

MOOR STREET

Birch House

THIRD AVENUE

Club

HEATHER WALK

United Reform Church

ASH HOUSE

ALDERSON STREET

*Notified*

222

208

Church of St Thomas

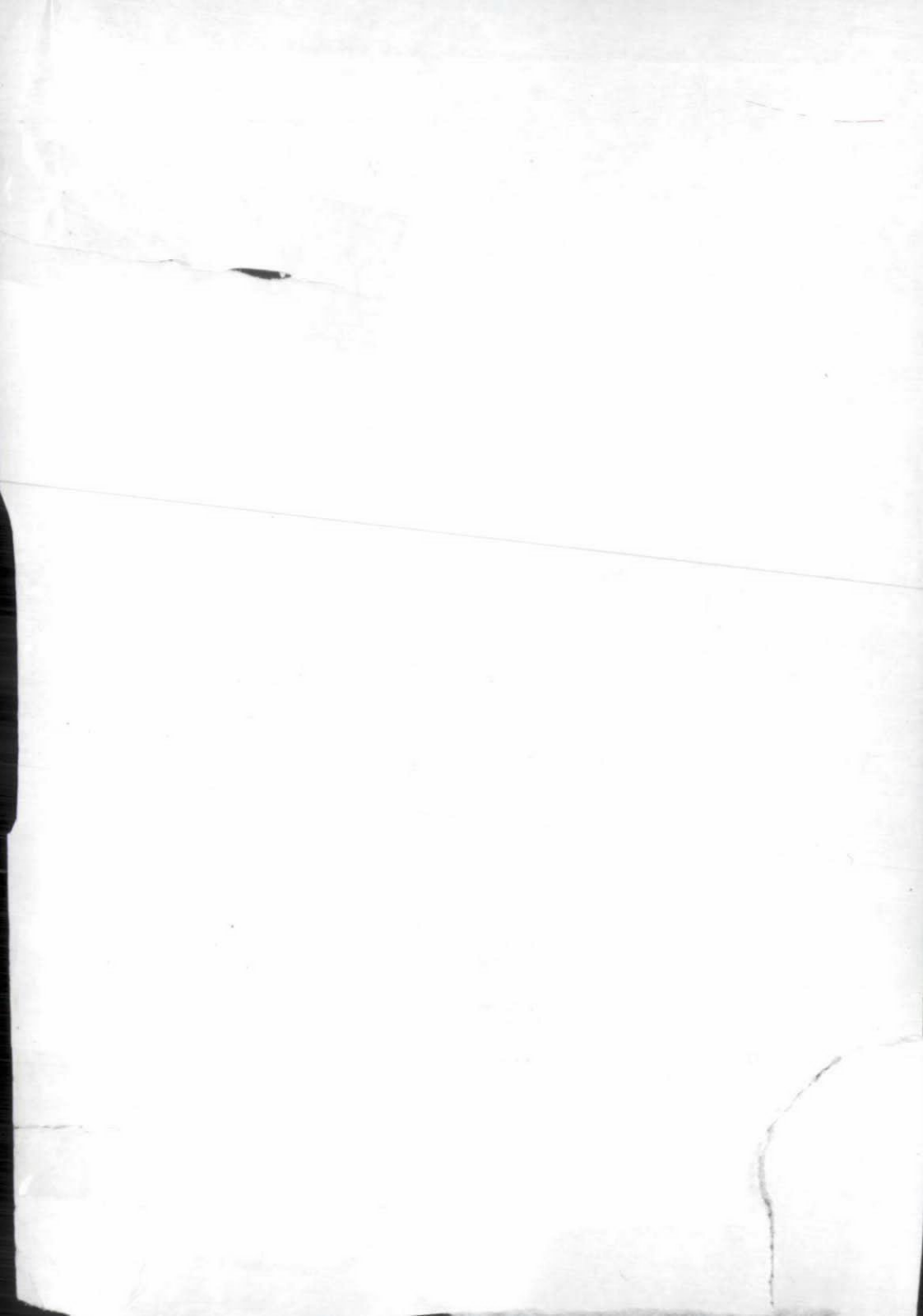
Games Courts

Community Centre

Church of Our Lady of the Holy Souls

EAST ROW

HAZLEWOOD





# MESSAGE FORM

To ~~And~~ .....

## WHILE YOU WERE OUT

M Andre Dwinell .....

of RNB .....

Tel. No 0956 919 780 .....

CALLED TO SEE YOU	<input checked="" type="checkbox"/>	PLEASE RING	
TELEPHONED	<input type="checkbox"/>	PLEASE VISIT	
WANTS TO SEE YOU	<input type="checkbox"/>	WILL RING YOU	
URGENT	<input type="checkbox"/>	WILL CALL AGAIN	

re Canalot, .....

Message

when model  
arrives arrange to inspect .....

**PLANNING SERVICES APPLICATION  
CONSULTATION SHEET**

13

APPLICANT:

APPLICANT  
PLANNING SERVICES OFFICE  
  
17 SEP 2001  
  
CONSENT REF.....  
Application date

Application No:

SITE:   
NATURE OF PROPOSAL:

Application complete  
  
Date to be decided by  
  
Date Acknowledged

AS  
29/8/96

P. Omerod addresses

	Address to be consulted	Letter sent	Reply received	Observations		Decision letter sent
				For	Against	
1	Westminster Planning Dept					
2	<del>2</del> <del>Granow House</del>					
3	- all flats & office, Kensal Rd.					
4	175-237 Kensal Road - W10					
5	City Challenge -					
6						
7	215-235 St. Thomas Church Vicarage.					
8						
9	237-243 Garage + offices					
10						

- The Manager  
175 - F.1 + 2  
+ Community Centre Manager

CHECK Section 65 certificate/Environmental Impact Statement

CONSULT STATUTORILY (GDO)

- 1. HBMC
  - (a) Circ. 8/87 (Para. 82) Listed Buildings
  - (b) Circ. 8/87 (Para. 28) Setting of Grade / or II
  - (c) Demolition in Conservation Area
- 2. Demolition Bodies - Circ. 8/87 (para 81)
- 3. Department of Transport
  - (a) Trunk Road - increased traffic
  - (b)
- 4. Neighbouring Local Authority
- 5. Strategic View
- 6. Department of Environment (Kensington Palace)
- 7. Civil Aviation Authority (over 300')
- 8. Development affecting Theatres (Theatre Trust)
- 9. National Rivers Authority
- 10. Thames Water
- 11. Crossrail Project Team
- 12. LRT - Chislea/Hackney Line

ADVERTISE

- Effect on CA\*
  - Setting of Listed Building\*
  - Works to Listed Building\*
  - Demolition in CA\*
  - Departure from DP+
  - "Major" Development
  - Environmental Assessment
- Note: \*Site Notice is required  
+Site Notice or Neighbour Notification required (GDO)  
A Site Notice will normally be produced if advert requested
- If no Site Notice required
- OTHER SITE NOTICES  
If Site Notice required for case no. in above categories
- OTHER CONSULTATION  
1. Police  2. L.P.A.C.  3. British Waterways Board   
4. Environmental Health

British Waterways  
4/10/96





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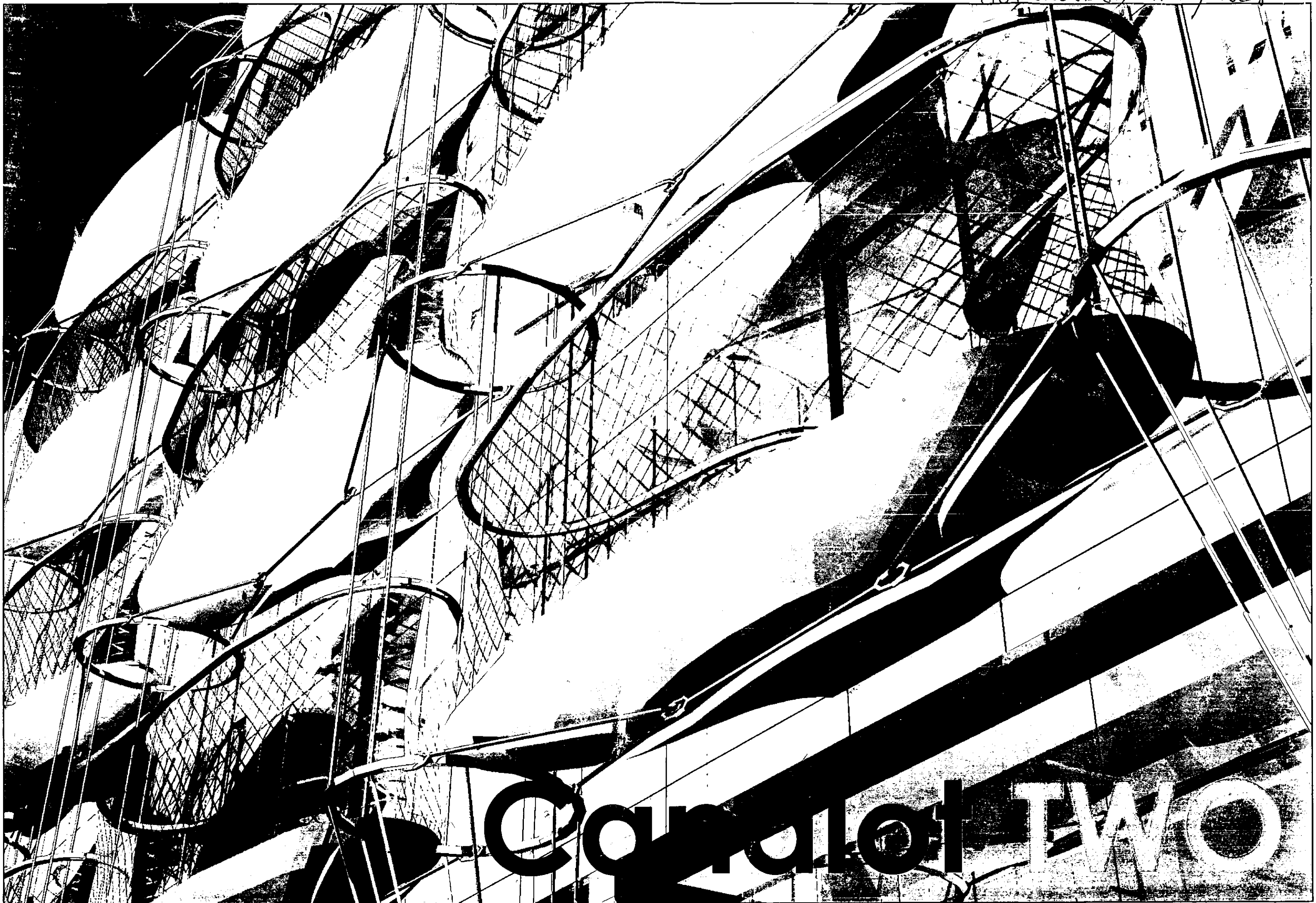
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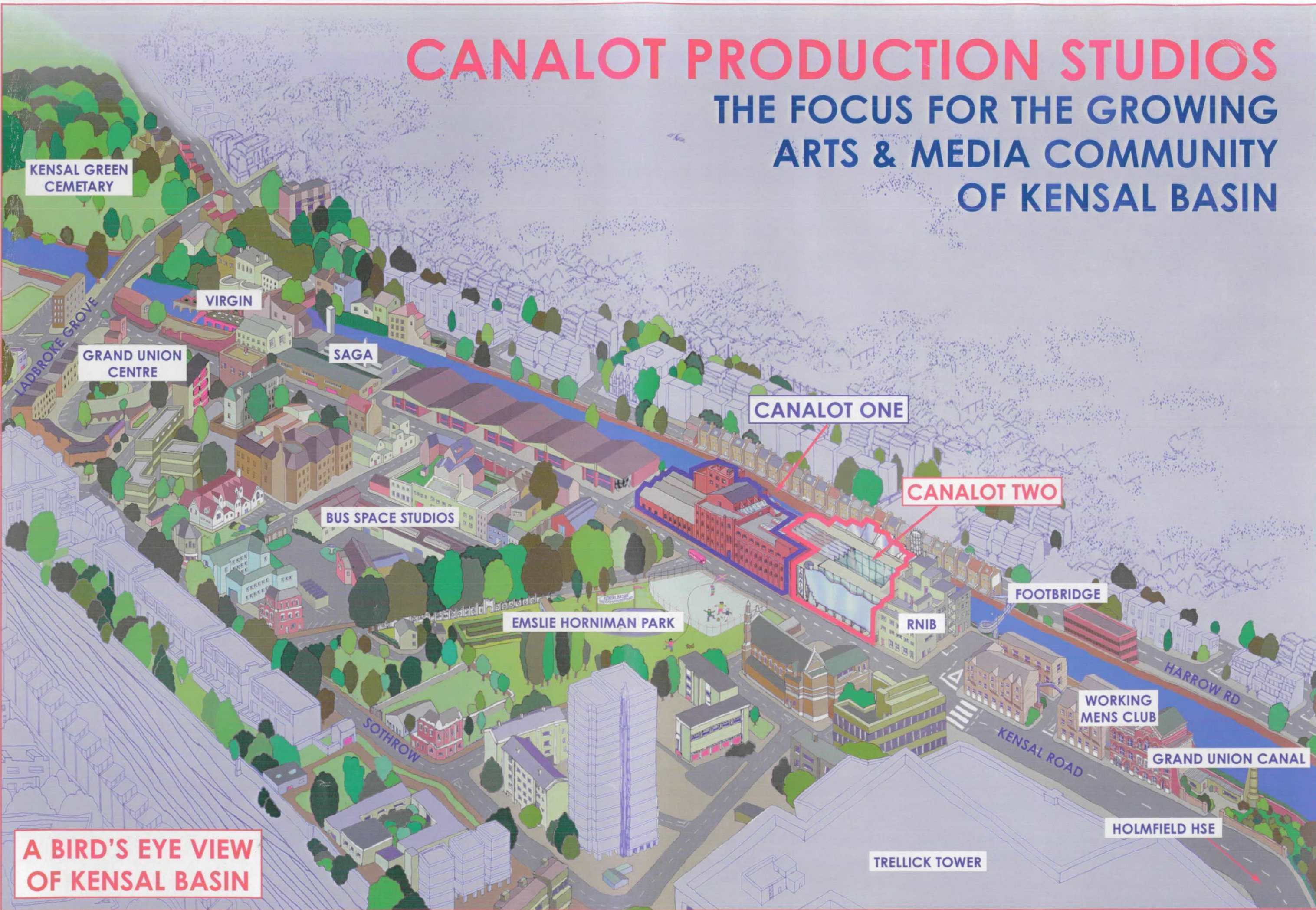
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CANTON

# CANALOT PRODUCTION STUDIOS

## THE FOCUS FOR THE GROWING ARTS & MEDIA COMMUNITY OF KENSAL BASIN



A BIRD'S EYE VIEW OF KENSAL BASIN

A NEW DAWN FOR CANALOT.....

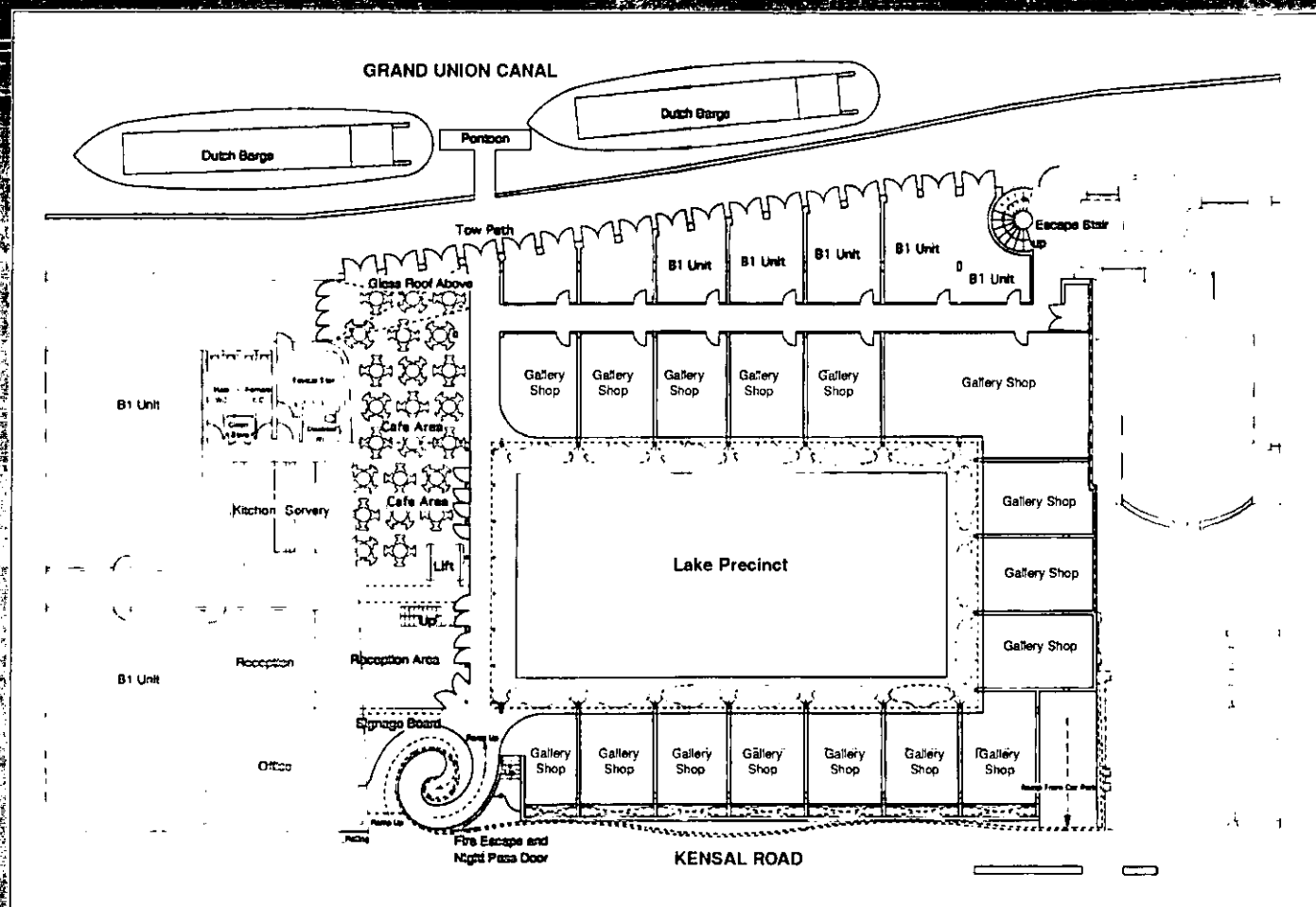
# CANALOT TWO

Canalot Production Studios is about to expand. The long awaited and much needed extension, to be known as CANALOT TWO, will

- create 200 new film/TV industry jobs, most of them within new micro businesses
- provide a remarkable and appropriate architectural icon for Kensal Basin
- improve the public amenities of the Grand Union Canal and the access thereto
- strengthen the appeal of Kensal Basin as a location for small scale creative enterprise
- create one of London's most unusual public places for the exhibition of public art

## CANALOT TWO

# THE DEVELOPMENT



The U-shaped Canalot Two building sits on a rectangular site of 1330 sq. m, with frontages to Kensal Road and the Grand Union Canal. It is on ground and four upper levels, all above a sunken car park/services area. It encloses the new Canalot Lake.

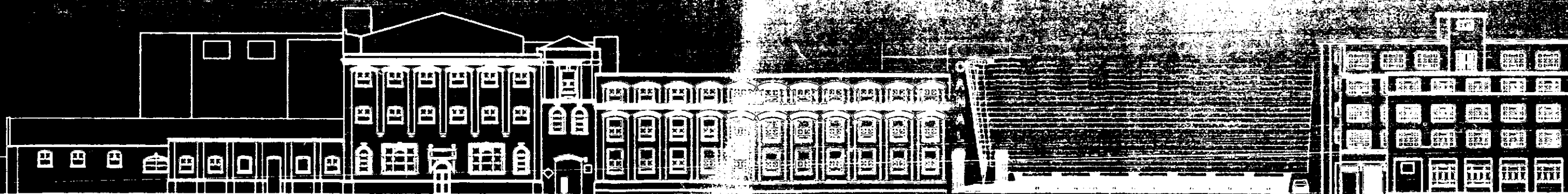
The gross area of the the building (excluding the sunken car park) will be 3500 sq. m. The structure will be of reinforced concrete. Acoustic separation, thermal efficiency and access for the disabled will be excellent.

The upper levels of the new building will comprise one hundred small studio workspaces, all with private balconies, together with the penthouse roof extension above Canalot One. At ground floor level there will be 16 shop/gallery units and a café restaurant. The lakeside area will be used as an art/sculpture precinct. The semi-sunken basement will provide carparking and a general service area.

Two peripheral but linked elements of the development will be the new 150 sq. m penthouse extension to Canalot One and the two Dutch barges to be moored in the adjacent Grand Union Canal.

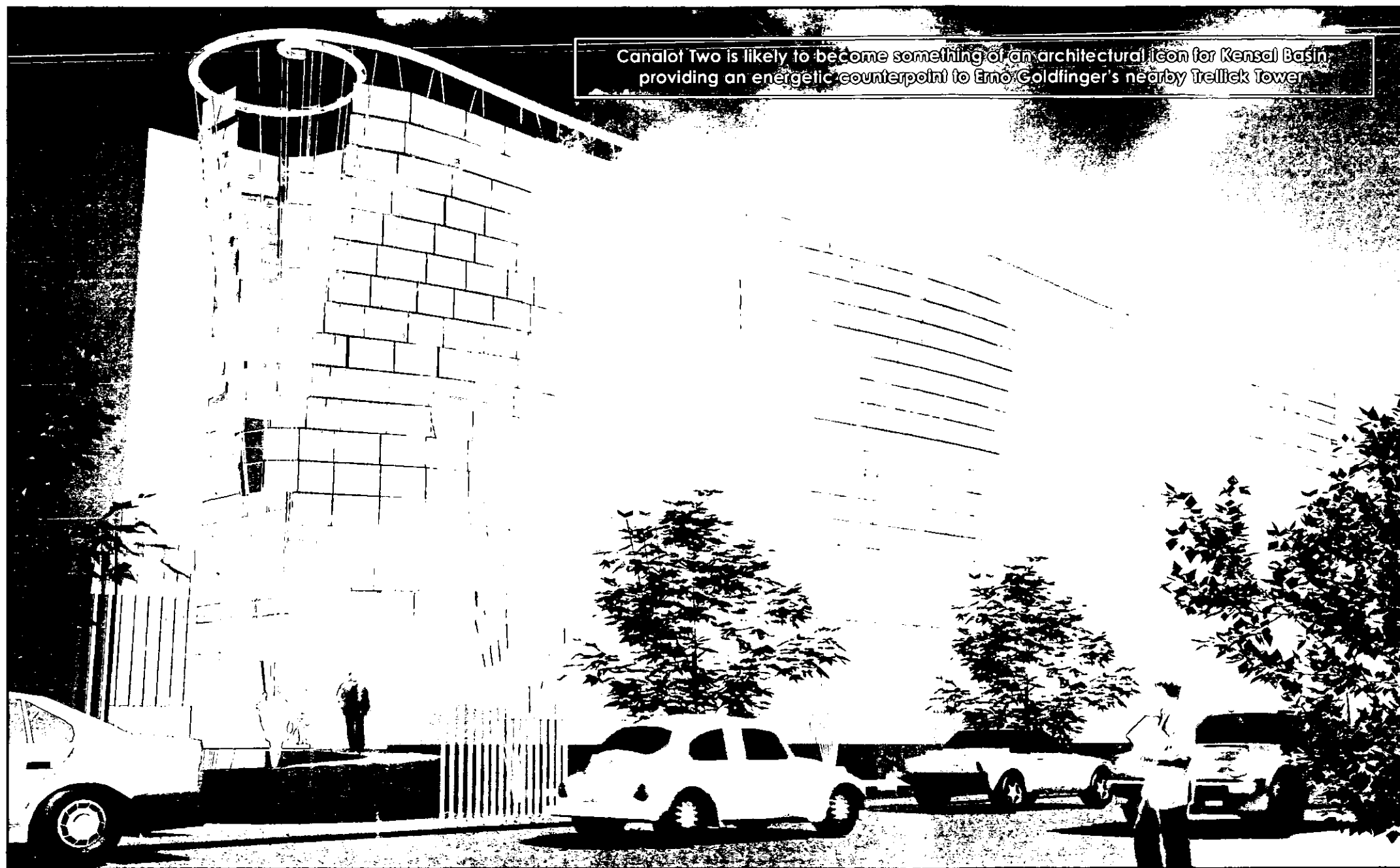
*The design of the new building is responsive to its physical links with the existing Canalot project, the particular demands of a diverse working community of creative people, the potential of the canalside location, the cue of adjacent buildings and, not least, the opportunity of enhancing the commercial identity and public amenities of Kensal Basin.*

## CANALOT ONE



## CANALOT TWO

# THE FAÇADE & THE SPIRAL ARCH



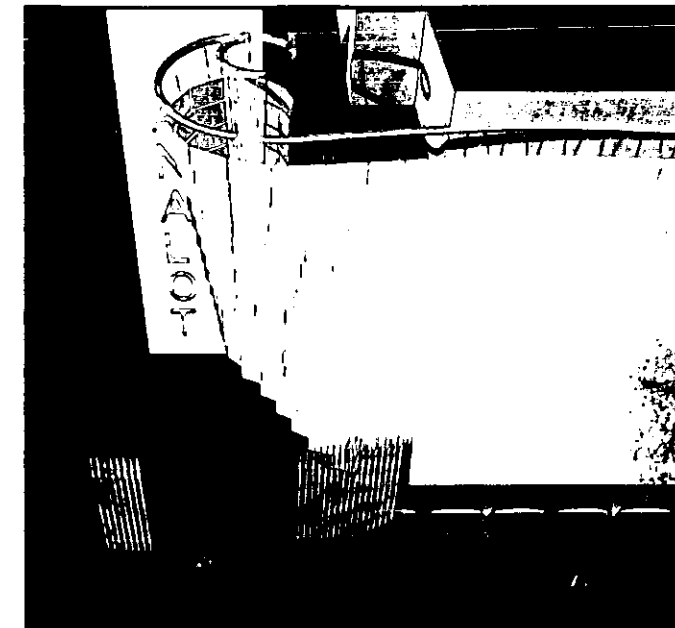
Canalot Two is likely to become something of an architectural icon for Kensal Basin providing an energetic counterpoint to Erno Goldfinger's nearby Trelick Tower

*"A sinuous wall of translucent glass files fixed to exposed steel cables provides a palimpsest veil across the façade, masking and illuminating the sheltered balconies within. The waving form culminates with a spectacular soaring spiral which gives moment to the new main entrance. There,*

*able and disabled alike will enter via an ingenious helical ramp. A discreet vehicle entrance gives access to the sunken car park."*

The elevation of the new building to Kensal Road will undoubtedly become the new

public face of Canalot, which, in many respects, waves the flag for the hundreds of small arts and media businesses in Kensal Basin. Unless this elevation serves to enhance the reputation of Kensal Basin as a world class arts and media resource, a great opportunity will have been wasted.



△ The new SPIRAL ARCH entrance to Canalot from above and below ▽



It is for this reason that the street elevation to Kensal Road (to say nothing of the rest of the building) has been designed to provoke theatrical images of technical virtuosity, fantasy, sculptural beauty, mystery and, by the same token, intense curiosity about what goes on inside.

## CANALOT TWO

The Canalot Lake Precinct will have all the necessary ingredients to become one of the most exciting and convivial public open spaces in North Kensington. Its cafés, galleries, shops and performance spaces will cater not only to the hundreds of creative people working in Canalot but also to the increasing numbers of visitors who will be drawn to the project.

The Lake, which will be partly canopied, will be easily drained, thus creating an unique setting for open air concerts and exhibitions of water-based performance art - something which has already proved hugely popular at the Custard Factory Lake in Birmingham (*the well established sister project*).



## CANALOT TWO

The public exhibition of art has always been an important part of Canalot Production Studios. The new Canalot Two building, and in particular the new lake area, will provide a quite extraordinary opportunity to work with this tradition on a grander scale.

With its sister lake at Birmingham's Custard Factory, it is believed that the Lake at Canalot Two will become one of only two water-based sculpture and exhibition spaces in Europe.



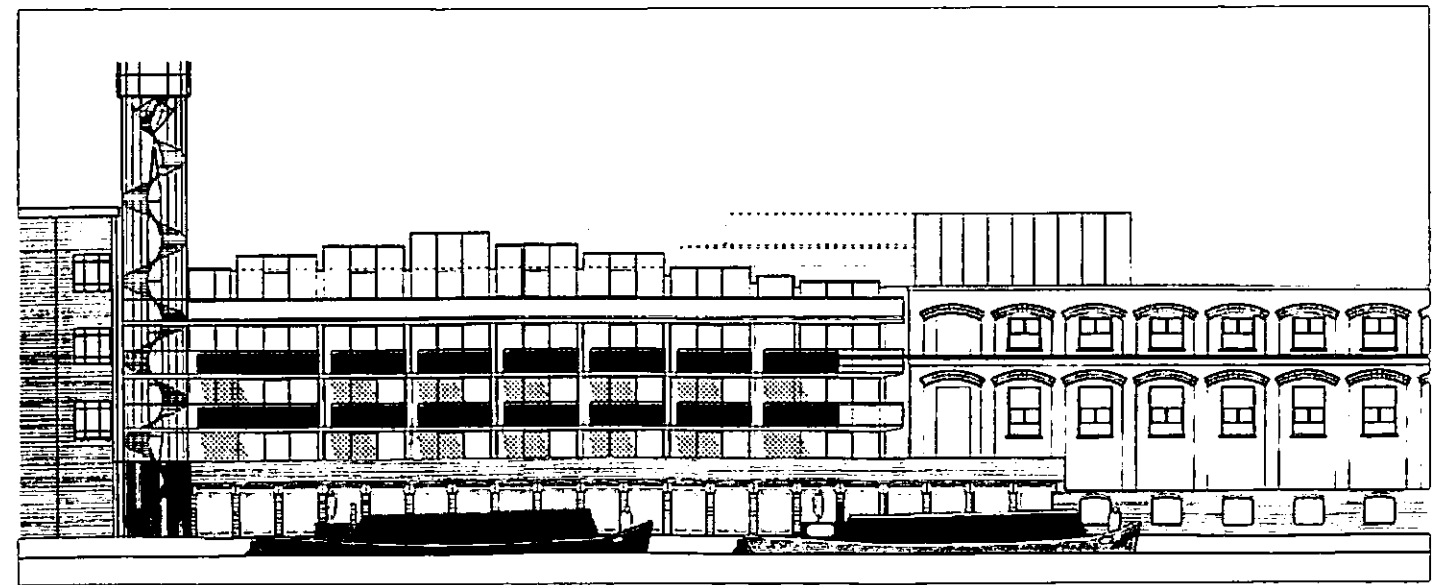
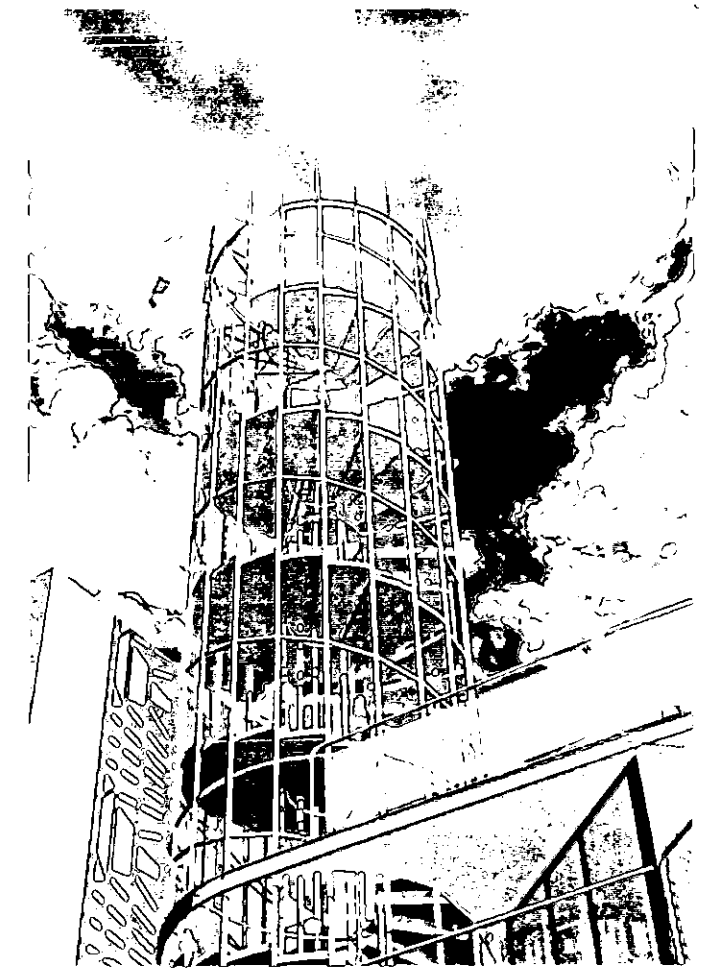


# CANALOT TWO



An unusual feature of Canalot Two will be the two Dutch barges (each about 70 ft long with a beam of 14 ft) moored alongside. One of the barges will be used as an extension of the new Lakeside café restaurant; the other will become a nerve centre for the arts/media community of Kensal Basin, where buyers, visitors, journalists and prospective business tenants can get information. It will also be used for educational purposes and as a small neighbourhood conference facility.

The towpath elevation of Canalot Two echoes the bend in the Canal by describing a sweeping curve between the mass of Canalot One to the west and the RNEB building to the east. Three tiers of asymmetric piano key balconies follow the curve, providing the studios on the upper parts of the building with lookouts over the water. A sculptural staircase construction of the eastern corner gives access to a spectacular viewing platform - a future landmark for canal travellers?



## CANALOT TWO

# WHAT'S IN IT FOR NORTH KEN?

### CITY CHALLENGE



Canalot is already the chief generator of arts/media jobs in the North Kensington City Challenge area.

### ARCHITECTURE



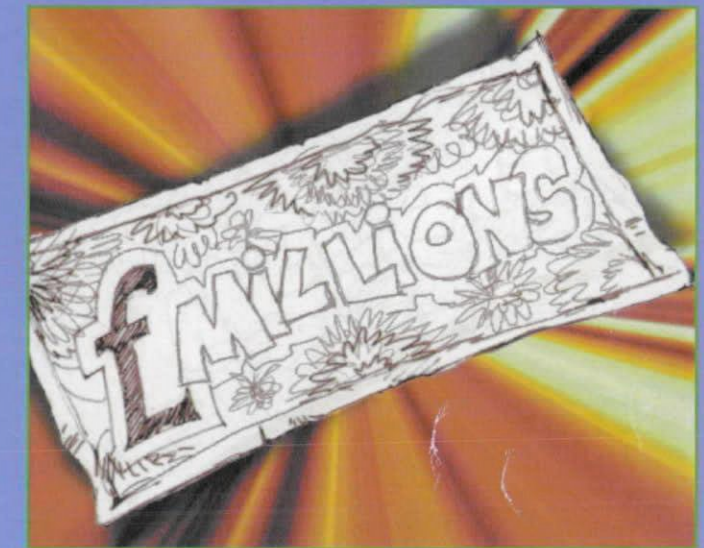
A building of the highest architectural quality - a counterpoint to Erno Goldfinger's nearby Trellick Tower.

### TRAINING



Training facilities designed to help young people get a foothold in the arts and media industries.

### MONEY



Altogether the new Canalot will represent inward investment into North Kensington of more than £6 million

### LIVE-END JOBS



Canalot Two will generate more than 200 live-end jobs for people in the entertainment industry.

### PUBLIC ART



The Canalot Lake is set to become one of London's most exciting and unusual places for the exhibition of public art.

### CANAL & BARGES



The amenity of the Grand Union Canal will be enhanced by the installation and public use of two Dutch barges.

### KENSAL BASIN

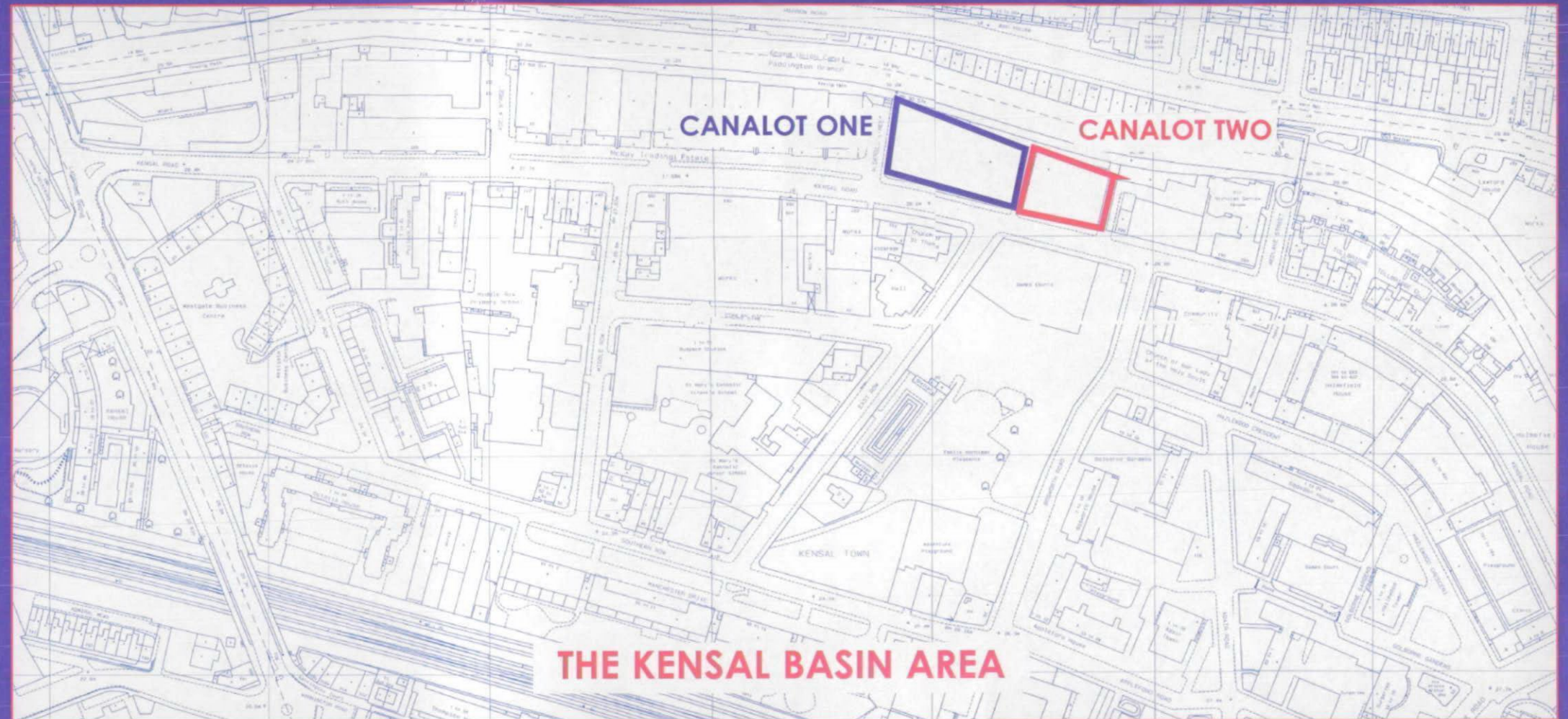
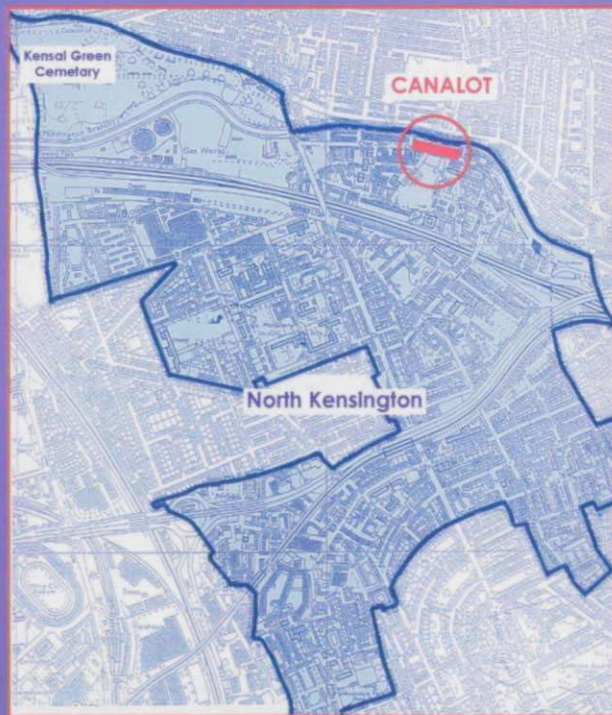


The new Canalot will contribute to the image of Kensal Basin as a honey-pot location for small media businesses.

# CANALOT TWO LOCATION

Canalot is convenient for the BBC and the M40, and Marble Arch is 10 minutes by car. The Grand Union Canal runs behind the building and Westbourne Park Tube is a 5 minute walk along the towpath. There are regular bus services along Harrow Road and Kensal Road.

**KENSAL BASIN IS PART OF THE NORTH KENSINGTON CITY CHALLENGE AREA**



# APPENDICES

## APPENDIX I - FOUR FACTS

- The economy of the Millenium Years will be dominated increasingly by the CIt and cultural industries
- More and more young people want to work in the cultural industries
- Half of them want to be self-employed (see Appendix III) ideally within a working community of their peers
- To do so they need affordable workspace in an attractive environment

## APPENDIX II -

### BRITISH WATERWAYS BOARD

The installation of the two Dutch barges as part of the Canalot Two development will be the fruit of discussions with British Waterways Board. BWB are keen to see the revivification of the Grand Union Canal in North Kensington as part of their much publicised £30 million SRB bid, of which Canalot is one of the official endorsees.

## APPENDIX III - DON'T GET A JOB GET A CUSTOMER....

Nearly half of today's young people want to be self-employed.  
- Henley Centre, March 1994.

## APPENDIX IV -

### ENDING UNEMPLOYMENT

What could be done to bring a serious reduction in unemployment?.....the new jobs will not come from large firms and big government. We therefore need to make it easier for people to create jobs and to learn self-reliance. There is no substitute for a culture that values enterprise and risk (and does not stigmatise failure). Skills of entrepreneurship should be taught and encouraged, not just for the young and middle-aged, but also for the old and for marginal groups such as women and ethnic minorities.

Demos, March 1994

## APPENDIX V -

### REGENERATION

Since its launch in 1987, Canalot One has been the catalyst for the regeneration of Kensal Basin. The demand for business space from young arts and media companies is healthy and continues to grow. With the continuing understanding and support of RBCK, City Challenge and various other agencies, Kensal Basin will soon be able to take its place as a major national arts and media resource with all the economic benefits that such status will bestow.

## APPENDIX VI -

### THE ECONOMIC IMPORTANCE OF THE ARTS

In John Myerscough's pioneering report 'The Economic Importance of the Arts in Britain', he estimated that in 1988 the turnover of the arts as he defined them was no less than £10 billion, involving 450,000 jobs (bigger than the motor industry). This employment figure specifically excluded architecture, fashion, graphic design, photography, newspapers, magazines, musical instruments, videos, radios and television.

# SPACE

## MASTER PLANNERS

Since the launch of the first of its kind in 1987, Canalot has been a pioneer in the provision of business space for young arts and media companies. The Space 3000 initiative has been a success story, providing a model for the provision of affordable workspace and business skills which in recent years has proved effective for the provision of new space for working professionals of the City but also in getting them into the precinct.

## BRYDON WOOD ARCHITECTS

Over 20 years ago Brydon Wood formed their practice in January 1993, following more than a decade spent working in senior positions for 20 leading companies. They responded to the specialisation of architecture, which encompasses a talent for innovative design, an unusual ability to analyse, and the narrow disciplines of detail and frequently over-specialised construction technology (which means they get things done right the first time). In keeping with their philosophy, they have a long and distinguished record of work in the design of buildings, which has led to a reputation for high quality work.

The staff have since the formation of the new practice they have been responsible for a wide variety of projects ranging from private houses to the UK's research and development facilities in Germany.

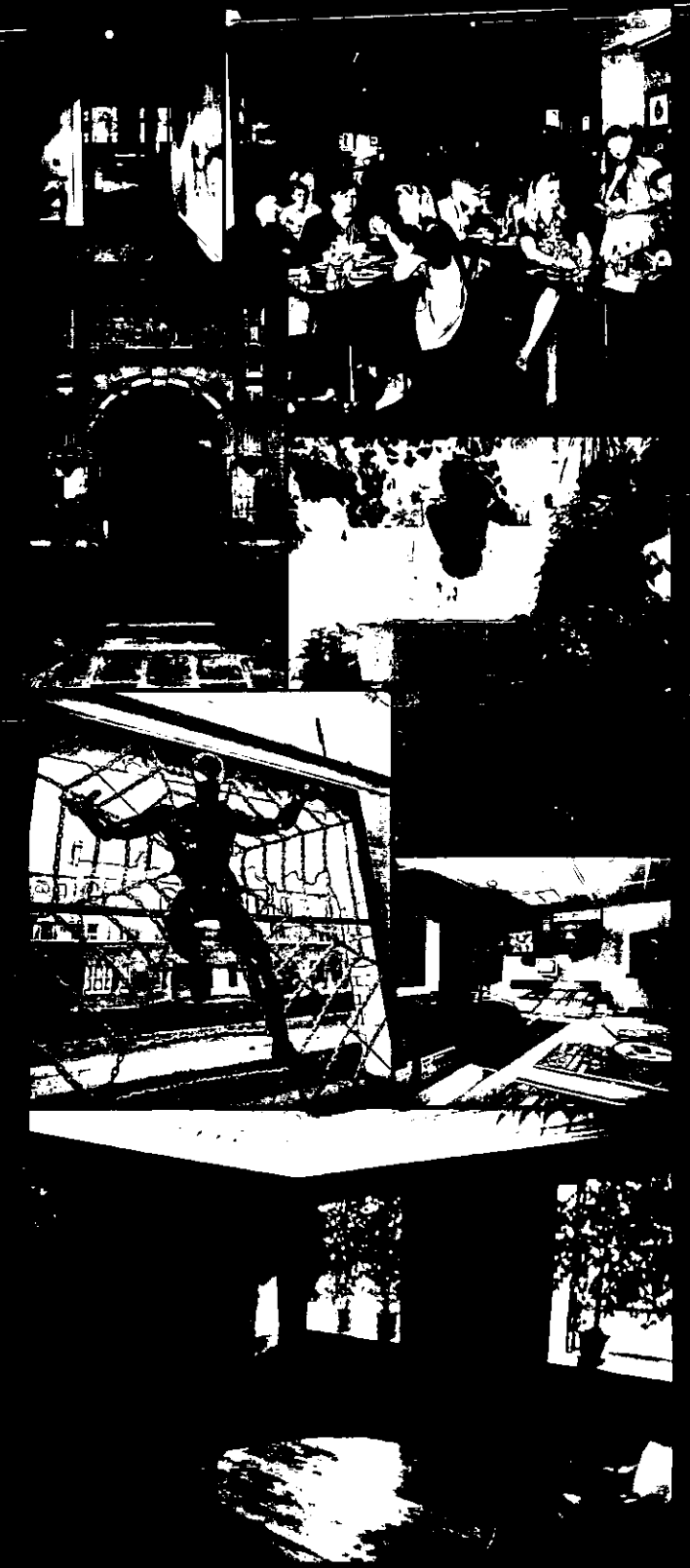
Despite their burgeoning workload, Brydon Wood continue to lecture at various schools of architecture where they energetically promote their particular vision of design - superb detailed design and pragmatic construction.

# CANALOT ONE

Following its launch in 1986, Canalot Production Studios quickly established itself as Britain's most successful film/TV centre. It also set the scene for the transformation of the surrounding area of North Kensington, now known as Kensal Basin, into a magnet for small arts & media enterprises.

The 70,000 sq ft Victorian ex-chocolate factory which is now Canalot overlooks the Grand Union Canal. It provides workspace for more than 70 small film/TV production companies and facility houses employing 200 people. Most of the accommodation is set around the much photographed Canalot Atrium. The award winning waterside Canal Brasserie is a popular meeting place for people in the entertainment business.

The demand for space and other facilities at Canalot has now outgrown the capacity of the existing buildings.



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*Derek  
McKay Trading Estate  
248-300 Kensal Rd.*

*Per date Add 12.9.01.*

*Dwg Nos etc are otherwise as on report.*

*Satch*



22 Hamner 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/DIEM/LFW  
Direct line 020 7399 5419  
Direct fax 020 7399 5649  
lisa.webb@eu.joneslanglasalle.com

By fax

14 September 2001

Dear Mrs. Wilden

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

You will by now have received the model in respect of the above for your use at Monday's Committee meeting.

As discussed, having compared the model with the current application drawings, it is for the most part accurate and up to date. The differences between the model and the application scheme being reported to committee include:

- the barges have been withdrawn from the scheme
- the dimensions of the roof top studio are ~~not~~ as shown on the plans
- the rear door is shown flush on the model
- no circular roof light is shown on the model
- no lift overrun is shown on the model.

*(but not as on the model)*

I trust that this is of assistance. Should you have any queries, or require any further information for Monday's Committee, ~~please~~ do not hesitate to contact me.

Yours sincerely

Lisa Webb  
Planning and Development

Received 14 SEP 2001  
RUBEN C PLANNING  
Ex Die HDC TP CAC AD CLU  
AOACK N C SW SE APPEALS  
REC ARB F.PLAN CON.DES

*Tel con with Lisa Webb 17/9  
She confirmed that roof top studio is as on  
dwgs not on model. Dwgs are correct.*

*SW.*



"Canalot II" 196-222 Kensal Rd

---

Sarah

Only one suggested  
addition: fenestration  
and glazing system.

