:

Please ask for:

DPS/DCN/NS/TP/96/1828

Dear Sir (Madam),

TOWN AND COUNTRY PLANNING ACT, 1990

196-222 KENSAL ROAD,
W.10

I enclose a copy of an application (with relevant drawings) and should be pleased to receive your observations on these proposals in due course.

It is hoped to present this application to the Town Planning Committee prior to 15/10/96 .

Yours faithfully,

M.J. FRENCH

Executive Director, Planning and Conservation

PLANNING AND CONSERVATIONTHE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

Director of Planning Services

**THE ROYAL
BOROUGH OF****KENSINGTON
AND CHELSEA**

COUNCIL NOTIFICATION OF DEVELOPMENT
THE OCCUPIER
FILE COPY

Switchboard: 0171 - 937 5464

Direct Line: 0171-361 2079/2080

Facsimile: 0171 - 361 3463

Date: 04/09/96

My reference:

Your reference:

Please ask for:

Planning Information Office

DPS/DCN/NC/TP/96/1832

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

Dear Sir/Madam,

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

Address of application propertyADAIR PLAY HUT, KENSAL NEW TOWN ESTATE,
W.10**Proposal for which permission is sought**Conversion of existing play hut to provide a community
facility.
(COUNCIL'S OWN DEVELOPMENT)PLEASE NOTE: YOU HAVE 21 DAYS TO COMMENT NOT 14 AS STATED OVERLEAF

Further details are printed overleaf.

Yours Sincerely,

M.J. FRENCH

Executive Director, Planning and Conservation

TOWN AND COUNTRY PLANNING ACTS, 1990

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

The reasons for any objection should be clearly stated.

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

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

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

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

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

WHERE TO EXAMINE THE PLANS

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

Alternatively, copies of all planning applications relating to:

- (a) the Chelsea area can be examined at the Information Office, Chelsea Old Town Hall, King's Road, SW3. Tel. 0171-352 1856.
- (b) the postal areas W10, W11, or W12 can be examined at the 1st Floor, North Kensington Library, 108 Ladbrooke Grove, W11. Tel. 0171-727 6583

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

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

Please note: In the interest of economy, letters in agreement or without objections to the proposals will not be acknowledged.

TP



TP961828

(Handwritten signature and initials)

B

The Royal Borough of Kensington and Chelsea
Development Control
Technical Information

Address: 222/196-208 KENSAL RD, W10

Comp Index Data:

20 AUG 1996

Conserv. Area	HB	CPO	TPO	Specif. Ind. Area	CSF	LSC No.	PSC	Unsuit. Dip. Use	Area: Local Interest	Area: Local Character	Met. Open Land	ART IV
								<i>(arrow)</i>				