David

Derek

Please amend Condition 3(g) 17/9.  
to state

"the design + external appearance of the glazing system, all fenestration and ..."

Sarah.



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DEREK McKay Tra Est, 248-300 Kenosha Rd,  
VERY LATE REPORT  
I have given a copy to Alice for Systems.  
NB 1. AO letter to 316 Kenosha Rd was 14 days from 5th Sept.  
2. Two dwgs need minor amendment - note on file - awaited.

Sarah

Derch

196-222 Kensal Rd

There has been a history of complaints re noise generation by day + evening users of "Canalot I" at 22 Kensal Rd (see para 4.18) affecting north side of canal ie housing etc in Harrow Rd.

I think we may have to condition that the windows on north side facing canal are shut between certain hours or kept fixed shut altogether and the canal entrance not used at certain times. However I haven't discussed this with applicant.  
Can this be dealt with under C11(n) ie details of the means of reducing the transmission of noise from the premises?

Sarah.

# 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 .....



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/LJW  
 Direct line 020 7399 5419  
 Direct fax 020 7399 5649  
 lisa.webb@eu.joneslanglasalle.com

**By fax and post**

13 September 2001

Dear Mrs. Wilden

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

Thank you for your Committee report in respect of the above. Our client has confirmed his agreement to the planning conditions set out in the draft decision notice. He has, however, requested an addition to proposed condition 9.

Whilst this condition was attached to planning permission granted on 222 Kensal Road in 1991, this creative industry is rapidly changing and evolving and has grown from what previously fell within the "film / TV / video / media" umbrella to incorporate businesses in music, information, communication and design. We therefore request that, in order to properly reflect the industry's demand, the condition is amended to read as follows:

"The Class B1 workspaces shall be occupied only by businesses engaged in the film / TV / video / media industry / music / information / communication and design and for no other purpose including any purpose within Class B1 of the Town and Country (Use Classes) Order 1987."

I would be grateful if you could confirm that this is acceptable to you. Please do not hesitate to contact me should you wish to discuss this matter further.

Yours sincerely

*Lisa Webb*

**Lisa Webb**  
**Planning and Development**

cc. Mike French  
 Bennie Gray

**R.B.K.C PLANNING**

Received 14 SEP 2001

63

Ex Die HDC TP: CAC AD CLU  
 AOACK C SW SE APPEALS  
 IO REC ARB F.PLAN CON.DES



Derck

Canalot 196 - 222 Kensal Rd,

Heria web's rang. She has seen report. She did not query restaurant hours (+ I didn't ask her!) but says condition 6 re. N<sup>o</sup> of shop units is oddie "typing error" - she doesn't object to ~~content~~ content.

→ needs "otherwise than" taken out.

The model - she is changing client on this.

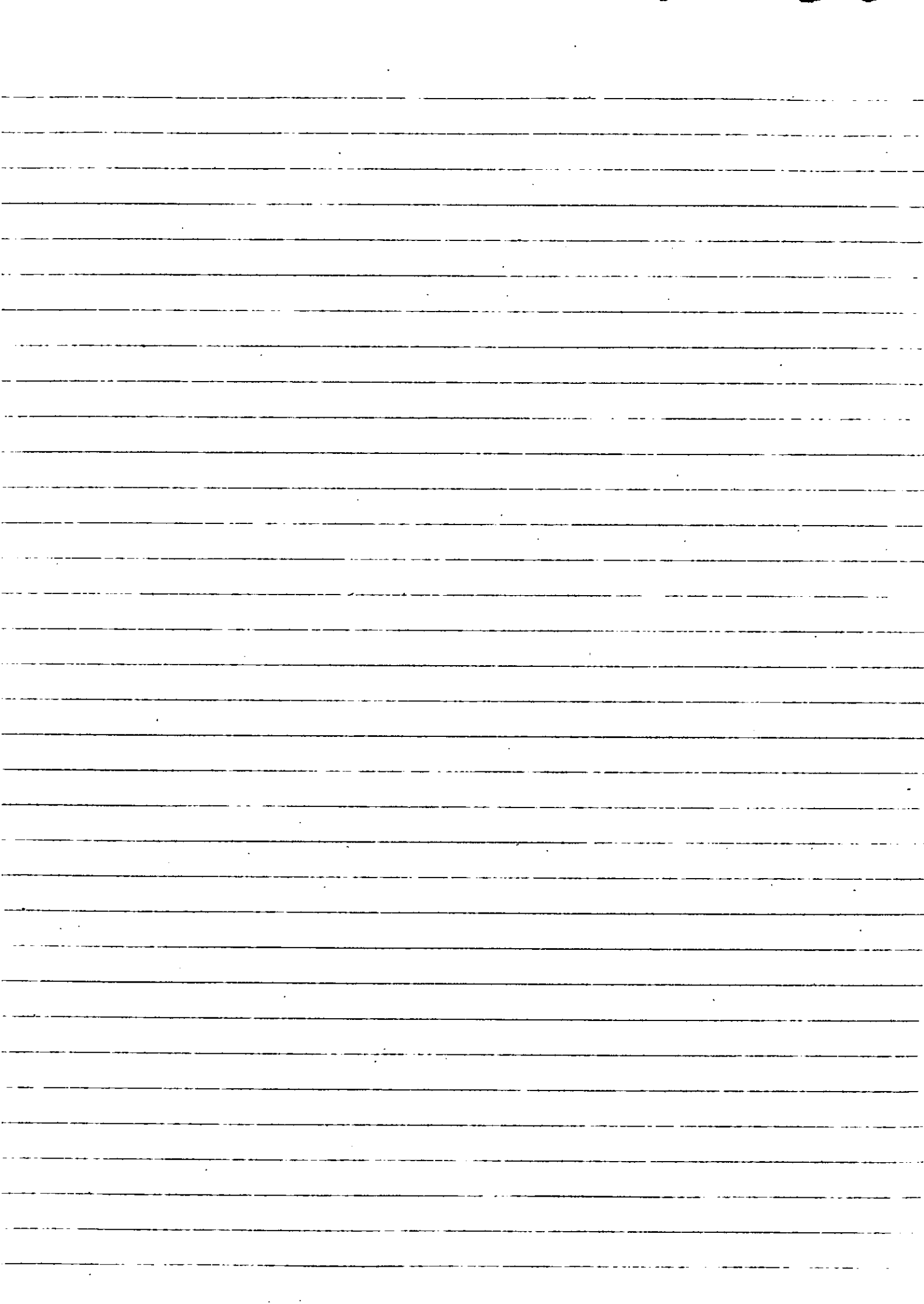
It may not be up to date.

I think it would be useful for front elevation even if not updated for changes elsewhere.

as long as they annotate it, so I've asked her to get it to us anyway.

She is also sending some coloured up drawings.

Sarah 13/9.



**THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA**

**ISSUED BY THE DIRECTORATE OF PLANNING SERVICES**

The following items will be before the Planning Services Committee on 17 September 2001 for a decision.

**Town Planning Applications: NORTH**

<b>NUMBER</b>	<b>PROPERTY</b>	<b>PROPOSED DEVELOPMENT</b>	<b>RECOMMENDATION</b>
96/1828 56	196-222 Kensal Road, W10	Extension to existing building and erection of basement and five storey building to provide Class B1 business units, Class A3 restaurant and Class A1 retail shops.	Grant conditionally (Subject to Section 106 Agreement)
01/187 57	248-300 Kensal Road, W10	Demolition of existing B1/B8 units, erection of Class B1(c) light industrial units and Class B1(a) offices at ground and mezzanine floors with 108 residential units over together with new access, landscaping and car park.	Grant conditionally (Subject to Section 106 Agreement)



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LASALLE.**

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tel +44 (0) 20 7493 6040 fax +44 (0) 20 7408 0220  
www.joneslanglasalle.co.uk

Derek Taylor Esq  
Department of Planning and Conservation  
Royal Borough of Kensington and Chelsea  
Hornton Street  
London  
W8 7NX

Your ref  
Our ref 220/DEM  
Direct line 020 7399 5419  
Direct fax 020 7399 5649  
diane.may@eu.joneslanglasalle.com

13 September 2001

Dear Mr. Taylor

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

I attach a copy of a letter and brochure which we have sent to Members of the Planning Services Committee who will be considering the above application on Monday 17<sup>th</sup> September 2001.

Should you have any queries, or require any further information, please do not hesitate to contact me.

Yours sincerely

Diane May  
Jones Lang LaSalle Ltd

**R.B.K.C PLANNING**

Received 14 SEP 2001

Ex Die HDC TP CAC AD CLU  
AOACK HC SW SE APPEALS  
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12 September 2001

Dear Councillor ...

**CANALOT 2, 196-208 KENSAL ROAD, LONDON W10**

On 17 September you will be receiving a report on the above application at Planning Services Committee. I understand you will be attending the Committee and I hope you will find the attached background briefing note helpful.

The planning application which has been submitted on behalf of Mr. SB Gray, proposes an extension to the existing Canalot Production Studios (Canalot 1) and will provide additional space for media-related activities together with related retail and restaurant uses. These uses are arranged on ground and 4 upper floors with car parking and servicing provision in the basement below.

Canalot 1 has been a major catalyst for regeneration in the Kensal Small Business Area. It is a unique development accommodating some 90 small, media-related businesses employing over 300 people. The proposed development (Canalot 2) will provide for an exciting new building which will house an additional 100 businesses, again employing over 300 people, the majority of which will be small or start-up companies. UDP policy encourages small business development in this area and the proposed development will bring important employment and regeneration benefits in terms of the considerable number of jobs it will provide, the vitality it will create and the significant improvements to the local environment which will be achieved.

We have worked closely with officers to achieve a scheme that is being positively recommended to your Committee and I hope you agree it will bring significant benefits to the area.



If you require any further information, please do not hesitate to contact me.

Yours sincerely

**Diane May**  
**Jones Lang LaSalle Ltd**

c.c. Mike French  
Derek Taylor



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Mike French Esq  
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Royal Borough of Kensington and Chelsea  
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Your ref  
Our ref 220/DP/M/LJ/W  
Direct line 020 7399 5419  
Direct fax 020 7399 5649  
[lisa.webb@eu.joneslanglasalle.com](mailto:lisa.webb@eu.joneslanglasalle.com)

13 September 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 Sarah Wilden for your information.

Should you have any queries, or require any further information, please do not hesitate to contact me.

Yours sincerely

**Lisa Webb**  
**Planning and Development**

**R.B.K.C PLANNING**

Received 14 SEP 2001

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**By fax and post**

13 September 2001

Dear Mrs. Wilden

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

Thank you for your Committee report in respect of the above. Our client has confirmed his agreement to the planning conditions set out in the draft decision notice. He has, however, requested an addition to proposed condition 9.

Whilst this condition was attached to planning permission granted on 222 Kensal Road in 1991, this creative industry is rapidly changing and evolving and has grown from what previously fell within the "film / TV / video / media" umbrella to incorporate businesses in music, information, communication and design. We therefore request that, in order to properly reflect the industry's demand, the condition is amended to read as follows:

"The Class B1 workspaces shall be occupied only by businesses engaged in the film / TV / video / media industry / music / information / communication and design and for no other purpose including any purpose within Class B1 of the Town and Country (Use Classes) Order 1987."

I would be grateful if you could confirm that this is acceptable to you. Please do not hesitate to contact me should you wish to discuss this matter further.

Yours sincerely

A handwritten signature in black ink that reads "Lisa Webb".

**Lisa Webb  
Planning and Development**

cc. Mike French  
Bennie Gray

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However - a further thought - presumably we don't want a shopper's car park :- add

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"and for no other purpose including use by visitors to the building"

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f Mgt plan Sarah

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~~BT~~ Bereh

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Condition 11.

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Given not keen on parking for rest customers. Intention was as car park for operational needs of businesses

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(eg little vans) - suggest cond 11 amended to "business and retail occupiers' use of the building"

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# MEMORANDUM

---

**To: Executive Director  
Planning and Conservation  
cc: See Below**

**From: Director of Legal Services**

---

Your Ref:

My Ref: LP  
Ext: 2180

---

Date: 13 September 2001

## PLANNING SERVICES COMMITTEE – 17<sup>th</sup> SEPTEMBER 2001

I have the following comments on the reports to the above Committee.

### **NORTH AREA**

#### Agenda Item 56 – 196-222 Kensal Road

- 1 Even if the details of the work place nursery have not been worked out, in order to make a decision, the Committee needs to know in outline what is to be included in the Section 106 agreement so that they can properly take it into account when considering the application.
- 2 Condition 6 as drafted provides the opposite of what is intended. My understanding, from the reason given for the condition, is that the retail floor space should not be used as one big unit. The condition, therefore, needs to be re-drafted along the following lines;  
  
“The Class A1 retail floor space hereby permitted shall not at anytime be used or occupied as less than three separate units”
- 3 Paragraph 2.1 – the address of the development site is given as 196-208 where as the heading of the report is 196-222 Kensal Road.
- 4 Paragraph 2.7 – says that after 18.30 the restaurant floor area is to be reduced with a maximum of 80 seats and 90 customers in total on the premises. Condition 13 deals with the hours, the size of the area and the number of people in the A3 area but does not deal with the restriction of the number of covers to 80. Does this condition need to be amended? Condition 13 also refers to “the total number of Class A3 customers on the premises during the above hours shall not exceed 90”. I think this part of the condition would be clearer if drafted as follows:-  
  
“the total number of customers in the area shown hatched... during the above hours shall not exceed 90”
- 5 Paragraph 4.15 (b) – the transportation officer has raised no objection provided conditions are imposed to secure the use of the car park is restricted to occupiers of the development only.

## 196-222 Kensal Rd

### 1. Workplace nursery

Area shown on GP plans however, social services advised that should be for at least 25 places. Each child requires 3 sq m.

∴ space required likely to be larger than shown hence condition 3(f)

### 2. Condition 6

Should be amended to omit "otherwise than"

### 3. Legal has misunderstood!

- 196-208 is the cleared site which will have new building
- 222 is the existing building which will have a roof extension

### 4. Condition 13

- (i) Don't think this needs to refer to no of seats, total no customers OK.
- (ii) It could be amended to say "in the area shown hatched" as recommended.

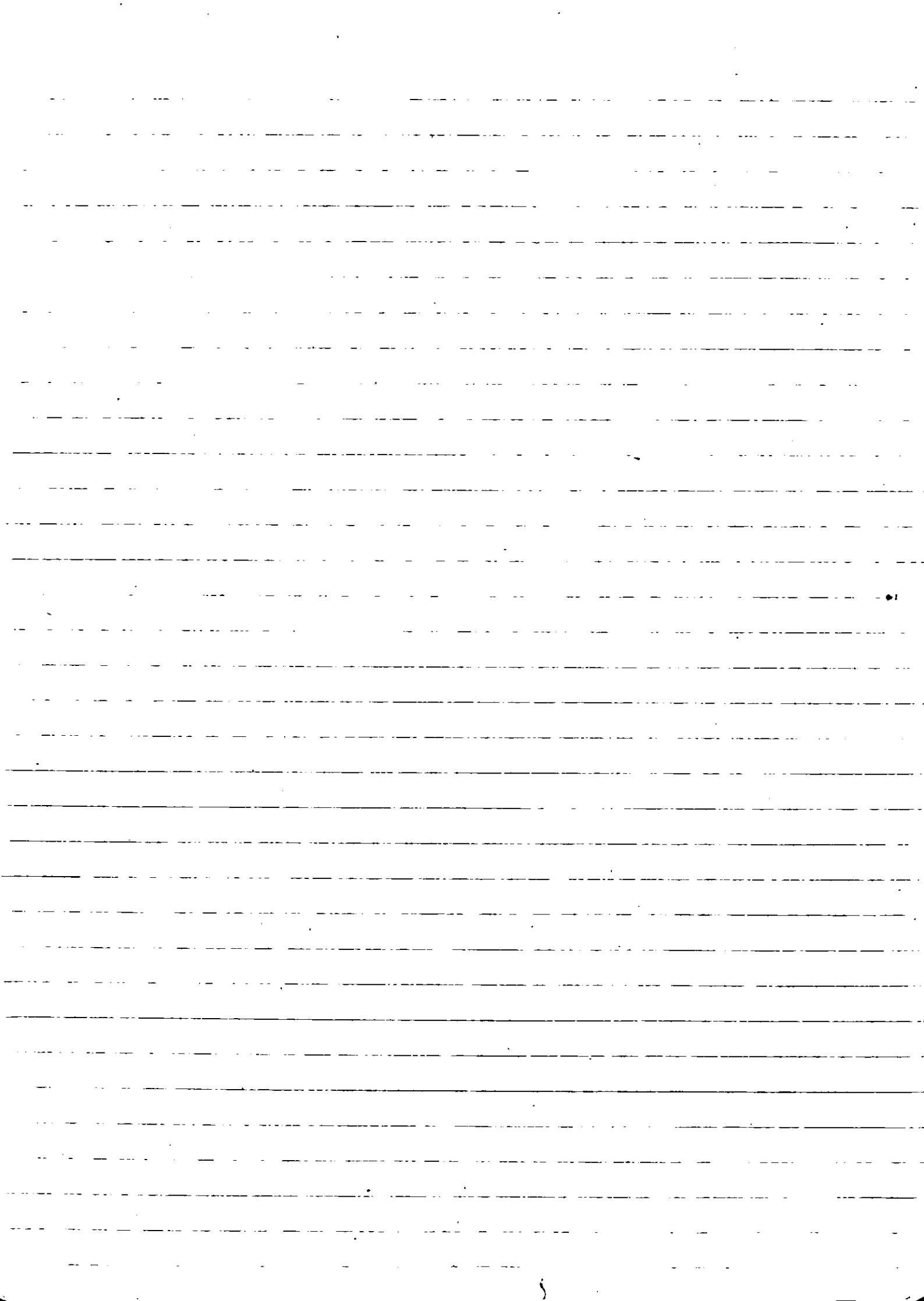
### 5. Para 4.15(b)

I'm unclear myself on what is appropriate here!  
I'd need to ask GP.

She's probably not here today!

## 248-200 Kensal Rd

Condition 12 - suggested amendment para









test print

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**TOWN CLERK AND CHIEF EXECUTIVE**THE TOWN HALL HORNTON STREET LONDON W8 7NX

---

Town Clerk and Chief Executive DEREK MYERS BA LLB

---

**ST****THE ROYAL  
BOROUGH OF****KENSINGTON  
AND CHELSEA**

---

**TO: ALL MEMBERS OF THE  
PLANNING SERVICES  
COMMITTEE**Switchboard: 020 7937 5464  
Extension: 2303  
Direct Line: 020 7361 2303  
E-mail: ellen.denison@rbkc.gov.uk  
Facsimile: 020 7361 3665  
11<sup>th</sup> September 2001

---

My reference:

Your reference:

Please ask for: Miss Denison

A meeting of the **PLANNING SERVICES COMMITTEE** will be held at **THE TOWN HALL, HORNTON STREET, LONDON W8 7NX** on **MONDAY 17<sup>TH</sup> SEPTEMBER 2001** at **6.30 P.M.** for the transaction of the following business:

**DEREK MYERS**

Town Clerk and Chief Executive

**A G E N D A - P A R T A****Membership for this meeting of the Committee**Councillor Tim Ahern (Co-Chairman)  
Councillor Miss Barbara Campbell  
Councillor Bridget Hoier  
Councillor Rima Horton

Councillor Johnnie Seidler

**Apologies for Absence****Members' Declarations of Interest**

Any Member of the Committee having an interest, whether pecuniary or non-pecuniary, in any item before the meeting is reminded to make the appropriate oral declaration at the start of proceedings.

**Minutes of the Meeting held on 9<sup>th</sup> August 2001 [To Follow]****Reports of the Executive Director, Planning and Conservation**

Town Planning Applications

A1

*[The attached schedules list the applications due to be determined at the meeting. Reports on these applications are attached for Members of the Committee. Any person wishing to inspect the background papers used in the preparation of any of these reports should contact Ms. T. Rust on 020-7361 2079.]*

Kensington Park Hotel, 16-32 De Vere Gardens, W8 – Town Planning Application

A2

**THE ROYAL BOROUGH - CELEBRATING 100 YEARS OF SERVICE SINCE THE GRANT OF ITS ROYAL CHARTER**

---

**1901-2001**

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Other oral or written items that the Chairman considers urgent (if any)

*[Each written report on the public part of this Agenda, as detailed above;*

- (a) was made available for public inspection from the date of the Agenda (as shown above);*
- (b) incorporates a list of background papers which (i) disclose any facts or matters on which that report, or any important part of it, is based; and (ii) have been relied on to a material extent in preparing it. (Relevant documents which contain confidential or exempt information are not listed); and*
- (c) may, with the consent of the Chairman of the meeting and subject to specified reasons, be supported at the meeting by way of oral statement or further written report in the event of special circumstances arising after the dispatch of the Agenda.]*

## **A G E N D A - P A R T B**

There are no written reports on this part of the Agenda.

*[In the event of there being other oral or written items under the private (Part B) part of the Agenda that the Chairman considers urgent, then the Committee will resolve to exclude the press and public from the remainder of the proceedings (by reason of the private nature of the business to be transacted.)]*

The next meeting of the Planning Services Committee will be held on:

**Tuesday, 16<sup>th</sup> October 2001**

Where the following Members are scheduled to attend:

Councillor Barry Phelps (Co-Chairman)  
Councillor Miss Barbara Campbell  
Councillor Keith Cunningham  
Councillor Andrew Dalton  
Councillor Rima Horton  
Councillor Dr J.E.L. Munday, M.A., M.R.C.G.P.



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Map produced by the Royal Borough of Kensington and Chelsea  
 Planning Services Department using GGP 20/08/2001: Scale 1:1250



**ROYAL BOROUGH OF KENSINGTON AND CHELSEA**

**PLANNING SERVICES COMMITTEE 17 SEPTEMBER 2001**

**ADDENDUM REPORT BY THE EXECUTIVE DIRECTOR PLANNING AND**

**CONSERVATION**

**KENSINGTON PARK HOTEL 16-32, DE VERE GARDENS W8**

**PLANNING APPLICATION REFERENCE TP/98/2336**

This report relates to a planning application for the installation of twenty one air conditioning chiller units on the main roof of the hotel at 5<sup>th</sup> and 6<sup>th</sup> floor levels and the removal of Condition 4 on the planning permission TP/95/2427 dated 22/7/96, to permit 24 hour operation of the air conditioning units on the main roof, which was presented to the Committee on 4<sup>th</sup> September 2001. The application was deferred to enable re-notification of all interested parties.

FOR DECISION

**1.0 BACKGROUND**

- 1.1 The attached report was considered by the Planning Services Committee on 4<sup>th</sup> September 2001. The Committee deferred the application for re-notification of all interested parties. Forty one letters of notification were initially sent out to properties in De Vere Gardens and Victoria Road. Objections to this application were received from eleven local residents on the grounds that the 24 hour operation of the chiller units would produce an additional noise nuisance and a reduction in the level of amenity currently enjoyed.

Following the receipt of these objections acoustic enclosures were fitted to the chiller units in accordance with the specifications as directed by Environmental Health.

All interested parties were re-notified of this application on 5<sup>th</sup> September 2001 and to date, no further correspondence has been received. Any responses will be reported verbally to Committee.

**2.0 CONCLUSION**

- 2.1 On the basis of the above information, it is considered that the continuous operation of the approved air conditioning chiller units is acceptable on the basis that they do not cause a noise nuisance to adjoining residential properties. The noise levels generated by the chiller units have been assessed by the Environmental Health Officer and the appropriate condition is recommended.

### **3.0 RECOMMENDATION**

- 3.1 The Committee is recommended to grant conditional planning permission as detailed within the attached report and supplemented by this addendum report.

**M.J.FRENCH  
EXECUTIVE DIRECTOR, PLANNING AND CONSERVATION**

#### **List of Background Papers:**

**The contents of file TP/98/2336 save for exempt or confidential information in accordance with the Local Government (Access to Information) Act 1985.**

**Report Prepared By: IW  
Report Approved By: PK/LAWJ  
Date Report Approved: 16/9/2001**

## ROYAL BOROUGH OF KENSINGTON &amp; CHELSEA

REPORT BY EXECUTIVE DIRECTOR, PLANNING &  
CONSERVATION

PLANNING SERVICES COMMITTEE 04/09/2001

APP NO.TP/98/02336/MNW  
AGENDA ITEM NO. 2075ADDRESSKENSINGTON PARK  
HOTEL, 16-32 DE VERE  
GARDENS, W.8APPLICATION DATED 04/12/1998APPLICATION COMPLETE 14/12/1998APPLICATION REVISED N/A

APPLICANT/AGENT ADDRESS:	<u>CONSERVATION AREA</u>	Queen's Gate	<u>CAPS</u>	Yes
Fibbens Fox Associates Ltd., 31 The Broadway, Woodford Green, Essex IG8 OHG	<u>ARTICLE '4'</u>	No	<u>WARD</u>	Queen's Gate
			<u>LISTED BUILDING</u>	N/A
			<u>HBMC DIRECTION</u>	N/A
	<u>CONSULTED</u>	38	<u>OBJECTIONS</u>	11
	<u>SUPPORT</u>	0	<u>PETITION</u>	0

Applicant Mount Charlotte BuildingPROPOSAL:

Installation of twenty-one air conditioning chiller units on the main roof of hotel at 5th and 6th floor levels. (Removal of Condition 4 on the planning permission TP/95/2427 dated 22/7/96, to permit 24 hour operation of the air conditioning units on the main roof)

RBK&amp;C Drawing No(s): TP/98/02336

Applicant's Drawing No(s): N/A

RECOMMENDED DECISION: Grant planning permission



**CONDITION/REASON FOR THE IMPOSITION OF A CONDITION**

**Noise levels emitted by the roof mounted air conditioning units shall not exceed 43.5dBA measured or predicted at 1.0m from the facade of adjacent residential premises. The units shall be serviced regularly in accordance with the manufacturer's instructions, or as necessary to ensure that the requirements of the condition are met.**

*Reason - To safeguard the amenities of neighbouring properties. (R42)*

**INFORMATIVE**

You are advised that a number of relevant policies of the Unitary Development Plan and proposed alterations thereto were used in the determination of this case, in particular, Policy CD34. (I51)

## **1.0 THE SITE**

- 1.1 The Kensington Park Hotel, De Vere Gardens, is located on the West side of De Vere Gardens, approximately mid way between its junction with Canning Place in the south and Kensington Road in the north.
- 1.2 The hotel occupies the properties formally individually known as Nos. 16-32, De Vere Gardens and 7-21, Victoria Road and extends to the rear of the block bounded by De Vere Gardens to the East and Victoria Road to the West. The rear elevation faces directly into Victoria Road.
- 1.3 The property is not listed but is within the De Vere Conservation Area.

## **2.0 THE PROPOSAL**

- 2.1 Retrospective planning permission is sought for the removal of condition 4 of the planning permission granted approval by the Planning Services Committee on 22nd July 1996 (Ref:TP/95/2427). Condition 4 of this permission states that, ' The air conditioning chiller units hereby approved shall not operate between the hours of 10.00pm and 10.00am'.

## **3.0 RELEVANT PLANNING HISTORY**

- 3.1 Planning permission was granted in 1996 for the erection of an additional storey on Nos. 16 - 32, De Vere Gardens and minor elevational alterations to Nos. 7 - 21, Victoria Road, all in connection with the provision of a total of 349 bedrooms (546 bed spaces). This permission was implemented.
- 3.2 On 22 July 1996, planning permission was granted for the installation of twenty one air conditioning chiller units on the main roof at 5th and 6th floor levels (Ref:TP/95/2427). This permission was implemented.
- 3.3 On 6th January 1998 a planning enforcement case was opened relating to the noise levels of the air conditioning chiller units on the main roof at 5th and 6th floors. During a site visit by the planning enforcement officer, it was noted that the units were in operation outside the authorised hours of 10.00am to 10.00pm. It was also noted that acoustic screening had not been provided as specified in condition 5 of permission TP/95/2427.
- 3.4 On 24th June 1998 a Breach of Condition Notice was served on the Manager of the Kensington Park Hotel for the breaching of condition 4 of the planning permission granted on 22nd July 1996. To date, the notice has not been complied with. During August 1999, the acoustic screening was installed in compliance with condition 5 and to the specification of the Environmental Health Officer who confirmed that the works made a measurable reduction in noise levels.

#### **4.0 PLANNING CONSIDERATIONS**

- 4.1 The main issue for consideration is the effect the proposal has on the current level of amenity enjoyed by neighbouring properties and to safeguard neighbouring properties from a noise nuisance after 10.00pm.
- 4.2 The relevant planning policy is contained within the Unitary Development Plan and the Unitary Development Plan - Proposed Alterations 2001. Policy CD34 seeks to resist proposals where the noise generated would cause significant material disturbance to occupiers of surrounding properties.
- 4.3 The purpose of condition 4 to which this application relates was to safeguard neighbouring properties from potential noise nuisance during the period between 10.00pm and 10.00am. The applicant states that the purpose of the units is to provide heating and cooling to the hotel over a 24 hour period.
- 4.4 The air conditioning chiller units have been in 24 hour operation since January 1998. During 1998 and 1999, this department was contacted by residents within De Vere Gardens concerning noise levels from these chiller units. During 1999, acoustic enclosures were fitted in accordance with condition 5 of the planning permission granted approval on 22nd July 1996 (Ref:TP/95/2427). Since August 1999, no further correspondence has been received from neighbouring residents concerning this matter.
- 4.5 With regard the issue of noise, the Environmental Health Officer has visited the site to assess the criteria required in order to not create a nuisance to neighbouring residents and considers this proposal acceptable provided the noise levels emitted by the roof mounted air conditioning units does not exceed 43.5dBA when measured or predicted at 1.0m from the facade of the nearest residential premises. Detailed observations have been given on this application and the appropriate condition is recommended to control noise levels.
- 4.6 In conclusion, it is considered that the continuous operation of the approved air conditioning chiller units is acceptable on the basis that they will be unlikely to result in a noise nuisance to adjoining residential properties. As such, this proposal is not considered to conflict with Policy CD34.

#### **5.0 PUBLIC CONSULTATION**

- 5.1 Forty one letters of notification were sent out to properties in De Vere Gardens and Victoria Road W8. To date, eleven letters of objection to this proposal have been received by this department.
- 5.2 All respondents object to the additional noise nuisance created by these increased hours of operation and a reduction in the level of amenity currently enjoyed.

The noise levels generated by the chiller units have been assessed by the Environmental Health Officer and it is considered that in their present locations, the air conditioning chiller units in operation continuously have not caused unnecessary disturbance to the neighbouring residents. The recommended condition will provide a further safeguard.

In addition, the units do not produce any emissions or fumes that will affect the current level of amenity enjoyed by the neighbouring properties.

## **6.0 RECOMMENDATION**

6.1 Grant planning permission.

**M.J. FRENCH**  
**EXECUTIVE DIRECTOR, PLANNING AND CONSERVATION**

### **List of Background Papers:**

**The contents of file TP/98/02336 save for exempt or confidential information in accordance with the Local Government (Access to Information) Act 1985.**

**Report Prepared By: IW**  
**Report Approved By: PK/LAWJ**  
**Date Report Approved: 16/08/2001**

**PSC0801/IW.REP**

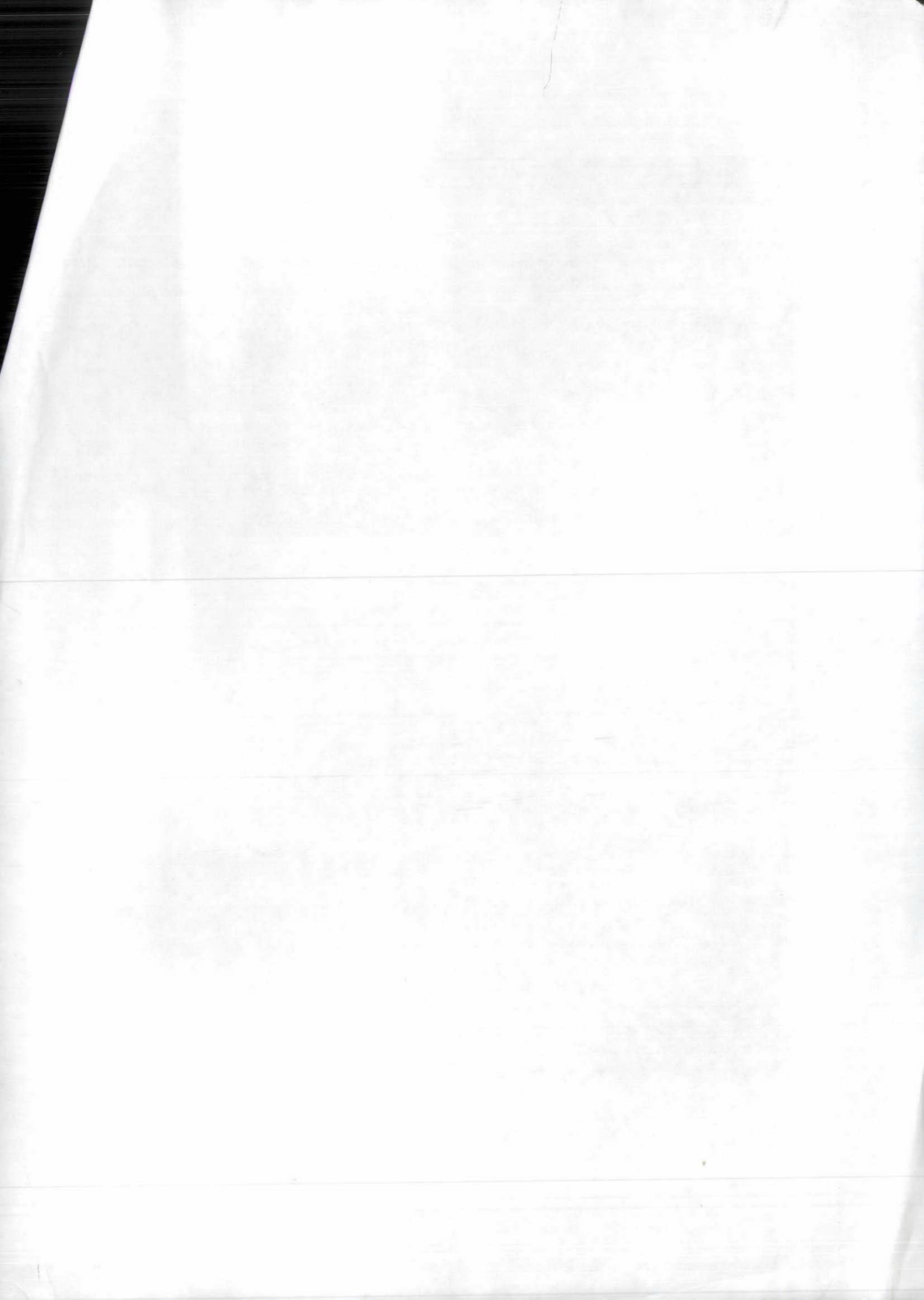


View from Grand Union Canal



View from Kensal Road

EFK & C  
TOWN PLANNING  
25 JUN 1999  
RECEIVED



TOWN PLANNING  
25 JUN 1999  
F I L M E D

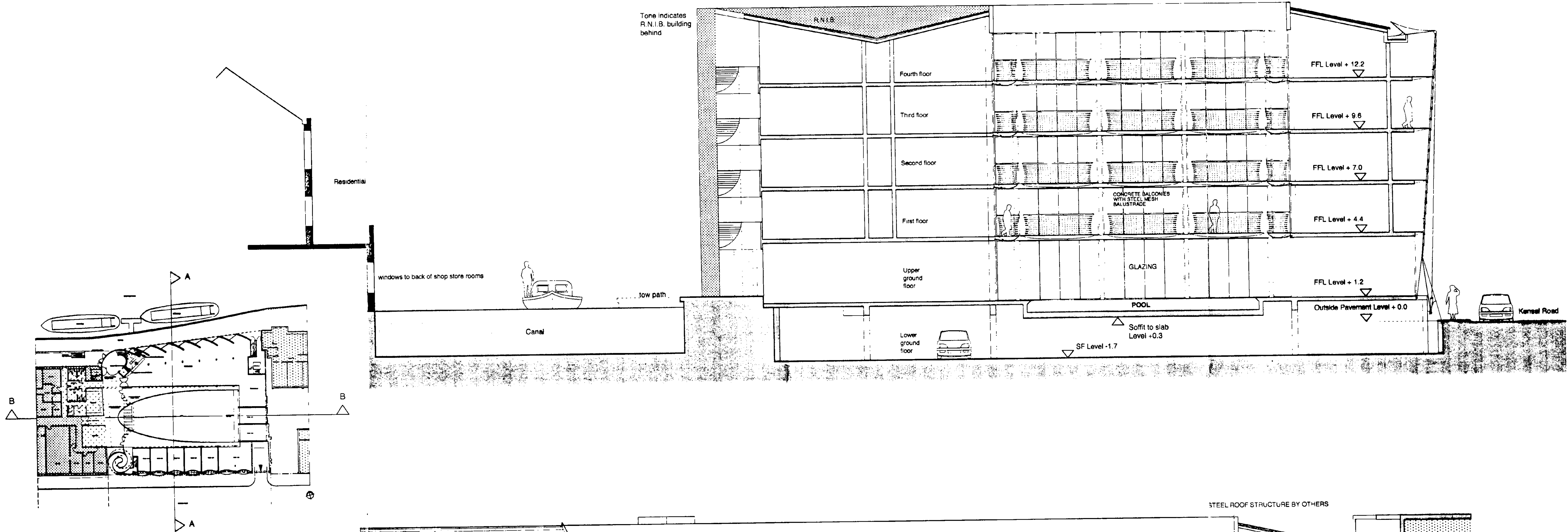


View from Kensal Road

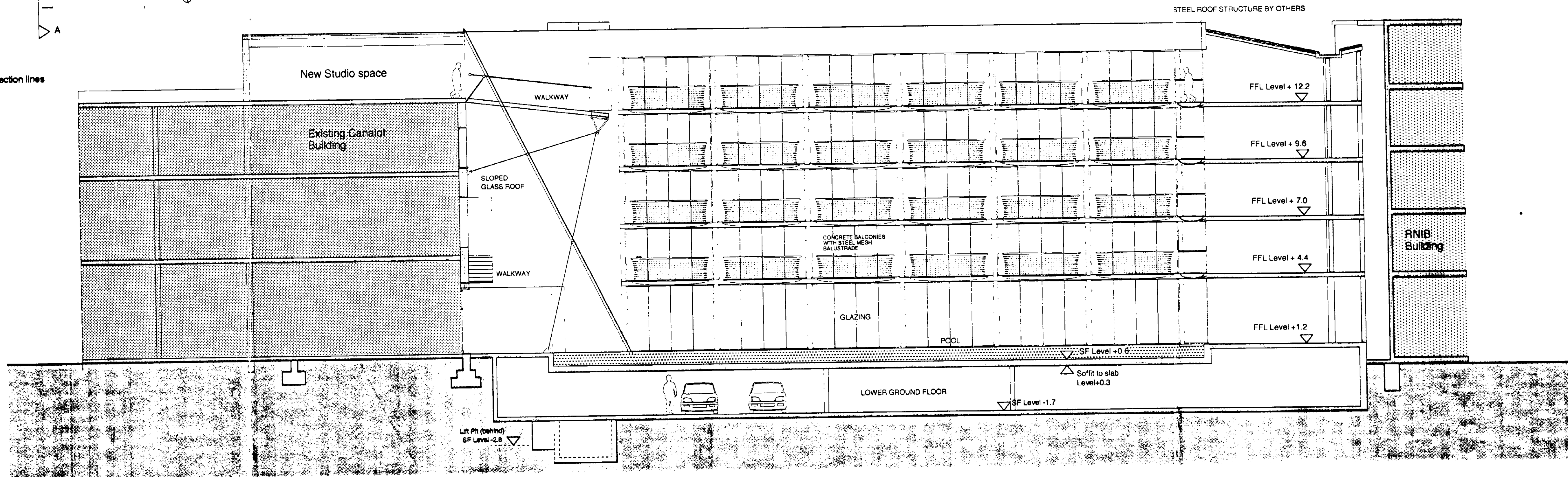


View from Kensal Road

SECTION 'A-A'



Building plan showing position of section lines



SECTION 'B-B'

TP96/1828 JT

Sections looking East + looking West



# CANALOT PRODUCTION STUDIOS

## THE FOCUS FOR THE GROWING ARTS & MEDIA COMMUNITY OF KENSAL BASIN

R.B.K.C PLANNING

Received 14 SEP 2001

Ex Die HDC TP CAG AD CLU  
AOACK N C SW SE APPEALS  
IO REC ARB F PLAN CON DES

The application site is situated at 196-208 Kensal Road. It is adjacent to the existing Canalot Production Studios (Canalot 1) and is bounded by the Grand Union Canal to the north, Canalot 1 to the west, Kensal Road to the south and an RNIB building to the east.

The site lies within the Kensal Small Business Area as identified in the adopted and emerging RBKC Unitary Development Plans.



A BIRD'S EYE VIEW  
OF KENSAL BASIN

# CANALOT ONE HISTORY

Following its launch in 1986, Canalot Production Studios quickly established itself as Britain's most successful film/TV centre. It also set the scene for the transformation of the surrounding area of North Kensington, now known as Kensal Basin, into a magnet for small arts & media enterprises.

The 70,000 sq. ft. Victorian ex-chocolate factory which is now Canalot overlooks the Grand Union Canal. It provides workspace for more than 70 small film/TV production companies and facility houses employing 200 people. Most of the accommodation is set around the much photographed Canalot Atrium. The award winning waterside Canal Brasserie is a popular meeting place for people in the entertainment business.

The demand for space and other facilities at Canalot has now outgrown the capacity of the existing buildings.

## Scheme Development

Since the submission of the proposed scheme, to the Royal Borough of Kensington and Chelsea in August 1996, a number of matters have been raised by officers and subsequently addressed. Amendments that have been made to the scheme include issues of design, parking, a reduction in the size of the proposed restaurant and the removal of two barges from the scheme. Our approach has been to constantly work with officers in addressing the issues raised.



## Planning History of Canalot 2

Outline planning permission (Reference: TP/92/1678) was granted on the application site in February 1995 for (Canalot 2) an extension to the Canalot Production Studios as now proposed. This permission approved a level of floorspace on the site including height and bulk of the building.

# CANALOT TWO

# THE DEVELOPMENT

## The Proposal

A new and detailed application for (Canalot 2) an extension of the Canalot Production Studios to provide additional space for media-related activities (B1), retail (A1) and restaurant (A3) uses arranged on ground and 4 upper floors with car parking and servicing provision in the basement below was submitted in 1996 to develop the outline proposals.

Canalot 1 is a unique development, providing contemporary business space for some 70 media-related businesses. It has been a major catalyst for regeneration in the area, employing some 200 people, many of whom are locally based. The proposed extension can accommodate a further 100 businesses, although the building is designed to be flexible in terms of the size of each unit. The majority of units would be for small and start up businesses. The basis of the scheme has been carefully designed to provide the best possible solution for the use being provided, enabling the optimum layout and circulation for the proposed users.

## Planning Context

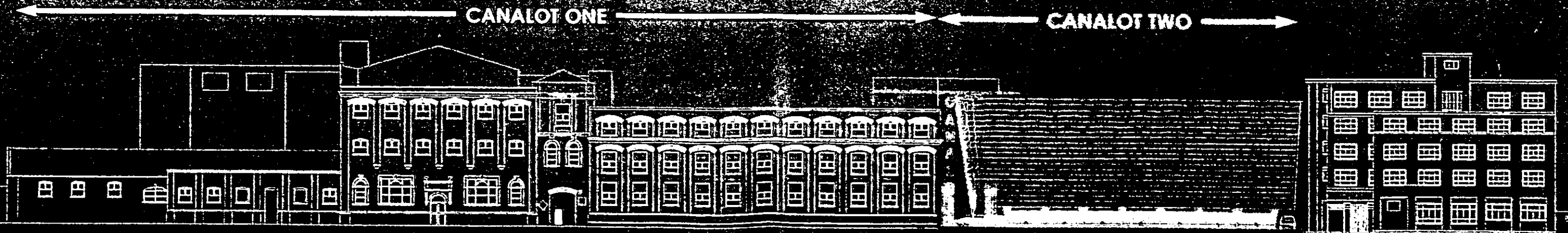
The proposed scheme will bring important employment and regeneration benefits to the area as encouraged by the policies and provisions of the adopted and emerging RBKC Unitary Development Plans:

- The proposed development supports the general business policies of the adopted and emerging UDP by
  - providing a range of unit sizes
  - providing premises for the start-up and expansion of small businesses and
  - providing premises for small locally based service industries and offices

- More particularly, the site is located within the Kensal Small Business Area where the UDP states that the regeneration of the local economy is a **priority** for the Council and that the continued provision of small business workshops is **essential** to ensure that future demand is met. The proposed development and the jobs that it will create will serve to stimulate enterprise and economic growth in this area in accordance with the UDP.
- The site has been derelict and vacant for over 5 years. The high quality of the design of the proposed building will significantly enhance the local environment.
- Canalot 2 will provide a mixed use development (comprising a range of B1 units and retail and restaurants for workers and visiting members of the public) wholly in line with current planning policy. The development will also include a workplace nursery in line with current UDP policy.
- The increased vitality resulting from the proposed mix of uses will add further to the revitalisation of the area supporting the Council's key aims and objectives.

## Key benefits

- Canalot 2 will have major regeneration benefits for the Kensal area
- It will create important employment benefits
- It will significantly increase the vitality of the area
- The proposed building will considerably enhance the local environment.



Key

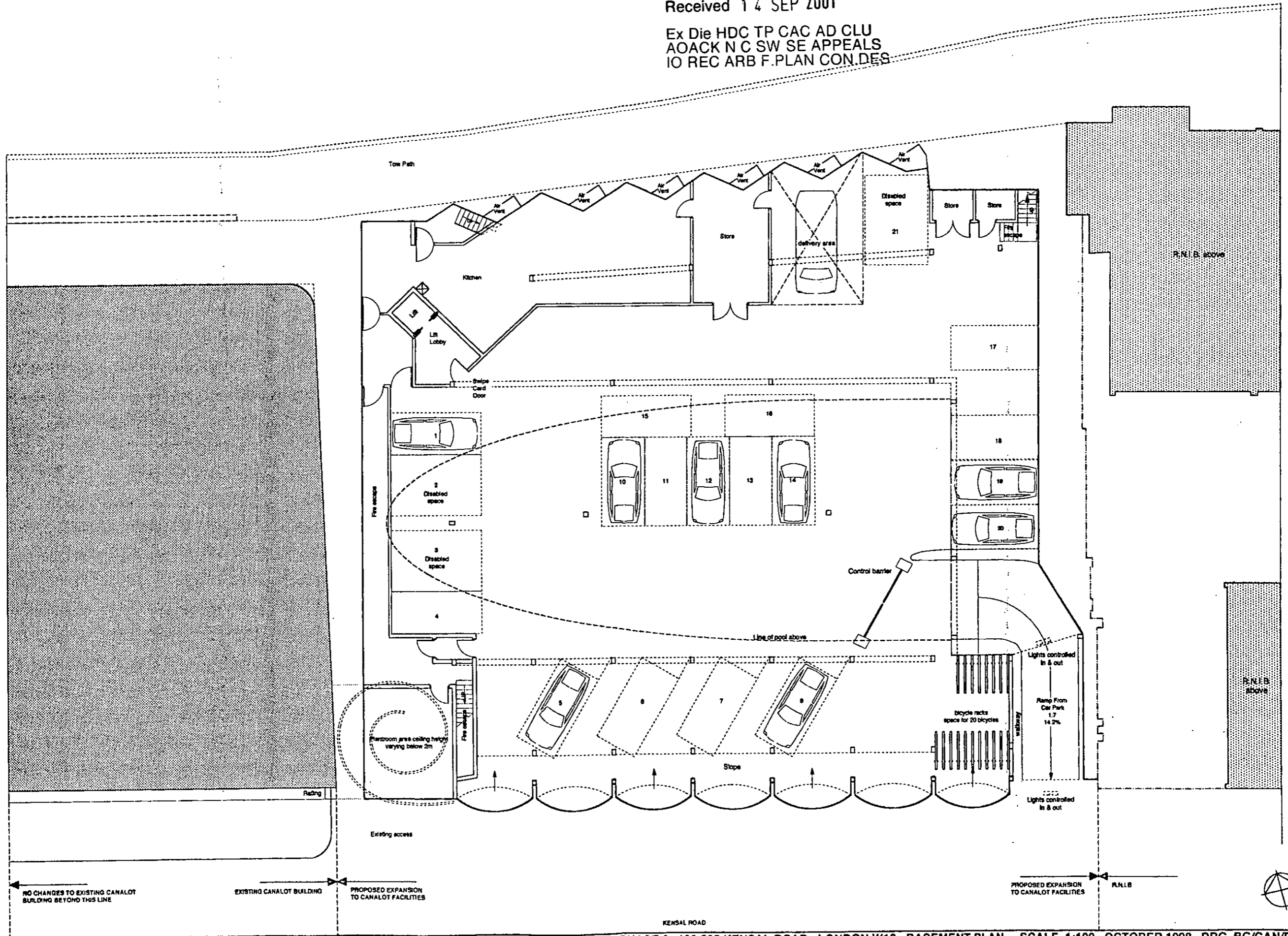
- Proposed extension to Canalot facilities
- Existing Canalot building
- Existing R.N.I.B. building

Grand Union Canal

R.B.K.C PLANNING

Received 14 SEP 2001

Ex Die HDC TP CAC AD CLU  
AOACK N C SW SE APPEALS  
IO REC ARB F.PLAN CON.DES



NO CHANGES TO EXISTING CANALOT BUILDING BEYOND THIS LINE





EXISTING CANALOT BUILDING

PROPOSED EXPANSION TO CANALOT FACILITIES

PROPOSED EXPANSION TO CANALOT FACILITIES

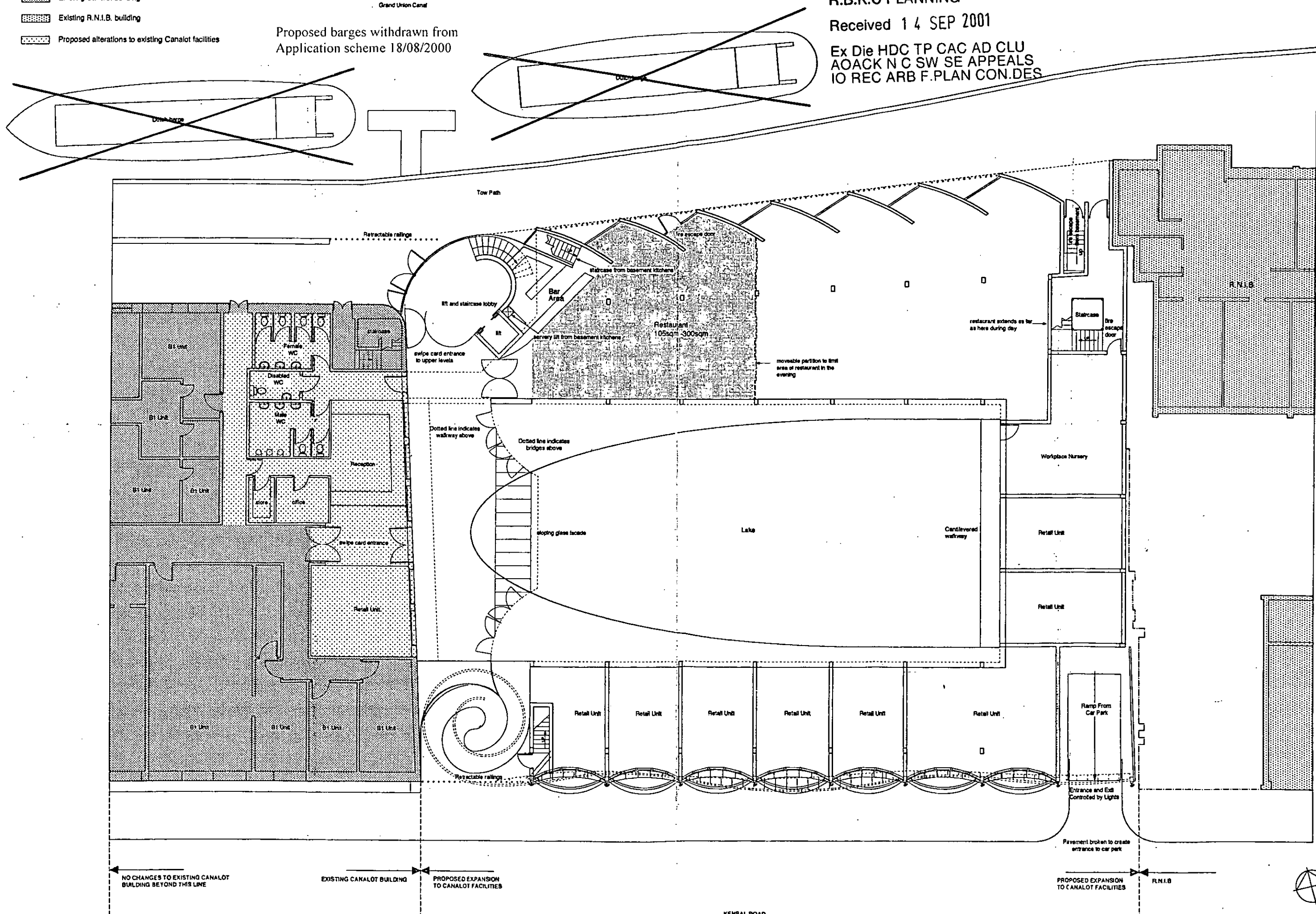
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


KENSAL ROAD

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

Proposed barges withdrawn from  
Application scheme 18/08/2000

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Received 14 SEP 2001  
Ex Die HDC TP CAC AD CLU  
AOACK N C SW SE APPEALS  
IO REC ARB F.PLAN CON.DES



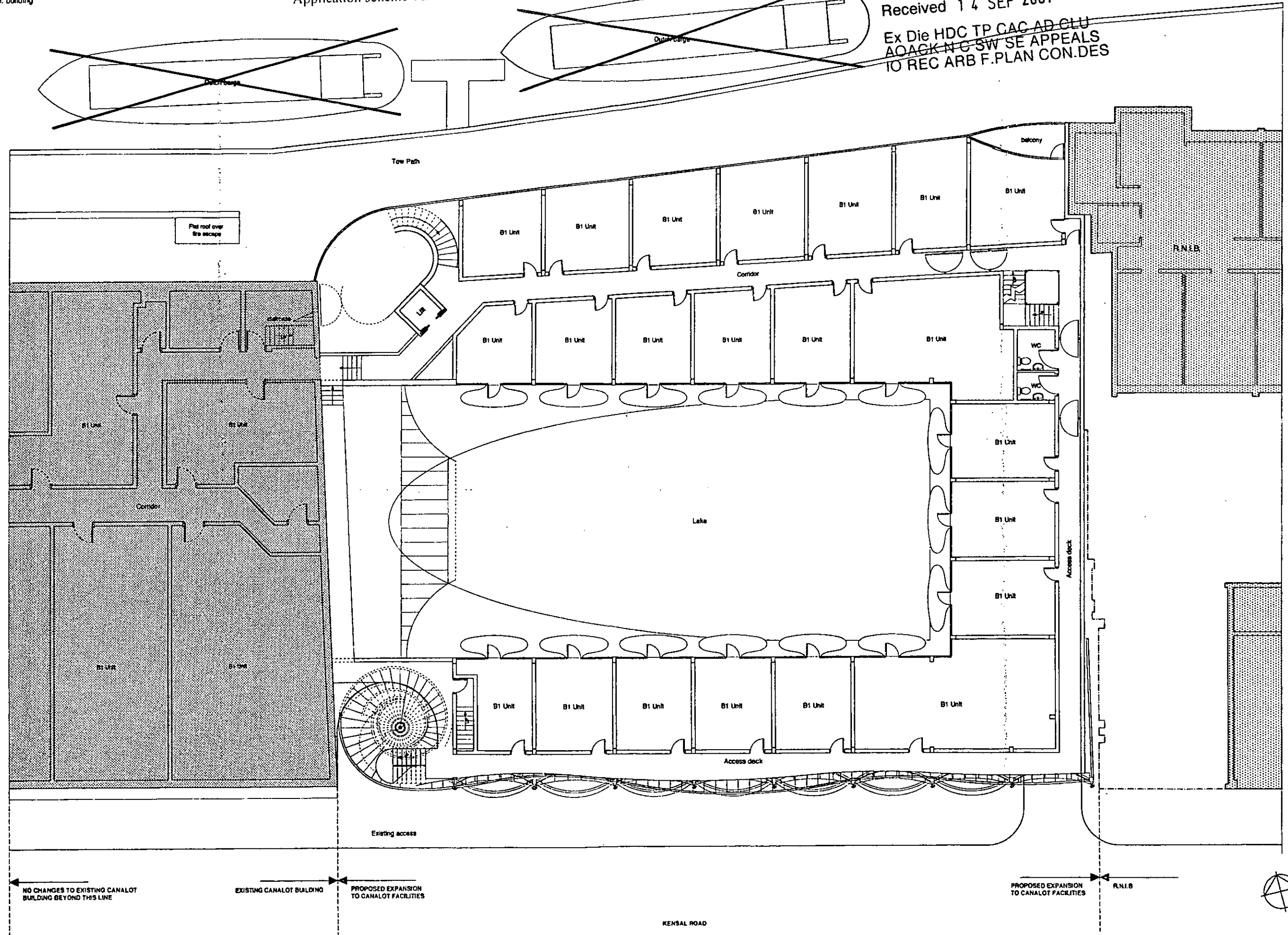
- Key
-  Proposed extension to Canalot facilities
  -  Existing Canalot building
  -  Existing R.N.I.B. building




Grand Union Canal

Proposed barges withdrawn from  
Application scheme 18/08/2000

R.B.K.C PLANNING  
Received 14 SEP 2001

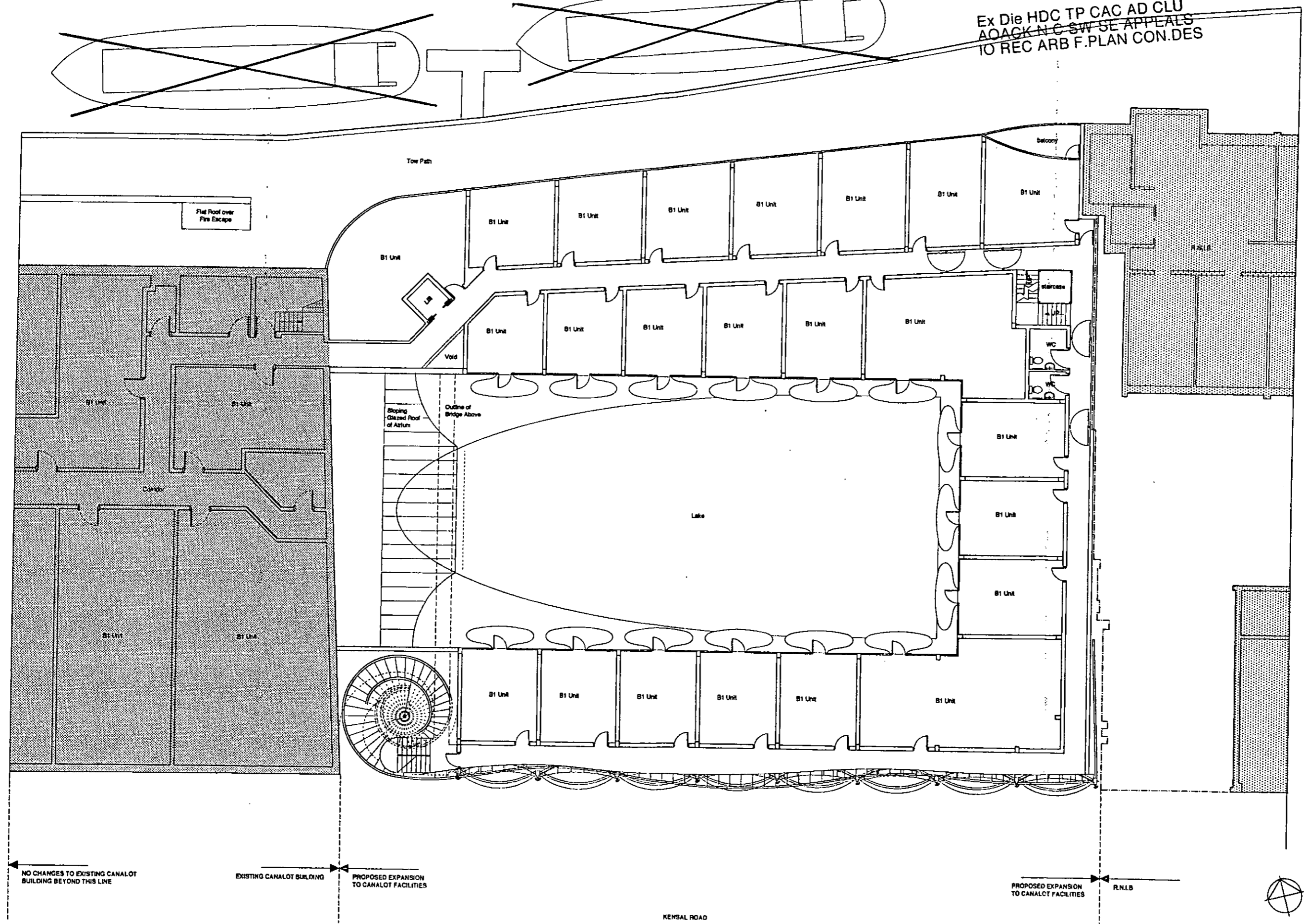
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TO REC ARB F.PLAN CON.DES



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

Proposed barges withdrawn from Application scheme 18/08/2000




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NO CHANGES TO EXISTING CANALOT BUILDING BEYOND THIS LINE

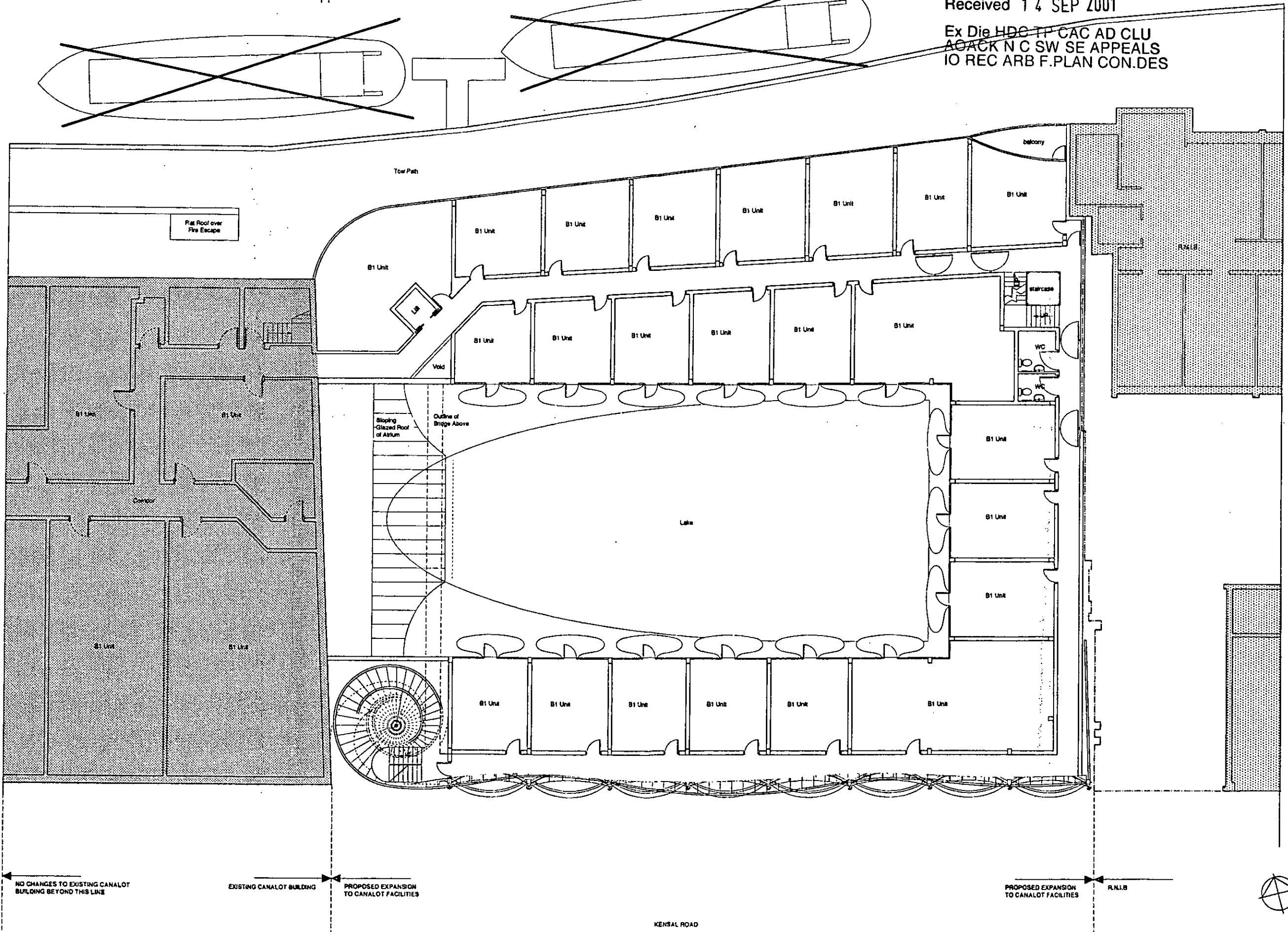
EXISTING CANALOT BUILDING      PROPOSED EXPANSION TO CANALOT FACILITIES

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

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

Proposed barges withdrawn from Application scheme 18/08/2000

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NO CHANGES TO EXISTING CANALOT BUILDING BEYOND THIS LINE

EXISTING CANALOT BUILDING

PROPOSED EXPANSION TO CANALOT FACILITIES




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R.N.I.B.

KENSAL ROAD



Key

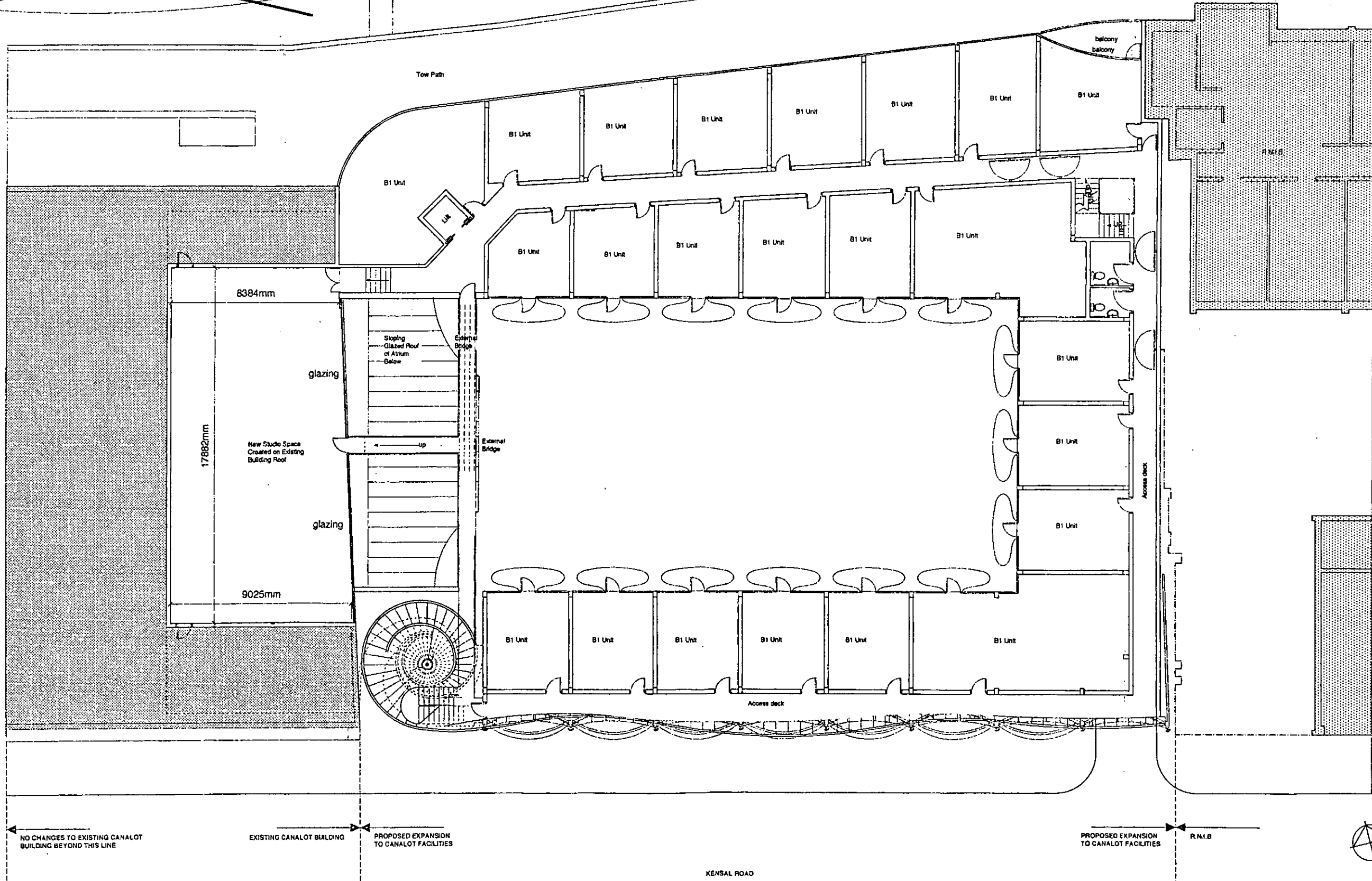
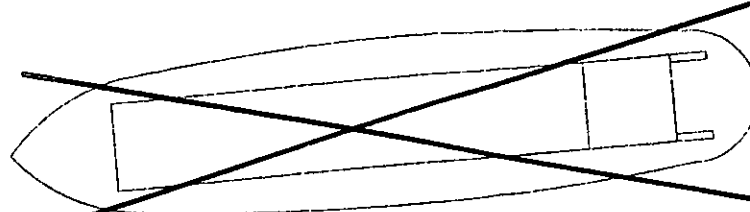
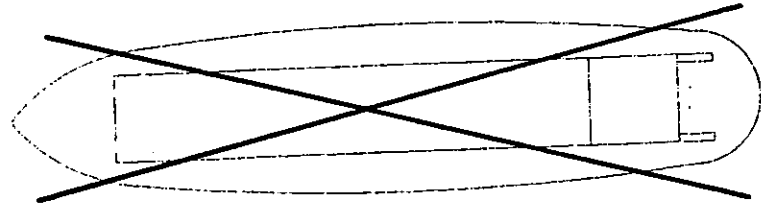
-  Proposed extension to Canalot facilities
-  Existing Canalot building
-  Existing R.N.I.B. building

Proposed barges withdrawn from Application scheme 18/08/2000

R.B.K.C PLANNING

Received 14 SEP 2001

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TO REC ARB F.PLAN CON.DES



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

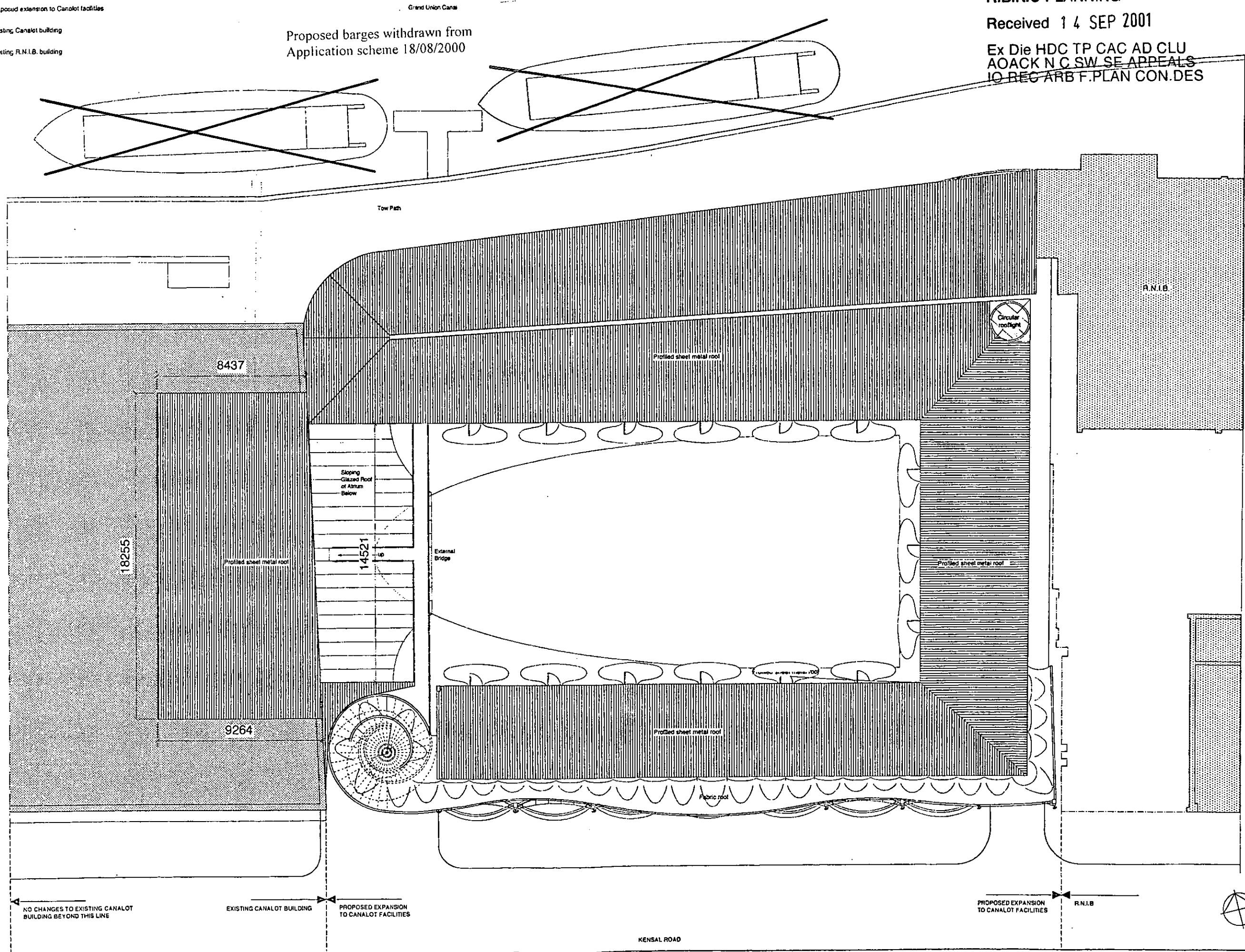
-  Proposed extension to Canalot facilities
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R.B.K.C PLANNING

Received 14 SEP 2001

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IO REC ARB F.PLAN CON.DES

Proposed barges withdrawn from  
Application scheme 18/08/2000



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

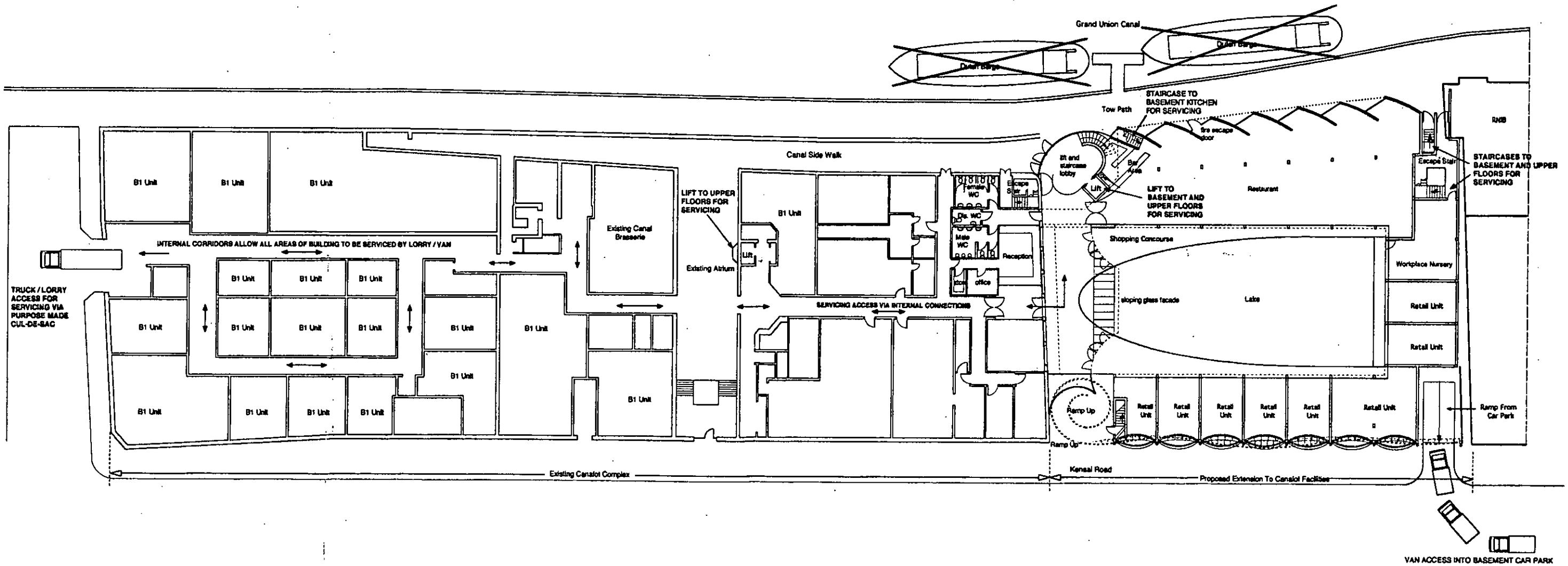


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Proposed barges withdrawn from  
Application scheme 18/08/2000



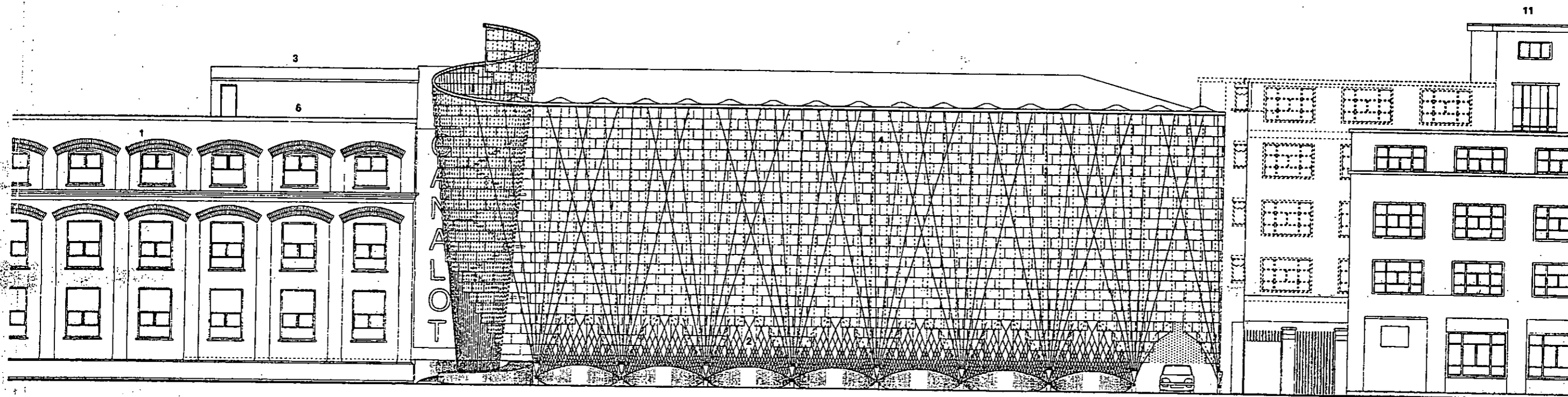
**Materials Key**

- 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 profiled metal barrel vaulted roof
- 5 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

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Existing Canalot Building —> Proposed Expansion To Canalot Facilities

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

KENSAL ROAD ELEVATION

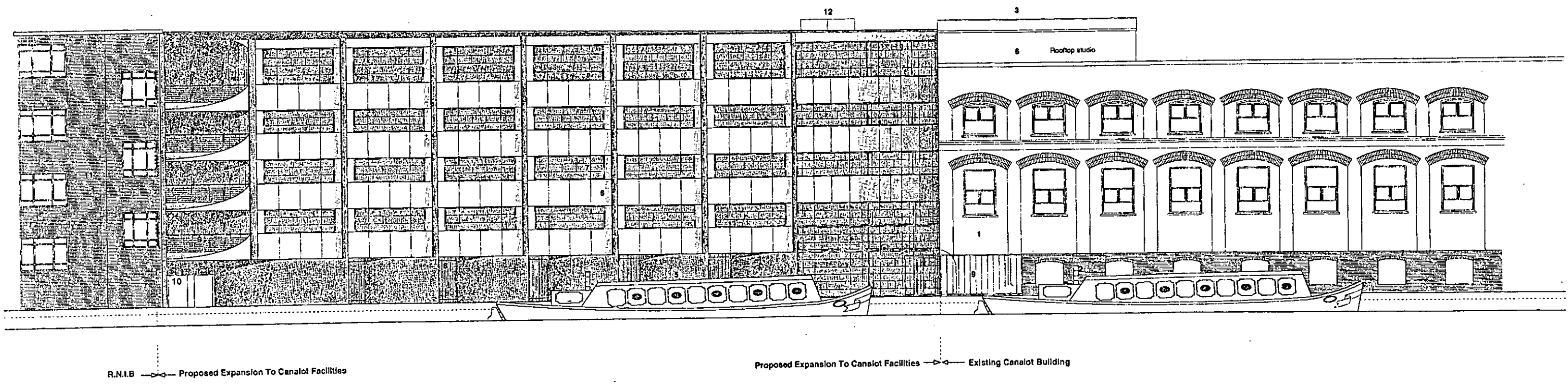
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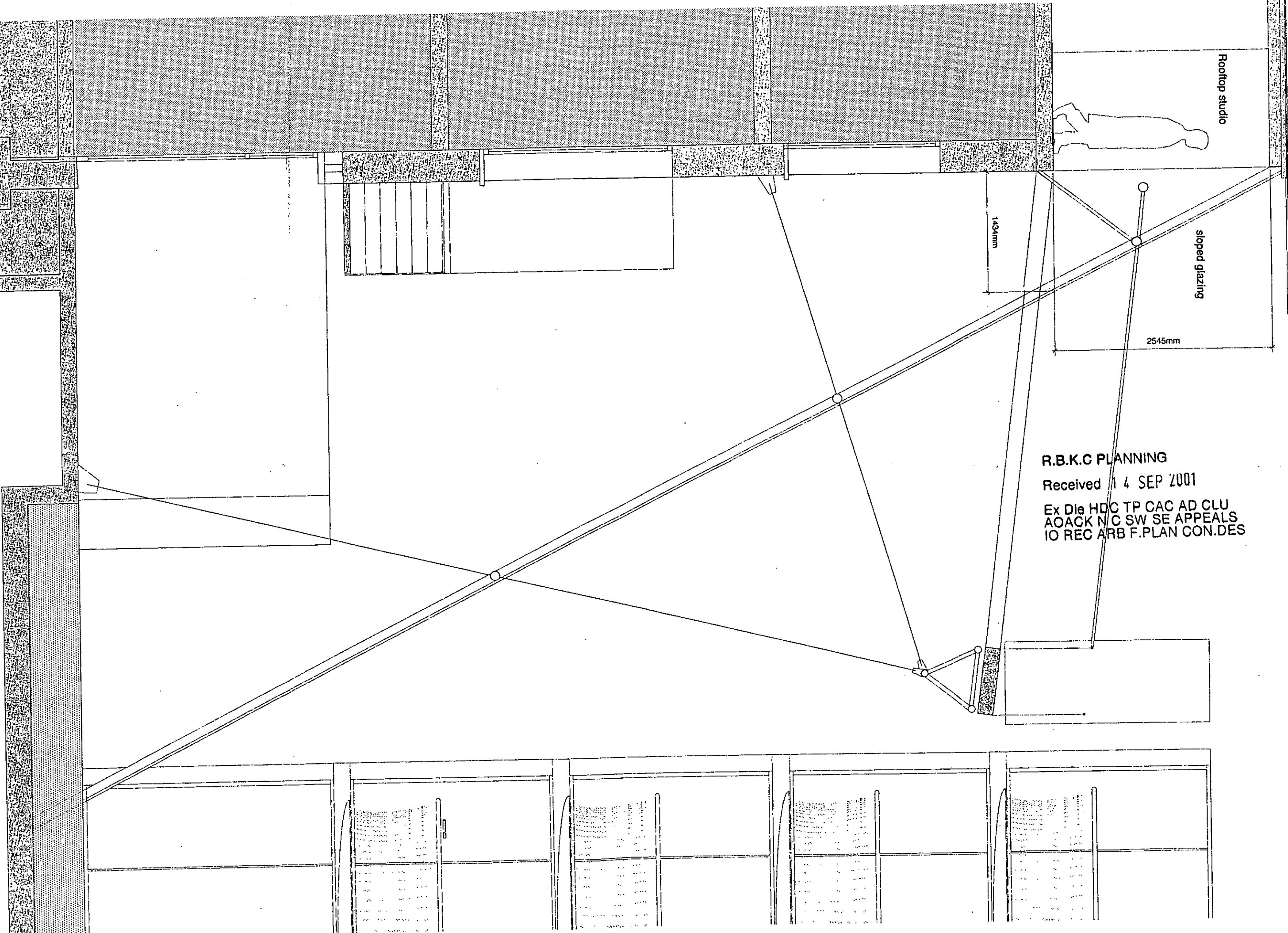
Materials Key

- 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



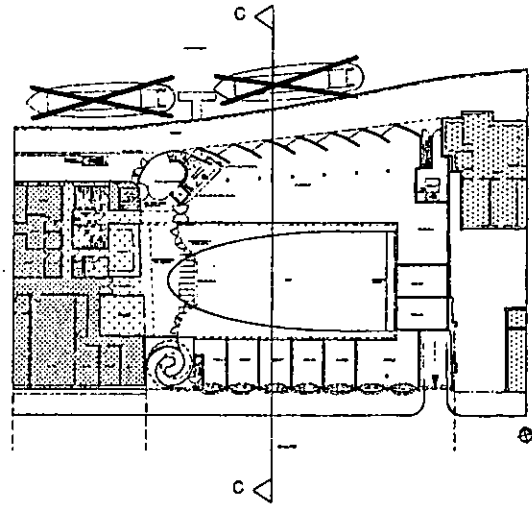
GRAND UNION CANAL ELEVATION

CANALOT PHASE 2 196-208 KENSAL ROAD LONDON W10 SECTION 'B-B' SCALE 1:25@A1 AUGUST 2000 DRG. BG/CAN/PC/20/02/ADETAIL SEC



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Received 14 SEP 2001  
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AOACK N/C SW SE APPEALS  
IO REC ARB F.PLAN CON.DES

BRYDEN WOOD ASSOCIATES 2-5 BENJAMIN STREET LONDON EC1M 5QL tel.020 7253 4772 fax.020 7253 4773 www.brydenwood.co.uk



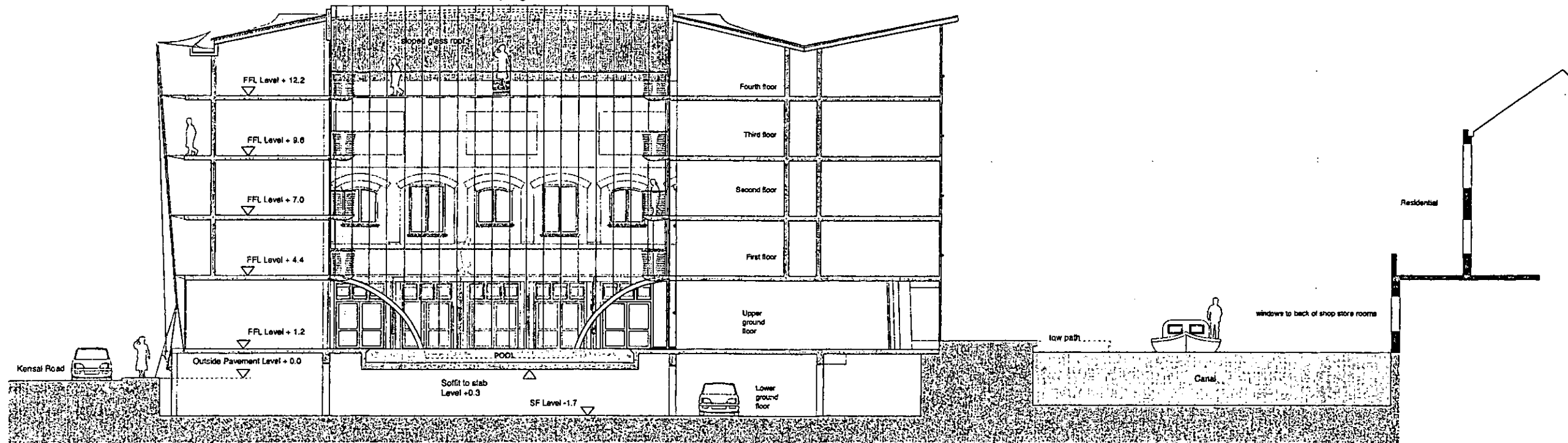
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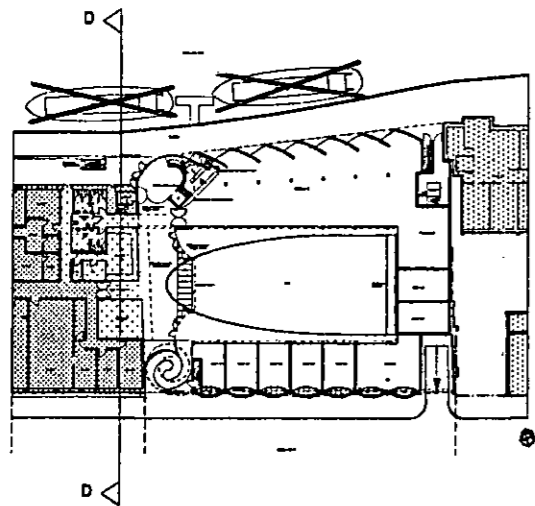
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IO REC ARB F.PLAN CON.DES

Building plan showing position of section lines

Shaded area indicates glazing to rooftop studio  
behind sloping roof

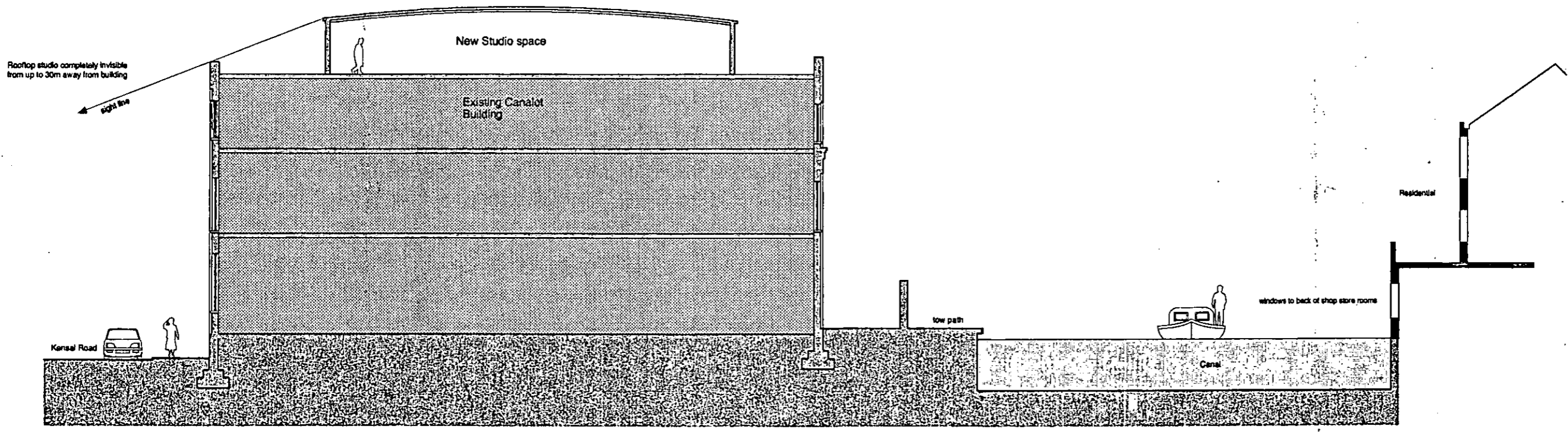


SECTION 'C-C'



Building plan showing position of section lines

R.B.K.C PLANNING  
Received 14 SEP 2001  
Ex Die HDC TP CAC AD CLU  
AOACK N C SW SE APPEALS  
IO REC ARB F.PLAN CON.DES

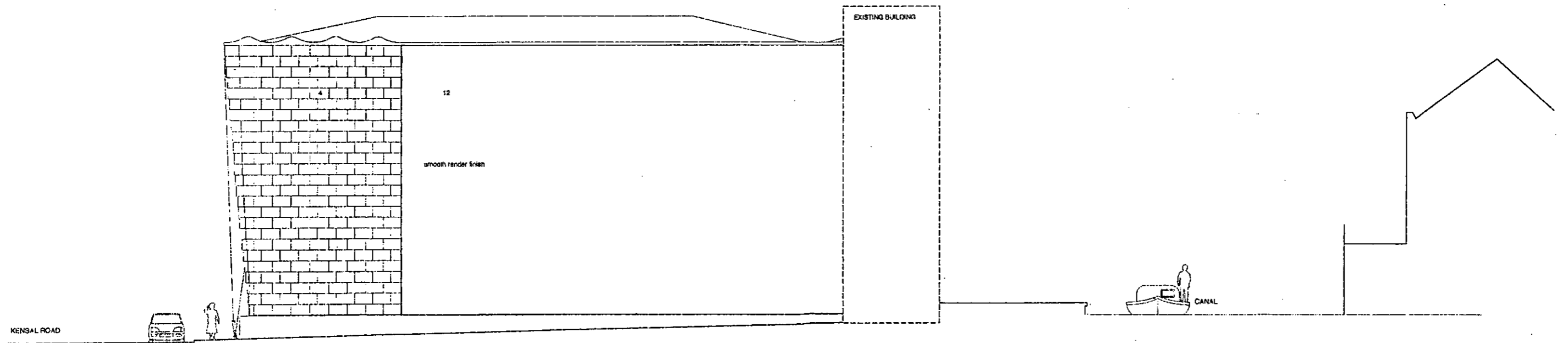




Materials Key

- 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.N.I.B. building - yellow stock brick
- 12 smooth render finish

R.B.K.C PLANNING  
Received 14 SEP 2001  
Ex Die HDC TP CAC AD CLU  
AOACK N C SW SE APPEALS  
IO REC ARB F.PLAN CON.DES



SIDE ELEVATION



**Whitby Bird & Partners**

E N G I N E E R S

engineers

**CANALOT 2, LONDON**

*Daylight Calculation Report*

05 May 2000

Whitby Bird & Partners  
60 Newman Street  
London  
W1P 4DA  
Tel: 020 7631 5291  
Fax: 020 7323 4645  
E-mail: london@whitby-bird.co.uk

**CONTENTS**

1.0	INTRODUCTION	3
2.0	DAYLIGHT CALCULATIONS	3
3.0	CALCULATIONS AND RESULTS	4
4.0	CONCLUSIONS	4
5.0	APPENDIX A - Calculation Details	5
6.0	APPENDIX B - References Used	6

Revision History

Rev	Date	Purpose/Status	Document Ref.
0	22/2/00	Rev 0	Daylight Calculations Report
1	05/05/00	Revised calculation assumptions	Daylight Calculations Report

Approved by:



Duncan Price, Associate

SEE BRG APPENDIX C

**DAYLIGHT CALCULATIONS CHECK FOR CANALOT 2**

**1.0 INTRODUCTION**

Whitby Bird & Partners have been commissioned to undertake a daylight survey on this existing building known as RNIB located at London.

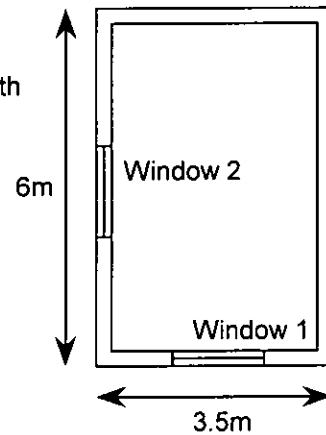
The object of these calculations was to establish the daylight factors attributed to this existing building, should the proposed new build Phase-2 development be constructed nearby.

**2.0 DAYLIGHT CALCULATIONS** *Courtyard?*

Daylight calculations have been undertaken on the corner room of this five-storey existing building. For the purpose of this report, the following assumptions have been made:

*GF window = larger = conference room*

- Rooms on ground, first, third and fourth floors have south-facing windows, only (Window 1).
- The room on the second floor has windows facing both south and west (Windows 1 and 2 respectively).
- Both Windows 1 and 2 have identical dimensions of 2.3m(L) x 1.48m(H).
- All windows shown are assumed to be *clear and single-glazed* with diffuse transmittance of 0.8,
- The only surveyed room is that with both a south and west facing window
- The surveyed room is a *residential flat purpose*, located in *urban area* and *normal exposure for locations*
- The internal surface finishes are to be described as *medium walls and floor cavity* with the area-weighted average reflectance taken as 0.5,
- No daylight obstructions should occur at the southern facade of the rooms undertaken (i.e., all vertical angles subtended by visible sky on Window 1 is taken as 90°), )) ?
- Supplementary electric lighting is to be provided and used throughout the daytime.



*What about front wing of RNIB building?*

*WHY?*

In additions to the Lighting Calculation Drawings (Ref. BG/CAN/LC/01/01) issued by Bryden Wood Associates, the following legislation design have also been utilised to produce these calculations documents (see Appendix B for relevant reference used):

- CIBSE Lighting Guide LG10:1999 - Daylighting and Window Design, and
- BS 8206:1992 - Lighting for Building, Part 2: Code of Practice for Daylighting.

The criteria used may be summarised and quoted as follows:

" If the room is not too deep or obstructed, and average daylight factor of 5% or more will ensure that an interior looks substantially daylit, except early in the morning, late afternoon or on exceptionally dull days.

An average daylit factor below 2% generally makes a room look dull; electric lighting is likely to be in frequent use. In domestic interiors, however, 2% will give a feeling of daylight, though some tasks may require electric light.

The BS 8206 code of practice recommends average daylight factors of at least 1% in bedrooms, 1.5% in living rooms and 2% in kitchens, even if a predominantly daylit appearance is not required. "

### 3.0 CALCULATIONS AND RESULTS

The outdoor illuminance and corresponding indoor illuminance can fluctuate considerably with time even when under overcast sky. Use is therefore made of the term *average daylight factor*, a measure of the amount of skylight in a room.