Density
Site Area
Habitable rooms proposed
Proposed density

Plot Ratio	
Site Area	
Zoned Ratio	2:1
Floor area proposed	
Proposed Plot Ratio	

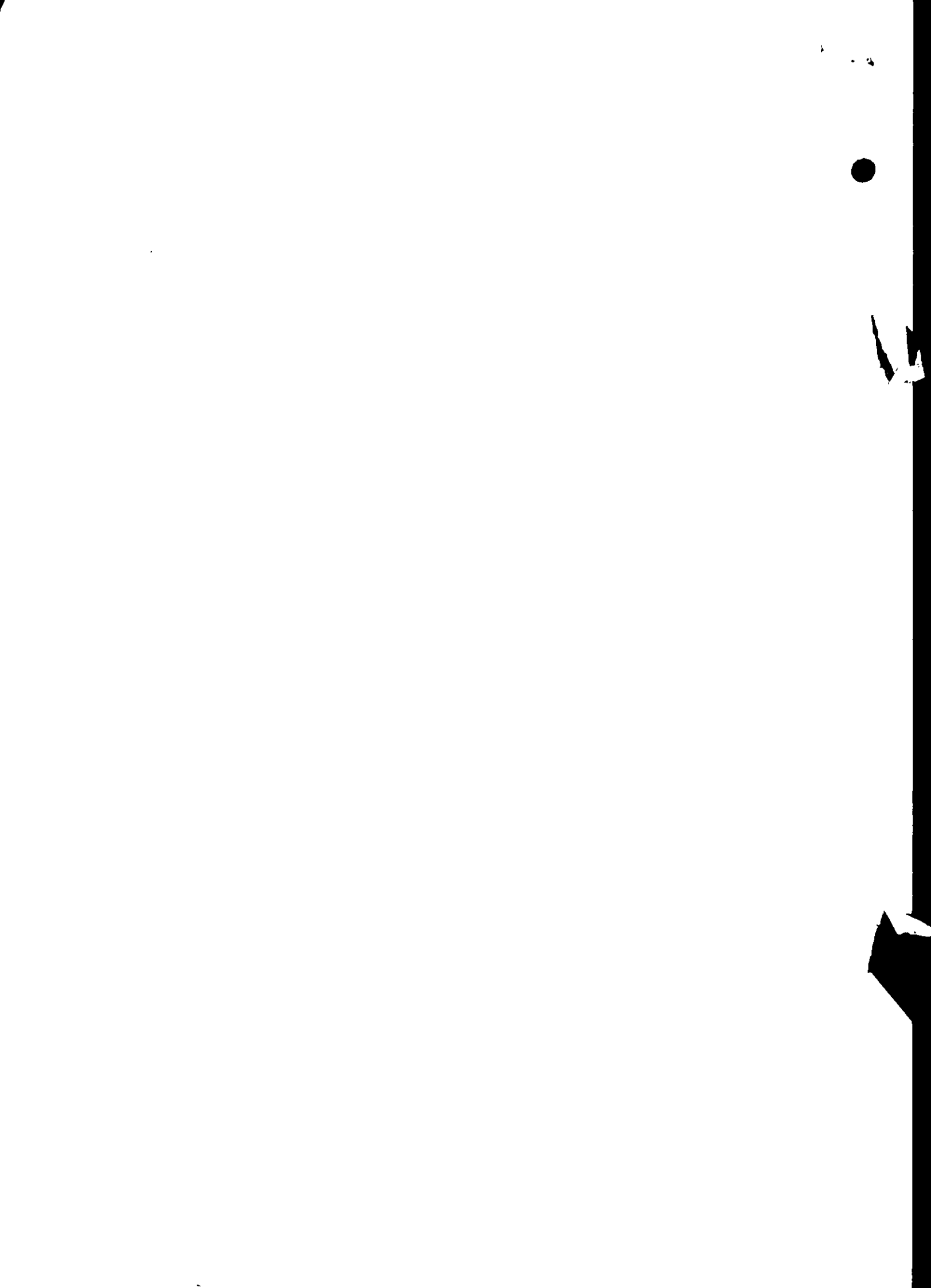
Daylighting

Complies / Infringes

Car Parking:

Spaces required:

Spaces provided:



Address:

196-208

KENSAL ROAD

043805400

See Also :Ind. Nos. 196/206

TP No	Brief Description of Proposal	1 of	8	Control of
TP/79/1350	REDEV., TO PROVIDE 3 FACTORIES TO BE USED FOR LIGHT INDUSTRIAL PURPOSES WITH ANCILLARY OFFICES.			Adverts & History No

Received	Decision & Date	Appeal	Works
10/10/79	CONDITIONAL	19/03/80	Completed
Completed / /		Lodged	
Revised / /		/ /	/ /

TP No	Brief Description of Proposal	2 of	8	Control of
TP/83/1042	REFURBISHMENT OF THE EXISTING LIGHT INDUSTRIAL BUILDING AND THE ERECTION OF 24, ONE BEDROOM FLATS.			Adverts & History No

Received	Decision & Date	Appeal	Works
11/07/83	REFUSED	13/09/83	Completed
Completed / /		Lodged	
Revised / /		/ /	/ /

TP No	Brief Description of Proposal	3 of	8	Control of
TP/83/1446	MOD. OF P.REDEVELOPMENT SCHEME REF; TP/79/1350 TO PROVIDE 1 UNIT TO BE USED FOR LIGHT INDUSTRIAL & FILM/PHOTOGRAPHIC STUDIO WITH ACILLARY OFFICES & STAFF AREAS. WITHDRAWN BY APPLICANT			Adverts & History No

Received	Decision & Date	Appeal	Works
06/09/83	WITHDRAWN	26/10/83	Completed
Completed 07/09/83		L Lodged	
Revised / /	PRIME DATE	27/10/83	/ /

TP No	Brief Description of Proposal	4 of	8	Control of
TP/84/1346	ERECTION OF 12 LIGHT INDUSTRIAL UNITS AND A PAVEMENT CROSSOVER			Adverts & History No

Received	Decision & Date	Appeal	Works
04/07/84	CONDITIONAL	28/09/84	Completed
Completed / /		Lodged	
Revised 28/08/84		/ /	/ /

Address:

196-208

KENSAL ROAD

043805400

See Also :Ind. Nos. 196/206

TP No	Brief Description of Proposal	5 of 8	Control of Adverts & History No
T&CPA 1971 SECTION 52 AGREEMENT - NOS. 196-208 KENSAL ROAD.			

Received	Decision & Date	Appeal	Works
/ /			
Completed / /		Lodged / /	Completed / /
Revised / /	SEC.52		
		23/08/84	

TP No	Brief Description of Proposal	6 of 8	Control of Adverts & History No
TP/85/1154	REDEVELOPMENT OF THE SITE TO PROVIDE 750 SQ.M. OF LIGHT INDUSTRIAL FLOORSPACE AND SIXTEEN 1-BEDROOM FLATS, WITH NEW PAVEMENT CROSSOVERS (PRIME ENTRY ABOVE) (CARD ENTRY BLANK)		

Received	Decision & Date	Appeal	Works
20/06/85			
Completed 21/06/85		Lodged 13/08/85	Completed
Revised 29/07/85		/ /	/ /

TP No	Brief Description of Proposal	7 of 8	Control of Adverts & History No
TP/89/0400	REDEVELOPMENT FOR BUSINESS (CLASS B1) PURPOSES INVOLVING ERECTION OF A NEW BUILDING IN THE FORM OF A PYRAMID COMPRISING BASEMENT, GROUND & SEVEN UPPER FLOORS TO PROVIDE 3120 SQUARE METRE NET FLOORSPACE WITHDRAWN 2.7.90 BY APPLICANT		

Received	Decision & Date	Appeal	Works
03/02/89			
Completed 01/03/89	WITHDRAWN	Lodged 02/07/90	Completed
Revised / /		/ /	/ /

TP No	Brief Description of Proposal	8 of 8	Control of Adverts & History No
TP/92/1678	REDEVELOPMENT TO PROVIDE 3965 SQ.M. GROSS FLOORSPACE COMPRISING UP TO 3096 SQ.M. GROSS OF LIVE/WORKSPACE UNITS; UP TO 869 SQ.M. GROSS OF BUSINESS UNITS; RESTAURANT USE AT GROUND FLOOR LEVEL AND 34 CAR PARKING SPACES AT BASEMENT LEVEL. OUTLINE APPLICATION, GRANTED 20/2/95, 12 CONDITIONS.		

Received	Decision & Date	Appeal	Works
09/10/92			
Completed 15/10/92	CONDITIONAL	Lodged 20/02/95	Completed
Revised 18/08/94	OUTLINE	/ /	/ /

Any Queries Please Ring 071 937 5464 x 2564

Chartered Surveyors
International Real Estate Advisers

 Fax: 0171-408 0220
 0171-409 3440

 The Director of Planning Services
 The Royal Borough of Kensington and Chelsea
 The Town Hall
 Hornton Street
 W8 7NX

Your Ref.