Equation 2.2 taken from the CIBSE LG10:1999 was used to determine the average daylight factors for the 5 chosen areas. *? where are other results?*

The works undertaken are as follows and as detailed in Appendix A. *?*

- Area 3 - Second floor corner room with the visible sky angle of 13° on western façade,

The results found can be summarised as follows:

Floor No.	Averaged Daylight Factor
Second	3.76%

*what about the other floors? G, 1st (most imp) + 3rd, 4th.*

### 4.0 CONCLUSIONS

The results show that an average daylight factor of 3.76% is achieved after construction of the new building *what is the "before" situation?*

On the conditions of all the assumptions stated in Section 2 being fulfilled, these figures will comply with the 2% threshold given by BS 8206:Part 2:1992. As a result, if supplementary artificial lighting is available within each room, the indoors natural daylight levels will be adequate.

*5% required if no supplementary elec. lighting*

*Is this a reasonable approach?  
I don't think so!*

**5.0 APPENDIX A - Calculation Details**

The average daylight factor was calculated as follows,

$$\text{Average Daylight Factor } \overline{DF} = \frac{TA_w\theta M}{A(1-R^2)}$$

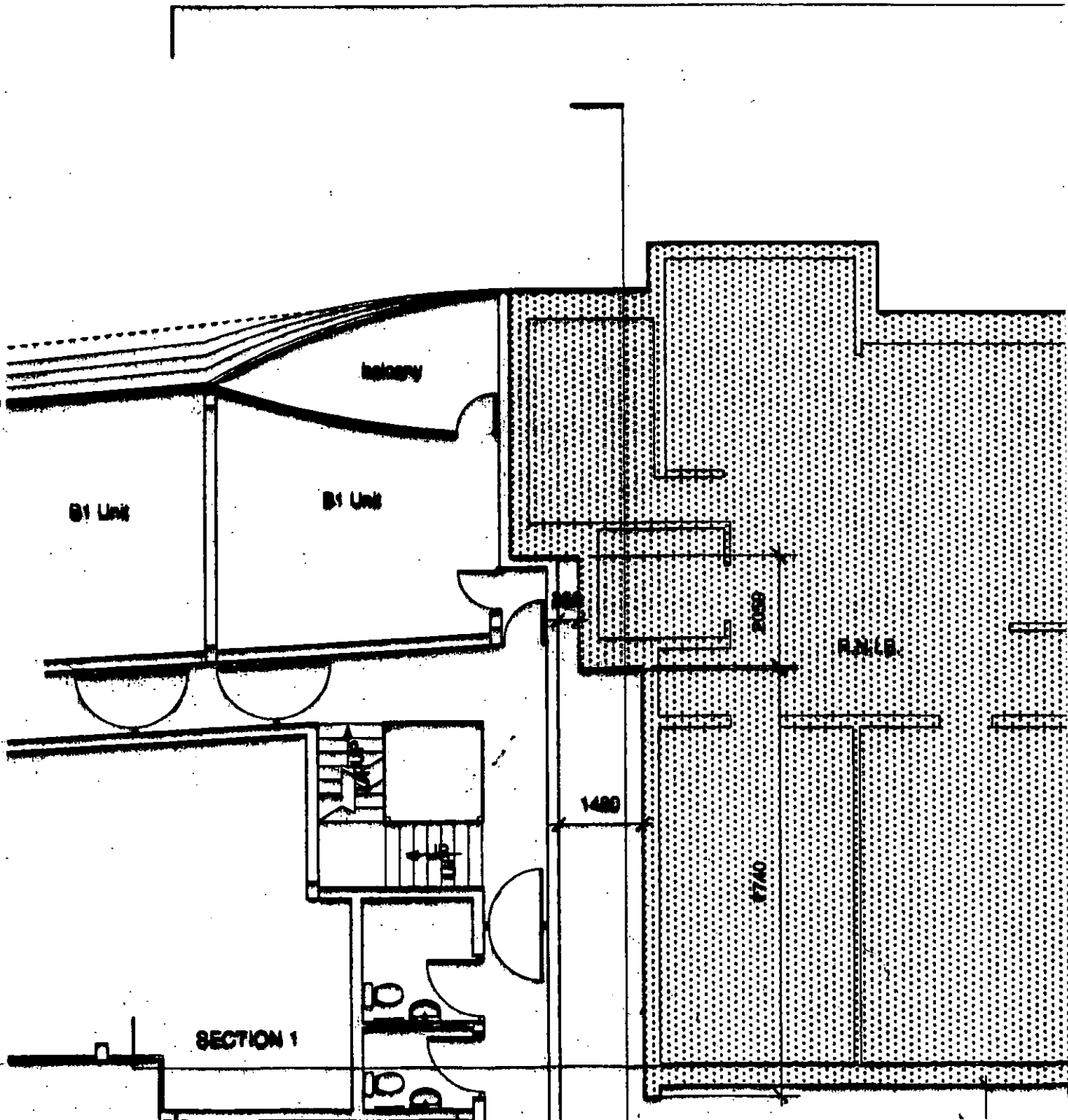
- Where T = diffuse transmittance of the glazing material
- A<sub>w</sub> = total glazing area (m<sup>2</sup>)
- θ = vertical angle subtended by visible sky (degree)
- M = maintenance factor
- A = total area of interior surfaces (m<sup>2</sup>)
- R = area-weighted average reflectance

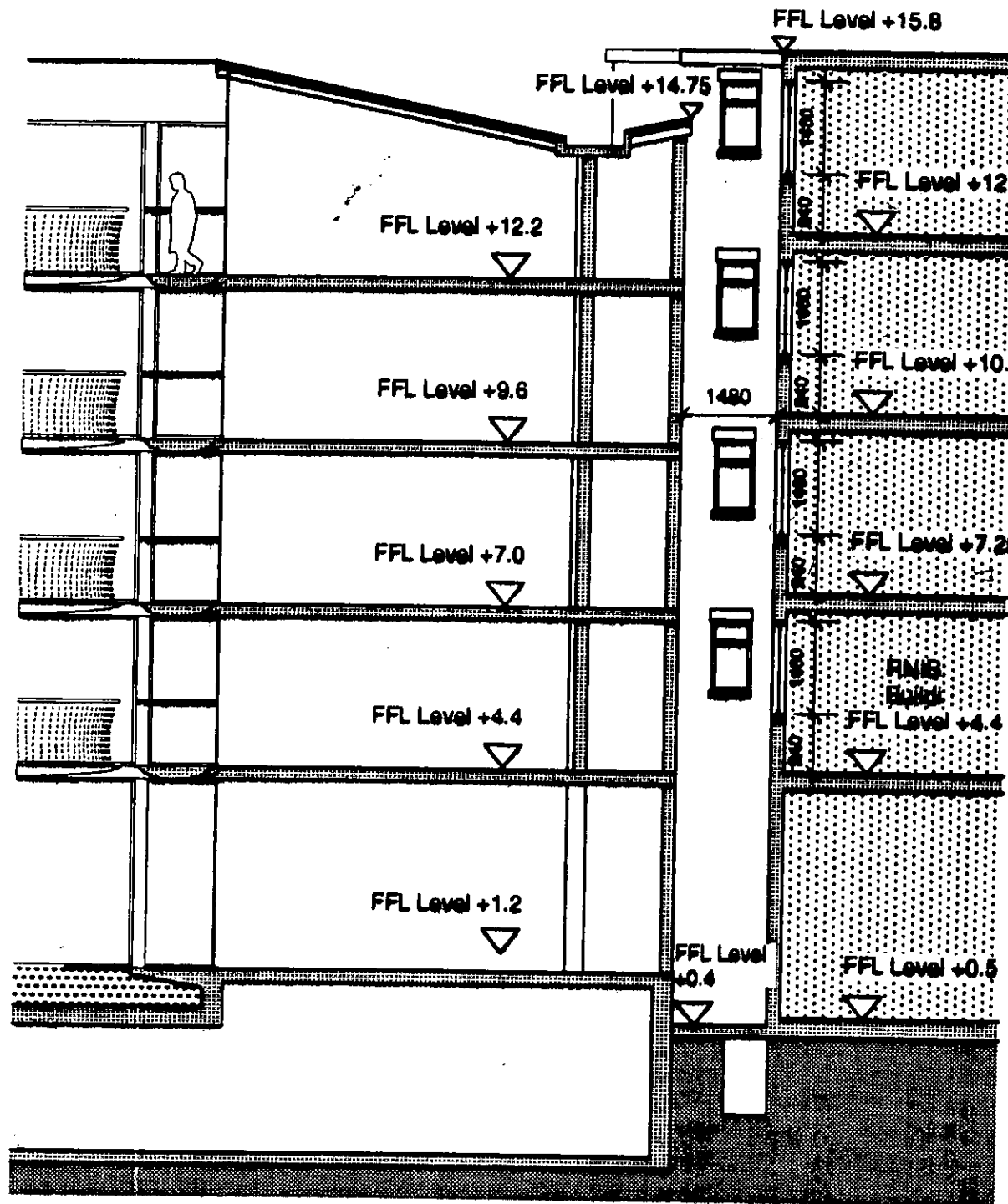
(2<sup>nd</sup> Floor)  $\overline{DF} = \frac{TA_w\theta M}{A(1-R^2)} = \frac{0.8 \times (3.404 \times 13 + 3.404 \times 90) \times 0.92}{91.4 \times (1 - 0.5^2)} \approx$   
3.76 %

6.0 APPENDIX B - References Used

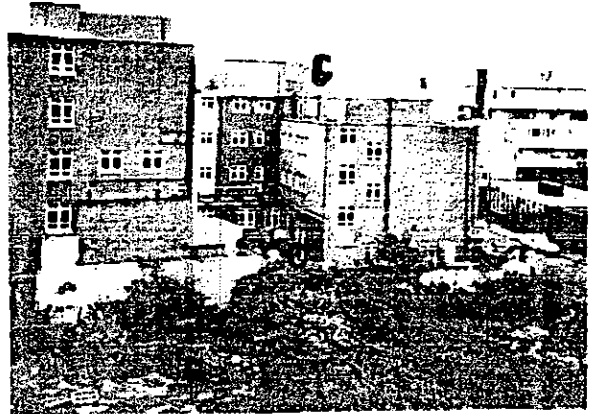
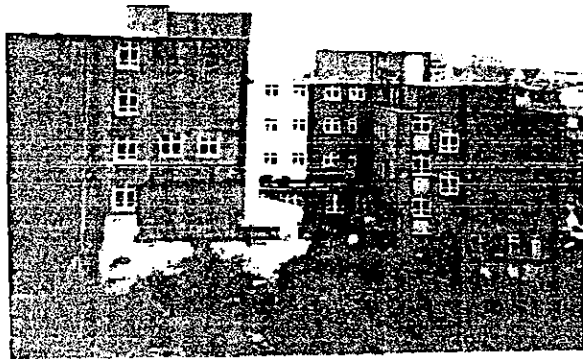


ELEVATION 3



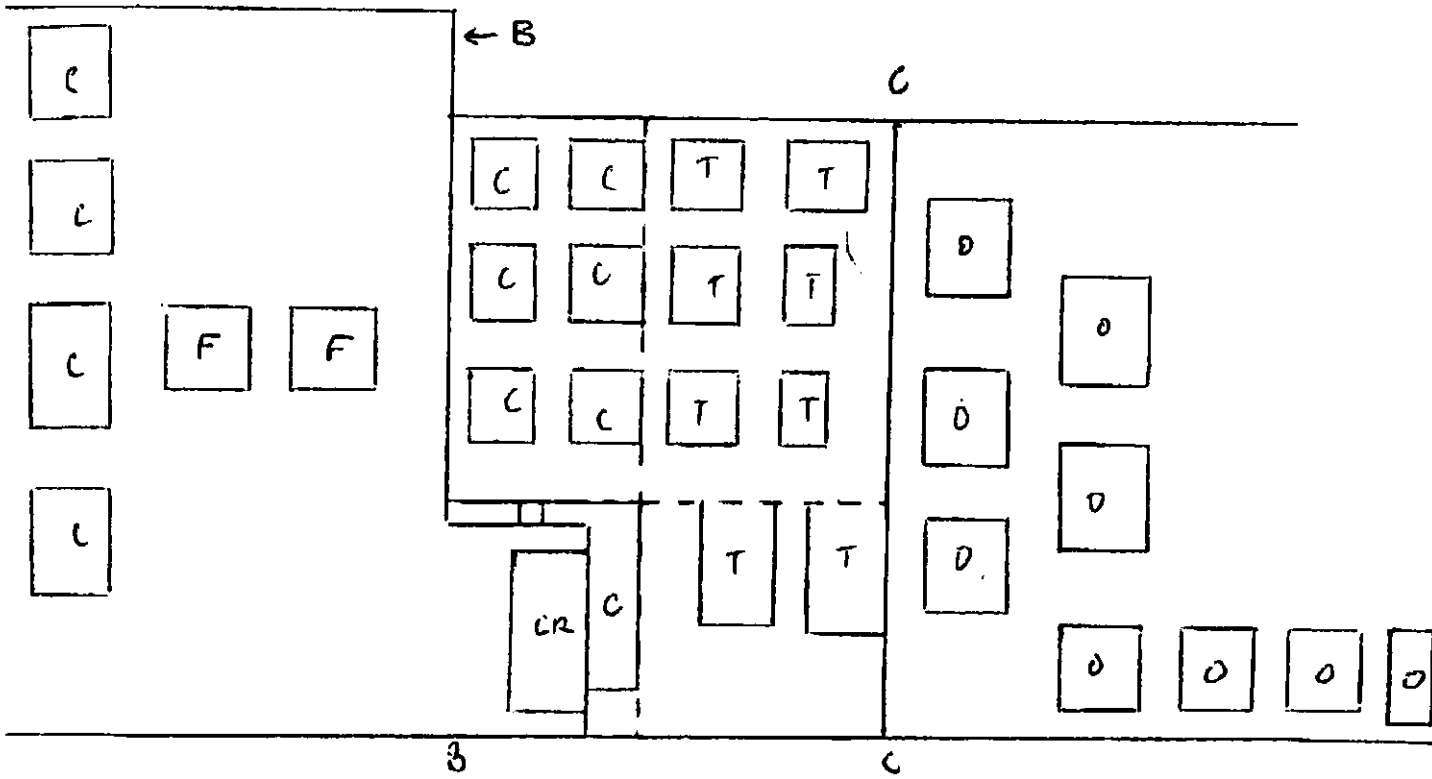


SECTION 1

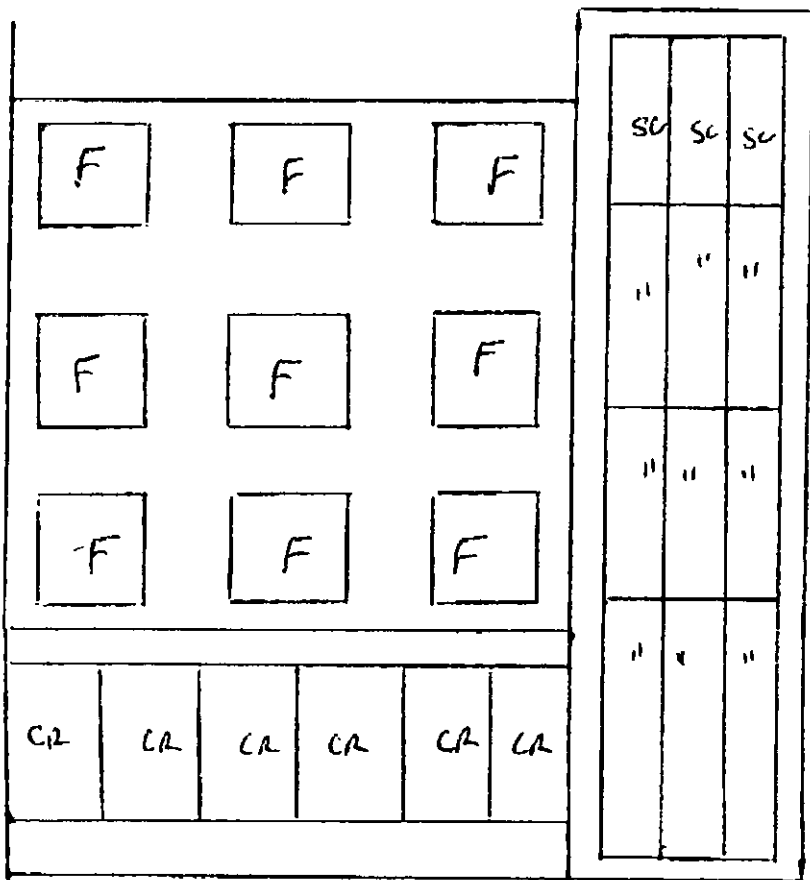


RN13

A



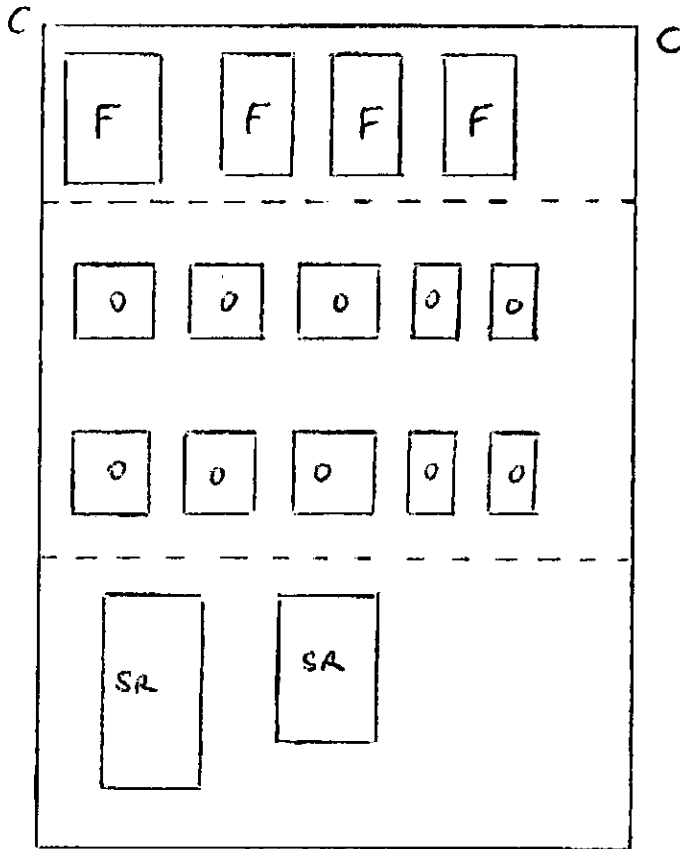
B



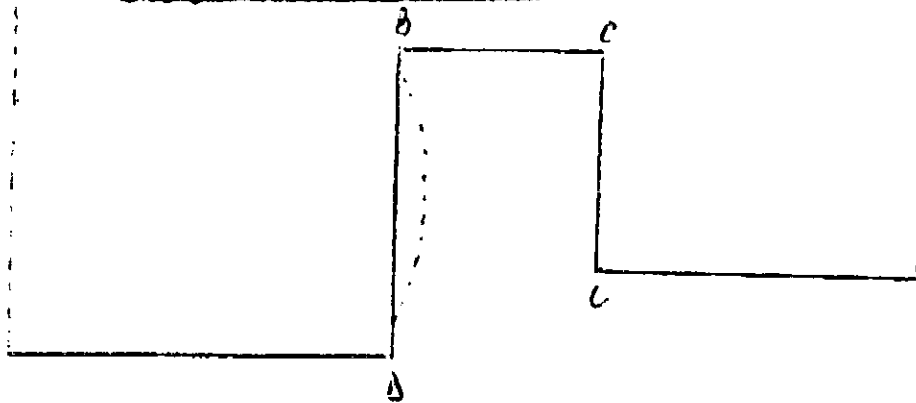
B.

KEY

- C - corridor
- F - flat
- D - office
- SC - stair case
- CR - conference room
- T - toilet
- SR - store room



BASIC LAYOUT PLAN:

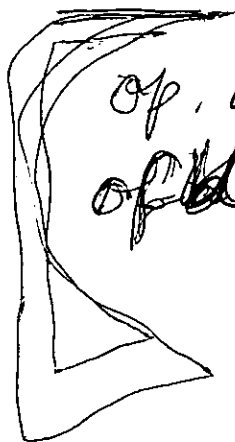


SITE OF CANALOT TWO

Not for today and  
coming. 1

During working day  
for businesses

Not for rest customers  
until after



of business  
of needs. stop  
of body. +

# MESSAGE FORM

To .....

## WHILE YOU WERE OUT

M. Henry Tong

of 20 Se Patey Lane

Tel. No. 020 7221 5568

CALLED TO SEE YOU	<input type="checkbox"/>	PLEASE RING	<input checked="" type="checkbox"/>
TELEPHONED	<input checked="" type="checkbox"/>	PLEASE VISIT	<input type="checkbox"/>
WANTS TO SEE YOU	<input type="checkbox"/>	WILL RING YOU	<input type="checkbox"/>
URGENT	<input type="checkbox"/>	WILL CALL AGAIN	<input type="checkbox"/>

re .....

Message

please call

.....

.....

.....

Signed .....

Date 14/9/01 Time 9.10

✂

**Whitby Bird & Partners**

E N G I N E E R S

engineers

**CANALOT 2**

*Daylight Study*

for

Jones Lang LaSalle

5 October 2000

Project No.: 2210

Whitby Bird & Partners

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### Appendices

- A SPECIALLY PREPARED PLANS
- B COMPUTER MODELLING
- C REFERENCE DRAWINGS
- D DAYLIGHT CALCULATION REPORT

### Revision History

Rev	Date	Purpose/Status	Document Ref.
4	05/10/00	Information	New report 12a

Approved by:



Duncan Price, Associate

## 1.0 INTRODUCTION

This report summarises modelling carried out to assess the impact of the new Canalot 2 development on daylight provision to the neighbouring building. It examines the current situation, the former situation and the impact of the proposed development.

Whitby Bird and Partners has been commissioned to undertake a daylight/sunlight survey on an existing building known as RNIB Garrow House, located in west London. Eight windows have been examined:

5 south-facing  
3 west-facing

One room has 1 south-facing window and 2 west-facing windows all lighting the same room.

The study aims to assess the effects of a proposed new build Phase-2 development on daylight within relevant rooms of the RNIB and the sunlighting in the courtyard with consideration given to previous site layout. This has been done with reference to "Site layout planning for daylight and sunlight: A guide to good practice" from the BRE.

2.0 CONCLUSIONS

- There is currently significant self-shadowing of the RNIB from the existing building and adjoining wall.
- The no-sky line in four of the six rooms studied will not move significantly. In one of the rooms affected by the proposed development, natural light levels will be similar to those found previously when a terrace of Victorian houses adjoined the RNIB.
- The most affected room has three windows. Skylight to two of these windows will be reduced but the no-sky line of the third window is unchanged by the proposed development. Calculations of average daylight factor indicate that daylight provision is above minimum requirement set out in British Standard BS 8206:Part 2:1992, although below that set out in the BRE guideline. If supplementary artificial lighting is available within the room, the natural daylight levels indoors will be adequate.
- As a result of the new development there will be no appreciable worsening in shading to the courtyard before 13:00 on March 21<sup>st</sup> but significant worsening later in the afternoon. Therefore, a proportion of the courtyard smaller than that recommended by the BRE guidelines will be able to receive sunlight throughout the year. However this was also the case when the RNIB building was constructed and a terrace of houses adjoined the site.
- The proposed development causes a significantly smaller part of the courtyard to be sunlit throughout winter as was the case with the previous site layout; with the new development 67% of the courtyard is unable to receive sunlight at any point on March 21<sup>st</sup>; this is above the maximum 40% BRE guideline. However, the former site layout prevented 52% of the courtyard from receiving sunlight at some time on this date. When compared to the previous situation, the proposed change in the shaded area of the courtyard is not appreciable, the proposed value being within 0.8 of the former value. Not x
- The RNIB building stands very close to the boundary making it difficult for any building above the height of the wall not to make an impact on its daylighting. Its shadow is cast in the morning onto the neighbouring site.

reasonable?

Substandard situation worsened

BRE Report p14

"If an existing garden or outdoor space is already heavily obstructed, then any further loss of sunlight should be kept to a minimum."

but much smaller than current appln. ∴ less effect.

As the BRE document states, its guidelines must be applied flexibly. The guidelines make no provision for the special requirements of the users of the RNIB building (i.e. that some of them may prefer lower levels of sunlight and others prefer lower levels of artificial light).

// source?

∴ surely people with visual impairment need good light conditions.

In any case, can't assume that some use would always be made of the site.

∴ Previous area receiving same sunlight = 48%  
 0.8 times = 38%  
 Proposed area = 33%  
 ∴ less than 0.8 times former value.  
 ∴ is substandard

### **3.0 GUIDELINES FOR DAYLIGHT PERFORMANCE**

This study has been carried out with reference to the criteria for assessment outlined in Unitary Development Plan and "Site Layout and Planning for Daylight and Sunlight: A guide to good practice" from the BRE.

The change in the following criteria can be used to assess the impact of a new development on an existing building:

- The vertical sky component
- The no-sky line in the relevant rooms
- The sunlighting in an amenity space

In this case, the vertical sky component and no-sky line have been calculated for windows most likely to be affected by the development i.e. relevant windows of the adjoining corner wall and others to the east.

### **4.0 METHODOLOGY**

In accordance with the BRE guidelines for an existing building, several checks were made for each of the main affected window walls, considering three scenarios:

- The current situation
- The former situation
- With the proposed development

#### **4.1 LIGHT FROM THE SKY: INITIAL CHECK**

This was made by drawing a section in a plane perpendicular to each affected main window wall of the existing building and measuring the angle to the horizontal subtended by the proposed building (as measured from the centre of the lowest window in that wall).

This angle was found to be greater than 25° for several windows, indicating that a more detailed check is needed.

Figure 1 shows the labelling scheme for the windows  
 For the purpose of the study, the following assumptions have been made.

- Rooms on the ground, first and third floors of the adjoining corner wall have south-facing windows only (i.e. windows C, D and F)
- Light from the sky to the fourth floor room on the adjoining corner wall (which is above the level of the proposed development) will be unaffected by the new development
- The centres of windows A, B, E and G are at the same height above ground level

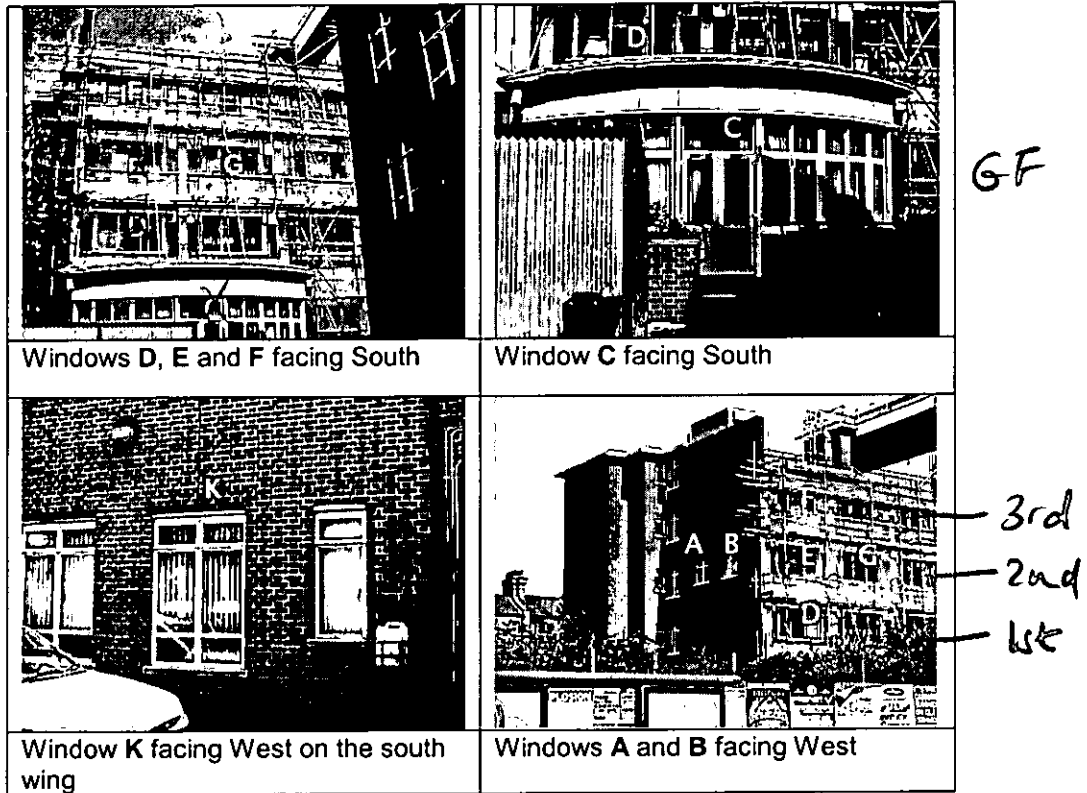
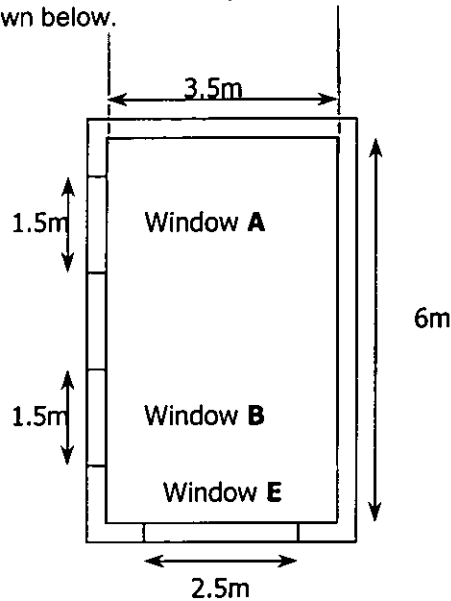


Figure 1

- The room on the second floor of the adjoining corner wall has 2 windows facing west and one facing south as shown below.



- All the other windows studied are the sole window in a room.
- Window C is the front of a large bay-window. This storey of the building is raised 0.5m above ground level making the centre of the window 2.5m above ground level and 4m from the edge of the building. The window head is 0.5m above the centre of the window. The room behind the bay window is 7m x 7m
- Window K is a west-facing ground floor window with dimensions 1.7m x 1m. The room behind window K is an office of dimensions 3m x 4m

#### 4.2 THE VERTICAL SKY COMPONENT (VSC)

The **vertical sky component** at the centre of each main window has been calculated. The BRE guidelines state that windows to bathrooms and circulation areas need not be analysed. Hence, vertical sky components (both existing and with the proposed development) have been calculated for windows to living areas and offices on the walls facing the proposed development and others to the east.

The vertical sky component has been calculated using a specially prepared plan for each window and skylight indicator following the methodology described in the BRE guidelines.

#### 4.3 NO-SKY LINE

To indicate the distribution of daylight in the existing building, the affect of the proposed development on the no-sky lines in each relevant room has been assessed. The no-sky line for a horizontal obstruction parallel to the window and a similar obstruction perpendicular to the window have been assessed for each window.

For a long horizontal obstruction parallel to window, the no-sky line parallel to the window is a distance

$$d = \frac{xh}{y} \text{ from the outside face of the window}$$

x is the distance of the obstruction from the outside window wall  
h is the height of the window head above the working plane  
y is the height of the obstruction above the window head

In the case of the no-sky line caused by an obstruction perpendicular to the window wall, x is the distance on plan from the obstruction to the furthestmost window edge  
h and y are as before

As recommended in the BRE guidelines, a working plane height of 0.85m has been used in calculations for windows **A, B, D, E, F** and **G** which all serve living areas.

The room served by window **C** is used mainly for seated activities, therefore a working plane of 0.7m has been used in calculations. The room behind window **K** is used as an office, so it also has a working plane at a height of 0.7m.

In calculating the no-sky line, the following assumptions have been made.

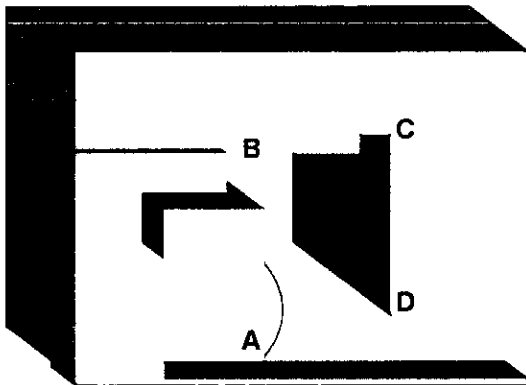
- The window wall is negligibly thin
- The edges of windows **D, E, F** and **G** are 0.5m from the wall on either side
- The height of the construction previously occupying the site of the proposed development was 11m to the apex of the pitched roof — *NB valley not pitched roof!*
- The room housing window **K** has dimensions of 3m x 4m
- The ground floor room housing bay window **C** is 7m x 7m plus the bay window

#### 4.4 SUNLIGHTING IN THE COURTYARD

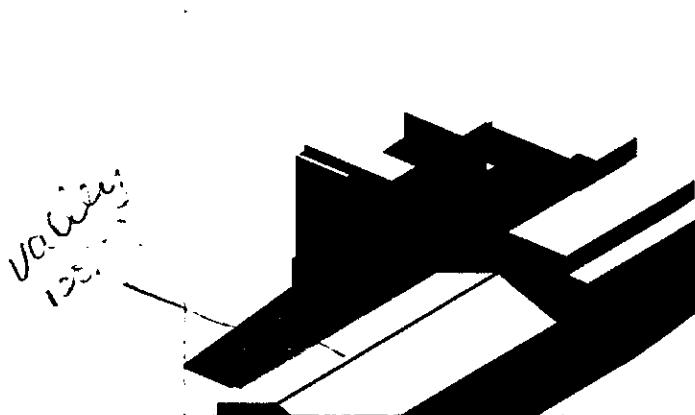
A 3-dimensional computer-modelling programme was used to model the sunlight in the courtyard. Models of the site with and without the proposed development were made for the 21<sup>st</sup> of March and 21<sup>st</sup> of June throughout the hours of daylight up to the time when the sun is at an altitude of 10°.

As suggested in the BRE guidelines, a check for the proportion of amenity area which will be affected by the proposed development has been made from the models.

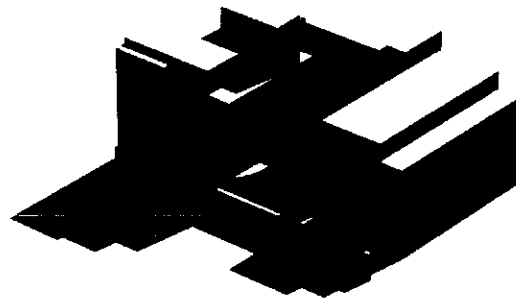
The amenity area is marked **ABCD** on the diagram below. The remaining floor area is a driveway and is omitted from the calculations.



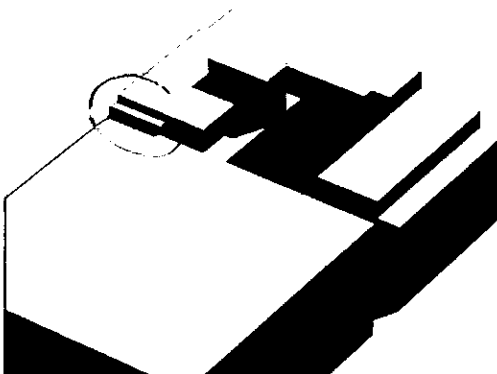
Plan of RNIB with amenity area marked



Previous



Present



Proposed



5.0 RESULTS

5.1 RESULTS OF VERTICAL SKY COMPONENT (VSC) CALCULATIONS

The specially prepared plans for each window from which the vsc has been calculated are shown in Appendix A.

Window	Height of window centre (m)	VSC		0.8 times existing value	Proposed /Existing value
		Existing	Proposed		
A*	8.5	38%	1%	30%	0.03
B*	8.5	40%	1%	32%	0.03
C	2.5	28%	16%	22%	0.57
D	6.0	32%	16%	26%	0.50
E*	8.5	35%	21%	28%	0.60
F	11.5	38%	33%	30%	0.87
G	8.5	28%	25%	22%	0.89
K	1.3	25%	7%	20%	0.28

Plank 2nd floor  
GF bay  
Front 1st  
Front 2nd  
Front 3rd  
Front 2nd  
Plank GF  
Front blocks

\*same room

The BRE guidelines recommend that any reduction of the vsc below 27% be kept to a minimum and a reduction below 0.8 of the former value would be noticeable by occupants.

The vertical sky component for windows A and B will change appreciably, however skylight continues to be available to the room through window E which is less affected (the no-sky line of window E is unaffected) ✓OK

With the proposed development, except for windows G and F, the vsc of the other windows is below 27% and less than 0.8 times its existing value. The change in vsc at window D will be significant, but the no-sky line in the room is unaffected making the change in skylight less appreciable. The vertical sky component to windows F and G and no-sky line in the rooms behind them remains satisfactory. Therefore the levels of daylight in the rooms housing F and G will not be significantly worsened by the development. ✓OK

BRE says will be affected if VSC below standard

The previous structure adjoining the RNIB would have had some adverse effect on the former vertical sky component of all the windows included in the study except F. i.e. The existing vsc values were lower when the previous adjoining structure was in place. Most adversely affected were windows C and K. When the terrace of houses adjoined the site, the value of the vertical sky component to windows A, B, D, E and, to a greater extent, windows C and K was lower than at present. ← calc's ?

Currently, Window K has a vertical sky component of less than 27% (the minimum recommended value). The vsc of the other windows is above this value.

Need to know what was pre exg situation (with previous bldg in place) re windows

- C
- D
- E
- K ?

5.2 RESULTS OF NO-SKY LINE CALCULATIONS

?

Flank 2nd  
Flank 2nd  
Front 2nd  
GF bay  
1st  
3rd  
Front 2nd

Window	No-sky line		Proportional change in no-sky line	Proportional area of working plane able to receive direct sunlight
	Existing	Proposed (m)		
A*	Exceeds room width	0.54	<0.8	? As existing
B*	Exceeds room width	0.54	<0.8	
E*	Exceeds room width	Exceeds room width	Negligible change	60%
C	Exceeds room width	0.90	<0.8	
D	Exceeds room width	Exceeds room width	Negligible change	As existing
F	Exceeds room width	Exceeds room width	Negligible change	As existing
G	Parallel	3.66 across part of the room	3.66 across part of the room	As existing
	Ir	Exceeds room width	Exceeds room width	
K	Exceeds room depth	1.29	<0.8	30%

\*same room

The BRE guidelines state that if the no-sky line moves following a new construction so that area of a room which receives direct skylight is reduced to below 0.8 times its former value, the change will be noticeable to the occupants.

For windows D, E, F and G the window edge from which the no-sky line for a perpendicular obstruction is measured is located 0.5m from the wall. The no-sky line caused by the proposed building therefore falls outside the boundary of the room in these cases.

For windows A, B, C and K the proposed value is less than 0.8 times the former value. In the rooms served by windows K and C the area of the working plane receiving direct skylight is reduced accordingly. However, windows A, B and E are in the same room and direct skylight to the working plane continues to be available via window E.

Sky light to window G is partially obstructed by the south wing of the RNIB building.

The previous structure would have had some adverse effect on the former no-sky line of rooms housing windows C, D and K in the study. Notably, with the previous terrace in place, the no-sky line in the room housing window K was located 1.84m into the room, i.e. 40% of the working plane was able to receive direct sunlight. Comparing the proposed value to this figure gives a proportional change of 0.8 which is in line with the BRE recommendations.

Does this mean that because not <sup>(close enough)</sup> directly in front of window, no effect?  
Doesn't seem to tally with BRE APP D.

### 5.3 RESULTS OF COURTYARD CALCULATIONS

Refer to Appendix B for images of the computer modelling and Appendix C2 for photographs of previous site layout.

Figure 3 shows the existing site on March 21

Figure 4 shows the existing site with the proposed development on March 21

Figure 5 shows the previous site layout on March 21

Sunlight at an altitude of 10° or less is not included. In March this occurs at 17:00.

Time on March 21 <sup>st</sup>	Sunlit proportion of courtyard			Change in existing compared with previous	Change in previous compared with proposed
	Existing	Proposed	Previous		
08:00	0%	0%	0%	No change	No change
09:00	0%	0%	0%	No change	No change
10:00	0%	0%	0%	No change	No change
11:00	0%	0%	0%	No change	No change
12:00	8%	8%	8%	No change	No change
13:00	25%	25%	25%	No change	No change
14:00	32%	5%	15%	0.2	0.3
15:00	25%	0%	1%	0.0	Minimal change
16:00	35%	0%	0%	0.0	No change

Areas which do not receive any direct sunlight on the 21<sup>st</sup> of March will be in the shade throughout the winter. Those areas which receive some sunlight on this date will also receive sun in summer.

The BRE guidelines suggest that no more than 40% of an amenity area should be prevented from receiving sunlight at some time on March 21<sup>st</sup>, preferably no more than 25%.

#### Existing sunlighting

On March 21<sup>st</sup>, without the new development, the existing building shades the courtyard almost completely at most hours of the day. Some sunlight will begin to reach the courtyard in the afternoon. At 14:00 this reaches a maximum with 25% of the courtyard un-shaded. The existing wall along the site boundary begins to cast a shadow at about 14:00 which prevents the proportion of the courtyard able to receive direct sunlight at any given time from rising above 35% on this date.

38% of the courtyard is prevented from receiving direct sunlight at some time on 21<sup>st</sup> of March. This figure falls within the recommended guidelines

Standard = 25-40%

#### Sunlighting with proposed development

On the same date and with the new development in place the courtyard is shaded by the existing building as before until 14:00. Some sunlight reaches the adjoining corner rooms from midday. Maximum sunlighting of 25% occurs at 13:00. After this time the courtyard will remain shaded for the rest of the day.

67% of the courtyard is prevented from receiving sunlight at some time on 21<sup>st</sup> of March

#### Sunlighting with previous site layout

There was considerable shading of the courtyard of the RNIB with the row of terrace houses which previously occupied the adjoining site. Comparing the proposed shading with the previous layout, the shading is the same until 14:00. At this time slightly more sunlight was able to reach the courtyard than with the proposed layout. However, after this time the shading with the former layout and the shading with the proposed layout is almost identical. With the former layout, 52% of the courtyard was prevented from receiving sunlight at some time on 21<sup>st</sup> of March.

48% could receive sun  
x 0.8 = 38%

4.8  
7.6  
2.2

The courtyard of the RNIB building is currently poorly lit. The BRE guidelines suggest that in this case, reductions below 0.8 of the former value should be kept to a minimum.

Up until 14:00 the amount of shading is identical for both situations. After that time there is a significant decline in the amount of sunlight reaching the courtyard between 14:00 and 16:00. The situations at 17:00 is identical.

Because the existing layout causes the courtyard to be heavily obstructed, there are at present many areas of the courtyard which do not receive the sun throughout the winter. This area will increase slightly along the southerly wall of the courtyard with the proposed development and will be similar to its former size when the row of terrace houses adjoined the site.

NB There will be sunlight <sup>at higher levels</sup> implies for rooms facing onto courtyard, but not tested.

No, it will be less than 0.8 times former value. //

6.0 DISCUSSION

2nd floor, south facing, rear block

Windows A, B, and E belong to the same room. The effect of the proposed development will be greatest in this room. Vertical sky components and no-sky lines for windows A and B will be depreciated by the development. However, although the total amount of daylight entering the room will be reduced appreciably, direct skylight to almost the entire working plane will continue to enter the room through window E. The Daylight Calculation Report in Appendix C shows that with the proposed development in place the daylight factor within the room can still meet British Standard BS 8206: Part2: 1992 if supplementary artificial lighting is available. ! Reasonable ?!

? X  
✓

Previously, an adjoining terrace of houses caused shading in the room housing window K. Comparing the proposed shading in this room with the former situation, the change is not significant in accordance with the BRE guidelines. GF, west facing front block.

At present, shading caused by the configuration and orientation of the RNIB building combined with the shadow cast by a 3.5m wall running the length of the existing site causes significant shading to the lower storeys and across the courtyard. Currently, much of the courtyard does not receive direct sunlight until late in the afternoon. The images of the model show that the ground floor bay window currently receives some direct sunlight on March the 21<sup>st</sup> and therefore also throughout the summer months.

With the addition of the new development, RNIB will still receive direct sunlight though for less time; 67% of the courtyard is unable to receive sunlight at any time on March 21<sup>st</sup> which is above the maximum 40% BRE guideline. However, the former site layout also caused levels of shading above the recommended level. i.e. when compared to the previous situation, the sunlighting to the courtyard is not significantly worsened by the proposed new development. When compared to the previous situation, the proposed change in the shaded area of the courtyard is not appreciable, the proposed value being within 0.8 of the former value.

No its not.  
Former value was 48% sunlight  
 $48 \times 0.8 = 38.4\%$   
proposed value would be 33% sunlight.  
less than 0.8 times.

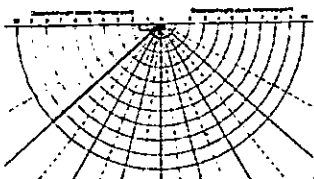
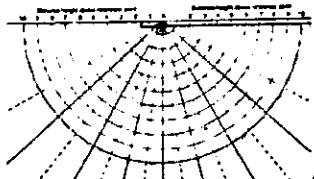
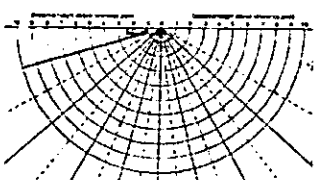
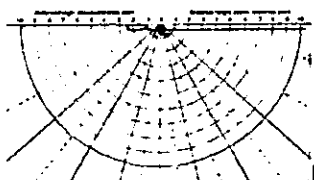
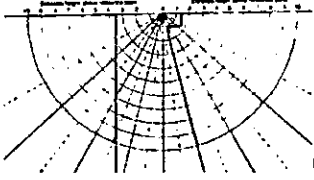
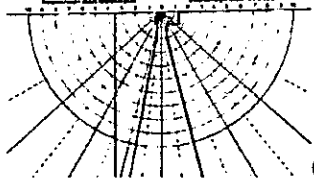
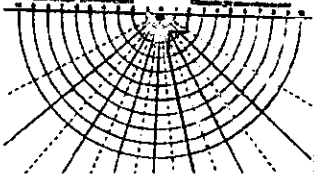
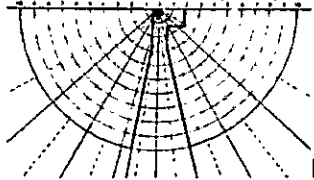
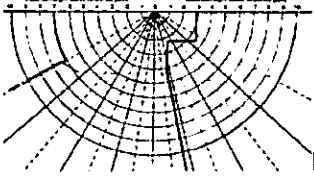
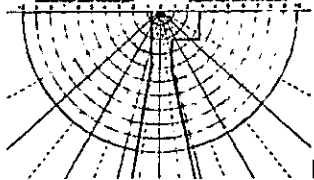
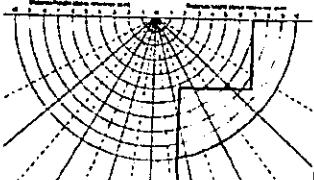
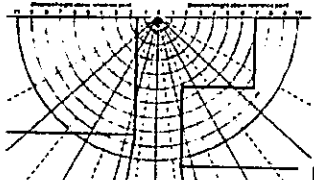
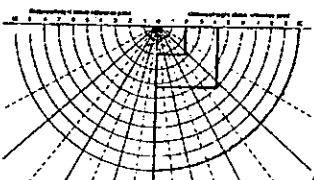
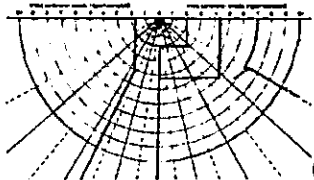
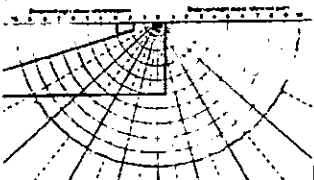
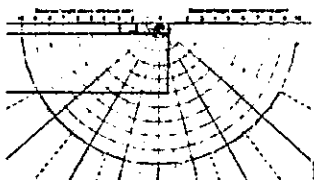
but already a substandard situation which guidance says should not be worsened  
check BRE wording

What about 1st floor, S. facing, rear block, Window D:  
VSC calc?

$62 \times 0.8 = 49.6$

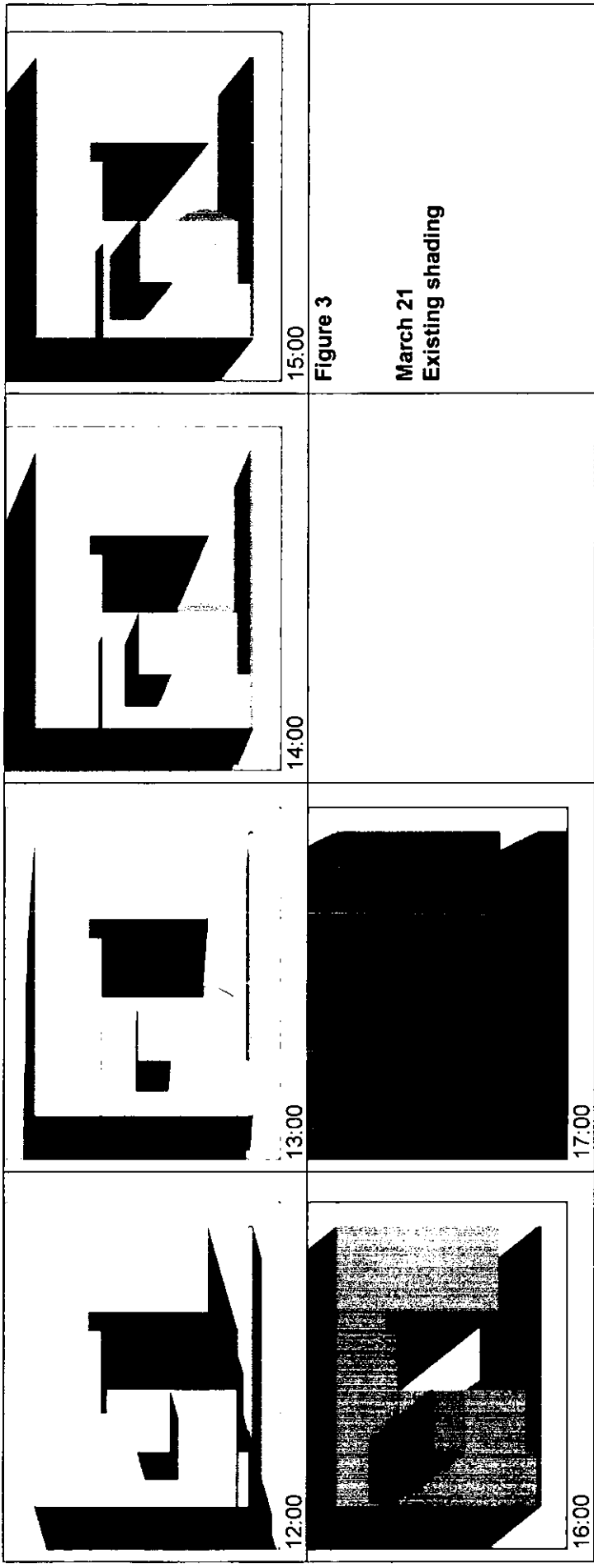
$6.2 \times 8$

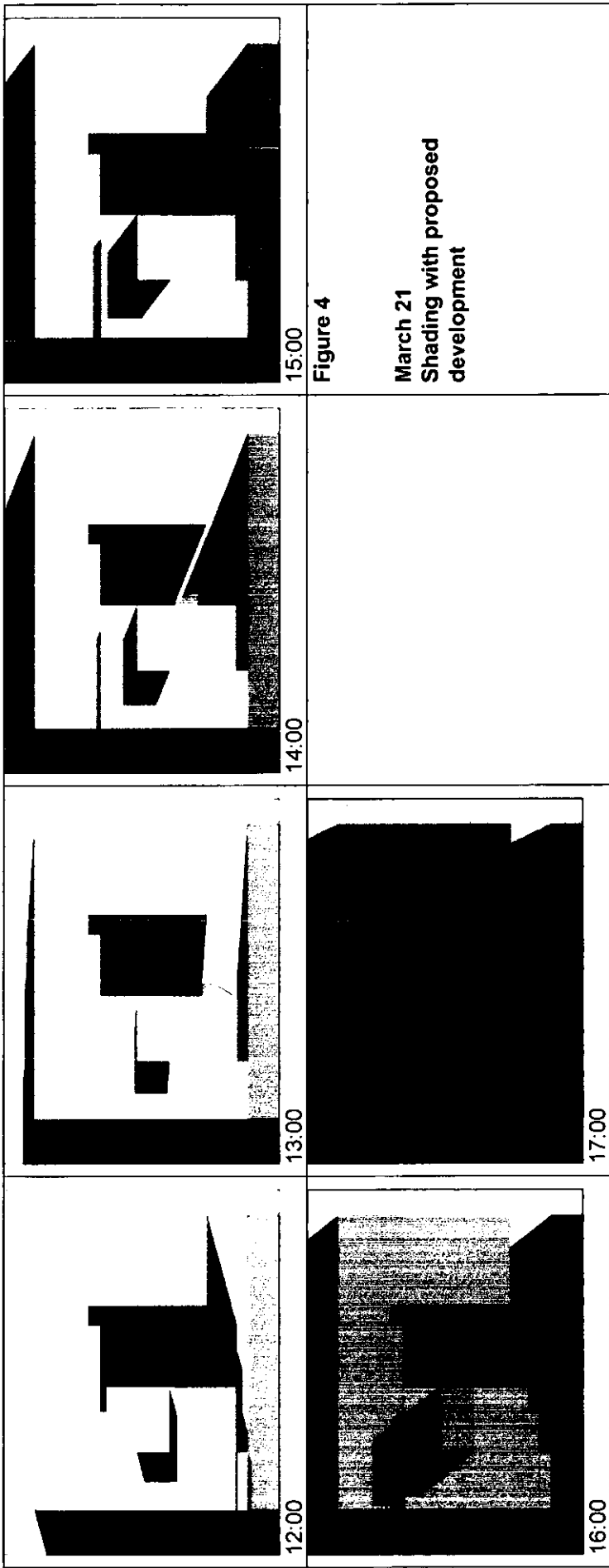
**APPENDIX A**  
**SPECIALLY PREPARED PLANS**

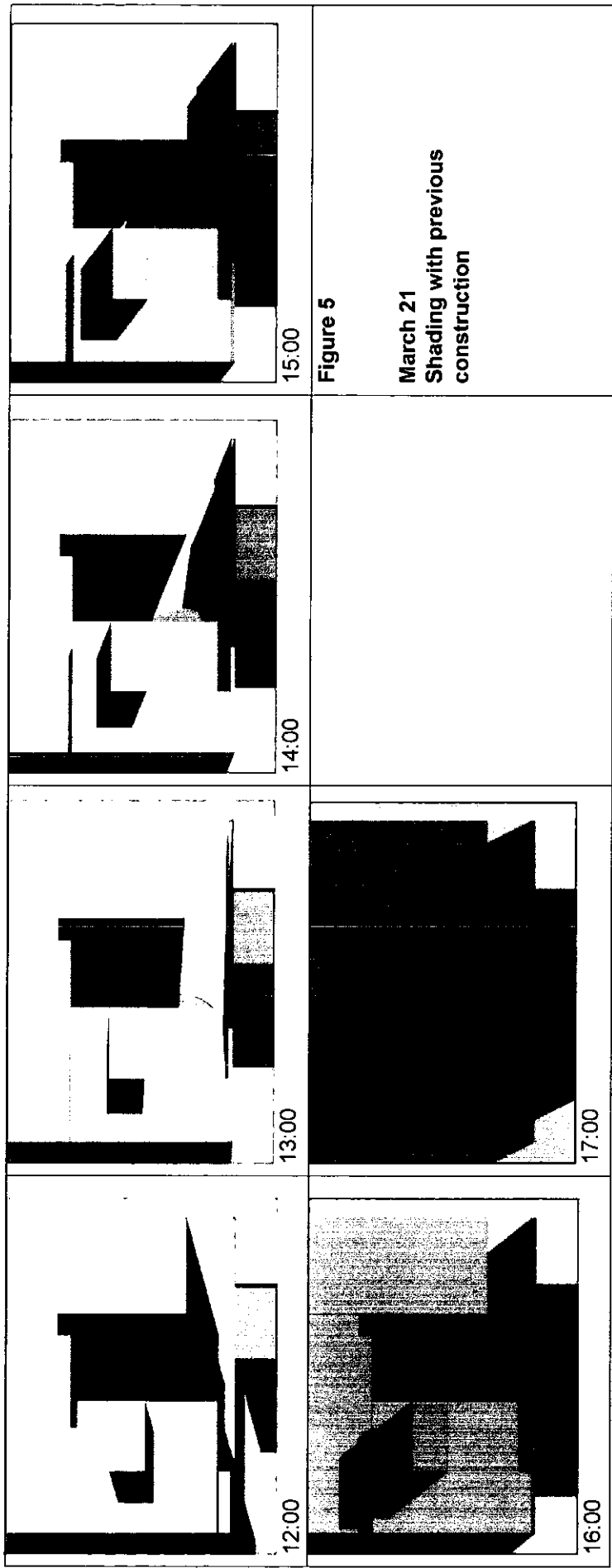
A		SPECIALLY PREPARED PLANS
EXISTING	PROPOSED	
		2nd flank near block
		"
		GF bay near block front
		1st near block front
		2nd near block front W
		3rd near block front
		2nd near block front E
		GF flank front block,

**APPENDIX B**  
**SHADOW PLOTS**









**APPENDIX C**

**REFERENCE MATERIAL**

**C1 Reference Drawings**

The impact study has been made with reference to the following drawings:

Drawing Title	Drawing No.	Date	Architect
Plan, Section, Elevations	DRG.BG/CAN/LC/01/01	02/00	Bryden Wood
Location Plan	1:1250	1996	OS
Location Plan	1:1250	1989	OS

*we don't appear to have this -*

**C2 Photographs**

The impact study has been made with reference to the following photographs:

Photographs	Supplied by	Date
Miscellaneous photographs: Existing Site	Bryden Wood Architects	29/8/00
Miscellaneous photographs: Existing Site	Whitby Bird & Partners	21/8/00
Miscellaneous photographs: Previous Site	Jones Lang LaSalle	c.1989



Looking East at RNIB and previous construction to the South



Looking North at previous construction with part of RNIB to the East



Looking South at previous terrace

*NRB photos show original bldgs had valleys roofline not pitched with gable*

**APPENDIX D**  
**DAYLIGHT CALCULATION REPORT**

**Whitby Bird & Partners**  
ENGINEERS  
engineers

**CANALOT 2, LONDON**

*Daylight Calculation Report*

05 May 2000

Whitby Bird & Partners  
60 Newman Street  
London  
W1P 4DA  
Tel: 020 7631 5291  
Fax: 020 7323 4645  
E-mail: london@whitby-bird.co.uk

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1.0	INTRODUCTION	3
2.0	DAYLIGHT CALCULATIONS	3
3.0	CALCULATIONS AND RESULTS	4
4.0	CONCLUSIONS	4
5.0	APPENDIX A - Calculation Details	5



Revision History

Rev	Date	Purpose/Status	Document Ref.
0	22/2/00	Rev 0	Daylight Calculations Report
1	05/05/00	Revised calculation assumptions	Daylight Calculations Report

Approved by:

\_\_\_\_\_

Duncan Price, Associate

**DAYLIGHT CALCULATIONS CHECK FOR CANALOT 2**

**1.0 INTRODUCTION**

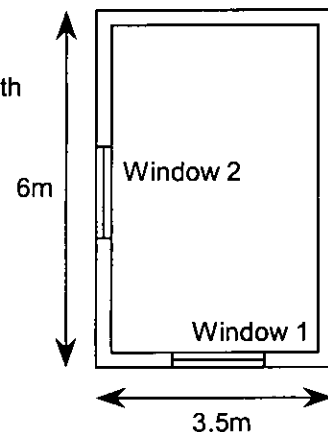
Whitby Bird & Partners have been commissioned to undertake a daylight survey on this existing building known as RNIB located at London.

The object of these calculations was to establish the daylight factors attributed to this existing building, should the proposed new build Phase-2 development be constructed nearby.

**2.0 DAYLIGHT CALCULATIONS**

Daylight calculations have been undertaken on the corner room of this five-storey existing building. For the purpose of this report, the following assumptions have been made:

- Rooms on ground, first, third and fourth floors have south-facing windows, only (Window 1).
- The room on the second floor has windows facing both south and west (Windows 1 and 2 respectively).
- Both Windows 1 and 2 have identical dimensions of 2.3m(L) x 1.48m(H).
- All windows shown are assumed to be *clear and single-glazed* with diffuse transmittance of 0.8,
- The only surveyed room is that with both a south and west facing window
- The surveyed room is a *residential flat purpose*, located in *urban area* and *normal exposure for locations*
- The internal surface finishes are to be described as *medium walls and floor cavity* with the area-weighted average reflectance taken as 0.5,
- No daylight obstructions should occur at the southern facade of the rooms undertaken (i.e., all vertical angles subtended by visible sky on Window 1 is taken as 90°),
- Supplementary electric lighting is to be provided and used throughout the daytime.



In additions to the Lighting Calculation Drawings (Ref. BG/CAN/LC/01/01) issued by Bryden Wood Associates, the following legislation design have also been utilised to produce these calculations documents (see Appendix B for relevant reference used):

- CIBSE Lighting Guide LG10:1999 - Daylighting and Window Design, and
- BS 8206:1992 - Lighting for Building, Part 2: Code of Practice for Daylighting.

The criteria used may be summarised and quoted as follows:

*" If the room is not too deep or obstructed, and average daylight factor of 5% or more will ensure that an interior looks substantially daylight, except early in the morning, late afternoon or on exceptionally dull days.*

*An average daylight factor below 2% generally makes a room look dull; electric lighting is likely to be in frequent use. In domestic interiors, however, 2% will give a feeling of daylight, though some tasks may require electric light.*

*The BS 8206 code of practice recommends average daylight factors of at least 1% in bedrooms, 1.5% in living rooms and 2% in kitchens, even if a predominantly daylight appearance is not required. "*

### 3.0 CALCULATIONS AND RESULTS

The outdoor illuminance and corresponding indoor illuminance can fluctuate considerably with time even when under overcast sky. Use is therefore made of the term *average daylight factor*, a measure of the amount of skylight in a room.

Equation 2.2 taken from the CIBSE LG10:1999 was used to determine the average daylight factors for the 5 chosen areas.

The works undertaken are as follows and as detailed in Appendix A,

- Area 3 - Second floor corner room with the visible sky angle of 13° on western façade,

The results found can be summarised as follows:

Floor No.	Averaged Daylight Factor
Second	3.76%

### 4.0 CONCLUSIONS

The results show that an average daylight factor of 3.76% is achieved after construction of the new building

On the conditions of all the assumptions stated in Section 2 being fulfilled, these figures will comply with the 2% threshold given by BS 8206:Part 2:1992. As a result, if supplementary artificial lighting is available within each room, the indoors natural daylight levels will be adequate.

5.0 APPENDIX A - Calculation Details

The average daylight factor was calculated as follows,

$$\text{Average Daylight Factor } \overline{DF} = \frac{TA_w\theta M}{A(1-R^2)}$$

- Where T = diffuse transmittance of the glazing material
- A<sub>w</sub> = total glazing area (m<sup>2</sup>)
- θ = vertical angle subtended by visible sky (degree)
- M = maintenance factor
- A = total area of interior surfaces (m<sup>2</sup>)
- R = area-weighted average reflectance

(2<sup>nd</sup> Floor)  $\overline{DF} = \frac{TA_w\theta M}{A(1-R^2)} = \frac{0.8 \times (3.404 \times 13 + 3.404 \times 90) \times 0.92}{91.4 \times (1 - 0.5^2)} \approx$   
3.76 %

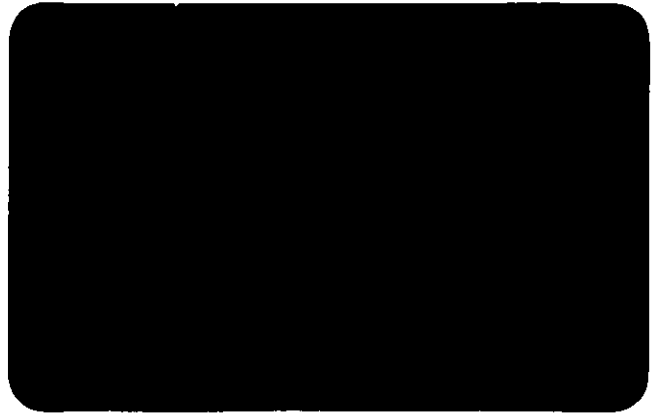
**6.0 APPENDIX B - References Used**



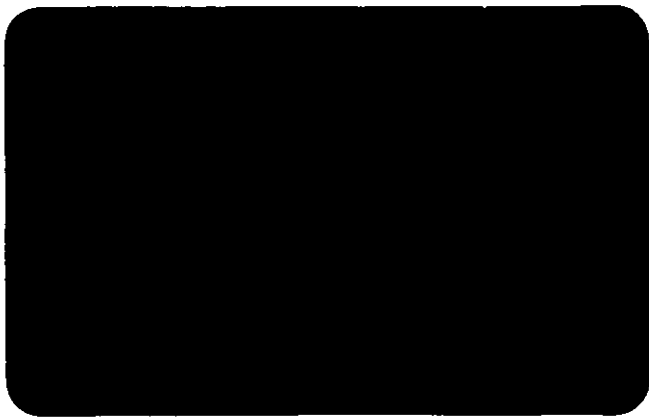


COLIN  
**BUCHANAN**  
AND PARTNERS

*Planning, Transport, Economics,  
Software, Market Research*



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COLIN  
**BUCHANAN**

AND PARTNERS

*Planning, Transport, Economics  
Software, Market Research*

S B GRAY /

**Canalot Phase II**

Parking Study

Project No: 36941  
November 1998

Newcombe House  
45 Notting Hill Gate  
London W11 3PB

Telephone: 0171 309 7000  
Fax: 0171 309 0906  
email: [CBP@CBUCHANAN.CO.UK](mailto:CBP@CBUCHANAN.CO.UK)

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Figure 3.1	Extent of parking surveys
Figure 3.2	Parking beat locations (west half)
Figure 3.3	Parking beat locations (east half)
Figure 3.4	Location of "valid" spaces at 21:30 (west half)
Figure 3.5	Location of "valid" spaces at 21:30 (east half)

## **APPENDICES**

Appendix 1	Results of parking surveys
------------	----------------------------

## **1. INTRODUCTION**

### **1.1 Study Background**

1.1.1 Colin Buchanan and Partners (CBP) have been commissioned by Mr S B Gray to provide advice on off-site parking matters associated with the proposed extension to the Canalot Production Studios.

1.1.2 The proposal is to extend the number of studios and provide a new A3 licensed restaurant/bar use at the site adjacent to the existing building on Kensal Road, W10.

### **1.2 Scope of Report**

1.2.1 The scope of this project report has been established through liaison with development control and parking officers at The Royal Borough of Kensington & Chelsea (RBK&C), and the client. It solely deals with the salient issues relating to the expected increase in parking demand during the evenings as a result of the proposed A3 use.

1.2.2 Section 2 of this report provides a brief overview of the existing traffic conditions in the Kensal Town area, and the development proposals.

1.2.3 Section 3 contains an explanation of the survey work undertaken and an analysis of the results.

1.2.4 Section 4 compares the proposed traffic generation of the A3 use with the parking capacity at the time of peak demand.

1.2.5 Section 5 summarises the project and provides our conclusions.

## 2. EXISTING CONDITIONS AND PROPOSALS

### 2.1 Site Location

2.1.1 The proposal site is located on the north side of Kensal Road, W10 and encompasses the properties from Nos. 196-208. The site is shown in a local context in Figure 2.1

2.1.2 The surrounding area has a mix of land uses to the south, including three schools, some light industrial and commercial development, and an extensive area of medium/high density residential uses (some of which is council housing). To the north/rear of the site is the Grand Union Canal (Paddington Branch) which separates Kensal Town from West Kilburn. On the north bank of the canal are a number of residential properties which have frontage onto Harrow Road.

### 2.2 Local Highway Network

2.2.1 Kensal Road runs east-west through the Kensal Town area, approximately following the line of the canal. It is a two-way single carriageway of varying width (approximately 7.0m-10.0m), and provides a secondary route from Great Western Road (at Westbourne Park) to the north end of Ladbroke Grove.

2.2.2 LT Buses operate a bus route along Kensal Road on Monday to Saturday (the No. 23) at approximately 10 minute intervals throughout the day in both directions. The route of the 23 is between Ladbroke Grove and Aldwych via Paddington and Oxford Circus (extended to Liverpool Street Station on Monday to Friday).

2.2.3 An extension of the Borough's CPZ several years ago has meant that there are daytime parking controls on Kensal Road and the adjoining side-streets in Kensal Town.

2.2.4 Officers at RBK&C have expressed concern that the opening of a new A3 use at the Canalot site will have a detrimental impact on residential parking amenity outside the hours of control. These concerns have been raised following the opening of the Cobden Club at the eastern end of Kensal Road, which RBK&C consider to have caused congestion and increased parking pressure on Kensal Road and adjacent streets in the late evening. In order to alleviate this problem, RBK&C propose to implement further 24 hour waiting restrictions on the north side of Kensal Road.

2.2.5 The basic changes that RBK&C are keen to implement concern changing the single yellow line on the north side of Kensal Road (from Canalot eastwards to the Golborne Road bend approximately) to double yellow line (i.e. 24-hr waiting/loading restriction). The reason cited for this is to ensure that two-way vehicle movements can be maintained on Kensal Road on its eastern end, which narrows down to approximately 7.3 metres. Existing parking 'out-of-hours' on both sides of Kensal Road mean that the effective carriageway width can be as little as 3.7m, which is inadequate for a two-way bus route.

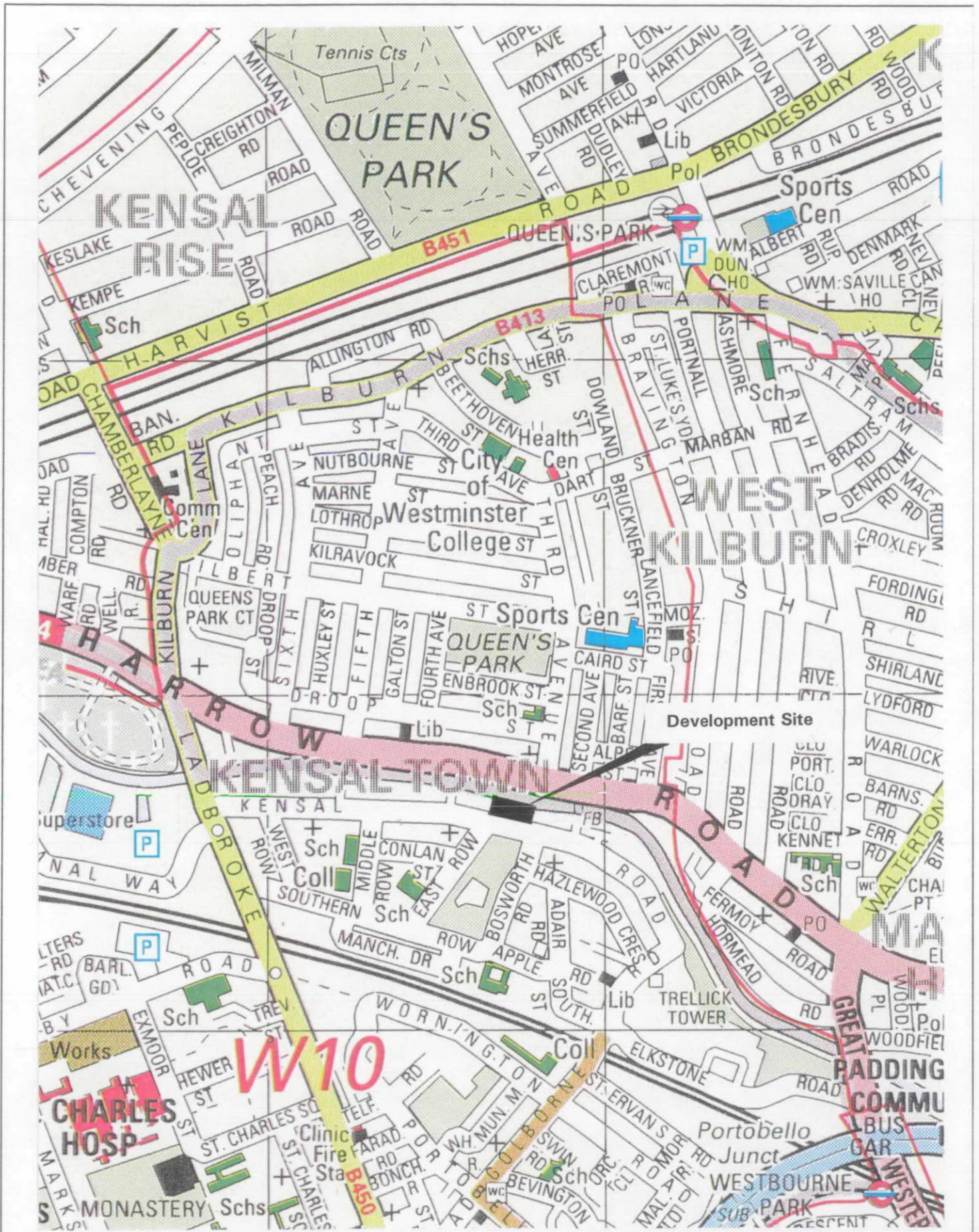
2.2.6 Parking is to remain "as existing" on the south side of Kensal Road for residents and long-stay Pay & Display. Although this proposal was not implemented at the same time as the rest of the CPZ, they believe that activity outside the club - opposite Holmefield House - has worsened conditions (by increased parking and taxi set downs/pick ups) in the late evenings.


2.2.7 RBK&C informed CBP that this has been a long term objective and is not as a result of the application for Canalot Phase II, although they consider that the proposed A3 use will not lessen this existing problem.

### **2.3 The Proposed Development**

2.3.1 The proposed development will contain an extension to the existing Canalot Studios, consisting of a number of small commercial units for businesses involved in the media and associated industries. In addition to the increased number of studios, a new A3 restaurant/bar use is proposed.

2.3.2 The gross floor area (GFA) of the proposed A3 use is 353 sq. m, as shown in the architects drawing. Using an occupancy rate of 1.33 sq. m per person (RBK&C estimate for heavily licensed restaurants), this equates to a capacity of 265 people.



 <p><b>COLIN BUCHANAN AND PARTNERS</b> <i>Planning, Transport, Economics, Software, Market Research</i></p>	Drawing Title:	Client:	S B Gray	
	Site Location in a Local Context	Job Title:	CANALOT PHASE II	
		Scale:	NTS	Drg No. <b>Fig.2.1</b>
		Date:	OCT 1998	

### 3. PARKING SURVEYS

#### 3.1 General

3.1.1 As outlined in paragraph 1.2.1 the project brief required parking beat surveys to be undertaken in the Kensal Town area during a weekday evening. This was further to a request by RBK&C to provide information on parking capacity and demand, and hence demonstrate that the development can be accommodated satisfactorily and without detriment to residential parking amenity.

#### 3.2 Methodology of Surveys

3.2.1 CBP have had discussions with parking and highways officers at RBK&C to establish the parameters and methodology of the parking surveys. The main aspects agreed are explained in this section.

3.2.2 Parking beats were to be undertaken at 5.30PM, 8.30PM, 9.30PM and 10.30PM on a Thursday, during school term-time (residential parking conditions are often considered unrepresentative during traditional holiday periods).

3.2.3 In estimating the level of yellow line available after the end of the control hours (6.30PM), the surveyors were to classify the single yellow line (SYL) in two distinct categories.

- SYL which can be parked upon (basically "loading only" during the control hours);
- SYL which should not be parked upon (i.e. corner radii, across driveways, where parking may obstruct vehicle movement).

Therefore any parking which was observed on the latter type was to be considered as "illegal" in the analysis.

3.2.4 Parking on the former type of yellow line was to be calculated from the metreage of each stretch broken down into the nearest multiple of 5m. Any empty metreage in kerbside parking was only to be counted as "spare space" if it was at least 5m in length (i.e. a car could parallel park in it). Therefore if vehicles were found to be "badly parked" and there were two x 2.5m gaps remaining this would not be counted as one spare space. If vehicles were parked very close together and there were say, seven in a 30m stretch, this would still be considered as only 100% occupied, not 117%.

3.2.5 The surveyors were to note the following items on each type of “regulation” – cars parked, spaces remaining, and double-parking. These could then be compared with the pre-measured notional capacity of the regulation to identify spare capacity in the street (by regulation type and time).

3.2.6 The peak time is considered to be at 9.30PM (when the A3 use will be fully occupied).

3.2.7 The extent of the parking surveys were agreed with RBK&C as a radius of approximately 300m from the proposed development frontage on Kensal Road (300m being assumed as the maximum walk distance). As the canal is located to the rear of the development, it was agreed that the area would extend southwards only from the canal. The resulting area was almost the same as the “boundaries” formed by Ladbroke Grove, the railway lines to the rear of Manchester Drive, and the junction of Golborne Road/Elkstone Road. This is illustrated in Figure 3.1.

3.2.8 The streets included in the parking beats are listed below:

- Kensal Road
- Golborne Road
- Hazlewood Crescent
- Golborne Gardens
- Southam Street
- Adair Road
- Appleford Road
- Bosworth Road
- Southern Row
- East Row
- Conlan Street
- Middle Row
- West Row

3.2.9 CBP carried out a detailed inventory of the CPZ regulations on each of these streets, to identify the start/end point, and metrage of each regulation on the beat, and the suitability of sections of single yellow line for parking (i.e. SYL1 or SYL2).

3.2.10 The parking beat maps are shown in Figures 3.2 and 3.3, with the details of regulations and metrage given in the survey results in Appendix 1.

3.2.11 In addition to the beat surveys surveyors were asked to observe and note down any unusual parking/traffic events which occurred during the period.



### 3.3 Results of Parking Surveys

3.3.1 The parking beats surveys were carried out on Thursday 9<sup>th</sup> July 1998, for the following start times:-17:30, 20:30, 21:30 and 22:30. These times were selected to provide information on conditions:

- before the end of control hours;
- before peak demand at the A3 use;
- during the peak demand for the A3 use;
- after the peak demand for the A3 use.

3.3.2 The surveyors noted that on the night of the survey, there was a party at 'The Brasserie' (in Canalot Production Studios) from approximately 6.30PM to early morning. In addition the Cobden Club had a launch party, to which people were observed arriving from approximately 5.30PM onwards.

3.3.3 The results have been summarised in the following table, and the full survey results are contained in Appendix I.

**Table 1: Results of the Parking Surveys**

Start time (hh:mm)	Total length (m)	Total spaces unoccupied (see note 1)	Average occupancy of total metrage	Valid length (m)	Valid spaces unoccupied (see note 2)	Average occupancy of valid metrage
17:30	5,085	558	39%	1,632	134	59%
20:30	5,085	586	36%	2,132	227	47%
21:30	5,085	592	34%	2,132	245	43%
22:30	5,085	571	36%	2,132	236	45%

*Note 1: Total length and spaces unoccupied includes SYL1, SYL2, DYL, zig-zags, residents, pay & display, etc.*

*Note 2: Valid length and spaces unoccupied is only SYL1 and pay & display. Residents, DYL, SYL2 and zig-zags are excluded.*

3.3.4 In considering the "valid scenario", residents' parking spaces have been discounted from the total metrage, even though they can be legally used outside control hours. The reasoning behind this methodology is to ensure that there will be sufficient kerb space for public parking without any detriment to "residential amenity", which is one of RBK&C's primary concerns.

3.3.5 It is clear from the table there is a 500m increase in available kerb space after the end of the control period (6.30PM). This translates to approximately 100 extra spaces on-street for public use. The situation remains fairly settled for the rest of the evening with 245 spaces available at 9.30PM, which is the time when RBK&C consider the proposed

restaurant at Canalot Phase II to be at peak operating capacity and the maximum number of cars will be parked in the area.

3.3.6 CBP have also carried out a similar exercise using the resident spaces as “valid” (i.e. the “real scenario”) outside control hours. The results show that in reality there is kerb space totalling 3173m available after 6.30PM, which translates to an additional 308 spaces available on-street for public use, or 634 valid spaces in total. During this period there is a total number of unoccupied spaces in the area ranging between 278 and 309.

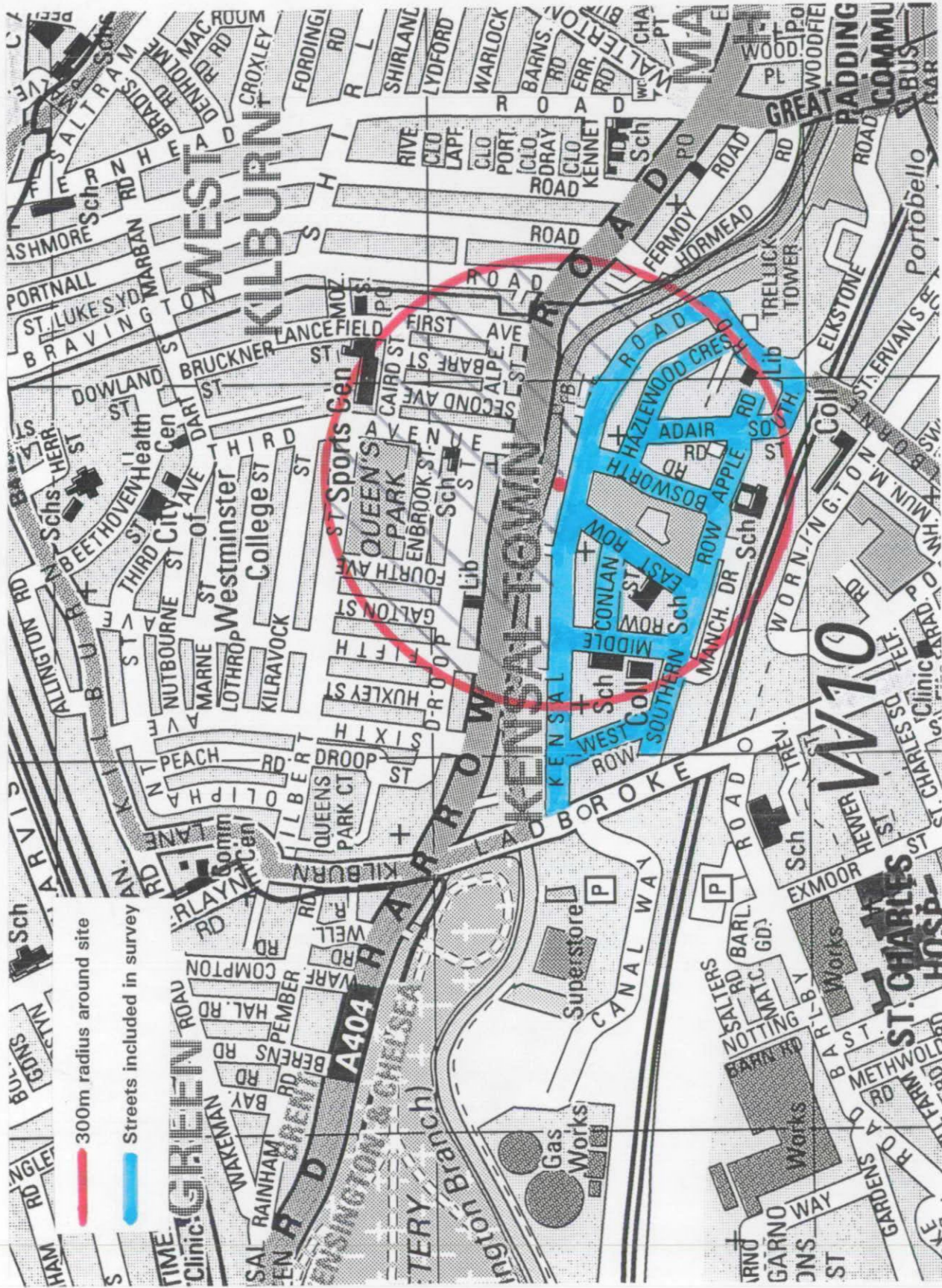
3.3.7 By considering the volume of parked cars currently on “unsuitable” single yellow line (SYL type 2) outside control hours it is possible to gauge the numbers of displaced vehicles that will transfer onto valid parking kerb space in the event of RBK&C implementing 24hr. waiting restrictions on some current sections of single yellow line at a future date. The effect of this would result in a reduction in the level of “real scenario” spaces unoccupied to a range between 205 and 219, and “valid scenario” spaces unoccupied to a range between 141 and 181.

3.3.8 Using this methodology at the peak time of 9.30PM there would be 146 spaces available (this is very much worst-case assessment). The locations of these spaces are shown in Figures 3.4 and 3.5.

3.3.9 Therefore it seems logical to progress on the basis that there are approximately 150 on-street parking spaces available for use by customers of the proposed A3 use at Canalot Phase II.

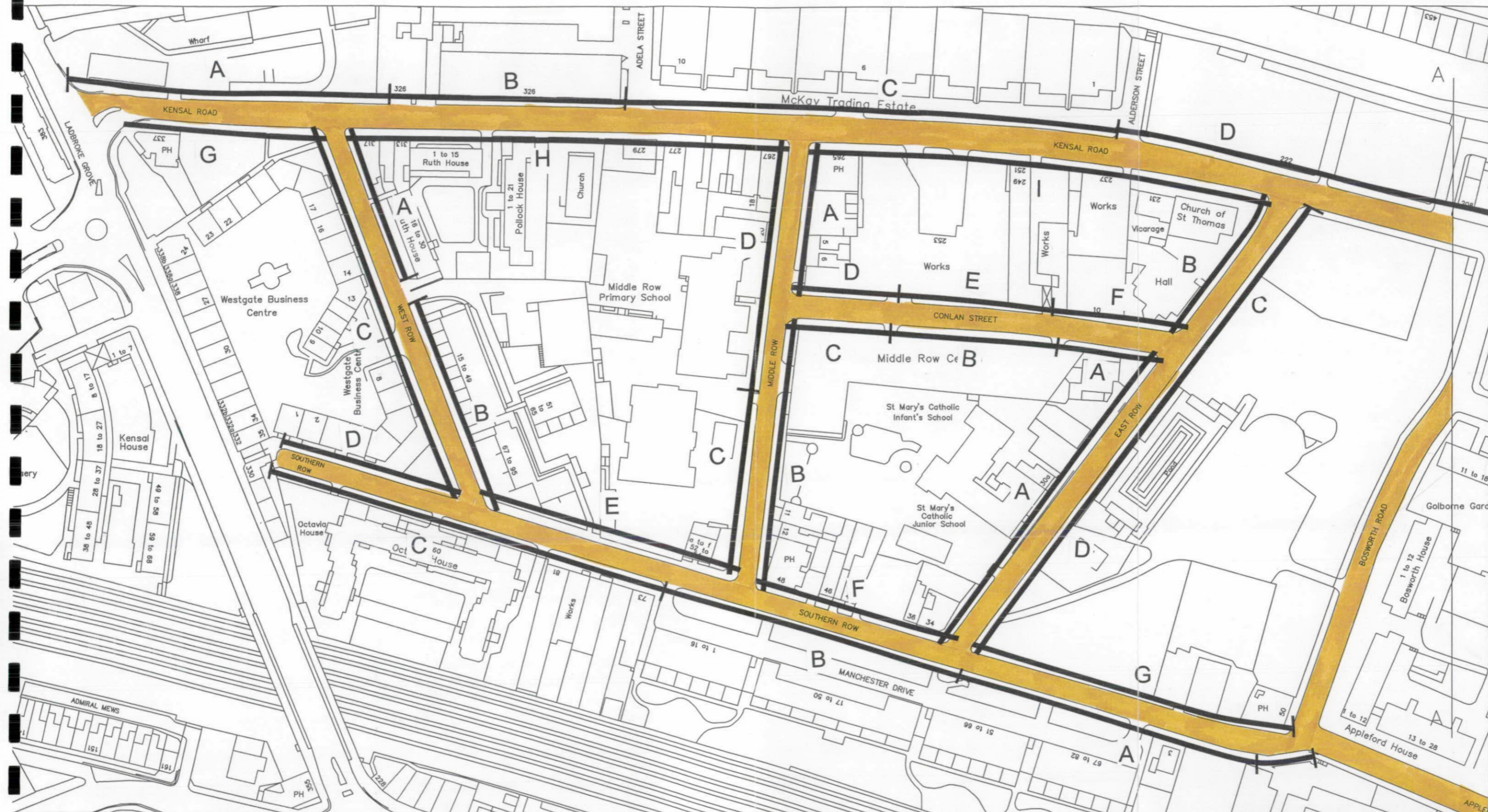
3.3.10 It should be noted that at the peak time of 9.30PM, 68 of the available spaces (observed in the survey) were on Kensal Road. Therefore CBP consider that there will not be a significant impact on the adjoining residential streets.


3.3.11 The relationship between the number of parking spaces available on-street at 9.30PM and the demand for car parking by customers of the proposed A3 use is examined in the following Chapter.

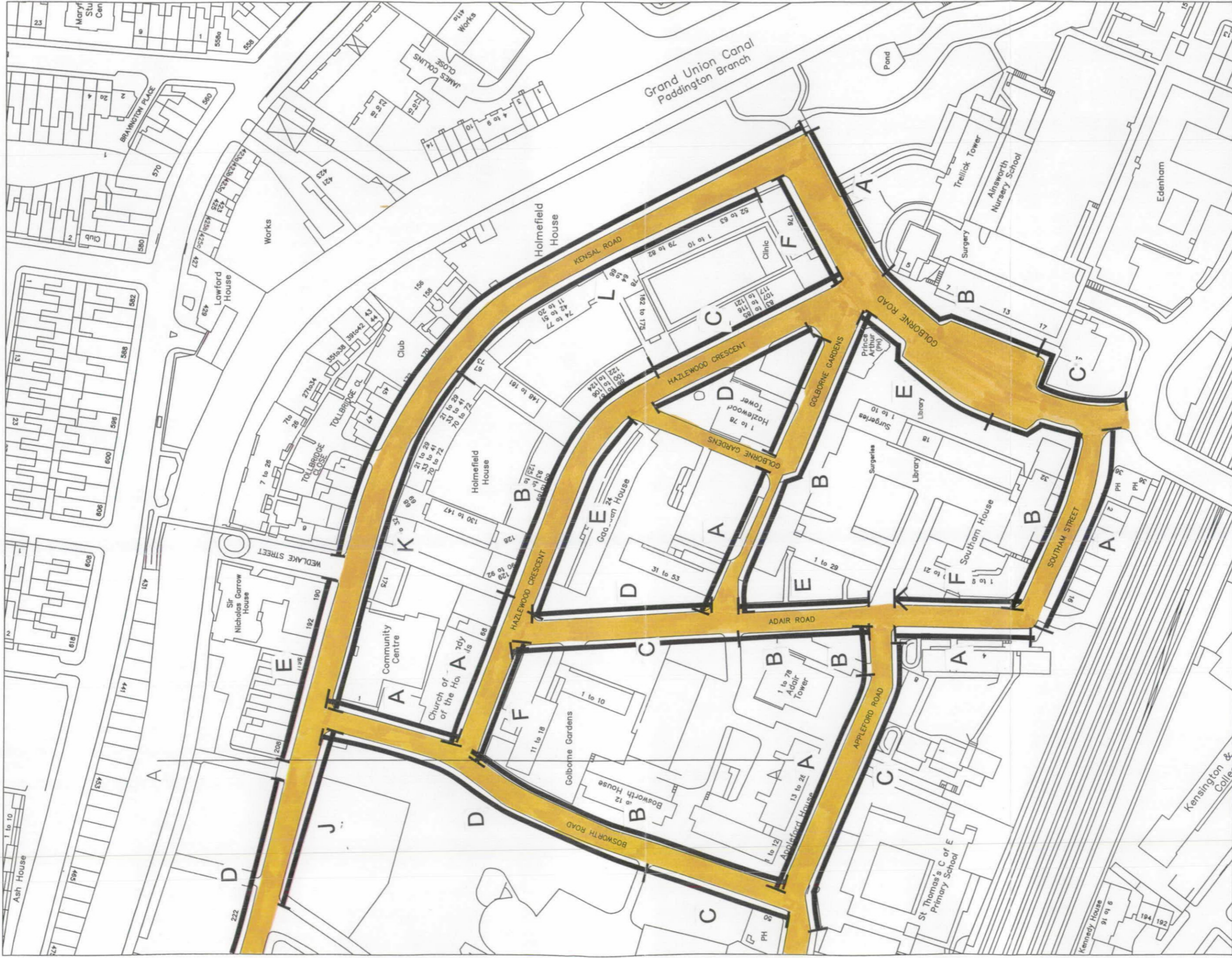


300m radius around site  
Streets included in survey

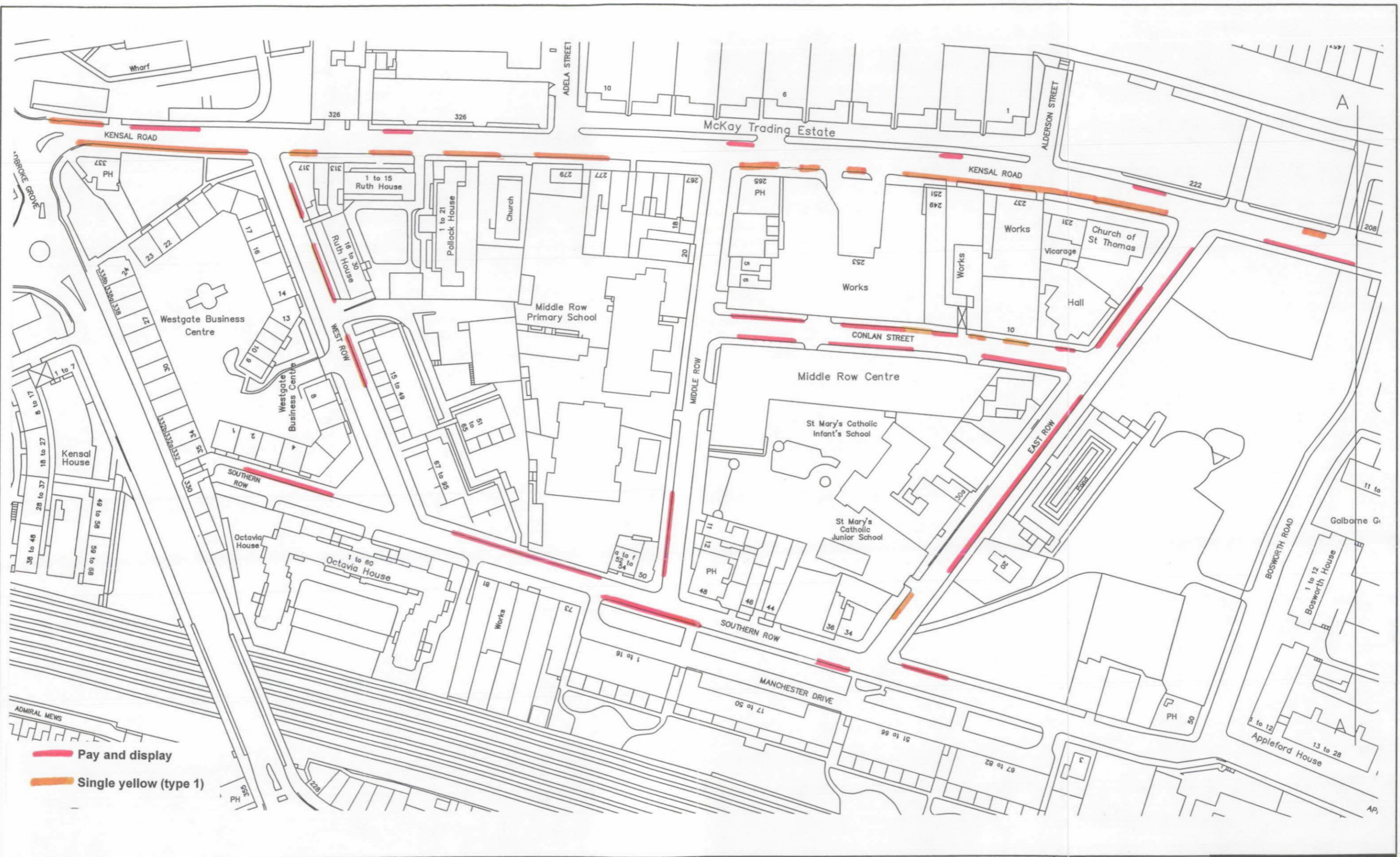
<b>COLIN BUCHANAN AND PARTNERS</b> Planning, Transport, Economics, Software, Market Research	Drawing Title: <b>Extent of Parking Surveys</b>		Client: <b>S B Gray</b>	Scale: <b>NTS</b>
	Job Title: <b>Canalot Phase II</b>		Drawn by: <b>SRR</b>	Date: <b>OCT 1998</b>
<b>Fig. 3.1</b>		Drg No.		



 <b>COLIN BUCHANAN AND PARTNERS</b>	Drawing Title	Client	Scale	Drg No.	Rev
	<b>PARKING BEAT SECTIONS (WEST)</b>	<b>SB GRAY</b>	1:1250		
		Job Title	Drawn by	Figure 3.2	
		<b>CANALOT PHASE 2</b>	Date 2/11/98		



 <b>COLIN BUCHANAN AND PARTNERS</b>	Drawing Title <b>PARKING BEAT SECTIONS (EAST)</b>		Client <b>SB GRAY</b>	Scale <b>1:1250</b>	Drg No. <b>Figure 3.3</b>
	Job Title <b>CANALOT PHASE 2</b>		Drawn By <b>2/11/98</b>	Date <b>2/11/98</b>	Rev <b>Figure 3.3</b>



Drawing Title:  
**Location of "Valid" Spaces at 21:30**

Client	S B Gray
Job Title	Canalot Phase II

Scale:	1:1250
Drawn by:	SRR
Date:	OCT 1998

Drg No. **Fig. 3.4**



Drawing Title:

Location of "Valid"  
Spaces at 21:30

Client: S B Gray

Job Title: CANALOT PHASE II

Scale: 1:1250

Date: OCT 1998

Drg No.

Fig.3.5



COLIN  
**BUCHANAN**  
AND PARTNERS

Planning, Transport, Economics,  
Software, Market Research

## 4. CAR TRIP GENERATION AND PARKING DEMAND

### 4.1 General

4.1.1 The number of available parking spaces on-street in a worst-case scenario at the peak time of 9.30PM has been identified as 150 in the previous Chapter. The extent to which this level of parking capacity relates to the anticipated demand for parking space (if the proposed A3 use is in operation) is discussed in the following section.