 Our Ref. **JBR/DEM/220/jbr**

 Direct Line **0171 306 1896**

 Direct Fax **0171 457 3949**

16th August 1996

For the attention of: Nancy Stevenson

RECEIVED BY		C SERVICE		0171 457 3949	
DC	DC	DC	E	Ao Ack	
N	C	S			
Exec Dir		Recd		AMB	Con Des
Appeals		C		Forward Plan	Head DC

Dear Sir

196 -208/222 Kensal Road, London W10

On behalf of our client, Mr SB Gray, please find enclosed four copies of a planning application for a new building to provide an extension to the Canalot Production Studios and a cheque for £7,840 to cover the planning application fee. The application seeks to provide new business space together with publicly accessible retail and restaurant use at ground floor level. A brochure explaining the background to Canalot, the concept and design of the new building, and the benefits the proposed development will bring to the North Kensington area will be submitted as supporting information on Monday 19th August.

Our client is the owner of the site and the adjacent Canalot Production Studios. The proposed development will provide additional space for the media related activities which have become established in the area. Canalot is a highly successful development currently employing some 200 people, many of whom are locally based, in some 70 businesses. The development has made a significant contribution to economic regeneration in the North Kensington area.

The proposed extension will accommodate expansion of the Canalot operation providing further small business development and employment opportunities. Up to 100 new business units can be provided, although the building is designed to be flexible in terms of the size of each unit. The majority will however be small units (up to 50 sq m) catering for more new small and start up businesses.

In addition to business use, some 16 retail units, together with a new restaurant are proposed at ground floor level, developed around a central lake feature which will provide a focus for public art displays. These facilities will all be publicly accessible adding further life, vitality and interest

A LIST OF PARTNERS IS DISPLAYED AT 22 HANOVER SQUARE LONDON W1A 2BN

JONES LANG WOOTTON INTERNATIONAL: LONDON BIRMINGHAM LEEDS MANCHESTER GLASGOW EDINBURGH DUBLIN BRUSSELS ANTWERP PARIS LYON GRENOBLE LUXEMBOURG
 AMSTERDAM ROTTERDAM THE HAGUE UTRECHT FRANKFURT HAMBURG DUSSELDORF MUNICH BERLIN LEIPZIG MILAN MADRID BARCELONA STOCKHOLM PRAGUE BUDAPEST WARSAW MOSCOW
 NEW YORK LOS ANGELES SAN FRANCISCO WASHINGTON, D.C. DALLAS CHICAGO SEATTLE TORONTO SYDNEY MELBOURNE CANBERRA BRISBANE ADELAIDE PERTH AUCKLAND WELLINGTON
 HONG KONG SINGAPORE JAKARTA BALI KUALA LUMPUR PENANG JOHOR BAHRU BANGKOK TOKYO SHANGHAI BEIJING

TP961818

to the Kensal Road area. The retail activity will be closely related to the media operations which take place within Canalot. The ground floor also provides public access to the canal, on which are proposed to be moored two barges providing further publicly accessible restaurant and media information facilities.

The development site, which has recently been cleared of buildings, is located within the area identified in the adopted UDP as the Kensal Small Business Area, where new small business development is encouraged to provide the potential to stimulate enterprise and economic growth. The proposal is also in accordance with policies E21 and E22 which encourage business use proposals to provide a range of unit sizes and the provision of premises for the start up or expansion of small businesses. We consider that the proposed extension, which provides employment opportunities together with increased vitality resulting from the mix of uses will add further to the revitalisation of the area.

TP.6.6.8

Previous discussions with planning officers have indicated a desire for an element of residential use on the site. The site is not identified in the UDP as a major site under policy H15 within which residential should be included. Given the Small Business Area designation, the importance of economic regeneration and the mix of uses proposed on the site we do not consider that a requirement for residential use on this site would be appropriate.

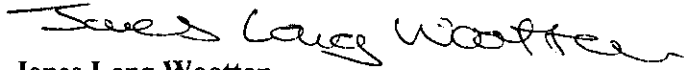
As well as contributing to economic regeneration, the proposed development will provide a significant environmental improvement to the area by providing an exciting new landmark building in the area. A description of the proposed building and the design concept is included within the supporting information. The proposed height and bulk of the building conforms generally with the outline planning permission for the site which was granted on 24th January 1995 (reference no. TP/92/1678/F/33).