### 4.2 Car-Trip Generation of Proposed A3 Use

4.2.1 In terms of the actual modal split of those trips attracted by the proposed A3 use, RBK&C have advised CBP that vehicle trips and parking requirements should be calculated using the following agreed range of parameters:

- 25-30% car driver, out of all customers;
- 5-10% of internal/walk-in trips;
- the remainder as car passengers or taxi passengers.

The No. 23 bus is not considered by RBK&C to provide a significant mode share for this type of use due to its circuitous route, and having looked at the geographic and demographic aspects of the surrounding area, CBP concur with this opinion.

### 4.3 Parking Demand

4.3.1 If the car driver mode share of 25-30% (RBK&C parameter) is applied to the capacity of 265 customers (as identified in paragraph 2.3.2), it is estimated that there would be the following peak demand for car parking spaces (at 9.30PM):

- $265 \times 0.25 = 63$  spaces, for the 25% car driver mode share;
- $265 \times 0.30 = 80$  spaces, for the 30% car driver mode share.

4.3.2 Therefore the maximum demand for parking spaces will be 80, which when compared to the minimum of 150 spaces available (as identified in paragraph 3.3.9), is approximately 53% occupancy.

4.3.3 Clearly this demonstrates that the residential spaces will not be significantly affected by the provision of facilities for up to 265 customers at Canalot Phase II. It should also be noted that this is based



on a worst-case analysis, in terms of potential parking availability by using the parameters agreed with RBK&C.

## **5. SUMMARY AND CONCLUSIONS**

### **5.1 Summary of Project**

5.1.1 CBP were instructed by Mr S B Gray to undertake an analysis of evening parking capacity and demand in the Kensal Town area, to demonstrate that proposals for a new A3 use with a capacity of 265 customers could be accommodated without detriment to residential parking amenity.

5.1.2 The parameters and type of evening to be surveyed was agreed with officers of RBK&C prior to undertaking the work.

5.1.3 The results demonstrated quite clearly that there is sufficient spare capacity in the area at peak times for the A3 use to cater for parking demand without adverse impact on residential parking, even if RBK&C were to increase the extent of 24hr. waiting restrictions on Kensal Road, as suggested. The maximum demand for parking is estimated as 80 cars, while the worst-case (lowest possible) number of parking spaces available on-street will be in the order of 150. Up to 68 of these spaces will be available on "valid" sections of Kensal Road during this peak time.

### **5.2 Conclusions**

5.2.1 CBP consider that the existing situation will not be significantly affected and therefore the A3 use proposed in the Canalot Phase II development can be accommodated satisfactorily in terms of evening parking capacity.

5.2.2 CBP also concur with RBK&C's proposal to increase the extent of waiting restrictions on the north side of Kensal Road at its eastern end, to maintain free traffic movement on a section of road where the carriageway is narrowest.

**Appendix 1**  
**Parking Survey Results and Analysis**

**Parking Survey Results and Analysis**  
**17:30 Beat**

Beat Start Time 1730

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)		Vehicles			Occupancy
				Capacity	Regulation (m)	Parked	Double Pk	Spaces	
Southern Row Westbound	A	Resident Permit	0	31	6	2	0	4	33%
		syl 2	31	17	3	0	0	3	0%
		Resident Permit	48	52	10	6	0	3	70%
	B	syl 1	100	20	4	1	0	1	75%
		Resident Permit	120	35	7	5	0	2	71%
		Pay & Display	155	50	10	4	0	6	40%
	C	syl 2	205	61	11	4	0	7	36%
		Resident Permit	266	64	5	4	0	1	80%
		syl 2	330	15	3	0	0	3	0%
			total distance	345	59	26	0	30	

Valid kerb

length (m)	Spaces	Occupancy
50	6	40%

Beat Start Time 1730

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)		Vehicles			Occupancy
				Capacity	Regulation (m)	Parked	Double Pk	Spaces	
Southern Row Eastbound	D	syl 2	0	5	1	0	0	1	0%
		Pay & Display	5	70	8	7	0	1	88%
	E	Pay & Display	75	80	14	1	0	13	7%
	F	syl 2	155	45	9	0	0	9	0%
		M/Cycle Parking	200	5	3	2	0	1	67%
		syl 2	205	10	2	0	0	2	0%
		Resident Permit	215	35	2	2	0	0	100%
	G	Pay & Display	250	35	7	3	0	4	43%
		Unmarked	285	35	7	0	0	7	0%
			total distance	320	53	15	0	38	

length (m)	Spaces	Occupancy
70	1	88%
80	13	7%
35	4	43%

Beat Start Time 1730

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)		Vehicles			Occupancy
				Capacity	Regulation (m)	Parked	Double Pk	Spaces	
West Row Southbound	A	Pay & Display	0	10	2	1	0	1	50%
		syl 2	10	10	2	0	0	2	0%
		Pay & Display	20	50	6	5	0	1	83%
	B	Pay & Display	70	40	8	5	0	3	63%
		syl 2	110	5	1	0	0	1	0%
		Unmarked	115	10	2	1	0	1	50%
			total distance	125	21	12	0	9	

length (m)	Spaces	Occupancy
10	1	50%
50	1	83%
40	3	63%

Beat Start Time 1730

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk Spaces	
West Row Northbound	A	syl 2	0	128	25	0	0	0%
total distance					128	0	0	25

Beat Start Time 1730

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy	
					Capacity	Parked	Double Pk Spaces		
Middle Row Southbound	A	syl 2	0	5	1	0	0	0%	
		Resident Permit	5	10	2	1	0	1	50%
		syl 2	15	10	2	0	0	2	0%
B		Resident Permit	25	15	3	3	0	0	100%
		syl 2	40	60	12	1	0	11	8%
		Yellow Zig Zag	100	25	3	0	0	3	0%
	Resident Permit	125	15	3	3	0	0	100%	
total distance				140	26	8	0	18	

Beat Start Time 1730

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy	
					Capacity	Parked	Double Pk Spaces		
Middle Row Northbound	C	syl 2	0	5	1	0	0	1	0%
		Pay & Display	5	30	7	6	0	1	86%
		Sch. Bus Bay	35	10	3	1	0	2	33%
		syl 2	45	5	2	0	0	2	0%
D		Yellow Zig Zag	50	25	4	0	0	4	0%
		syl 2	75	75	3	0	0	3	0%
total distance				150	20	7	0	13	

Beat Start Time 1730

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy	
					Capacity	Parked	Double Pk Spaces		
Conlan Street Westbound	A	Pay & Display	0	25	5	1	0	4	20%
		syl 2	25	10	1	0	0	1	0%
B		Pay & Display	35	45	9	6	0	3	67%
		syl 2	80	10	2	0	0	0	100%

C	Pay & Display	90	25	5	5	0	0	25	100%
	syl 2	115	5	1	0	0	0	100%	
total distance		120	5	1	0	0	0		

Beat\_Start\_Time 1730

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy	
					Capacity	Parked	Double Pk Spaces		
Conlan Street Eastbound	D	syl 2	0	5	1	0	0	0%	
		Pay & Display	5	25	5	3	0	60%	
		syl 2	30	10	2	0	0	0%	
		Pay & Display	40	25	4	3	0	75%	
		syl 1	65	5	2	0	0	0%	
		Pay & Display	70	10	2	0	0	0%	
		syl 2	80	5	1	0	0	0%	
		syl 1	85	10	1	0	0	0%	
		syl 2	95	5	1	0	0	0%	
		syl 1	100	5	1	0	0	0%	
		syl 2	105	5	1	0	0	0%	
		Pay & Display	110	10	2	0	0	0%	
	syl2	120	7	1	0	0	0%		
total distance			127	24	6	0	0		

Beat\_Start\_Time 1730

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy	
					Capacity	Parked	Double Pk Spaces		
East Row Northbound	A	Resident Permit	0	15	3	2	0	100%	
		syl 1	15	10	2	0	0	0%	
		syl 2	25	5	1	0	0	0%	
		Yellow Zig Zag	30	105	18	0	0	0%	
	B	Pay & Display	135	25	5	5	0	100%	
		syl 2	160	5	1	0	0	0%	
		Pay & Display	165	15	3	3	0	100%	
		syl 2	180	9	1	0	0	0%	
total distance			189	34	10	0	0		

Beat Start Time 1730

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk Spaces	
East Row Southbound	C	syl 2	0	5	1	0	0	0%
		Pay & Display	5	55	11	9	0	82%
		syl 2	60	15	3	0	0	0%
	D	Pay & Display	75	75	15	6	0	40%
total distance				150	30	15	0	15

Beat Start Time 1730

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk Spaces	
Bosworth Road Southbound	A	syl 2	0	5	1	0	0	0%
		Pay & Display	5	30	6	5	0	83%
		Syl 1	35	25	1	1	0	0%
	B	Resident Permit	60	70	14	0	0	0%
		syl 2	130	40	8	0	0	0%
		Pay & Display	170	5	1	0	0	0%
total distance				175	31	6	0	26

Beat Start Time 1730

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk Spaces	
Bosworth Road Northbound	C	syl 2	0	10	2	1	0	50%
		Pay & Display	10	35	7	6	0	100%
		syl 1	45	10	2	0	0	100%
	D	Pay & Display	55	70	14	0	0	0%
		syl 2	125	15	3	0	0	0%
		Pay & Display	140	35	7	0	0	0%
		syl 2	175	2	0	0	0	-
total distance				177	35	7	0	25



Beat Start Time 1730

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk Spaces	
Appleford Road Eastbound	A	syl 2	0	5	1	0	0	0%
		Pay & Display	5	35	7	5	0	86%
		Yellow Zig Zag	40	25	5	0	0	0%
	B	Resident Permit	65	20	4	1	0	50%
		Yellow Zig Zag	85	15	3	0	0	0%
total distance				100	20	6	0	12

Beat Start Time 1730

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk Spaces	
Appleford Road Westbound	C	syl 2	0	5	1	0	0	0%
		Resident Permit	5	70	14	7	0	64%
		syl 1	75	15	3	0	0	0%
		syl 2	90	5	1	0	0	0%
total distance				95	19	7	0	10

Beat Start Time 1730

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk Spaces	
Adair Road Northbound	A	syl 2	0	5	1	1	0	100%
		Pay & Display	5	35	7	3	0	43%
		syl 2	40	20	5	0	0	0%
	B	Pay & Display	60	20	4	3	0	75%
		syl 2	80	10	2	0	0	0%
		Pay & Display	90	25	2	1	0	50%
	C	Pay & Display	115	20	4	0	0	0%
		syl 2	135	30	6	1	0	17%
total distance				165	31	9	0	22

Beat Start Time 1730

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Adair Road Southbound	D	Pay & Display	0	55	11	4	0	36%
		syl 2	55	20	1	0	0	0%
	E	Resident Permit	75	55	8	6	0	100%
	F	Resident Permit	130	35	7	4	0	71%
total distance				165	27	14	0	

Beat Start Time 1730

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Hazlewood Crescent Westbound	A	syl 2	0	5	1	0	0	0%
		Pay & Display	5	35	7	2	0	29%
	B	syl 2	40	10	2	0	0	0%
		Pay & Display	50	40	8	4	0	63%
		Double Yellow	90	10	2	0	0	0%
		Pay & Display	100	30	6	5	0	83%
		Double Yellow	130	15	3	0	0	0%
		Resident Permit	145	75	15	12	0	93%
		syl 2	220	8	1	1	0	100%
total distance				228	45	24	0	

Beat Start Time 1730

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Hazlewood Crescent Eastbound	D	syl 2	0	5	1	0	0	0%
		Resident Permit	5	20	4	4	0	100%
	E	syl 2	25	10	2	0	0	0%
		Resident Permit	35	40	5	4	0	100%
	F	Resident Permit	75	75	15	11	0	80%
total distance				150	27	19	0	

Beat Start Time 1730

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk Spaces	
Golborne Road Southbound	A	Double Yellow	0	25	2	0	0	0%
		syl 2	25	5	1	0	0	0%
		Resident Permit	30	30	6	6	0	100%
	B	Bus Stop	60	25	4	0	0	0%
		Pay & Display	85	20	8	8	0	100%
	C	Zebra Crossing	105	5	1	0	0	0%
	Pay & Display	110	15	6	5	0	83%	
	syl 2	125	30	6	0	0	0%	
total distance				155	34	19	0	15

Beat Start Time 1730

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk Spaces	
Golborne Road Northbound	D	syl 2	0	20	4	0	0	0%
		Pay and Display	20	18	7	6	0	86%
	E	Zebra Crossing	38	5	1	0	0	0%
		Pay and Display	43	27	8	7	0	88%
		syl 2	70	20	4	0	0	0%
		opening	90	15	0	0	0	0%
	Resident Permit	105	20	4	3	0	75%	
	Double Yellow	125	15	3	0	0	0%	
total distance				140	31	16	0	15

Beat Start Time 1730

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk Spaces	
Golborne Gardens Eastbound	A	syl 1	0	10	2	0	0	100%
		Resident Permit	10	50	8	7	0	88%
	total distance				60	10	7	0

Beat Start Time 1730

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk Spaces	
Golborne Gardens Westbound	B	Resident Permit	0	20	2	2	0	100%
		syl 2	20	10	2	0	0	0%
		Resident Permit	30	15	3	2	0	67%

total distance 45 45 7 4 0 0 3

Beat Start Time 1730

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy	
					Capacity	Parked	Double Pk Spaces		
Southam Street	A	sy1 2	0	5	1	0	0	0%	
Westbound		Resident Permit	5	55	9	4	0	44%	
total distance					60	10	4	0	6

Beat Start Time 1730

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy	
					Capacity	Parked	Double Pk Spaces		
Southam Street	A	sy1 2	0	5	1	1	0	100%	
Eastbound		Pay & Display	5	55	9	4	0	44%	
total distance					60	10	5	0	5

Beat Start Time 1730

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy	
					Capacity	Parked	Double Pk Spaces		
Kensal Road Eastbound	A	sy1 1	0	24	4	0	0	0%	
		Resident Permit	24	21	4	2	0	50%	
		Pay & Display	45	32	5	2	0	40%	
		sy1 2	77	5	1	0	0	0%	
		sy1 1	82	14	2	0	0	0%	
	B	sy1 2	96	9	1	1	0	100%	
		Pay & Display	105	40	6	5	0	83%	
	C	Resident Permit	145	30	5	4	0	80%	
		sy1 2	175	5	1	0	0	0%	
		Resident Permit	180	38	4	3	0	75%	
	Zebra Crossing	218	27	1	0	0	0%		
	Pay & Display	245	30	2	3	0	50%		
	Bus Stop	275	25	4	0	0	0%		
	Pay & Display	300	45	6	5	0	83%		
	sy1 2	345	5	1	0	0	0%		
D	M/Cycle Parking	350	10	5	1	0	20%		
	Pay & Display	360	55	9	7	0	78%		
	M/Cycle Parking	415	10	5	5	0	100%		
total distance					425	66	38	0	30

Beat Start Time 1730

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)		Vehicles			Occupancy
				Regulation (m)	Capacity	Parked	Double Pk	Spaces	
Kensal Road Eastbound		syl 1	425	20	4	2	0	2	50%
		syl 2	445	10	2	0	0	2	0%
	E	Bus Stop		455	25	5	0	5	0%
				480	15	7	5	0	100%
		M/Cycle Parking	495	10	1	0	0	1	0%
		Keep Clear Sign	505	5	2	2	0	0	100%
		Pay & Display	510	20	4	0	0	4	0%
		White Zig Zag	530	5	1	0	0	1	0%
		Zebra Crossing	535	20	4	0	0	4	0%
		White Zig Zag	555	175	35	0	0	35	0%
		syl 2	730	41	2	0	0	2	0%
		Double Yellow	771	346	67	9	0	56	5 0 100%
			total distance						

Beat Start Time 1730

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)		Vehicles			Occupancy	
				Regulation (m)	Capacity	Parked	Double Pk	Spaces		
Kensal Road Westbound	G	syl 1	0	75	11	0	0	11	0%	
	H	syl 1		5	1	0	0	1	0%	
				80	20	4	0	4	0%	
		Bus Stop		100	15	3	2	1	67%	
				115	5	1	0	1	0%	
		syl 2		120	20	4	2	2	50%	
				140	5	1	0	1	0%	
		syl 1		145	45	9	1	8	11%	
				190	3	0	0	0	-	
		syl 1		193	7	1	0	0	1	0%
				200	18	3	0	0	3	0%
		White Zig Zag		218	5	1	0	0	1	0%
				223	17	3	0	0	3	0%
	I	White Zig Zag		240	5	1	0	0	1	0%
				245	5	1	0	0	1	0%
	syl 1		250	40	8	2	0	6	25%	
			290	5	1	0	0	1	0%	
	syl 1		295	10	2	1	0	1	50%	

			305	5	1	0	0	1
		syl 2						
		total distance	310	310	56	8	0	48

0%

**Beat\_Start\_Time** 1730

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Capacity	Vehicles			Occupancy
						Parked	Double Pk	Spaces	
Kensal Road Westbound		syl 1	310	10	2	0	0	2	0%
		syl 2	320	5	1	0	0	1	0%
		syl 1	325	80	12	0	0	12	0%
		syl 2	405	25	5	0	0	5	0%
	J	Pay & Display	430	55	7	0	0	7	0%
		Bus Stop	485	20	4	0	0	4	0%
		White Zig Zag	505	20	4	0	0	4	0%
		Zebra Crossing	525	5	1	0	0	1	0%
		White Zig Zag	530	20	4	0	0	4	0%
		syl 1	550	5	1	0	0	1	0%
		syl 2	555	5	1	1	1	0	100%
		Pay & Display	560	50	10	8	2	6	40%
		syl 2	610	5	1	0	0	1	0%
		Pay & Display	615	15	3	3	0	0	100%
		Resident Permit	630	45	9	9	0	0	100%
	syl 2	675	60	1	0	0	1	0%	
	Double Yellow	735	10	2	0	0	2	0%	
	total distance	745	435	68	21	2	51		

1632	134
Regulation (m)	Spaces

39%

**Overall for survey area**

5085	909	334	2	556
Regulation (m)	Capacity	Parked	Double Pk	Spaces

**Parking Survey Results and Analysis**  
**20:30 Beat**

Beat Start Time 2030

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)		Vehicles			Occupancy
				Regulation	Double Pk	Capacity	Parked	Double Pk	
Southern Row Westbound	A	Resident Permit	0	31		6	2	0	33%
		syl 2	31	17	3	0	0	0	0%
		Resident Permit	48	52	10	6	0	0	70%
	B	syl 1	100	20	4	1	0	0	75%
		Resident Permit	120	35	7	5	0	0	71%
		Pay & Display	155	50	10	4	0	0	40%
	C	syl 2	205	61	11	4	0	0	36%
		Resident Permit	266	64	5	4	0	0	80%
		syl 2	330	15	3	0	0	0	0%
total distance			345	345	59	26	0	0	30

Valid kerb

length (m)	Spaces	Occupancy
20	1	75%
50	6	40%

Beat Start Time 2030

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)		Vehicles			Occupancy
				Regulation	Double Pk	Capacity	Parked	Double Pk	
Southern Row Eastbound	D	syl 2	0	5	1	0	0	0	100%
		Pay & Display	5	70	8	3	0	0	38%
	E	Pay & Display	75	80	14	4	0	0	29%
	F	syl 2	155	45	9	1	0	0	11%
		M/Cycle Parking	200	5	3	1	0	0	33%
		syl 2	205	10	2	0	0	0	0%
		Resident Permit	215	35	2	2	0	0	100%
	G	Pay & Display	250	35	7	3	0	0	43%
		Unmarked	285	35	7	1	0	0	14%
total distance			320	320	53	15	0	0	37

length (m)	Spaces	Occupancy
70	5	38%
80	10	29%

Beat Start Time 2030

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)		Vehicles			Occupancy
				Regulation	Double Pk	Capacity	Parked	Double Pk	
West Row Southbound	A	Pay & Display	0	10	2	0	0	0	0%
		syl 2	10	10	2	0	0	0	0%
		Pay & Display	20	50	6	3	0	0	50%
	B	Pay & Display	70	40	8	5	0	0	63%
		syl 2	110	5	1	0	0	0	0%
		Unmarked	115	10	2	0	0	0	0%
total distance			125	125	21	8	0	0	13

length (m)	Spaces	Occupancy
10	2	0%
50	3	50%
40	3	63%



Beat Start Time 2030

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy	
					Capacity	Parked	Double Pk		
West Row Northbound	A	syl 2	0	128	25	0	0	0%	
total distance					128	0	0	25	

Beat Start Time 2030

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy	
					Capacity	Parked	Double Pk		
Middle Row Southbound	A	syl 2	0	5	1	0	0	0%	
		Resident Permit	5	10	2	2	0	100%	
		syl 2	15	10	2	0	0	0%	
		Resident Permit	25	15	3	3	0	100%	
	B	syl 2	40	60	12	0	0	0%	
		Yellow Zig Zag	100	25	3	0	0	0%	
		Resident Permit	125	15	3	3	0	100%	
total distance			140	140	26	8	0	18	

15 0 100%

Beat Start Time 2030

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Middle Row Northbound	C	syl 2	0	5	1	0	0	0%
		Pay & Display	5	30	7	2	0	71%
		Sch. Bus Bay	35	10	3	0	0	0%
		syl 2	45	5	2	0	0	0%
D		Yellow Zig Zag	50	25	4	0	0	0%
		syl 2	75	75	3	0	0	0%
	total distance			150	150	20	2	0

30 2 71%

Beat Start Time 2030

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Conlan Street Westbound	A	Pay & Display	0	25	5	1	0	40%
		syl 2	25	10	1	0	0	0%
	B	Pay & Display	35	45	9	5	0	56%
		syl 2	80	10	2	0	0	0%

25 3 40%

45 4 56%

C	Pay & Display	90	25	5	2	0	3	40%
	syl 2	115	5	1	0	0	1	0%
	total distance	120	120	23	8	0	14	

Beat\_Start\_Time 2030

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk Spaces	
Conlan Street Eastbound	D	syl 2	0	5	1	0	0	0%
		Pay & Display	5	25	5	2	0	40%
		syl 2	30	10	2	0	0	0%
	E	Pay & Display	40	25	4	3	0	75%
		syl 1	65	5	2	0	0	0%
		Pay & Display	70	10	2	2	0	100%
	F	syl 2	80	5	1	0	0	0%
		syl 1	85	10	1	0	0	0%
		syl 2	95	5	1	0	0	0%
		syl 1	100	5	1	0	0	0%
		syl 2	105	5	1	0	0	0%
		Pay & Display	110	10	2	1	0	50%
	syl 2	120	7	1	0	0	0%	
	total distance	127	127	24	8	0	16	

Beat\_Start\_Time 2030

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk Spaces	
East Row Northbound	A	Resident Permit	0	15	3	2	0	67%
		syl 1	15	10	2	0	0	0%
		syl 2	25	5	1	0	0	0%
		Yellow Zig Zag	30	105	18	0	0	0%
	B	Pay & Display	135	25	5	2	0	40%
	syl 2	160	5	1	0	0	0%	
	Pay & Display	165	15	3	1	0	33%	
	syl 2	180	9	1	1	0	100%	
	total distance	189	189	34	6	0	28	

Beat Start Time 2030

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk Spaces	
East Row Southbound	C	syl 2	0	5	1	0	0	0%
		Pay & Display	5	55	11	7	0	64%
		syl 2	60	15	3	0	0	0%
	D	Pay & Display	75	75	15	1	0	7%
total distance				150	30	8	0	22

Beat Start Time 2030

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk Spaces	
Bosworth Road Southbound	A	syl 2	0	5	1	1	0	100%
		Pay & Display	5	30	6	5	0	83%
		Syl 1	35	25	1	0	0	0%
	B	Resident Permit	60	70	14	8	0	57%
		syl 2	130	40	8	3	0	38%
		Pay & Display	170	5	1	1	0	100%
total distance				175	31	18	0	13

Beat Start Time 2030

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk Spaces	
Bosworth Road Northbound	C	syl 2	0	10	2	0	0	0%
		Pay & Display	10	35	7	1	0	14%
		syl 1	45	10	2	0	0	0%
	D	Pay & Display	55	70	14	10	0	86%
		syl 2	125	15	3	0	0	0%
		Pay & Display	140	35	7	0	0	0%
		syl 2	175	2	0	0	0	0%
total distance				177	35	11	0	22

Beat Start Time 2030

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk Spaces	
Appleford Road Eastbound	A	syl 2	0	5	1	0	0	0%
		Pay & Display	5	35	7	5	0	86%
		Yellow Zig Zag	40	25	5	0	0	0%
		Resident Permit	65	20	4	1	0	25%
	Yellow Zig Zag	85	15	3	0	0	0%	
total distance				100	20	6	0	13



Beat Start Time 2030

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk Spaces	
Appleford Road Westbound	C	syl 2	0	5	1	0	0	0%
		Resident Permit	5	70	14	8	0	64%
		syl 1	75	15	3	1	0	33%
		syl 2	90	5	1	0	0	0%
total distance				95	19	9	0	9

Beat Start Time 2030

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk Spaces	
Adair Road Northbound	A	syl 2	0	5	1	1	0	100%
		Pay & Display	5	35	7	3	0	57%
		syl 2	40	20	4	0	0	0%
	B	Pay & Display	60	20	4	1	0	25%
		syl 2	80	10	2	0	0	0%
		Pay & Display	90	25	2	2	0	100%
	C	Pay & Display	115	20	4	1	0	25%
		syl 2	135	30	6	1	0	17%
total distance				165	30	9	0	20

Beat Start Time 2030

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Adair Road Southbound	D	Pay & Display	0	55	11	6	0	55%
		syl 2	55	20	1	0	0	0%
	E	Resident Permit	75	55	8	7	0	100%
	F	Resident Permit	130	35	7	4	0	71%
		total distance	165	165	27	17	0	

Beat Start Time 2030

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Hazlewood Crescent Westbound	A	syl 2	0	5	1	0	0	0%
		Pay & Display	5	35	7	0	0	0%
		syl 2	40	10	2	0	0	0%
	B	Pay & Display	50	40	8	6	0	75%
		Double Yellow	90	10	2	0	0	0%
		Pay & Display	100	30	6	5	0	83%
	C	Double Yellow	130	15	3	0	0	0%
		Resident Permit	145	75	15	11	0	80%
		syl 2	220	8	1	1	0	100%
		total distance	228	228	45	23	0	

Beat Start Time 2030

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Hazlewood Crescent Eastbound	D	syl 2	0	5	1	0	0	0%
		Resident Permit	5	20	4	4	0	100%
		syl 2	25	10	2	1	0	50%
	E	Resident Permit	35	40	5	2	0	20%
	F	Resident Permit	75	75	15	11	0	80%
		total distance	150	150	27	18	0	

Beat Start Time 2030

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Golborne Road Southbound	A	Double Yellow	0	25	2	0	0	0%
		syl 2	25	5	1	0	0	0%
		Resident Permit	30	30	6	6	0	100%
	B	Bus Stop	60	25	4	1	0	25%
		Pay & Display	85	20	8	4	0	50%
C	Zebra Crossing	105	5	1	0	0	0%	
	Pay & Display	110	15	6	3	0	50%	
	syl 2	125	30	6	0	0	0%	
total distance			155	155	34	14	0	20

Beat Start Time 2030

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Golborne Road Northbound	D	syl 2	0	20	4	1	0	25%
		Pay and Display	20	18	7	2	0	29%
	E	Zebra Crossing	38	5	1	0	0	0%
		Pay and Display	43	27	8	4	0	50%
	syl 2	70	20	4	0	0	0%	
	opening	90	15	0	0	0	0%	
F	Resident Permit	105	20	4	3	0	75%	
	Double Yellow	125	15	3	0	0	0%	
total distance			140	140	31	10	0	21

Beat Start Time 2030

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Golborne Gardens Eastbound	A	syl 1	0	10	2	1	0	50%
		Resident Permit	10	50	8	7	0	75%
total distance			60	60	10	8	0	3

Beat Start Time 2030

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Golborne Gardens Westbound	B	Resident Permit	0	20	2	2	0	100%
		syl 2	20	10	2	0	0	0%
		Resident Permit	30	15	3	3	0	100%

Beat_Start_Time		2030		45		45		7		5		0		2		Occupancy	
Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Capacity	Parked	Double Pk	Capacity	Parked	Double Pk	Capacity	Parked	Double Pk	Capacity	Parked	Double Pk	Spaces
Southam Street Westbound	A	syl 2	0	5	1	0	0	1	0	0	0	0	0	1	0	0	0%
		Resident Permit	5	55	9	4	0	5	4	0	5	4	0	5	4	0	44%
		total distance	60	60	10	4	0	6	4	0	6	4	0	6	4	0	

Beat_Start_Time		2030		0		55		10		4		0		7		Occupancy	
Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Capacity	Parked	Double Pk	Capacity	Parked	Double Pk	Capacity	Parked	Double Pk	Capacity	Parked	Double Pk	Spaces
Southam Street Eastbound	A	syl 2	0	5	1	1	0	1	1	0	1	1	0	1	1	0	0%
		Pay & Display	5	55	9	3	0	7	3	0	7	3	0	7	3	0	22%
		total distance	60	60	10	4	0	8	4	0	8	4	0	8	4	0	

Beat_Start_Time		2030		0		24		32		14		40		30		45		55		Occupancy			
Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Capacity	Parked	Double Pk	Capacity	Parked	Double Pk	Capacity	Parked	Double Pk	Capacity	Parked	Double Pk	Capacity	Parked	Double Pk	Capacity	Parked	Double Pk	Spaces
Kensal Road Eastbound	A	syl 1	0	24	4	0	0	4	0	0	4	0	0	4	0	0	0%						
		Resident Permit	24	21	4	3	0	1	3	0	1	3	0	1	3	0	75%						
		Pay & Display	45	32	5	2	0	3	2	0	3	2	0	3	2	0	40%						
		syl 2	77	5	1	0	0	1	0	0	1	0	0	1	0	0	0%						
		syl 1	82	14	2	2	0	0	2	2	0	0	0	0	0	0	100%						
	B	syl 2	96	9	1	1	0	0	1	1	0	0	0	0	0	0	100%						
		Pay & Display	105	40	6	5	0	1	5	5	0	1	5	0	1	5	0	83%					
	C	Resident Permit	145	30	5	3	0	2	3	3	0	2	3	0	2	3	0	60%					
		syl 2	175	5	1	0	0	1	0	0	0	1	0	0	1	0	0%						
		Resident Permit	180	38	4	3	0	1	3	3	0	1	3	0	1	3	0	75%					
	Zebra Crossing	218	27	1	1	0	0	1	1	0	0	0	0	0	0	0	100%						
	Pay & Display	245	30	6	1	0	3	1	1	0	3	1	0	3	1	0	50%						
	Bus Stop	275	25	4	0	0	4	0	0	0	4	0	0	4	0	0	0%						
	Pay & Display	300	45	6	1	0	5	1	1	0	5	1	0	5	1	0	17%						
	syl 2	345	5	1	1	0	0	1	1	0	0	0	0	0	0	0	100%						
D	M/Cycle Parking	350	10	5	1	0	4	1	1	0	4	1	0	4	1	0	20%						
	Pay & Display	360	55	9	6	0	3	6	6	0	3	6	0	3	6	0	67%						
	M/Cycle Parking	415	10	5	5	0	5	5	5	0	5	5	0	5	5	0	0%						
	total distance	425	425	70	30	0	38	70	30	0	38	30	0	38	30	0							

Beat Start Time 2030

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy	
					Capacity	Parked	Double Pk Spaces		
Kensal Road Eastbound		syl 1	425	20	4	1	0	50%	
		syl 2	445	10	2	0	0	0%	
	E	Bus Stop		455	25	5	0	0	0%
				480	15	7	2	0	29%
		M/Cycle Parking		495	10	1	0	0	0%
		keep Clear Sign		505	5	1	1	0	100%
		Pay & Display		510	20	4	0	0	0%
		White Zig Zag		530	5	1	0	0	0%
		Zebra Crossing		535	20	4	5	0	100%
		White Zig Zag		555	175	35	0	0	0%
		syl 2		730	41	2	0	0	0%
		Double Yellow		771	346	66	9	0	57
		total distance							

Beat Start Time 2030

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy		
					Capacity	Parked	Double Pk Spaces			
Kensal Road Westbound	G	syl 1	0	75	11	0	0	11	0%	
	H	syl 1	75	5	1	0	0	1	0%	
		Bus Stop		80	20	4	0	0	4	0%
				100	15	3	0	0	1	67%
		syl 2		115	5	1	0	0	0%	
		syl 1		120	20	4	4	0	2	50%
		syl 2		140	5	1	0	0	1	0%
		syl 1		145	45	9	2	0	8	11%
		syl 2		190	3	0	0	0	0	-
		syl 1		193	7	1	0	0	1	0%
		White Zig Zag		200	18	3	0	0	3	0%
		Zebra Crossing		218	5	1	0	0	1	0%
	I	White Zig Zag		223	17	3	0	0	3	0%
	syl 1		240	5	1	0	0	1	0%	
	syl 2		245	5	1	1	0	1	0%	
	syl 1		250	40	8	3	0	6	25%	
	syl 2		290	5	1	0	0	1	0%	
	syl 1		295	10	2	0	0	1	50%	



	syl 2	305	5	1	0	0	1
total distance		310	310	56	10	0	48

Beat Start Time 2030

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)		Vehicles			Occupancy
				Regulation	Capacity	Capacity	Parked	Double Pk	
Kensal Road Westbound		syl 1	310	10	2	0	0	0	0%
		syl 2	320	5	1	0	0	0	0%
		syl 1	325	80	12	1	0	0	8%
	J	syl 2	405	25	5	0	0	0	0%
		Pay & Display	430	55	7	0	0	0	0%
	K	Bus Stop	485	20	4	0	0	0	0%
		White Zig Zag	505	20	4	0	0	0	0%
		Zebra Crossing	525	5	1	0	0	0	0%
		White Zig Zag	530	20	4	0	0	0	0%
		syl 1	550	5	1	0	0	0	0%
		syl 2	555	5	1	0	0	0	0%
		Pay & Display	560	50	10	8	0	0	80%
		syl 2	610	5	1	0	0	0	0%
		Pay & Display	615	15	3	2	0	0	67%
	Resident Permit	630	45	9	7	0	0	78%	
	syl 2	675	60	1	0	0	0	0%	
	Double Yellow	735	10	2	0	0	0	0%	
total distance		745	435	68	18	0	0	50	
Overall for survey area		5085	911	312	312	0	0	586	36%

2132	227
Regulation (m)	Spaces

47%

Beat Start Time 2130

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Southern Row Westbound	A	Resident Permit	0	31	6	1	0	17%
		syl 2	31	17	3	0	0	0%
		Resident Permit	48	52	10	4	0	50%
	B	Resident Permit	100	20	4	0	0	50%
		syl 1	120	35	7	0	0	100%
		Resident Permit	155	50	10	3	0	30%
	C	Pay & Display	205	61	11	4	0	36%
		syl 2	266	64	5	4	0	80%
		Resident Permit	330	15	3	0	0	0%
			total distance					
			345					

Valid kerb

length (m)

Spaces

Occupancy

20	2	50%
50	7	30%

Beat Start Time 2130

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Southern Row Eastbound	D	syl 2	0	5	1	0	0	0%
		Pay & Display	5	70	8	2	0	25%
	E	Pay & Display	75	80	14	4	0	29%
	F	syl 2	155	45	9	2	0	22%
		M/Cycle Parking	200	5	3	1	0	33%
		syl 2	205	10	2	0	0	0%
		Resident Permit	215	35	2	1	0	0%
G	Pay & Display	250	35	7	4	0	57%	
	Unmarked	285	35	7	0	0	0%	
	total distance		320					
			73		34.			

70	6	25%
80	10	29%
35	3	57%
		0%

Beat Start Time 2130

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
West Row Southbound	A	Pay & Display	0	10	2	0	0	0%
		syl 2	10	10	2	0	0	100%
		Pay & Display	20	50	6	2	0	33%
B	Pay & Display	70	40	8	5	0	63%	
	syl 2	110	5	1	0	0	0%	
	Unmarked	115	10	2	0	0	0%	
			total distance		125			

10	2	0%
50	4	33%
40	3	63%
		0%
		0%

Beat_Start_Time		2130		Occupancy	
Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Spaces
West Row Northbound	A	syl 2	0	128	25
					0
total distance				128	0

Beat_Start_Time		2130		Occupancy	
Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Spaces
Middle Row Southbound	A	syl 2	0	5	1
		Resident Permit	5	(10)	(2)
		syl 2	15	10	0
		Resident Permit	25	(15)	(1)
B		syl 2	40	60	0
		Yellow Zig Zag	100	25	0
		Resident Permit	125	(15)	(3)
total distance				140	0

75%

8 6

Beat_Start_Time		2130		Occupancy	
Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Spaces
Middle Row Northbound	C	syl 2	0	5	1
		Pay & Display	5	(30)	(7)
		Sch. Bus Bay	35	(10)	(3)
		syl 2	45	5	2
D		Yellow Zig Zag	50	25	4
		syl 2	75	75	3
total distance				150	0

Beat_Start_Time		2130		Occupancy	
Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Spaces
Conlan Street Westbound	A	Pay & Display	0	(25)	(5)
		syl 2	25	10	1
B		Pay & Display	35	(45)	(9)
		syl 2	80	10	2

C	Pay & Display syl 2	(90) 15	(25) 5	(5) 1	2 0	0 0	3 1	40% 0%
total distance 120								19 4

Beat Start Time 2130

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk Spaces	
Conlan Street Eastbound	D	syl 2	0	5	1	0	0	0%
		Pay & Display	5	(25)	(5)	0	0	0%
		syl 2	30	10	2	0	0	0%
		Pay & Display	40	(25)	(4)	0	0	0%
		syl 1	65	(5)	(2)	0	0	0%
		Pay & Display	70	(10)	(2)	0	0	0%
	F	syl 2	80	5	1	0	0	0%
		syl 1	85	(10)	(1)	0	0	0%
		syl 2	95	5	1	0	0	0%
		syl 1	100	(5)	(1)	0	0	0%
		syl 2	105	5	1	0	0	0%
		Pay & Display	110	(10)	(2)	1	0	50%
total distance 127								0%

Beat Start Time 2130

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk Spaces	
East Row Northbound	A	Resident Permit	0	(15)	3	1	0	33%
		syl 1	15	(10)	2	0	0	0%
		syl 2	25	5	1	0	0	0%
		Yellow Zig Zag	30	105	18	0	0	0%
	B	Pay & Display	135	25	5	0	0	0%
		syl 2	160	5	1	0	0	0%
	Pay & Display	165	15	3	3	0	100%	
	syl 2	180	9	1	1	0	100%	
total distance 189								0%

Beat Start Time 2130

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk Spaces	
East Row Southbound	C	syl 2	0	5	1	0	0	0%
		Pay & Display	5	55	11	3	0	27%
		syl 2	60	15	3	0	0	0%
	D	Pay & Display	75	75	15	1	0	7%
				total distance	150			

Beat Start Time 2130

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk Spaces	
Bosworth Road Southbound	A	syl 2	0	5	1	0	0	0%
		Pay & Display	5	30	6	5	0	83%
		Syl 1	35	25	1	0	0	0%
	B	Resident Permit	60	70	14	9	0	64%
		syl 2	130	40	8	0	0	0%
		Pay & Display	170	5	1	1	0	100%
				total distance	175			

Beat Start Time 2130

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk Spaces	
Bosworth Road Northbound	C	syl 2	0	10	2	0	0	0%
		Pay & Display	10	35	7	3	0	43%
		syl 1	45	10	2	0	0	0%
	D	Pay & Display	55	70	14	0	0	0%
		syl 2	125	15	3	0	0	0%
		Pay & Display	140	35	7	0	0	0%
		syl 2	175	2	0	0	0	0%
				total distance	177			

Beat Start Time 2130

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Appleford Road <del>Eastbound</del> Westbound	A	syl 2	0	5	1	0	0	0%
		Pay & Display	5	35	7	1	0	14%
		Yellow Zig Zag	40	25	5	0	0	0%
	B	Resident Permit	65	20	4	2	0	50%
		Yellow Zig Zag	85	15	3	0	0	0%
			total distance			100		

14%

6

35

Beat Start Time 2130

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Appleford Road <del>Westbound</del> East bound	C	syl 2	0	5	1	0	0	0%
		Resident Permit	5	70	14	8	0	64%
		syl 1	75	15	3	1	0	33%
		syl 2	90	5	1	0	0	0%
			total distance			95		

33%

2

15

Beat Start Time 2130

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Adair Road Northbound	A	syl 2	0	5	1	1	0	100%
		Pay & Display	5	35	7	3	0	43%
		syl 2	40	20	0	0	0	#DIV/0!
	B	Pay & Display	60	20	4	1	0	25%
		syl 2	80	10	2	0	0	0%
		Pay & Display	90	25	2	1	0	50%
	C	Pay & Display	115	20	4	1	0	25%
		syl 2	135	30	6	1	0	17%
			total distance			165		

43%

4

35

25%

3

20

50%

1

25

25%

3

20

Beat\_Start\_Time 2130

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Adair Road Southbound	D	Pay & Display	0	55	11	5	0	45%
		syl 2	55	20	1	0	0	0%
	E	Resident Permit	75	55	8	7	0	100%
	F	Resident Permit	130	35	7	4	0	71%
			total distance			165		

6 45%

55

Beat\_Start\_Time 2130

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Hazlewood Crescent <i>Westbound</i>	A	syl 2	0	5	1	0	0	0%
		Pay & Display	5	35	7	1	0	14%
<i>Eastbound</i>	B	syl 2	40	10	2	0	0	0%
		Pay & Display	50	40	8	4	0	50%
		Double Yellow	90	10	2	0	0	0%
		Pay & Display	100	30	6	6	0	100%
	C	Double Yellow	130	15	3	0	0	0%
		Resident Permit	145	75	15	12	0	87%
		syl 2	220	8	1	1	0	100%
			total distance			228		

6 14%

35

4 50%

40

0 100%

30

Beat\_Start\_Time 2130

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Hazlewood Crescent <i>Eastbound</i> <i>Westbound</i>	D	syl 2	0	5	1	0	0	0%
		Resident Permit	5	20	4	4	0	100%
	E	syl 2	25	10	2	0	0	0%
	F	Resident Permit	35	40	5	3	0	60%
		Resident Permit	75	75	15	1	0	7%
			total distance			150		

0%

1

100%

4

0%

2

60%

5

7%

15

Beat\_Start\_Time 2130

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Golborne Road Southbound	A	Double Yellow	0	25	2	0	0	0%
		syl 2	25	5	1	0	0	0%
		Resident Permit	30	30	6	14	0	100%
	B	Bus Stop	60	25	4	0	0	0%
		Pay & Display	85	20	8	8	0	100%
	C	Zebra Crossing	105	5	1	0	0	0%
	Pay & Display	110	15	6	5	0	83%	
	syl 2	125	30	6	0	0	0%	
				total distance	155			

20 0 100%  
15 1 83%

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Golborne Road Northbound	D	syl 2	0	20	4	0	0	0%
		Pay and Display	20	18	7	6	0	86%
	E	Zebra Crossing	38	5	1	0	0	0%
		Pay and Display	43	27	8	7	0	88%
		syl 2	70	20	4	0	0	0%
		opening	90	15	0	0	0	100%
	Resident Permit	105	20	4	3	0	0%	
	Double Yellow	125	15	3	0	0	0%	
				total distance	140			

18 1 86%  
27 1 88%

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Golborne Gardens Eastbound	A	syl 1	0	10	2	1	0	100%
		Resident Permit	10	50	8	5	0	63%
				total distance	60			

10 0 100%  
63%

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Golborne Gardens Westbound	B	Resident Permit	0	20	2	2	0	100%
		syl 2	20	10	2	0	0	0%
		Resident Permit	30	15	3	3	0	100%

100%  
0%  
100%



total distance 45

Beat Start Time 2130

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk Spaces	
Southam Street Westbound	A	syl 2	0	5	1	0	0	0%
		Resident Permit	5	55	9	5	0	56%
total distance 60								

Beat Start Time 2130

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk Spaces	
Southam Street Eastbound	A	syl 2	0	5	1	1	0	100%
		Pay & Display	5	55	9	3	0	33%
total distance 60								

6 33%

Beat Start Time 2130

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk Spaces	
Kensal Road Eastbound	A	syl 1	0	24	4	0	0	0%
		Resident Permit	24	21	4	3	0	75%
		Pay & Display	45	32	5	1	0	40%
		syl 2	77	5	1	1	0	0%
		syl 1	82	14	2	2	0	100%
	B	syl 2	96	9	1	0	0	0%
		Pay & Display	105	40	6	6	0	83%
	C	Resident Permit	145	30	5	3	0	80%
		syl 2	175	5	1	0	0	0%
		Resident Permit	180	38	4	2	0	75%
	Zebra Crossing	218	27	1	0	0	0%	
	Pay & Display	245	30	2	0	0	50%	
	Bus Stop	275	25	4	0	0	0%	
	Pay & Display	300	45	6	0	0	83%	
	syl 2	345	5	1	0	0	0%	
D	M/Cycle Parking	350	10	5	1	0	20%	
	Pay & Display	360	55	9	7	0	78%	
	M/Cycle Parking	415	10	5	1	0	20%	
total distance 425								

24 4 0%

32 3 40%

14 0 100%

40 1 83%

30 1 50%

45 1 83%

55 2 78%

Beat Start Time 2130

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk Spaces	
Kensal Road Eastbound		syl 1	425	20	4	3	0	75%
		syl 2	445	10	2	0	0	0%
	E	Bus Stop	455	25	5	0	0	0%
		M/Cycle Parking	480	15	3	0	0	0%
		Keep Clear Sign	495	10	1	0	0	0%
		Pay & Display	505	5	2	1	0	50%
		White Zig Zag	510	20	9	0	0	0%
		Zebra Crossing	530	5	8	0	0	0%
		White Zig Zag	535	20	5	5	0	100%
		syl 2	555	175	13	0	0	85%
		Double Yellow	730	41	2	0	0	0%
					total distance	771		

Beat Start Time 2130

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk Spaces	
Kensal Road Westbound	G	syl 1	0	75	11	0	0	0%
	H	syl 1	75	5	1	0	0	0%
		Bus Stop	80	20	4	0	0	0%
		syl 1	100	15	3	0	0	0%
		syl 2	115	5	1	0	0	0%
		syl 1	120	20	4	0	0	0%
		syl 2	140	5	1	0	0	0%
		syl 1	145	45	9	4	0	44%
		syl 2	190	3	0	0	0	-
		syl 1	193	7	1	1	0	100%
		White Zig Zag	200	18	3	0	0	0%
		Zebra Crossing	218	5	1	0	0	0%
	I	White Zig Zag	223	17	3	0	0	0%
		syl 1	240	5	1	0	0	0%
		syl 2	245	5	1	0	0	0%
	syl 1	250	40	8	3	0	38%	
	syl 2	290	5	1	0	0	0%	
	syl 1	295	10	2	0	0	0%	

		syl 2	305	5	1	1	0	0	100%
total distance 310									

Beat\_Start\_Time 2130

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)		Vehicles			Occupancy
				Regulation (m)	Capacity	Parked	Double PK	Spaces	
Kensal Road Westbound		syl 1	310	10	2	0	0	2	0%
		syl 2	320	5	1	0	0	1	0%
		syl 1	325	80	12	0	0	12	0%
	J	syl 2	405	25	5	0	0	5	0%
		Pay & Display	430	55	7	1	0	6	14%
	K	Bus Stop	485	20	4	0	0	4	0%
		White Zig Zag	505	20	4	0	0	4	0%
		Zebra Crossing	525	5	1	0	0	1	0%
		White Zig Zag	530	20	4	0	0	4	0%
		syl 1	550	5	1	1	0	0	100%
		syl 2	555	5	1	0	0	1	0%
		Pay & Display	560	50	10	9	0	2	80%
		syl 2	610	5	1	0	0	1	0%
		Pay & Display	615	15	3	3	0	0	100%
		Resident Permit	630	45	9	2	0	7	22%
		syl 2	675	60	1	0	0	1	0%
		Double Yellow	735	10	2	0	0	2	0%
total distance 745									

Overall for survey area

2132 Regulation (m) 245 Spaces 34% Occupancy 43%

5085	891	277	0	592
Regulation (m)	Capacity	Parked	Double PK	Spaces

**Parking Survey Results and Analysis**  
**21:30 Beat**

**Parking Survey Results and Analysis**  
**22:30 Beat**

Beat Start Time 2230

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Southern Row Westbound	A	Resident Permit	0	31	6	1	0	33%
		syl 2	31	17	3	0	0	0%
		Resident Permit	48	52	10	6	0	70%
	B	syl 1	100	20	4	1	0	75%
		Resident Permit	120	35	7	5	0	71%
	C	Pay & Display	155	50	10	4	0	40%
		syl 2	205	61	11	4	0	36%
		Resident Permit	266	64	5	4	0	80%
		syl 2	330	15	3	0	0	0%
345								

Valid kerb

length (m)

Spaces

Occupancy

length (m)

Spaces

Occupancy

Beat Start Time 2230

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Southern Row Eastbound	D	syl 2	0	5	1	0	0	100%
		Pay & Display	5	70	8	3	0	38%
	E	Pay & Display	75	80	14	4	0	29%
	F	syl 2	155	45	9	1	0	11%
		M/Cycle Parking	200	5	3	1	0	33%
		syl 2	205	10	2	0	0	0%
		Resident Permit	215	35	2	1	0	100%
		Pay & Display	250	35	7	2	0	43%
		Unmarked	285	35	7	1	0	14%
total distance 320								

Beat Start Time 2230

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
West Row Southbound	A	Pay & Display	0	10	2	2	0	100%
		syl 2	10	10	2	0	0	0%
		Pay & Display	20	50	6	3	0	50%
	B	Pay & Display	70	40	8	5	0	63%
		syl 2	110	5	1	0	0	0%
		Unmarked	115	10	2	0	0	0%
total distance 125								