Some 34 car parking spaces are to be provided to serve the existing and proposed development. The existing Canalot premises currently has no on-site car parking provision and the development of the extension provides the opportunity to make provision for essential car parking for occupiers. The nature of the media business requires that transport is available, often on a 24 hour basis. The proposed imposition of the CPZ in Kensal Road will intensify this problem, and without dedicated off-street parking the attractiveness of Kensal Road as a media location, and the success Canalot and other local businesses, may be adversely affected. This view was supported by the UDP Inspector who considered that this "unique and economically fragile area" should be the subject of special consideration in relation to the imposition of the CPZ and car parking standards (paras 5.37.6 and 5.46.3).

In summary, we consider that the proposed development will contribute greatly to the economic and environmental improvement of the area, enhancing the proven regenerative effects of Canalot and helping to meet the objectives of both the Borough Council and City Challenge Initiatives in relation to the Kensal Road area.

If you require any further information please do not hesitate to contact Jim Ramsay of this firm.

Yours faithfully


Jones Lang Wootton

11261828

R.B.K.C. TOWN PLANNING TOWN & COUNTRY PLANNING ACT 1990

FORM TP1

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

FOR OFFICE USE ONLY

20 AUG 1996

Borough Ref.

Case No. 7,840
 Cheque/Postal Order/Cash 001767
 Receipt No. Issued 1010134

PLEASE USE METRIC
MEASUREMENTS ON
FORMS AND DRAWINGS

Registered No.
 RECEIVED BY PLANNING SERVICES
 Date Received

DC	DC	DC	E
NI	C	S	Ack

PLEASE READ THE GENERAL NOTES BEFORE FILLING IN THE FORM

PART ONE To be completed by or on behalf of all applicants as far as applicable. 19900 250

FEE (where applicable) Exec Re: £7,840 Cor

1. **APPLICANT** (in block capitals) **AGENT** (if any) to whom correspondence should be sent:

Name <u>MR S B GRAY</u>	Name <u>JONES LANG WOITTON</u>
Address <u>13 CHURCH STREET</u>	Address <u>22 HANOVER SQUARE</u>
<u>LONDON</u>	<u>LONDON</u>
<u>NW8 8DT</u>	<u>W1A 2BN</u>
Tel. No.	Tel. No. <u>0171 493 6040</u> Ref <u>J Ramsay ext 1896</u>

2. **PARTICULARS OF PROPOSAL FOR WHICH PERMISSION IS SOUGHT**

(a) Full address or location of the land to which this application relates 222/196-208 KENSAL ROAD TP561828
LONDON W10 6 828

(b) Site area 0.49 hectares

(c) Give details of proposal indicating the purpose for which land/buildings are to be used and including any change(s) of use. EXTENSION TO CANALOT PRODUCTION STUDIOS, INVOLVING ALTERATIONS TO EXISTING BUILDING AND REDEVELOPMENT OF SITE OF 196-208 KENSAL ROAD TO PROVIDE B1, RETAIL (A1) AND RESTAURANT (A3) USE TOGETHER WITH 2 PERMANENTLY MOORED BARGES ALSO FOR B1 / RESTAURANT (A3) USE.

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

(e) State whether the proposal involves:-

(i) New building(s) or extension(s) to existing building(s)	State Yes or No <input checked="" type="checkbox"/> YES	If "Yes" state gross floor area of proposed building(s). <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 5px auto;">3,642 m²</div> If residential development state number of dwelling units proposed and type if known, e.g. houses, bungalows, flats.	
(ii) Alterations	<input checked="" type="checkbox"/> YES		
(iii) Change of use	<input checked="" type="checkbox"/> YES	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).	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 5px auto;">120 hectares/m²</div>
(iv) Construction of a new access to a highway } vehicular. } } pedestrian }	<input checked="" type="checkbox"/> YES		
(v) Alteration of an existing access to a highway } vehicular. } } pedestrian }	<input type="checkbox"/>		

* Strike out whichever is inapplicable

3. PARTICULARS OF APPLICATION

State whether this application is for

- (i) Outline planning permission
- (ii) Full planning permission
- (iii) Renewal of a 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.

State Yes or No

YES

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

1 siting	4 external appearance
2 design	5 means of access
3 landscaping	

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

Date Number

The condition

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

State:-

- (i) Present use of building(s)/land VACANT
- (ii) If vacant the last previous use and period of use with relevant dates. RETAIL/RESIDENTIAL

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

CAN 00/01, 02,03,04,05,06,07,08,09,10

6. ADDITIONAL INFORMATION

State Yes or No

- (a) Is the application for non-residential development YES If Yes complete **PART THREE** of this form (See **PART THREE** for exemptions)
- (b) Does the application include the winning and working of minerals NO If Yes complete **PART FOUR** of this form
- (c) Does the proposed development involve the felling of any trees NO If Yes state numbers and indicate precise position on plan:
- (d) (i) How will surface water be disposed of? INTO EXISTING SYSTEM
(ii) How will foul sewage be dealt with?
- (e) Materials – Give details (unless the application is for outline permission) of the colour and type of materials to be used for:
 - (i) Walls)
 - (ii) Roof) SEE ELEVATION PLANS
 - (iii) Means of enclosure)

I/We hereby apply for (strike out whichever is inapplicable)

OR

(a) planning permission to carry out the development described in this application and the accompanying plans in accordance therewith.

(b) ~~planning permission to retain the building(s) or work(s) already constructed or carried out, or a use of land already instituted as described on this application and accompanying plans.~~

Signed Sue Slay Walker on behalf of MR S B GRAY Date 16/8/96

THE APPROPRIATE CERTIFICATE MUST ACCOMPANY THIS APPLICATION

- 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 of the land/building is not owned* by the applicant and the applicant has not been able to find out who owns it.

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

IF 21 DAYS BEFORE MAKING THE APPLICATION YOU ARE THE ONLY OWNER OF ALL THE LAND AND HAVE SIGNED CERTIFICATE A ON PART ONE OF THE FORM THEN DO NOT COMPLETE PART TWO OF THE FORM.
For definition of 'owner' see General Notes.

PART TWO TOWN AND COUNTRY PLANNING ACT 1990 CERTIFICATE UNDER SECTION 66 FORM TP1

PLEASE READ THE NOTES OVERLEAF BEFORE FILLING IN PART TWO.

CERTIFICATE B. I hereby certify that:

I see note (a) to Certificate A

1. I have/the applicant has* given the requisite notice to all persons who, 21 days before the date of the accompanying application, were owner(s) of any part of the land to which the application relates, viz:

Name of owner address Date of service of notice
British Waterways Brindley House, Corner Hall
Lawn Lane, Hemel Hempstead 16 August 1996

*2. None of the land to which the application relates constitutes or forms an agricultural holding: or

3. I have/the applicant has given the requisite notice to every person other than myself/himself* who, 20 days before the date of the application, was a tenant of any agricultural holding any part of which was comprised in the land to which the application relates, viz:

*strike out whichever is inapplicable

Name and Address of Tenant

Date of Service of Notice

Signed *Sue Gray* on behalf of S B GRAY Date 16 August 1996

CERTIFICATE C. I hereby certify that:

I see note (a) to Certificate A

1. (i) I am/ the applicant is* unable to issue a certificate in accordance with either paragraph (a) or paragraph (b) of Section 66(1) of the Act, in respect of the accompanying application dated

(ii) I have/the applicant has* given the requisite notice to the following persons who, 21 days before the date of the application, were owners of any land, to which the application relates, viz:

Name of owner address Date of service of notice

(iii) I have/the applicant has* taken the steps listed below, being steps reasonably open to me/him*, to ascertain the names and addresses of the owners of the land or part thereof and have/has* been unable to do so:

(a)

(iv) Notice of application as set out below has been published in the (b) on (c)

copy of notice as published

*2. None of the land to which the application relates constitutes or forms part of an agricultural holding: or

3. I have/the applicant has given the requisite notice to every person other than myself/himself* who, 21 days before the date of the application, was a tenant of any agricultural holding any part of which was comprised in the land to which the application relates, viz:

*strike out whichever is inapplicable

Name and Address of Tenant

Date of Service of Notice

Signed on behalf of Date

CERTIFICATE D. I hereby certify that:

(a) Insert description of steps taken.