Beat Start Time 2230

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
West Row Northbound	A	syl 2	0	128	25	0	0	0%
total distance					128			

Beat Start Time 2230

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Middle Row Southbound	A	syl 2	0	5	1	0	0	100%
		Resident Permit	5	10	2	1	0	100%
		syl 2	15	10	2	0	0	0%
		Resident Permit	25	15	3	0	0	0%
B		syl 2	40	60	12	0	0	0%
		Yellow Zig Zag	100	25	3	0	0	0%
		Resident Permit	125	15	3	1	0	33%
total distance					140			

15 3 0%

Beat Start Time 2230

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Middle Row Northbound	C	syl 2	0	5	1	0	0	0%
		Pay & Display	5	30	7	2	0	71%
		Sch. Bus Bay	35	10	3	0	0	0%
		syl 2	45	5	2	0	0	0%
D		Yellow Zig Zag	50	25	4	0	0	0%
		syl 2	75	75	3	0	0	0%
total distance					150			

30 2 71%

Beat Start Time 2230

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Conlan Street Westbound	A	Pay & Display	0	25	5	0	0	0%
		syl 2	25	10	1	0	0	0%
B		Pay & Display	35	45	9	1	0	33%
		syl 2	80	10	2	0	0	0%

25 5 0%

45 6 33%

C	Pay & Display	90	25	5	2	0	3
	syl 2	115	5	1	0	0	1
		total distance 120					

25 3 40%

40%  
0%

Beat\_Start\_Time 2230

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk Spaces	
Conlan Street Eastbound	D	syl 2	0	5	1	0	0	0%
		Pay & Display	5	25	5	2	0	40%
		syl 2	30	10	2	0	0	0%
	E	Pay & Display	40	25	4	3	0	75%
		syl 1	65	5	2	0	0	0%
		Pay & Display	70	10	2	2	0	100%
	F	syl 2	80	5	1	0	0	0%
		syl 1	85	10	1	0	0	0%
		syl 2	95	5	1	0	0	0%
		syl 1	100	5	1	0	0	0%
		syl 2	105	5	1	0	0	0%
		Pay & Display	110	10	2	1	0	50%
		total distance 127						0%

25 3 40%

40%  
0%

25 3 40%

40%  
0%

25 1 75%

75%  
0%

5 2 0%

0%  
100%

10 0 100%

100%  
0%

10 1 0%

0%  
0%

5 1 0%

0%  
0%

10 1 50%

50%  
0%

Beat\_Start\_Time 2230

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk Spaces	
East Row Northbound	A	Resident Permit	0	15	2	2	0	50%
		syl 1	15	10	2	0	0	0%
		syl 2	25	5	1	0	0	0%
		Yellow Zig Zag	30	105	18	0	0	0%
	B	Pay & Display	135	25	5	2	0	40%
		syl 2	160	5	1	0	0	0%
		Pay & Display	165	15	3	1	0	0%
		total distance 189						100%

Occupancy

50%  
0%  
0%

0%  
0%  
40%

0%  
0%  
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Beat Start Time 2230

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double PK Spaces	
East Row Southbound	C	syl 2	0	5	1	0	0	0%
		Pay & Display	5	55	11	7	0	64%
		syl 2	60	15	3	0	0	0%
	D	Pay & Display	75	75	15	1	0	7%
			total distance					
			150					

Beat Start Time 2230

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double PK Spaces	
Bosworth Road Southbound	A	syl 2	0	5	1	1	0	100%
		Pay & Display	5	30	6	4	0	67%
		Syl 1	35	25	1	0	0	0%
	B	Resident Permit	60	70	14	8	0	57%
		syl 2	130	40	8	3	0	38%
		Pay & Display	170	5	1	1	0	100%
			total distance					
			175					

Beat Start Time 2230

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double PK Spaces	
Bosworth Road Northbound	C	syl 2	0	10	2	0	0	0%
		Pay & Display	10	35	7	1	0	14%
		syl 1	45	10	2	0	0	0%
	D	Pay & Display	55	70	14	10	0	86%
		syl 2	125	15	3	0	0	0%
		Pay & Display	140	35	7	0	0	0%
		syl 2	175	2	0	0	0	0%
			total distance					
			177					

Beat\_Start\_Time 2230

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Appleford Road Eastbound	A	syl 2	0	5	1	0	0	0%
		Pay & Display	5	35	7	5	0	86%
		Yellow Zig Zag	40	25	5	1	0	20%
		Resident Permit	65	20	4	1	0	25%
	B	Yellow Zig Zag	85	15	3	0	0	0%
			total distance			100		

35 1 86%

Beat\_Start\_Time 2230

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Appleford Road Westbound	C	syl 2	0	5	1	0	0	0%
		Resident Permit	5	70	14	8	0	64%
		syl 1	75	15	3	1	0	33%
		syl 2	90	5	1	0	0	0%
			total distance			95		

15 2 33%

Beat\_Start\_Time 2230

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Adair Road Northbound	A	syl 2	0	5	1	1	0	100%
		Pay & Display	5	35	7	3	0	43%
		syl 2	40	20	4	0	0	0%
		Pay & Display	60	20	4	1	0	25%
	B	syl 2	80	10	2	0	0	0%
		Pay & Display	90	25	2	2	0	100%
	C	Pay & Display	115	20	4	1	0	25%
		syl 2	135	30	6	1	0	17%
			total distance			165		

35 4 43%  
20 3 25%  
25 0 100%  
20 3 25%

Beat\_Start\_Time 2230

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Adair Road Southbound	D	Pay & Display	0	55	11	8	0	64%
		syl 2	55	20	1	0	0	0%
	E	Resident Permit	75	55	8	6	0	100%
	F	Resident Permit	130	35	7	5	0	86%
total distance								165

Beat\_Start\_Time 2230

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Hazlewood_Crescent Westbound	A	syl 2	0	5	1	0	0	0%
		Pay & Display	5	35	7	0	0	0%
		syl 2	40	10	2	0	0	0%
	B	Pay & Display	50	40	8	5	0	63%
		Double Yellow	90	10	2	0	0	0%
		Pay & Display	100	30	6	5	0	83%
	C	Double Yellow	130	15	3	0	0	0%
		Resident Permit	145	75	15	9	0	67%
		syl 2	220	8	1	1	0	100%
total distance								228

Beat\_Start\_Time 2230

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Hazlewood_Crescent Eastbound	D	syl 2	0	5	1	0	0	0%
		Resident Permit	5	20	4	4	0	100%
		syl 2	25	10	2	1	0	50%
	E	Resident Permit	35	40	5	2	0	20%
	F	Resident Permit	75	75	15	11	0	80%
total distance								150

Beat\_Start\_Time 2230

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Golborne Road Southbound	A	Double Yellow	0	25	2	0	0	0%
		syl 2	25	5	1	0	0	0%
		Resident Permit	30	30	6	6	0	100%
	B	Bus Stop	60	25	4	1	0	25%
		Pay & Display	85	20	8	3	0	38%
	C	Zebra Crossing	105	5	1	0	0	0%
		Pay & Display	110	15	6	5	0	83%
	syl 2	125	30	6	0	0	0%	
			total distance			155		

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Golborne Road Northbound	D	syl 2	0	20	4	1	0	25%
		Pay and Display	20	18	7	1	0	14%
	E	Zebra Crossing	38	5	1	0	0	0%
		Pay and Display	43	27	4	4	0	100%
		syl 2	70	20	4	0	0	0%
		opening	90	15	0	0	0	-
	Resident Permit	105	20	4	3	0	75%	
	Double Yellow	125	15	3	0	0	0%	
			total distance			140		

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Golborne Gardens Eastbound	A	syl 1	0	10	2	1	0	50%
		Resident Permit	10	50	8	7	0	75%
			total distance			60		

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk	
Golborne Gardens Westbound	B	Resident Permit	0	20	2	2	0	100%
		syl 2	20	10	2	0	0	0%
		Resident Permit	30	15	3	3	0	100%

total distance 45

Beat Start Time 2230

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk Spaces	
Southam Street Westbound	A	syl 2	0	5	5	0	0	0%
		Resident Permit	5	55	9	3	0	33%
total distance								60

55 4 56%

Beat Start Time 2230

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy
					Capacity	Parked	Double Pk Spaces	
Southam Street Eastbound	A	syl 2	0	5	1	0	0	0%
		Pay & Display	5	55	9	5	0	56%
total distance								60

24 4 0%

32 4 20%

14 0 100%

40 3 50%

30 6 0%

45 5 17%

55 3 67%

0%

Beat Start Time 2230

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy	
					Capacity	Parked	Double Pk Spaces		
Kensal Road Eastbound	A	syl 1	0	24	4	0	0	4	0%
		Resident Permit	24	21	4	3	0	1	75%
		Pay & Display	45	32	5	1	0	4	20%
		syl 2	77	5	1	0	0	1	0%
		syl 1	82	14	2	2	0	0	100%
	B	syl 2	96	9	1	1	0	0	100%
		Pay & Display	105	40	6	3	0	3	50%
	C	Resident Permit	145	30	5	2	0	1	80%
		syl 2	175	5	1	0	0	1	0%
		Resident Permit	180	38	4	3	0	1	75%
	Zebra Crossing	218	27	1	1	0	0	100%	
	Pay & Display	245	30	6	0	0	6	0%	
	Bus Stop	275	25	4	1	0	3	25%	
	Pay & Display	300	45	6	0	0	5	17%	
	syl 2	345	5	1	1	0	0	100%	
D	M/Cycle Parking	350	10	5	1	0	4	20%	
	Pay & Display	360	55	9	6	0	3	67%	
	M/Cycle Parking	415	10	5	0	0	5	0%	
total distance								425	

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy		
					Capacity	Parked	Double Pk Spaces			
Kensal Road Eastbound		syl 1	425	20	4	1	0	20	50%	
		syl 2	445	10	2	0	0	2	0%	
	E	Bus Stop		455	25	5	0	0	5	0%
				480	15	3	2	0	0	100%
		M/Cycle Parking		495	10	1	0	0	100%	
		Keep Clear Sign		505	5	2	1	0	100%	
		Pay & Display		510	20	9	0	0	0%	
		White Zig Zag		530	5	8	0	0	0%	
		Zebra Crossing		535	20	5	5	0	100%	
		White Zig Zag		555	175	13	0	0	100%	
		syl 2		730	41	2	0	0	0%	
		Double Yellow								
		total distance								

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy		
					Capacity	Parked	Double Pk Spaces			
Kensal Road Westbound	G	syl 1	0	75	11	0	0	11	0%	
	H	syl 1	75	5	1	0	0	1	0%	
		Bus Stop		80	20	4	0	0	4	0%
				100	15	3	0	0	1	67%
		syl 2		115	5	1	0	0	0%	
		syl 1		120	20	4	4	0	2	50%
		syl 2		140	5	1	0	0	1	0%
		syl 1		145	45	9	2	0	7	22%
		syl 2		190	3	0	0	0	0	-
		syl 1		193	7	1	0	0	1	0%
		White Zig Zag		200	18	3	0	0	3	0%
		Zebra Crossing		218	5	1	0	0	1	0%
	I	White Zig Zag		223	17	3	0	0	3	0%
				240	5	1	0	0	1	0%
		syl 2		245	5	1	1	0	1	0%
		syl 1		250	40	8	3	0	6	25%
		syl 2		290	5	1	0	0	1	0%
	syl 1		295	10	2	0	0	1	50%	

	syl 2	305	5	1	0	0	1
total distance 310							

0%

Beat Start Time 2230

Location	Section	Regulation	Distance from Start (m)	Length of Regulation (m)	Vehicles			Occupancy	
					Capacity	Parked	Double Pk Spaces		
Kensal Road Westbound		syl 1	310	10	2	0	0	2	0%
		syl 2	320	5	1	0	0	1	0%
		syl 1	325	80	12	1	0	11	8%
		syl 2	405	25	5	0	0	5	0%
	J	Pay & Display	430	55	7	0	0	7	0%
	K	Bus Stop	485	20	4	0	0	4	0%
		White Zig Zag	505	20	4	0	0	4	0%
		Zebra Crossing	525	5	1	0	0	1	0%
		White Zig Zag	530	20	4	0	0	4	0%
		syl 1	550	5	1	0	0	1	0%
		syl 2	555	5	1	0	0	1	0%
		Pay & Display	560	50	10	5	0	5	50%
		syl 2	610	5	1	0	0	1	0%
		Pay & Display	615	15	3	2	0	1	67%
	Resident Permit	630	45	9	6	0	3	67%	
	syl 2	675	60	1	0	0	1	0%	
	Double Yellow	735	10	2	0	0	2	0%	
total distance 745								236	45%

Regulation (m) Spaces

5085	898	291	0	571
Overall for survey area				
Regulation (m)	Capacity	Parked	Double Pk	Spaces

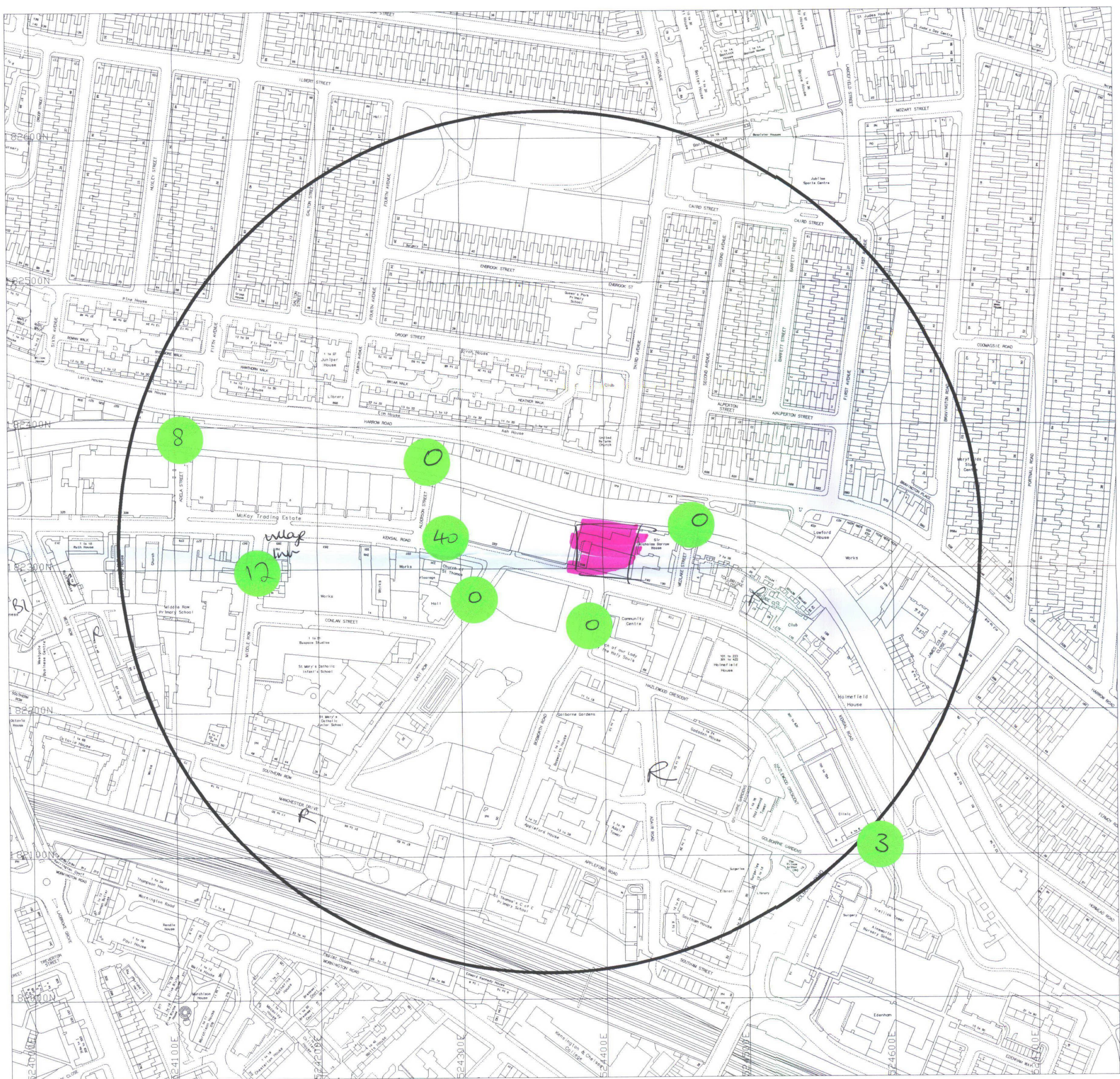
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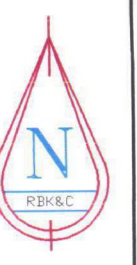
Notes



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Rev	Description	By	Date	Chk'd

Department of  
Transportation and Highways



The Town Hall  
Hornton Street  
London W8 7NX

Tel. 0171 361 2209  
Fax. 0171 938 5478

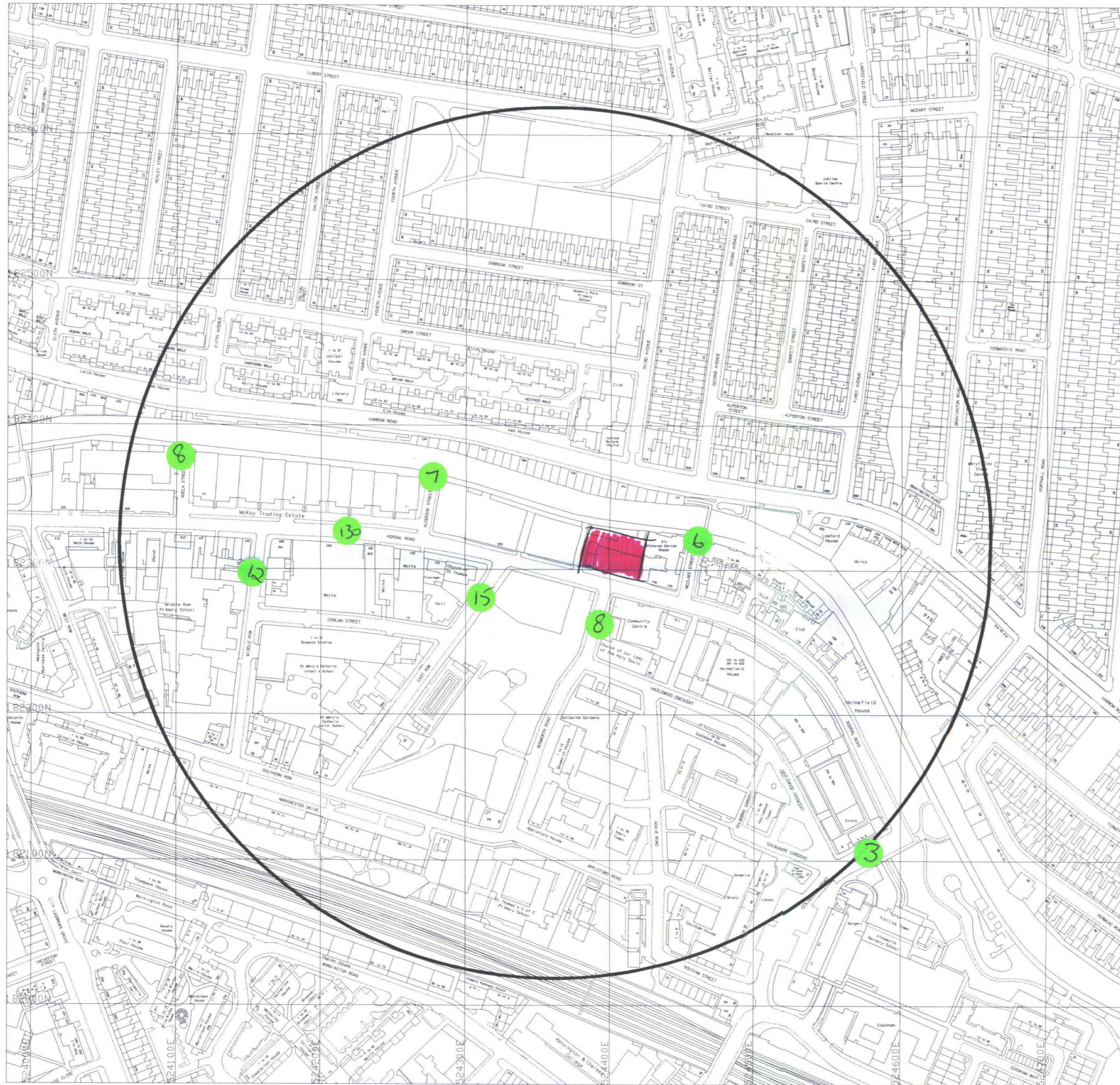
Project

Title

Original Scale 1 : 2500	Prepared By Date	Checked Date	A2
Drawing Number TM/	File Number	Rev	

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Notes



Transport  
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Rev	Description	By	Date	Chk'd

Department of  
Transportation and Highways



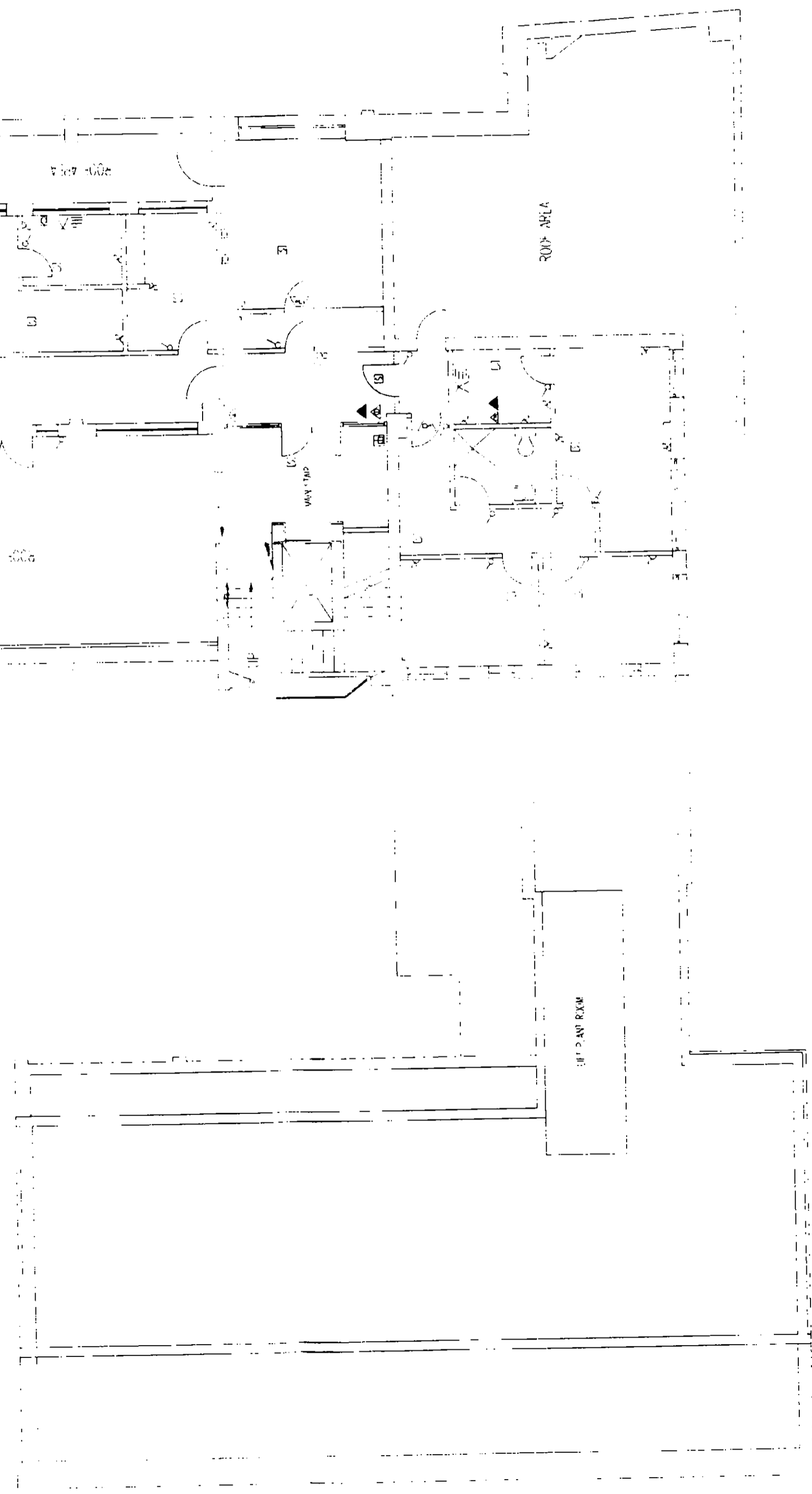
The Town Hall  
Hornton Street  
London W8 7NX  
Tel. 0171 361 2209  
Fax. 0171 938 5478

Project

Title

Original Scale 1: 2500	Prepared By Date	Checked Date	A2
Drawing Number TM/	File Number	Rev	

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- REF: 102
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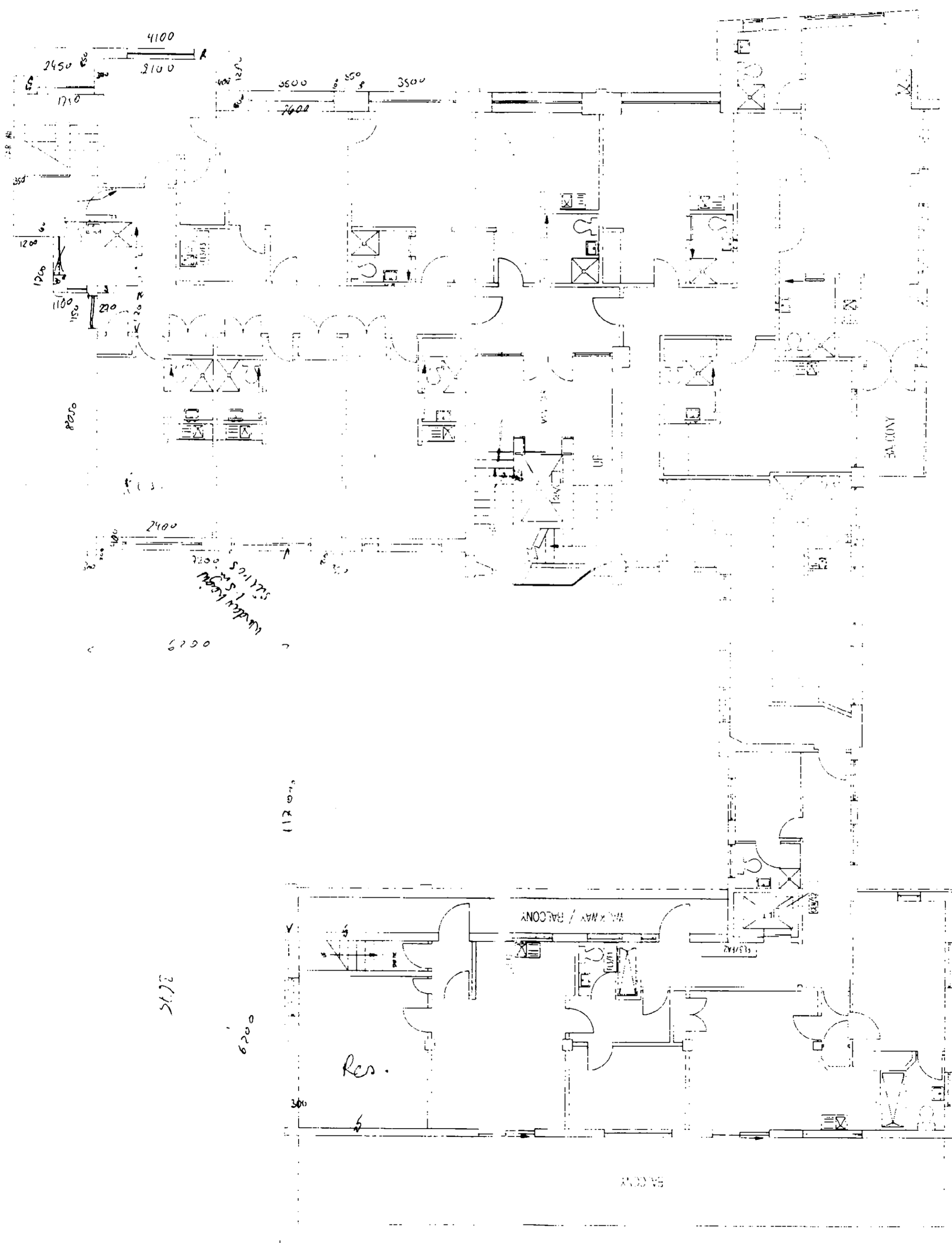


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EXISTING JURISDICTION  
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 challenging business  
 SECOND DRAWING  
 DR CAD June 94  
 WEDLAKE - 4th Floor / 006



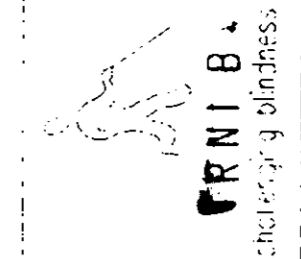
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- CB. GAS PIPING (GAS)
- CC. ROOF
- CD. CENTRAL HEATING/COOLING UNIT
- CE. PLANT
- CF. BOILER
- CG. CALORIFIER
- CH. PUMP
- CI. COOKING RANGE
- CJ. FAN
- CK. FAN/EXHAUST
- CL. LIFT EQUIPMENT
- CM. FAN COIL UNIT
- CN. FIRE ALARM PANEL
- CO. CONDENSING UNIT
- CP. AIR FILTER
- CQ. FAN
- CR. AIR HANDLING UNIT
- CS. FURNITURE/SEATING
- CT. ELECTRICAL SWITCHGEAR
- CU. SECURITY PANEL
- CV. COOKER HOOD
- CW. PRESSURE VENTILATION SYSTEM



REF: DATE: 03/08/04

**SHEPHERD MAYNARD**  
A S O F T W A R E

BUILDING SERVICES CONSULTANTS  
104 A PARK STREET W. BIRMINGHAM  
TELEPHONE 011 439 5685 FAX 011 435 2415



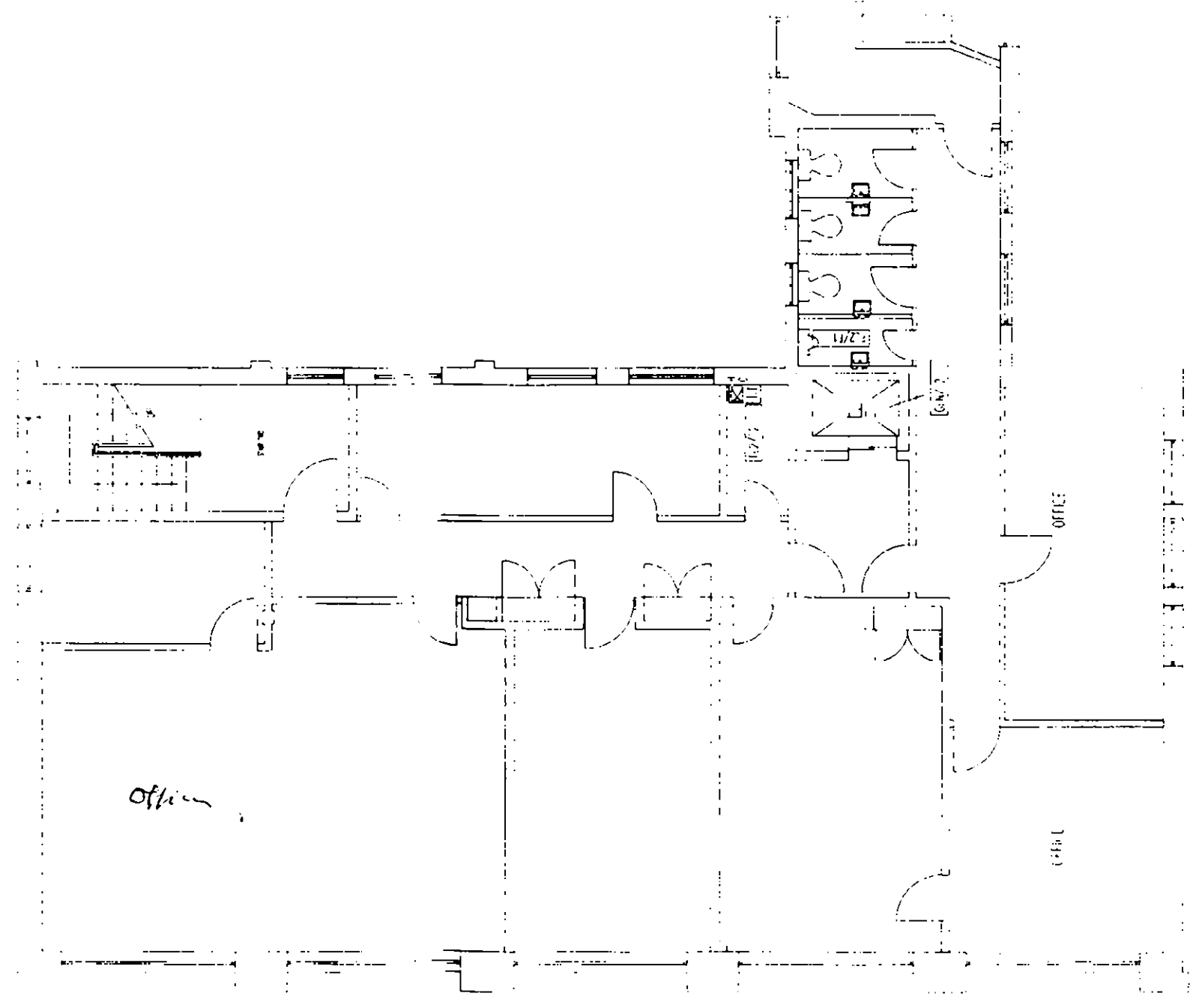
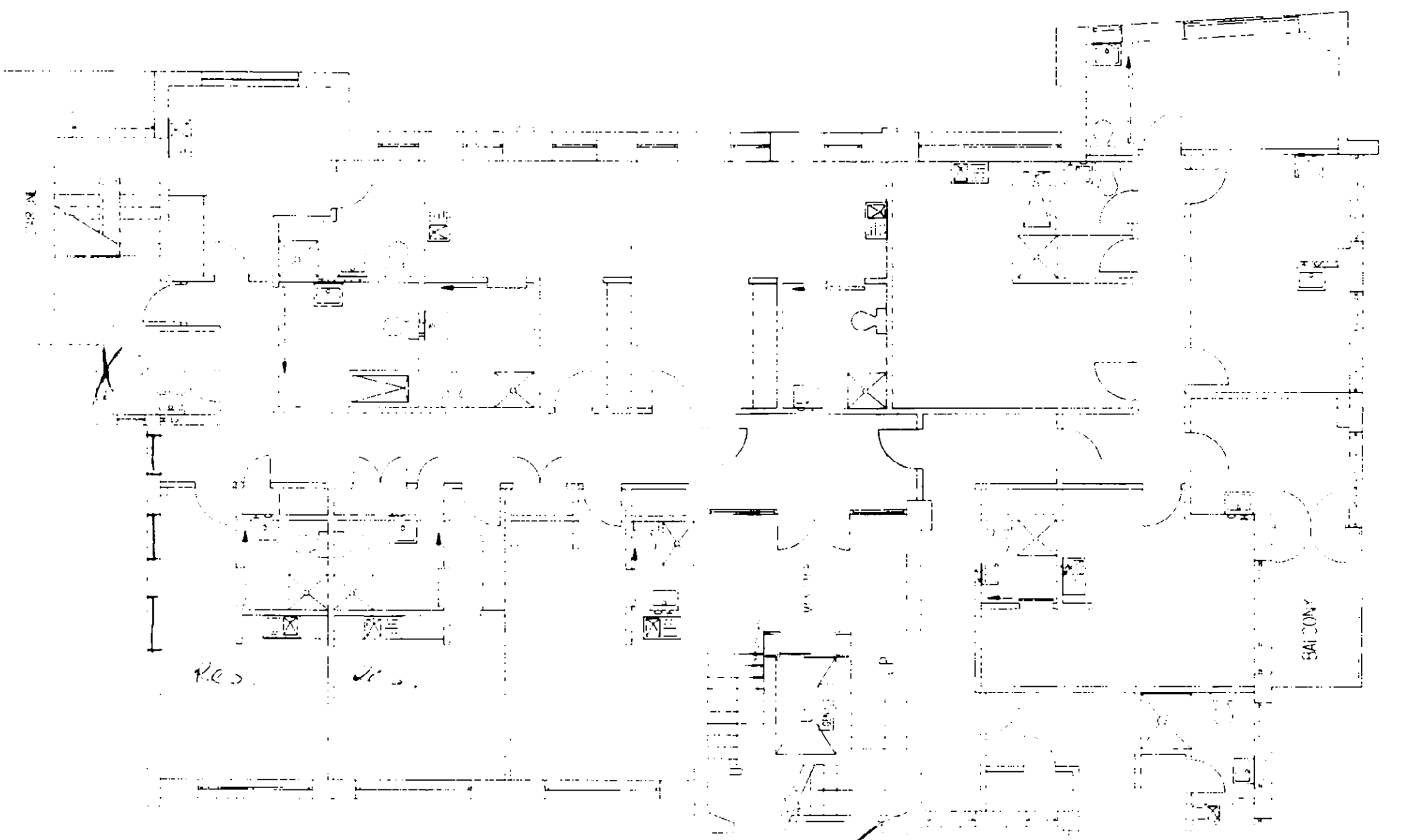
**CARRROW HOUSE**

ASSET REGISTER STATUS  
FIRST FLOOR

SHEET NO: 5 DATE: 03/08/04  
DRAWN BY: [signature] CHECKED BY: [signature]

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REV DATE DESCRIPTION

**SILVNERMAYERS**  
ARCHITECTS

BUILDING SERVICES CONSULTANTS  
104 A PARK STREET, APT. 301  
SYDNEY NSW 2000  
TELEPHONE 071 499 5685 FAX 071 403 2400

**R N I S**  
challenging business

DATE: 23/09/08

BY: [Signature]

CARRON HOUSE

DISCIPLINE: ARCHITECTURE

PROJECT: ASSIST REGISTER, AYDJA

DRAWING: SECOND\_FLOOR

SCALE: 1:100

DATE: 23/09/08

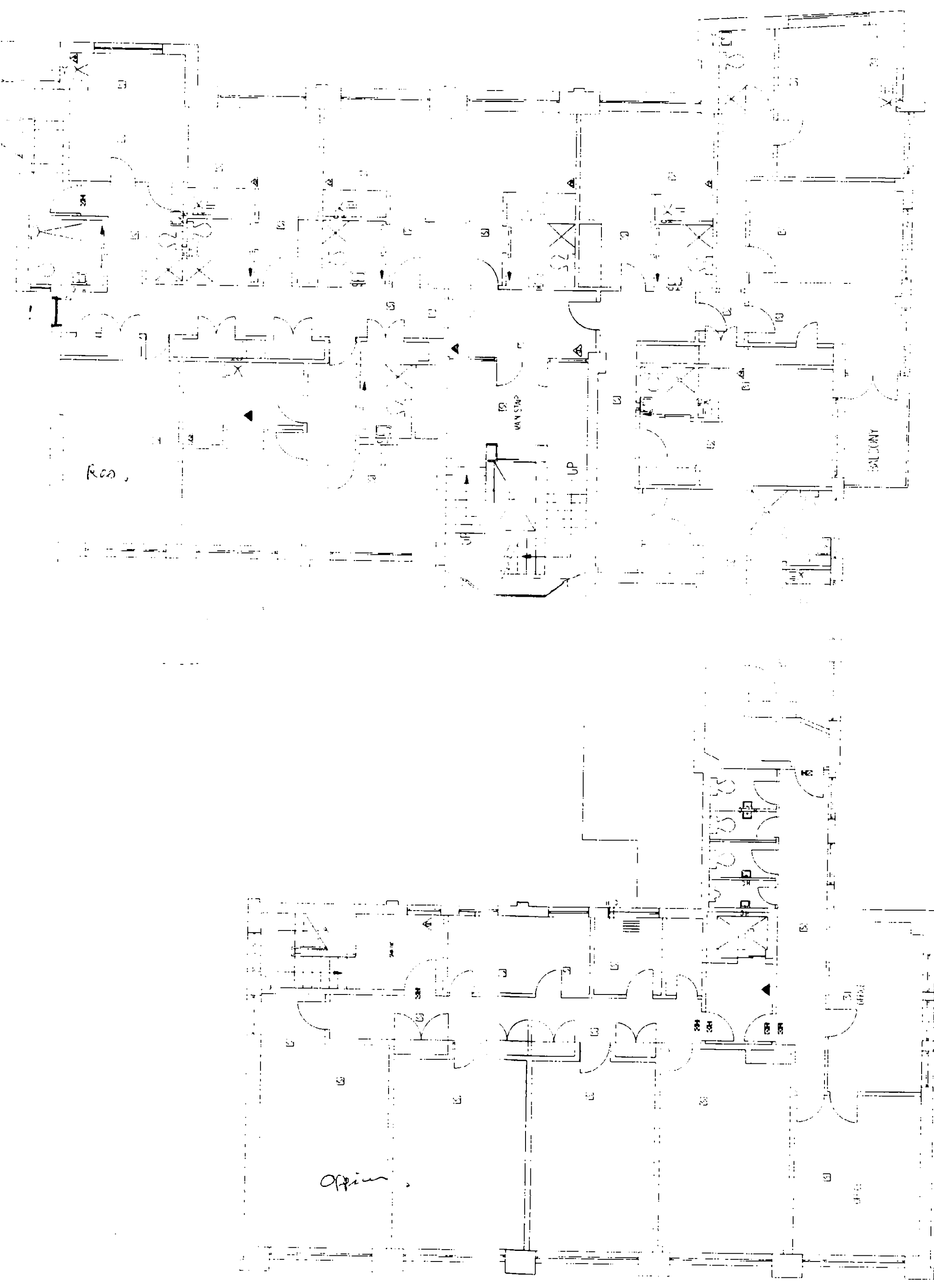
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36. WEDLAKE

- NOTES
- 1. ALL WORK TO BE ACCORDING TO THE LATEST EDITIONS OF THE NATIONAL ELECTRICAL CODE (NEC) AND THE NATIONAL FIRE ALARM AND SIGNALING CODE (NFPA 72).
  - 2. ALL WORK TO BE ACCORDING TO THE LATEST EDITIONS OF THE NATIONAL MECHANICAL CODE (NMC) AND THE NATIONAL PLUMBING AND HEATING CODE (NPHC).
  - 3. ALL WORK TO BE ACCORDING TO THE LATEST EDITIONS OF THE NATIONAL GAS CODE (NGC) AND THE NATIONAL BOILER AND PRESSURE VESSEL CODE (NBPV).
  - 4. ALL WORK TO BE ACCORDING TO THE LATEST EDITIONS OF THE NATIONAL CONSTRUCTION CODE (NCC) AND THE NATIONAL BUILDING CODE (NBC).
  - 5. ALL WORK TO BE ACCORDING TO THE LATEST EDITIONS OF THE NATIONAL ELECTRICAL CODE (NEC) AND THE NATIONAL FIRE ALARM AND SIGNALING CODE (NFPA 72).
  - 6. ALL WORK TO BE ACCORDING TO THE LATEST EDITIONS OF THE NATIONAL MECHANICAL CODE (NMC) AND THE NATIONAL PLUMBING AND HEATING CODE (NPHC).
  - 7. ALL WORK TO BE ACCORDING TO THE LATEST EDITIONS OF THE NATIONAL GAS CODE (NGC) AND THE NATIONAL BOILER AND PRESSURE VESSEL CODE (NBPV).
  - 8. ALL WORK TO BE ACCORDING TO THE LATEST EDITIONS OF THE NATIONAL CONSTRUCTION CODE (NCC) AND THE NATIONAL BUILDING CODE (NBC).



DATE: 11/11/94  
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DATE: 11/11/94  
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 CHECKED BY: [Signature]

RECORD DRAWING

DR CAD June 94

WEDLAKE - 1st Floor / 003



Kansal.

Existing			Prepared	
B1	6,850	60	3,500	30
A3	150	5	300	10
A1 retail	??		209	3
		<u>65</u>		<u>43</u>

B1 = half  
A3 x 2  
A1 retail = 3

We may add the policy

~





April 1998

## SURVEY NOTES

The Cobden night club is situated on the lower end of Kensal Road near Golbourne Road.

There is a construction area about 250m from the club on the opposite side of the road. The only affect of the construction works is that two motorcycle bays on Kensal Road opposite East Row Street, are out of use.

There is a lively pub called "The Village Inn" near the Ladbroke Grove end of Kensal Road. The area is rather quiet with lots of available parking on both sides of the road.

A lot of the parking bays are taken on Kensal Road opposite East Row Street due to the presence of another night club called "The Canal Brasserie". The club is not very busy, with people entering it only every now and then.

There is another pub on the corner of Brosworth and Kensal Road but this is also not very active.

The Cobden night club is extremely quiet at 21.30. There is one or two people arriving every ten to fifteen minutes.

Time: 10:30 - 12:30

- As it gets later more people start arriving in the area.
- There are more groups than individuals arriving.
- People are being dropped off in Black cabs rather than driving their own vehicles.
- A stretch limousines drove past.
- Cars parked on both sides of the road, outside the Cobden night club, with general passing flow being congested due to double parking.
- Crowd of 10 enter the club.
- Another limousine drove past.
- A police car drove past.
- 10:50pm- The bouncer came to talk to us and informed us that it was a members only club and that some nights the whole road is lined with cars. There are two separate night clubs in the one building but both are called "The Cobden". One part is a men's working club and the other is the members section.
- People entering more regularly in groups of 3/4 and still dropped off by taxi.
- Yet another limousine drives past.
- The parking area starts to fill up a bit, but there is still a lot of spaces available.
- No queuing for the club, people arrive and walk straight in.
- A bus drives past every 30 minutes and there is no congestion.
- A man is parked in the middle of the road, just outside the club talking to the bouncer. His car is blocking the road but it's not a problem as there are no cars trying to get past. He moves when a car eventually arrives.
- Bouncers seem familiar with the customers entering the club.
- The level of noise coming from the club is very low.

- 11.00 pm - Roads are getting busier- more cars and people arriving.
- More people standing around the entrance of the club.
- Two males arrive on bicycles and then enter the club.
- Bouncer came over a second time and told us that it was not a very safe area to be waiting around in. He also told us that the doormen organise cabs for the members to go home in and that the club is a year old and used to be a men's bar for after work.
- An intoxicated man is outside the club making a bit of noise.
- A lot of cars stop outside the club and talk to the bouncers but don't cause any congestion.
- A light goods vehicle stops just past the club preventing other cars from passing it. A truck comes past forcing the vehicle to move.
- 11.30 pm. The streets become a lot more active. There is lots of people coming and going but still no major queues.
- Two buses come from opposite directions causing a bit of a traffic jam.
- An intoxicated man walks across the road, towards the club, making a slight noise.
- The men's working club section is becoming very busy with people grouping outside the entrance.
- The noise level rises but nothing too excessive.
- The majority of the people are dropped off just outside the club.
- It is an older crowd of people- aged 25 and upwards.
- A steady increase of people during the course of the evening.
- The road is not wide enough for cars to pass each other and they always end up blocking one another, causing a lot of frustration with horns being pressed.
- 11.45 pm. A lot of people leaving the club
- A group of 10 walk past the club.
- A group of intoxicated people, about 10m from the club, are standing near their car shouting and playing around.
- Another police car drove past.
- People arriving in groups of between 2-4 people.

### The Hinterland

The side roads to the club are reasonably full yet there is still parking available. Hazelwood Road (parallel to Kensal Road) is all pay and display on one side of the road and all residential bays on the other. There are a number of parking bays available on both sides of the road. There are mainly small apartments and flats in this area. Further south there are more pay and display parking bays and residential parking bays but none are full and there is a lot of parking still available.

### Conclusion

Parking was never a serious problem throughout the evening on Kensal Road or in the hinterland. Kensal Road itself however, is too narrow to allow parking on both sides and a free flow of traffic in-between, with vehicles having the make way to others, if two come at once. The only club that was remotely busy was 'The Village Inn' at the end of the street, with a queue appearing at the Cobden on one occasion.

CITY CLICKERS

ROYAL BOROUGH OF KENSINGTON AND CHELSEA

PROJECT NAME : KENSAL RD PARKING BEAT SURVEY - 1998

SURVEY DATE : THURSDAY 23RD APRIL 1998

SURVEY TYPE : PARKING OCCUPANCY SURVEY

SURVEY PERIOD : 21:30 & 00:30 ( TWO BEATS )

ROAD NAME : ALDERSON STREET

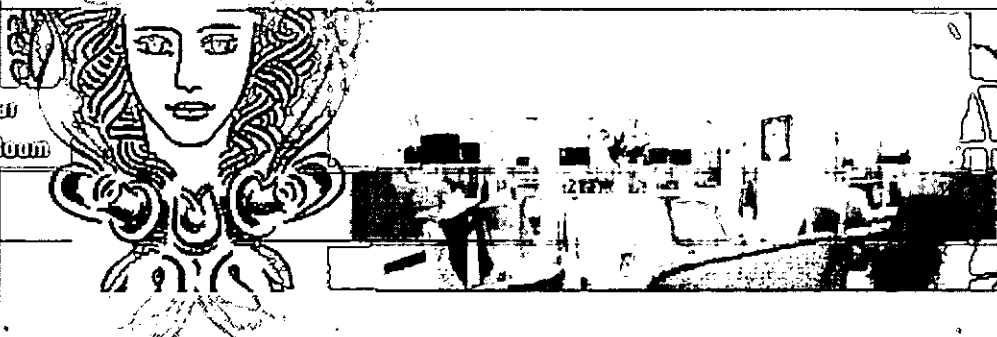
21.30

00.30

PARKING RESTRICTION	POTENTIAL SPACES	ACTUAL SPACES	RES VEHICLES	NOT RES VEHICLES	% OCCUP	ACTUAL SPACES	RES VEHICLES	NOT RES VEHICLES	% OCCUP
UNRESTRICTED	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SINGLE YELLOW ( OK )	2	2	0	0	0.00	2	0	0	0.00
SINGLE YELLOW ( NOT OK )	5	5	0	0	0.00	5	0	0	0.00
RESIDENTS BAY	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
METER BAY	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
PAY & DISPLAY	7	5	0	1	16.67	5	0	1	16.67
MCYC BAY	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
DOUBLE YELLOW	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
ZIG ZAGGED	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
KEEP CLEAR									
COMBINED PAY & DISPLAY & RES PARK.	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
TOTAL	14	12	0	1	7.69	12	0	1	7.69

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  - Restaurant & Lounge Bar
  - The Reading & Games Room
- Corporate function & location hire
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# THE COBDEN CLUB



The Cobden Club is West London's best known private members' Club. It combines the comfort and privacy of an old style club with high quality food, good service and an exciting programme of contemporary events in a relaxed and friendly atmosphere.