(b) Insert name of local newspaper cutting in the locality in which the land is situated.

(c) Insert date of publication (which must not be earlier than 20 days before the application).

1. (i) I am/the applicant is* unable to issue a certificate in accordance with Section 66 (1)(a) of the Act in respect of the accompanying application dated / /199 and have/has* taken the steps listed below, being steps reasonably open to me/him*, to ascertain the names and addresses of all the persons who 21 days before the date of application were owners of any part of the land to which the application relates and have/has* been unable to do so:

(a)

(ii) Notice of application as set out below has been published in the (b)

on (c) copy of notice as published

*2. None of the land to which the application relates constitutes or forms part of an agricultural holding: or

cont'd overleaf/.....

*strike out
whichever is
inapplicable

3. I have/the applicant has given the requisite notice to every person other than myself/himself* who, 21 days before the date of the application, was a tenant of any agricultural holding any part of which was comprised in the land to which the application relates, viz:

Name and Address of Tenant

Date of Service of Notice

Signed on behalf of Date

1. If you are NOT the sole owner of all the land to which the application relates, you should take one of the following three courses of action:
 - (a) If you know the names and addresses of all the owners of the land to which the application relates, you should give them notice in the form shown in Notice No.1 below and complete certificate B overleaf.
 - (b) If you know the names and addresses of some of the owners of the land to which the application relates, but not all of them you should give the notice in the form shown in Notice No. 1 below to those whose names and addresses you know, and also give notice of the application in a local newspaper, in the form shown in Notice No. 2 below. The newspaper notice should be published not earlier than 21 days before the date of the application. You should then complete certificate C overleaf.
 - (c) If you do not know the names and addresses of any of the owners of the land to which the application relates, you should give notice of the application in a local newspaper, in the form shown in Notice No. 2 below. This notice should be published not earlier than 21 days before the date of the application. You should then complete certificate D overleaf.
2. If the application does not relate to land any part of which is an agricultural holding, paragraph 2 of the certificate may be ignored. Should this not be so, notice has to be given to the tenant(s) of the holding(s) in the form shown in Notice No. 1 below and paragraph 3 should be completed and 2 struck out.
3. Any person who knowingly or recklessly issues a certificate which contains any statement which is false or misleading in a material particular is liable on conviction to a fine not exceeding £100.

Notice No. 1 TOWN AND COUNTRY PLANNING ACT 1990

Notice under Section 66 of application for planning permission

Proposed development at (a)


TAKE NOTICE that application is being made to the (b) Council by (c)

for planning permission to (d)

(a) Insert address or location of proposed development.

If you should wish to make representations about the application, you should do so in writing, within 21 days of the date of service of this notice, to the (e)

(b) Insert the name of the Authority to which application is being made.

Signed 

on behalf of

(c) Insert name of applicant.

Date

Notice No. 2 TOWN AND COUNTRY PLANNING ACT 1990

Notice under Section 66 of application for planning permission


Proposed development at (a)

Notice is hereby given that application is being made to the (b) Council by (c)

for planning permission to (d)

(e) Insert the name and address of the officer given in the introductory note of T.P 1

Any owner of land (namely a freeholder or a person entitled to an unexpired term of at least 7 years under a lease) who wishes to make representations to the above-mentioned Council about the application should do so by writing within 21 days of the date of publication of this notice to the (e)

Signed 

on behalf of

Date

PART THREE SHOULD BE COMPLETED BY ALL APPLICANTS EXCEPT THOSE APPLYING FOR RESIDENTIAL DEVELOPMENT, CAR PARKING, ALTERATIONS TO FACADES, ENGINEERING WORKS, CHANGES OF USE UNDER 50m², AND THOSE COMPLETING PART FOUR (THE WINNING AND WORKING OF MINERALS)

TP 61828

PART THREE	ADDITIONAL INFORMATION REQUIRED IN RESPECT OF APPLICATIONS FOR NON-RESIDENTIAL DEVELOPMENT
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THOSE QUESTIONS RELEVANT TO THE PROPOSED DEVELOPMENT TO BE ANSWERED

<p>1. In the case of industrial development, give a description of the processes to be carried on and of the end products, and the type of plant or machinery to be installed.</p>	N/A
<p>2. If the proposal forms a stage of a larger scheme for which planning permission is not at present sought, please give what information you can about the ultimate development. (See note overleaf)</p>	N/A
<p>3. Is the proposal related to an existing use in Greater London?</p> <p>If so, please explain the relationship.</p>	<p style="text-align: center;">State Yes or No</p> <p style="text-align: center;"><input checked="" type="checkbox"/> YES</p> <p style="text-align: center;">EXTENSION TO ADJACENT CANALOT PRODUCTION STUDIOS</p>
<p>4. Is this a proposal to replace existing premises in this area or elsewhere which have become obsolete, inadequate or otherwise unsatisfactory?</p> <p>If so, please give details including gross floor area of such premises and state your intentions in respect of those premises.</p>	<p style="text-align: center;">State Yes or No</p> <p style="text-align: center;"><input checked="" type="checkbox"/> NO</p>

	Existing floorspace to be lost (through demolition or change of use)	Existing floorspace to be retained (if any)	Proposed additional floorspace
(a) What is the total floor space of all the buildings to which the application relates?	N/A m ²	N/A m ²	3,642 m ²
(b) What is the amount of industrial floor space included in the above figure?	m ²	m ²	N/A m ²
(c) What is the amount of office floor space?	m ²	m ²	3,039 m ²
(d) What is the amount of floor space for retail trading?	m ²	m ²	450 m ²
(e) What is the amount of floor space for storage?	m ²	m ²	N/A m ²
(f) What is the amount of floor space for warehousing?	m ²	m ²	N/A m ²
(g) Please specify { <u>RESTAURANT</u>	m ²	m ²	153 m ²
any other uses {	m ²	m ²	m ²

Site area gross \approx 1755 sq m (ex. B) AR \approx 2.08/1

6. (i) How many (a) office (b) industrial and (c) other staff will be employed on the site as a result of the development proposed?
- (ii) If you have existing premises on the site, how many of the employees will be new staff?
- (iii) If you propose to transfer staff from other premises, please give details of the numbers involved and of the premises affected.

	(a) Office		(b) Industrial		(c) Other staff	
	M	F	M	F	M	F
(i)					200 total	
(ii)						
(iii)						

7. In the case of industrial development is the application accompanied by an industrial development certificate?
- If NO state why a certificate is not required.

State
Yes or No

N/A

8. What provisions have been made for the parking, loading and unloading within the curtilage of the site? (Please show the location of such provision on the plans and distinguish between parking for operational needs and other purposes.)

SERVICING AND 34 PARKING SPACES AT BASEMENT LEVEL

9. What is the estimated vehicular traffic flow to the site during a normal working day? (Please include all vehicles except those used by individual employees driving to work.)

NOT KNOWN AT THIS STAGE

10. What is the nature, volume and proposed means of disposal of any trade effluents or trade refuse?

N/A

11. Will the proposed use involve the use or storage of any of the materials of type and quantity mentioned in General Notes for Applicants?

State
Yes or No

NO

If YES state materials and approximate quantities.

Signed Jones Kay Woffen on behalf of MR S. B. GRAY Date 16/8/96

NOTE
Question 2 Grant of the permission now sought would in no way commit the local planning authority in respect of any proposed ultimate overleaf development which the applicant may mention in answer to this question.