## latest news

### What have you missed!!!

Nick Cave album launch

**More...**

Vidal Sasson fashion week party **More...**

\*\*\*\*\*

£10 per head 3-course dinner....Every Monday and Tuesday in the Cobden Club Restaurant.

\*\*\*\*\*

Collin Patterson's '**West**'- Exclusive to the Cobden Club

Every Wednesday the highly acclaimed C.P will be bringing his unique blend of Soulful Funk and Funky Garage to the Cobden Club night, '**West**'.

With regular guest D.J'S, D.j'ing from the Cobden stage with ambient projections, all adding to the unique atmosphere that Collin creates.

Watch this space for live bands coming soon...

\*\*\*\*\*

## coming up

### COMING UP IN MARCH...

\*\*\*\*\*

#### Kind of Blue:

The Making of the Miles Davis Masterpiece by Ashley Khan, Tuesday 13th March from 7.30.

Members are invited to the launch of the unique book chronicling a groundbreaking moment in jazz history. Kind of Blue will be performed live on the evening, from the Cobden stage. **More...**

\*\*\*\*\*

#### The Worldwide Guide to Movie Locations (Titan Books) by Tony Reeves Wednesday 21 March

To celebrate the launch of this unique guide Titan books will be presenting a feast of film entertainment, with a film themed quiz. Prizes galore! Doors open from 7.00pm for swotting and cocktails, quiz starts 8.00-9.00pm. **More... An Absolute must for must for anyone mad about movies!**

### Reciprocal Relations

\*\*\*\*\*

Visiting Amsterdam this year? Don't forget to take your Cobden membership card.

Football returns to the Big Screen: Champions League and England's World Cup Qualifiers.

Your membership extends to Holland's answer to the Cobden '**De Kring**' in Amsterdam  
Visit [www.kring.nl](http://www.kring.nl)

\*\*\*\*\*

\*\*\*\*\*

The Club is located on the first and second floors of the old Cobden Working Men's Club on Kensal Road, a wonderful grade II listed building. The first floor cocktail lounge and restaurant has a 1920's 'Ocean Liner' ambience. The second floor is a magnificent Victorian hall with floor to ceiling mirrors and has a stage at one end and a thirty-foot bar at the other. It is the Club's main bar and has been decorated in Neo-Gothic splendour, housing a state of the art sound system, a full lighting rig and a large film projector.

The Club opened in November 1996 with 800 founder members chosen by a high profile Membership Committee including: Bella Freud, Nicholas Coleridge, Jade Jagger, Kate Moss, Alexandra Shulman, Malcolm McLaren, and other prominent figures from the art, fashion, music, literary and media professions. Since opening, the Club has increased its membership to around 2000.

After nearly four years, the Club is firmly established as one of the most stylish places to hang out in London, with its members coming from far and wide to use it. Its raffish mixture of artists, musicians, boho Notting Hillites and decadent aristos has created one of the most interesting ambiances in London. You never know who's going to be there.

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# THE COBDEN CLUB

## Corporate function & location hire

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### On this page:

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[Sound & light system](#)

We hire out our rooms for occasions including: Board Meetings, Book Launches, Cocktail Parties, Wedding Receptions Exhibitions, Fashion Shows, Film Screenings, Film Locations, Music Show Cases, Photographic Shoots, Press and TV Interviews, Private Lunches and Dinners, Product Launches, Sales Conferences and Wine Trade Tastings.

### CLUB SPECIFICATIONS

**Reception Area:** Club can provide a receptionist to check your guests in, answer phones, book taxis, etc.

**Security:** The Cobden employs our own fully licenced and trained doormen and security staff

**Cloak Room Capacity** Coat hooks: 300, Staff: Yes

**Access to Meeting Rooms:** Carpeted stairs to first and second floors

**Rooms and Capacities:**

**Restaurant & Lounge Bar (first floor)**  
Lunch/dinner: 20 - 150 covers  
Lounge Bar (with restaurant set for up to 60 covers): holds 60 people

**Private Dining Room**  
Lunch/dinner: 16 covers  
Cocktails: 30

**Grand Hall**  
Capacity (standing): 200  
Theatre (seated): 150

**Reading & Games Room**  
Capacity: 10

**Maximum** 300 guests at any one time.

<b>capacity for entire building</b>	<p>The diversity of The Cobden Club space allows us to host a wide variety of events from personal meetings over coffee, film casting for fifty, or a Christmas Party for 300.</p> <p>The Club is not open to members during the day which provides the freedom to cater for every requirement at very competitive rates.</p>
<b>Audio visual equipment</b>	<p>Lighting &amp; sound system (see PA specification <a href="#">below</a>)</p> <p>Stage</p> <p>Curtains and electric 12' x 10' cinema screen</p>
<b>General Items</b>	<p>Barco Video projector with Satellite TV &amp; VHS format built-in drop down screen at front edge of stage</p>
<b>Accommodation</b>	<p>There is no in house accommodation available. Nearby quality hotels include the Portobello Hotel, the Halcyon Hotel and the New Westbourne, or for a larger capacity the Kensington Hilton is approximately 15 minutes away by taxi.</p>

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## PAST EVENTS

Selected Major Events held at The Cobden Club recently:

- Aftershow parties: Beck, Blur, Bush and Sheryl Crow.
- Showcases: Honeyz, Vast, Mynxters, Elevator Suite and Shawn Lee.
- Wrap Parties: Proof of Life, Scrooge, Women Talking Dirty and Millennium Blackadder.
- Book launches: Bing Banged My Lula (Orion) - Frankie Park, Elvis has left the building (Hodder & Stoughton) - Tania Kindersley, The Wild (Penguin) - Esther Freud and Lizzie Jordan's Secret Life (Hodder & Stoughton) - Chris Manby.
- Conferences: Vital Distribution sales conference, Mail on Sunday advertising conference, Sony Playstation "This is Football" media launch and MTVNetworks UK Day.
- Private Dinners & Parties: Jeremy Paxman's 50th, Universal/Polygram - "The End Party", Radio 1 Dj's photo & party, Zoe Balls Birthday.
- Location: Jerry Springer, Jonathan Creek, Trial and Retribution iv, Flowers - "Sweet Female Attitude".



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## CONTACTS

For further information contact the Events Manager, Martin Fowler, on 020 8960 4222 or e-mail him on [martin@cobdenclub.co.uk](mailto:martin@cobdenclub.co.uk).

For P.R./sponsorship/music/fashion enquiries contact Caroline Hutchinson on 020 8962 0702.  
e-mail: [hutchinson.caroline@talk21.com](mailto:hutchinson.caroline@talk21.com).

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## SOUND & LIGHT SYSTEM @ the COBDEN CLUB

### PA System

Power 4,5 K (4000 watts mono)  
Turbo Sound Speakers  
4x Mid high Cabinets  
2x Base bins  
C Audio Amp (Cabinets)  
HH amp (Base bins)  
Mackie Live Mixing Desk 24 Channels in to 4 Subs  
2 Channel Compressor Alesis 3630  
6 Mike Stands  
6 Mikes (1xSm58 1x Sm48 2x Peavey pvi 2x JSH Mud525)  
Stagebox 16 Mic inputs 8 Line inputs)  
4x Monitors (Powered by 100w Amp)  
Cables (2x JackToJack 6x XLRtoXLR 6xSpeaker Cable for Monitors  
3x 4way electrical extensions

### DJ Equipment

2x Technics 1210 mk2 Turntables  
1x Pro Twin CD player with pitch control  
1x DJ Mixer (crossfade mixer)  
2x Monitors for DJ (Amp 50w)

### Lighting

Lighting Desk Zero 88 24 Channels  
Light Master x LS  
10 Par 64 (10.000 Watts)  
Special Effects  
2x Track Spots

### TV Video Presentation

12x5 ft Retractable Screen  
VHS Video  
Satellite System SKY Digital

**The stage is 10x25 ft with side access to changing room**

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## About the Cobden Club



Named after Richard Cobden (the famous philanthropist and Member of Parliament renowned for his part in the repeal of the Corn Laws), the Club was built in the 1870s as a venue to promote art and entertainment for the working man. These values are continued in the current Club ethos.

Members benefit from the Club's extensive social events calendar, which include book readings, band showcases and members' parties. The Club also has a number of regular sporting fixtures with other private members' clubs.

The building has been completely restored. Interior designers Matthew Godley and Justin Meath Baker have restored the building's magnificent original features whilst fully modernising the building for the 21st century. Their blend of the traditional and the modern in their design has created an ideal environment where members can eat, drink and enjoy themselves in comfortable surroundings.

Russell Whomersley the Head Chef's 'New British Style' cuisine is reflected in the Club's A La Carte Restaurant. His bar food menu provides comfort for those members looking for an early evening nibble or something to satisfy those late night munchies.

The Club has an excellent wine list from Chateau Musar to Dom Perignon. It has a fabulous cocktail list originally created by super star mixologist Jasper Eyears and has been updated and re-invented by the Club's very own Robert Smith the resident guru of the Grand Hall bar.

Weekday nights at the Club are busy with early evening organised events such as film and music showcases. Later, the bar attracts members looking for a comfortable and secure environment to lounge around in, drink and relax. Regular DJs play easy-listening music on Thursday nights for a hip, chilled atmosphere and on Friday and Saturday night, the top bar becomes filled with a dancing, young and glamorous crowd.

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# THE COBDEN CLUB

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## Club events

Members can enjoy a varied program of events as well activities outside the Club such as cricket in the summer and football in the winter.

**Happy Mondays** film night might include a screening of the latest Hollywood blockbuster or a cult classic.

**Tuesday is Literary night** with [author readings](#) followed by a Q&A. Authors who have recently read at the club include: Hanif Kureshi, James Hawes, Louis de Bernieres, Courttia Newland, Howard Marks, Frankie Park, Josie Lloyd & Emlyn Rees, Barefoot Doctor, JJ Connolly, Esther Freud, Danny Moynihan, Sebastian Faulks, James Delingpole, Lana Citron, Clare de Vries, Robert Llewelyn and many others, both new and more established.

**Midweek** is reserved for **regular live music performances**. Recent band showcases have included appearances from Elevator Suite (Infectious Records) and Shawn Lee (We Love You).

On **Thursdays club DJs play easy-listening rare grooves** for a laid back atmosphere with **Friday and Saturday Club nights** more up-tempo! There are also occasional plays, cabaret dinners and comedy reviews that utilise the Club's listed Victorian stage.

**All future events are listed in the [Diary of events](#)**

## March highlights

### **£10 per head 3-course dinner.**

Russell Whomersley invites you to take up this fabulous offer on Monday and Tuesday evenings in the club restaurant.

See you soon.

\*\*\*\*\*

### **Collin Patterson's 'West'** - exclusive to the Cobden Club

Every Wednesday the highly acclaimed Collin Patterson will be bringing his unique blend of Soulful Funk and Funky Garage exclusively to the Cobden Club night, **'West'**.

This night is not to be missed with regular guest DJs from the West London crew. Di'ina from the Cobden stage with

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ambient projections, all adding to the unique atmosphere that Collin creates.

\*\*\*\*\*

**HAPPY MONDAYS** in association with Hennessy Pure White

This month Monday movies include...

STAR WARS: EPISODE I – THE PHANTOM MENACE (1999)  
on the Big Screen at 9.00pm

BILLY ELLIOT (2000) on the Big Screen at 9.00pm

SCARY MOVIE (2000) on the Big Screen at 9.00pm

ME MYSELF & IRENE (2000) on the Big Screen at 9.00pm

\*\*\*\*\*

### **AUTHOR EVENTS**

**Kind of Blue:** The Making of the Miles Davis Masterpiece (Granta) by Ashley Kahn **Tuesday 13 March from 7.30pm.**

Members are invited to the launch of a unique book chronicling a groundbreaking moment in jazz history.

**More...**

\*\*\*\*\*

**The Worldwide Guide to Movie Locations** (Titan Books) by Tony Reeves Wednesday 21 March

*See the world in widescreen!*

Have you ever wondered where your favourite movie was filmed? **More...**

To celebrate the launch of this unique guide Titan books will be presenting a feast of film entertainment, with a film themed quiz. Doors open from 7.00pm for swotting and cocktails, quiz starts 8.00-9.00pm.

Fab prizes for the best teams including soundtracks, videos, books, DVDs and a first prize of a weekend break to Woody Allen's New York!

The Flatback 4, the band responsible for last years James Bond rock-out at the Royal Albert Hall with John Barry will be dazzling us with big band Bond tunes, from 9.30 till 10.30.

***An Absolute must for anyone mad about movies!***

\*\*\*\*\*

### **MUSIC SHOWCASES**

**Mark Abis** Wednesday 7

Mark Abis plays jangly Folk-Rock that is just as inspired by the Beatles as the Byrds. Abis' voice is warm and high in range, and he manages to make his nasal inflections work for him instead of against him. His guitar playing is skillful, tasteful and toned. If you like songs that stay with you all day and make you smile just by thinking about them, you might want to check out Abis. (Real.com)

### **CARLA MARIE (AKA Metal Mary) Tuesday 20**

Described as a "hybrid" and causing a stir on the club circuit, 21 year old Carla Marie's music is a mixture of sassy R&B with rock influences and anthemic pop choruses.

Born to strut the world's stages and an easy friend to the TV camera, this girl's a natural performer!

Carla Marie is already writing the hits and classic songs of tomorrow. She leaves you with a smile on your face and that little smug feeling you get when you know you're one of the first \*\*\*\*\* to have seen a star in the making before all your mates did.

### **Tenderhooks Wednesday 22**

The showcase will feature songs written in an array of different styles, including the upbeat bossa nova Agua Azul, to Blackbird Eyes a 6/8 soulful ballad inspired by the great Ray Charles.

\*\*\*\*\*

### **ART IN THE CLUB**

**Remi Morgan** AKA noted artist **Rough**, has been painting all his life and writing 'Graffiti' for over 16 years. "I see Graffiti as a modern day rock'n'roll where writers are finally getting accepted by the media and utilised to their full capabilities whilst getting involved in many projects outside of the actual art form". **More...**

Londonprintstudio artist of the month **Maggie Jennings** exhibits her prints on aluminium. They showcase her interpretation of real life, real beauty and real human form. **More...**

\*\*\*\*\*

Coming up in April...

Come back soon .....

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# THE COBDEN CLUB

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## Club events: diary of events

Come back soon as we are always adding events.

### March 2001

**MON 19: LONDON PRINT STUDIO:** MAGGIE JENNINGS Exhibition Opens, all members welcome  
6.30-8.30pm [More...](#)

**HAPPY MONDAYS: SCARY MOVIE** (2000) on the Big Screen at 9.00pm

**TUE 20: MUSIC SHOWCASE:** CARLA MARIE in the Top Bar from 8pm

**WED 21: BOOK LAUNCH:** THE WORDWIDE GUIDE TO MOVIE LOCATIONS (TITAN BOOKS) TONY REEVES from 7.00pm [More...](#)

**Collin Patterson's 'West'**

**THU 22: MUSIC SHOWCASE:** TENDERHOOKS in the Top Bar from 8pm (Visit the web site [TENDERHOOKS](#) )  
**COBDEN DJ:** TRI

**FRI 23: COBDEN DJ:** Aitch B

**SAT 24: Football:** World Cup Qualifier England v Finland at Anfield KO: 3pm (SS2)

**The Boat Race & Rugby:** Six Nations Ireland v England. Top Bar open from 1.00pm

**COBDEN DJ:** Gilli

**MON 26: HAPPY MONDAYS: ME MYSELF & IRENE** (2000) on the Big Screen at 9.00pm

**TUE 27: Charity Jazz Night and DJs**

**WED 28: Football:** World Cup Qualifier Albania v England KO: tbc

**Collin Patterson's 'West'**

**THU 29: Guest DJs** in the Top Bar from 10.30pm

**FRI 30: COBDEN DJ:** Trisha

**SAT 31: COBDEN DJ:** Steve Jones

### April 2001

Coming soon .....

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PROJECT NAME : KENSAL RD PARKING BEAT SURVEY - 1998

SURVEY DATE : THURSDAY 23RD APRIL 1998

SURVEY TYPE : PARKING OCCUPANCY SURVEY

SURVEY PERIOD : 21:30 & 00:30 ( TWO BEATS )

ROAD NAME : ADELA STREET

21.30

00.30

PARKING RESTRICTION	POTENTIAL SPACES	ACTUAL SPACES	RES VEHICLES	NOT RES VEHICLES	% OCCUP	ACTUAL SPACES	RES VEHICLES	NOT RES VEHICLES	% OCCUP
UNRESTRICTED	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SINGLE YELLOW ( OK )	3	3	0	0	0.00	3	0	0	0.00
SINGLE YELLOW ( NOT OK )	9	9	0	0	0.00	9	0	0	0.00
RESIDENTS BAY	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
METER BAY	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
PAY & DISPLAY	8	5	0	3	37.50	5	0	3	37.50
MCYC BAY	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
DOUBLE YELLOW	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
ZIG ZAGGED KEEP CLEAR	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
COMBINED PAY & DISPLAY & RES PARK.	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
<b>TOTAL</b>	<b>20</b>	<b>17</b>	<b>0</b>	<b>3</b>	<b>15.00</b>	<b>17</b>	<b>0</b>	<b>3</b>	<b>15.00</b>

CITY CLICKERS

ROYAL BOROUGH OF KENSINGTON AND CHELSEA

PROJECT NAME : KENSAL RD PARKING BEAT SURVEY - 1998

SURVEY DATE : THURSDAY 23RD APRIL 1998

SURVEY TYPE : PARKING OCCUPANCY SURVEY

SURVEY PERIOD : 21:30 & 00:30 ( TWO BEATS )

ROAD NAME : WEST ROW

21.30

00.30

PARKING RESTRICTION	POTENTIAL SPACES	ACTUAL SPACES	RES VEHICLES	NOT RES VEHICLES	% OCCUP	ACTUAL SPACES	RES VEHICLES	NOT RES VEHICLES	% OCCUP
UNRESTRICTED	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SINGLE YELLOW ( OK )	11	10	1	0	9.09	10	1	0	9.09
SINGLE YELLOW ( NOT OK )	3	3	0	0	0.00	3	0	0	0.00
RESIDENTS BAY	7	2	4	0	66.67	2	4	0	66.67
METER BAY	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
PAY & DISPLAY	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
MCYC BAY	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
DOUBLE YELLOW	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
ZIG ZAGGED	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
KEEP CLEAR									
COMBINED PAY & DISPLAY & RES PARK.	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
TOTAL	21	15	5	0	25.00	15	5	0	25.00

PROJECT NAME : KENSAL RD PARKING BEAT SURVEY - 1998

SURVEY DATE : THURSDAY 23RD APRIL 1998

SURVEY TYPE : PARKING OCCUPANCY SURVEY

SURVEY PERIOD : 21:30 &amp; 00:30 ( TWO BEATS )

ROAD NAME : BOSWORTH ROAD

21.30

00.30

PARKING RESTRICTION	POTENTIAL SPACES	ACTUAL SPACES	RES VEHICLES	NOT RES VEHICLES	% OCCUP	ACTUAL SPACES	RES VEHICLES	NOT RES VEHICLES	% OCCUP
UNRESTRICTED	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SINGLE YELLOW ( OK )	4	4	0	0	0.00	4	0	0	0.00
SINGLE YELLOW ( NOT OK )	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
RESIDENTS BAY	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
METER BAY	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
PAY & DISPLAY	12	4	0	7	63.64	5	0	6	54.55
MCYC BAY	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
DOUBLE YELLOW	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
ZIG ZAGGED KEEP CLEAR	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
COMBINED PAY & DISPLAY & RES PARK.	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
TOTAL	16	8	0	7	46.67	9	0	6	40.00

CITY CLICKERS

ROYAL BOROUGH OF KENSINGTON AND CHELSEA

PROJECT NAME : KENSAL RD PARKING BEAT SURVEY - 1998

SURVEY DATE : THURSDAY 23RD APRIL 1998

SURVEY TYPE : PARKING OCCUPANCY SURVEY

SURVEY PERIOD : 21:30 & 00:30 ( TWO BEATS )

ROAD NAME : EAST ROW

21.30

00.30

PARKING RESTRICTION	POTENTIAL SPACES	ACTUAL SPACES	RES VEHICLES	NOT RES VEHICLES	% OCCUP	ACTUAL SPACES	RES VEHICLES	NOT RES VEHICLES	% OCCUP
UNRESTRICTED	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SINGLE YELLOW ( OK )	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SINGLE YELLOW ( NOT OK )	4	4	0	0	0.00	4	0	0	0.00
RESIDENTS BAY	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
METER BAY	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
PAY & DISPLAY	18	15	2	1	16.67	15	2	1	16.67
MCYC BAY	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
DOUBLE YELLOW	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
ZIG ZAGGED KEEP CLEAR	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
COMBINED PAY & DISPLAY & RES PARK.	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
<b>TOTAL</b>	<b>22</b>	<b>19</b>	<b>2</b>	<b>1</b>	<b>13.64</b>	<b>19</b>	<b>2</b>	<b>1</b>	<b>13.64</b>

CITY CLICKERS

ROYAL BOROUGH OF KENSINGTON AND CHELSEA

PROJECT NAME : KENSAL RD PARKING BEAT SURVEY - 1998

SURVEY DATE : THURSDAY 23RD APRIL 1998

SURVEY TYPE : PARKING OCCUPANCY SURVEY

SURVEY PERIOD : 21:30 & 00:30 ( TWO BEATS )

ROAD NAME : WEDLAKE STREET

PARKING RESTRICTION	POTENTIAL SPACES	ACTUAL SPACES	21.30		00.30		% OCCUP	NOT RES VEHICLES	RES VEHICLES	% OCCUP	ACTUAL SPACES	RES VEHICLES	NOT RES VEHICLES	% OCCUP
			RES VEHICLES	NOT RES VEHICLES	RES VEHICLES	NOT RES VEHICLES								
UNRESTRICTED	0	0	0	0	0	0	#DIV/0!	0	0	#DIV/0!	0	0	0	#DIV/0!
SINGLE YELLOW ( OK )	2	2	0	0	0	0	0.00	0	0	0.00	2	0	0	0.00
SINGLE YELLOW ( NOT OK )	0	0	0	0	0	0	#DIV/0!	0	0	#DIV/0!	0	0	0	#DIV/0!
RESIDENTS BAY	0	0	0	0	0	0	#DIV/0!	0	0	#DIV/0!	0	0	0	#DIV/0!
METER BAY	0	0	0	0	0	0	#DIV/0!	0	0	#DIV/0!	0	0	0	#DIV/0!
PAY & DISPLAY	6	4	0	2	0	2	33.33	2	0	66.67	2	4	4	66.67
MCCYB BAY	0	0	0	0	0	0	#DIV/0!	0	0	#DIV/0!	0	0	0	#DIV/0!
DOUBLE YELLOW	0	0	0	0	0	0	#DIV/0!	0	0	#DIV/0!	0	0	0	#DIV/0!
ZIG ZAGGED KEEP CLEAR	0	0	0	0	0	0	#DIV/0!	0	0	#DIV/0!	0	0	0	#DIV/0!
COMBINED PAY & DISPLAY & RES PARK.	0	0	0	0	0	0	#DIV/0!	0	0	#DIV/0!	0	0	0	#DIV/0!
TOTAL	8	6	0	2	0	2	25.00	2	0	50.00	4	0	4	50.00

CITY CLICKERS

ROYAL BOROUGH OF KENSINGTON AND CHELSEA

PROJECT NAME : KENSAL RD PARKING BEAT SURVEY - 1998

SURVEY DATE : THURSDAY 23RD APRIL 1998

SURVEY TYPE : PARKING OCCUPANCY SURVEY

SURVEY PERIOD : 21:30 & 00:30 ( TWO BEATS )

ROAD NAME : GOLDBOURNE ROAD

PARKING RESTRICTION	POTENTIAL SPACES	ACTUAL SPACES	21.30		00.30		% OCCUP	ACTUAL SPACES	RES VEHICLES	NOT RES VEHICLES	% OCCUP	RES VEHICLES	NOT RES VEHICLES	% OCCUP
			RES VEHICLES	NOT RES VEHICLES	RES VEHICLES	NOT RES VEHICLES								
UNRESTRICTED	0	0	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!	0	0	#DIV/0!
SINGLE YELLOW ( OK )	0	0	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!	0	0	#DIV/0!
SINGLE YELLOW ( NOT OK )	2	0	0	0	2	100.00		0	0	2		0	2	100.00
RESIDENTS BAY	11	3	8	0	0	72.73		2	6	3		0	3	81.82
METER BAY	0	0	0	0	0	#DIV/0!		0	0	0	#DIV/0!	0	0	#DIV/0!
PAY & DISPLAY	0	0	0	0	0	#DIV/0!		0	0	0	#DIV/0!	0	0	#DIV/0!
MCCYB BAY	0	0	0	0	0	#DIV/0!		0	0	0	#DIV/0!	0	0	#DIV/0!
DOUBLE YELLOW	6	6	0	0	0	0.00		6	0	0	0.00	0	0	0.00
ZIG ZAGGED	0	0	0	0	0	#DIV/0!		0	0	0	#DIV/0!	0	0	#DIV/0!
KEEP CLEAR														
COMBINED PAY & DISPLAY & RES PARK.	0	0	0	0	0	#DIV/0!		0	0	0	#DIV/0!	0	0	#DIV/0!
TOTAL	19	9	8	2	2	52.63		8	6	5		6	5	57.89

CITY CLICKERS

ROYAL BOROUGH OF KENSINGTON AND CHELSEA

PROJECT NAME : KENSAL RD PARKING BEAT SURVEY - 1998

SURVEY DATE : THURSDAY 23RD APRIL 1998

SURVEY TYPE : PARKING OCCUPANCY SURVEY

SURVEY PERIOD : 21:30 & 00:30 ( TWO BEATS )

ROAD NAME : KENSAL ROAD

21.30

00.30

PARKING RESTRICTION	POTENTIAL SPACES	ACTUAL SPACES	RES VEHICLES	NOT RES VEHICLES	% OCCUP #DIV/0!	ACTUAL SPACES	RES VEHICLES	NOT RES VEHICLES	% OCCUP #DIV/0!
UNRESTRICTED	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SINGLE YELLOW ( OK )	102	88	3	11	13.73	86	3	13	15.69
SINGLE YELLOW ( NOT OK )	47	45	1	1	4.26	43	0	3	6.52
RESIDENTS BAY	33	16	11	4	48.39	4	15	12	87.10
METER BAY	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
PAY & DISPLAY	51	26	0	25	49.02	19	4	26	61.22
MCYC BAY	7	7	0	0	0.00	7	0	0	0.00
DOUBLE YELLOW	34	34	0	0	0.00	34	0	0	0.00
ZIG ZAGGED	31	31	0	0	0.00	31	0	0	0.00
KEEP CLEAR									
COMBINED PAY & DISPLAY & RES PARK.	0	0	0	0	#DIV/0!	0	0	0	#DIV/0!
TOTAL	305	247	15	41	18.48	224	22	54	25.33

# Servicing of Canalot

existing canalot : 7,000 m<sup>2</sup> (inc grassings of 150 sqm).  
2 hgv. 2 mgu. 30 cars. m/c. 28 hse 3.

proposed canalot.

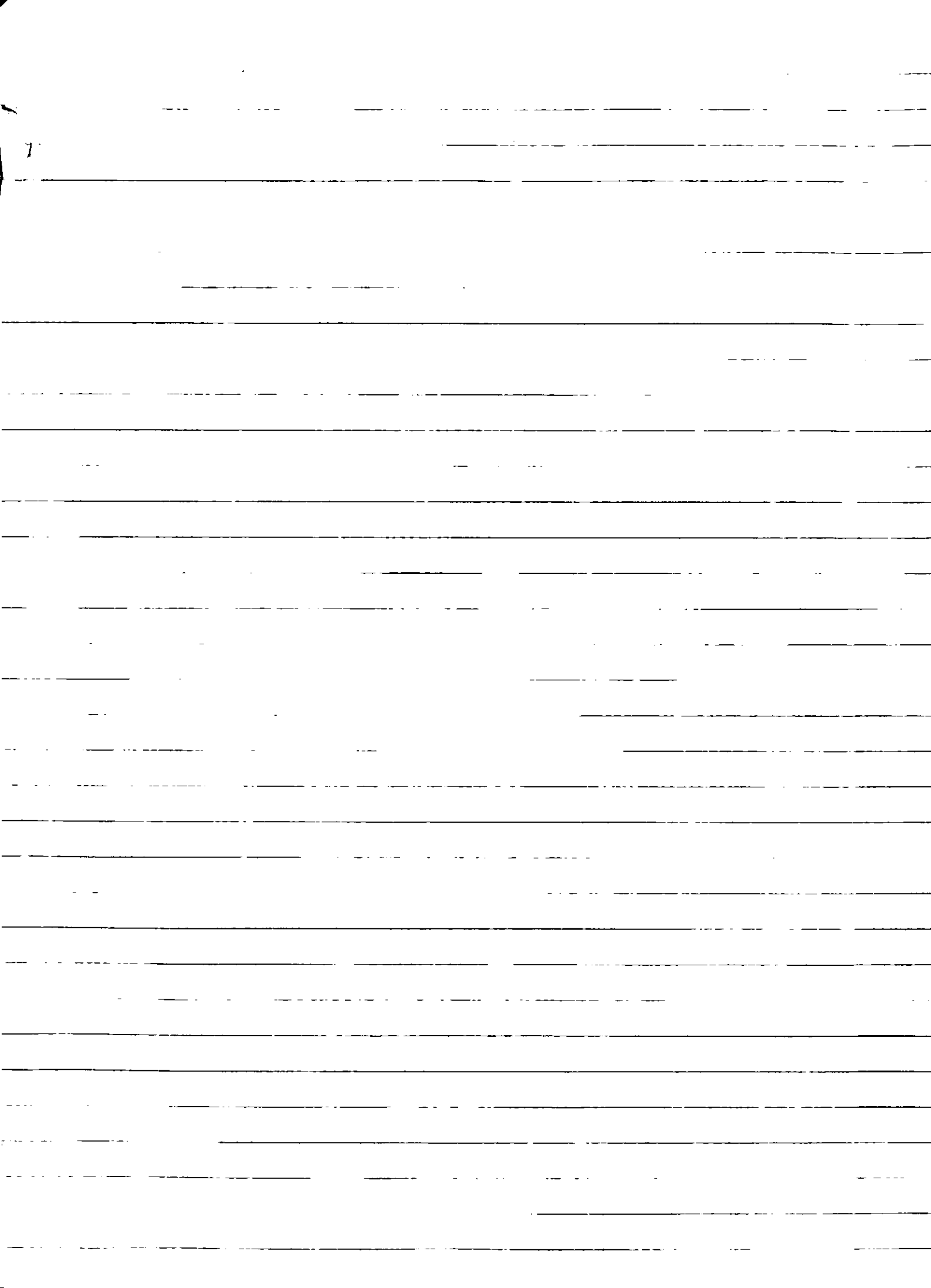
1 hgv. 1 mgu. 15 cars. m/c. 14m hse 2.

146 - 208

8 - 6:30

Total. 3 hgv. 3 mgu. 45 cars





**CANALOT SERVICING SURVEY**  
Midnight Wed 18<sup>th</sup> - Thurs 19<sup>th</sup> August 1999.

**FRONT DOOR**

Visit	Arrival	Departure	Duration	Vehicle type	Purpose of visit (where given)
1	4.00	4.02	2 mins	Heavy goods	Milk & eggs for Brasserie
2	4.10	4.10	Seconds	Van	Papers unit 110
3	6.20	6.21	1 min	Milk float	Milk for tenants
4	7.00	7.01	1 min	Van	Bread for Brasserie
5	7.46	7.46	Seconds	Van	Papers unit 60
6	9.00	9.01	1 min	Van	Postman
7	9.20	9.22	2 mins	Car	Delivery
8	9.32	9.50	18 mins	Van	Delivery for Brasserie
9	10.00	10.10	10 mins	Heavy goods	Delivery
10	10.10	10.12	2 mins	Van	Delivery
11	10.13	10.20	7 mins	Bike	Delivery
12	10.25	10.27	2 mins	Bike	Collection
13	10.31	10.35	4 mins	Van	Delivery
14	10.34	10.40	6 mins	Bike	Delivery
15	10.36	10.38	2 mins	Van	Delivery
16	10.40	10.45	5 mins	Bike	Collection
17	10.45	10.45	Seconds	Van	Milkman
18	10.50	10.55	5 mins	Bicycle	Courier
19	10.57	11.05	8 mins	Bicycle	Delivery
20	11.00	?	?	Van	Delivery
21	11.15	12.20	65 mins	Van	Delivery & installation of equipment
22	11.20	11.26	6 mins	Car	Delivery
23	11.30	11.33	3 mins	Van	Delivery
24	11.30	11.32	2 mins	Bike	Collection
25	11.30	11.32	2 mins	Bike	Collection
26	11.33	11.34	1 min	Van	Delivery
27	11.36	11.41	5 mins	Van	Collection 208/9
28	11.40	11.40	Seconds	Van	Postman
29	11.51	11.52	1 min	Van	Office supplies delivery
30	12.00	12.15	15 mins	Van	Wine delivery to Brasserie
31	12.03	12.15	12 mins	Bike	Collection unit 123B
32	12.25	12.28	3 mins	Bike	Delivery unit 3
33	12.30	12.32	2 mins	Bike	Delivery unit 203
34	12.34	12.39	5 mins	Medium goods	Delivery unit 53
35	12.39	12.47	8 mins	Car	Collection unit 214
36	12.41	12.47	6 mins	Medium goods	Delivery unit 50B
37	12.55	12.56	1 min	Bike	Collection unit 50B

38	12.55	12.57	2 mins	Van	Delivery
39	13.20	?	?	Van	Delivery to Brasserie
40	13.31	13.35	4 mins	Bike	Collection
41	13.50	13.55	5 mins	Bicycle	Delivery
42	14.42	14.45	3 mins	Bike	Collection
43	15.05	15.08	3 mins	Van	Delivery
44	15.09	15.10	1 min	Bike	Delivery
45	15.12	15.15	3 mins	Car	Delivery
46	15.17	15.20	3 mins	Bike	Delivery
47	15.20	15.25	5 mins	Bike	Collection
48	15.34	15.40	6 mins	Van	Delivery
49	15.54	15.55	1 min	Bike	Collection
50	15.55	16.00	5 mins	Car	Collection
51	15.57	16.00	3 mins	Bike	Collection
52	16.05	16.07	2 mins	Bike	Collection
53	16.08	16.10	2 mins	Bike	Delivery
54	16.09	16.10	1 min	Bike	Collection
55	16.11	16.16	5 mins	Bike	Delivery
56	16.18	?	?	Car	Delivery
57	16.25	16.27	2 mins	Van	Post collection
58	16.37	16.40	3 mins	Bike	Collection
59	16.55	17.07	12 mins	Bike	Collection
60	16.55	17.20	25 mins	Bike	Delivery
61	17.20	17.22	2 mins	Bike	Collection
62	17.35	17.50	15 mins	Bike	Delivery
63	17.50	17.55	5 mins	Van	Post collection
64	18.00	18.10	10 mins	Bike	Delivery unit 130
65	18.04	08.06	2 mins	Bike	Collection unit 10

**CANALOT SERVICING SURVEY**  
 Midnight Wednesday 18<sup>th</sup> – midnight Thursday 19<sup>th</sup> August 1999.

**FRONT DOOR SUMMARY**

<b>Vehicle type</b>	<b>No. of visits</b>	<b>Earliest visit</b>	<b>Latest visit</b>	<b>Longest duration</b>	<b>Shortest duration</b>	<b>Total duration</b>
Heavy goods	2	04.00	10.00	10 mins	2 mins	12 mins
Medium goods	2	12.34	12.41	7 mins	6 mins	13 mins
Van	23	04.10	17.50	65 mins (delivery & installation of recording equipment)	Seconds	2 hrs 16 mins (approx)
Milk float	1	06.20	-	1 min	-	1 min
Car	6	09.20	16.18	8 mins	2 mins	26 mins
Motorbike	28	10.13	18.04	25 mins	1 min	2 hrs 21 mins (approx)
Bicycle	3	10.50	13.50	8 mins	5 mins	18 mins
<b>TOTAL</b>	<b>65</b>	<b>Earliest: 04.00</b>	<b>Latest: 18.04</b>			<b>5 hrs 47 mins (approx)</b>

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Gillian 8/11/99  
I ~~can~~ don't think 'sheffield type'  
stands would be possible here  
because of bus stop &  
motor cycle parking. It might  
be possible to put 'cycle' ramps  
against the retail units but  
can't night MA till you ideas  
Alex

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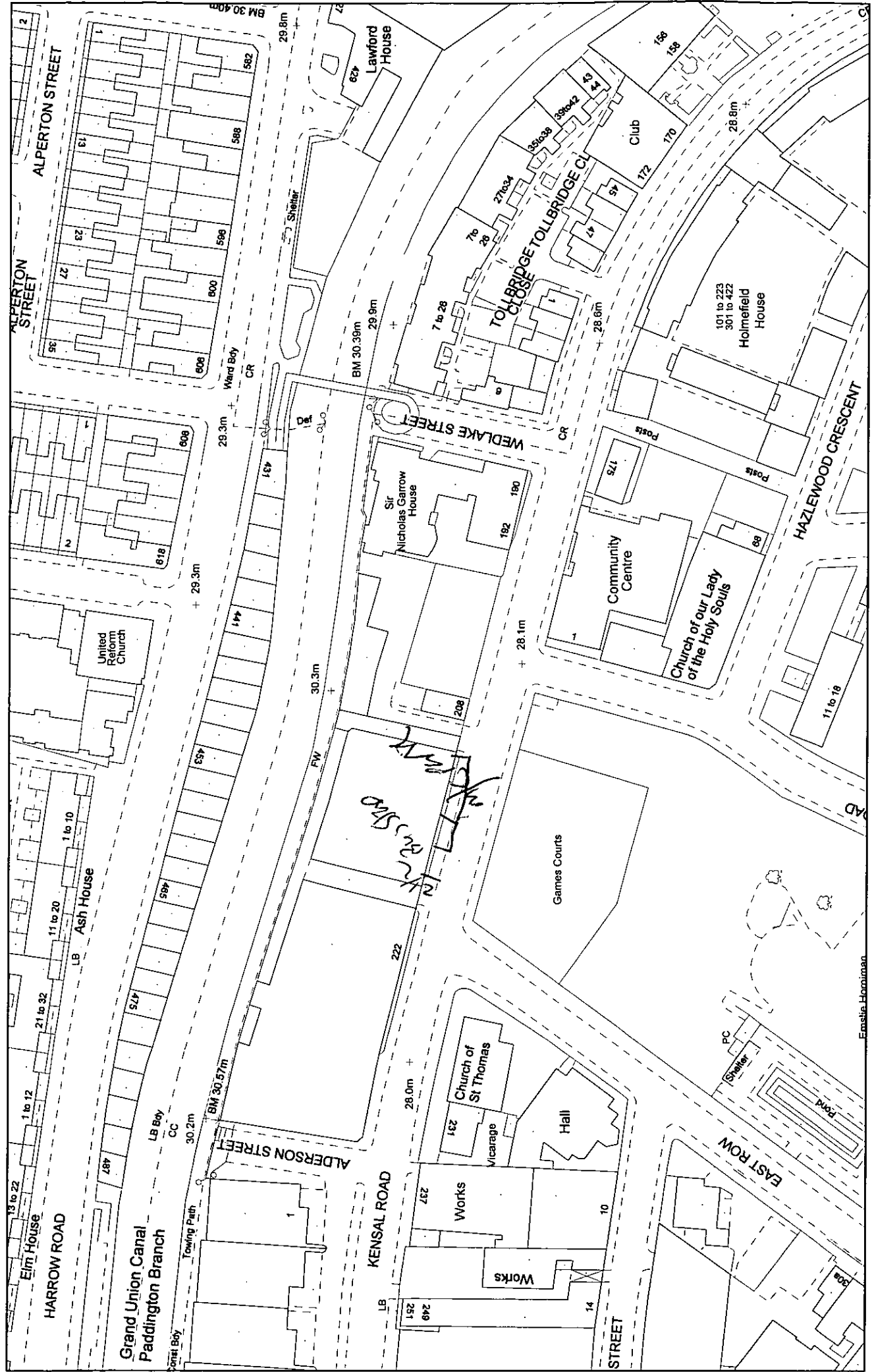
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# Royal Borough of Kensington & Chelsea

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Scale 1 : 1250 Printed 08 November 1999



MEMORANDUM

To: Alex Reid From: SW

Our Ref: 96/1825

Your Ref:

Date: 3/11/99

Subject: re 96/222 Kensal Road.

Please let me know if cycle parking could be provided on the public highway o/s this development.

Reply:

Date:

MEMORANDUM

To: Alex Reed From: SW

Our Ref: 96/1828 Your Ref: Date: 3/11/99

Subject: R. 96/222 Kensal Road.

Please let me know if cycle  
paths need to be provided on the  
public highway of this development.

Reply:

Date:



# Memorandum

To	Graeme Swinburne	From	Gillian Palmer
Our Ref.	JTM/202/K	Room No.	
Your Ref.		Ext.	
		Date	15/6/98

Please quote full reference and date when replying to this Memorandum

CANALOT SITE 196 - 222 Kensal Road.  
98/1828.

There is a long standing current application by Benny Gray for Canalot Phase II, some 3,500 sqm of B1 (office, light industrial and A1 (retail)). A recent amendment to the application proposes 376 sqm of A3 (restaurant/bar). It is known that the applicant wishes to see a substantial (250 seat) restaurant, which is likely to be a "destination" type of restaurant. I have asked them to submit a Traffic Impact Statement in support of the app., essentially aimed at assessing the impact of parked vehicles on residents amenity and the operation of Kensal Road in the evening. The issue of available parking spaces in Holmfield House may be raised as part of that TIA and I would be grateful for some guidance on the Council's policy re. use of these spaces.

Thank you

cc Craig Wilson

GP

file

196-222 Kensal Road

### 1.0 Site:

1.1 The site lies to the north of Kensal Road and to the South of the Regents Canal. The site previously comprised derelict buildings retail with residential above and car repairs. It has now been cleared and is currently vacant.

1.2 The application site is not in a conservation area but lies within the North Kensington city challenge Area.

### 2.0 History:

2.1 In 1980 planning permission was granted for redevelopment to provide 3 factories to be used for light industrial purposes.

2.2 In 1983 an application for the refurbishment of the existing light industrial building and the erection of 24 one bedroom flats was refused.

2.3 In 1984 planning permission was granted for the erection of 12 light industrial units and a pavement crossover.

2.4 Permission was granted in 1986 for the change of use from industry to light industrial workshops, studios, offices, theatre workshop, and ancillary uses.

2.5 Permission was granted for the use of the ground floor cafe to a public restaurant in 1987.

2.6 Permission was granted in 1991 for the continued use as light industrial workshops, studios, offices, theatre workshop and ancillary uses. This permission was issued on the basis that the workspaces should be occupied only by businesses engaged in the film/t.v./video/media industry

2.7 In 1995 outline planning permission was granted of the redevelopment of 196-208 Kensal Road 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 use at ground floor level and 34 carparking spaces at basement level.

### 3.0 Proposal

3.1 It is proposed to extend Canalot Production Studios, involving alterations to the existing building at 222 Kensal Road and redevelopment of site of 196-208 Kensal Road to provide B1, retail A1 and restaurant (class A3) use together with 2 permanently moored barges also for B1 restaurant (A3) use

#### Proposed

Ground 16 retail units, 6 B1 units and restaurant area

First 20 B1 Units

Second 20 B1 units

Third 20 B1 units

forth 14 B1 units

(flexible space need a clearer idea)

The main considerations in this case are the bulk and design of the proposal, the creation of business use on the site and transportation issues.

## Design

In principle, the development of this vacant site is welcome. It is considered to be one of the key sites in the City Challenge Area and will contribute to the regeneration of the area.

## Footprint

The site is completely covered by the new building, but has a large central atrium with a lake at its base and a relatively open area next to the junction with the existing Canalot building. In common with Canalot it follows a building line at the back edge of the pavement at the front. At the rear there is a staggered boundary with the canal towpath. This design is considered to be acceptable bearing in mind the location and the use of the building.

The eaves line of the new building would be slightly higher than that of the main building line of the existing Canalot building. However it would be lower than the central section of Canalot and the rear of the RNIB building to the east. A central glazed roof rises above this, but is set in from front and rear and is not considered to be intrusive on the skyline. From the south the overall mass of the building is considered to be of an appropriate scale in relation to its neighbours. Whilst potentially this might give a bulky appearance it will be broken at roof level by the entrance "spiral" and the tower at the rear.

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 industrial 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. 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 a degree of permeability balanced with security. The curved balconies above reflect the canalside character in a contemporary manner.

Overall this is considered to be a potentially exciting landmark building the quality of which will be dependent to a large degree on detailing and materials. It is recommended therefore that conditions are imposed in respect of materials, the entrance gate, the vehicle entrance and balconies and railings to the rear.

## Creation of Business use

RPG 3 is supportive of business use. In particular this paragraph 3.25-28 of RPG3 sets out the benefits of media, arts and cultural activities and such activities should be supported by positive approaches from planning authorities particularly in emerging cultural quarter.

The site lies within the Kensal Small Business Area where policy E23 encourages small business development. The proposal is supported by E12 regarding the range of unit sizes and C13 regarding premises for start up and expansion of small businesses.

\*Will seek to secure small business units and proportion of light industrial if we are to relax residential policy.

The proposal need to be considered in the light of E1 because of the cumulative impact of a large number of small offices in conflict with criteria c) which is considered to be outweighed by the benefits of small business units in the Small Business Area.

Condition should be imposed to prevent amalgamation of two or more offices into a unit bigger than 140 sq.m.

\*proposal would be more attractive if some light industrial units were provide on the ground floor E17 and E19 would support this. such provision might further justify any relaxation of H1, Strat 13 and E1. If light industrial units are to be provided then they should be built to light industrial standards.....

Provision of retail use is in accordance with S2 S3 and S4. unlikely to have an impact on the vitality and viability of Ladbroke Grove and Golborne Road Local Shopping Centres. Conditions would be imposed to prevent amalgamation of units into larger unit.

Problem that shops do not fully address the street. particularly in respect of absence of doorways along Kensal Road. Poor relationship between the building and street

The proposed A3 within the building is considered to be acceptable subject to a condition restricting to hours of use. The proposal originally included A3 usage on barges moored in the canal. A number of objections were received in respect of this part of the scheme and in terms of the detrimental impact on residents on North side of the Canal. These objections were considered to be valid in planning terms and the applicant has agreed to amend the usage of the barges to B1 and community uses. It is envisaged that the barges would be used for exhibition purposes and other activities related to canalot and will be accessible to the public. It is considered that a condition restricting the hours of use of the barges would be appropriate as they lie 9m???????????? away from residential windows.

#### Loss of residential

The loss of residential accommodation is contrary to H1 and STRAT 13. Prior to their demolition the residential units had been vacant since at least 1981. Loss of residential is accepted in previous planning permissions on this site in 1980 and 1984 in the light of benefits of light industrial use on this site

Access problems

#### Transport

Controlled parking was been introduced into this area in April 1997. It is considered that due to 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 considered to be acceptable in this case.

The cafe use is relatively small and is not considered to have a significant effect in terms of parking generation.

Check to see if the carparking design is now acceptable . are spaces still substandard

.... adjoining and nearby occupiers were consulted and 5 objections was received on the basis of

1. noise from the restaurant and video and audio production studios which would affect residential amenity and wildlife on the canal.
2. location of barges would infringe on privacy and lead to boats having to pass close to properties in Harrow Road.
3. Height of the rear elevation.
4. Design of building (around a lake which would mean that the building presents maximum bulk on its public faces.
5. overlooking from the observation stairway
6. Inappropriate development by water in a residential area

Westminster city council objected on the basis that

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.

City Challenge support the scheme on the basis that the proposal will involve the redevelopment of a derelict site, the proposed mix of uses which will add life to the area the design of the proposed building.

conditions

1. C1 2. C11 (a) add including glazing, roof, steelwork, plinth and wall at the rear. Drawings of the pedestrian and vehicle entrance gates at a scale of 1:20. Drawings of the balconies and railings at the rear at a scale of 1:20.

2. No satellites dishes or telecommunications equipment on observation tower or projecting above the roofline hereby approved.

2. A management Plan for the satellite dishes and telecommunications equipment shall be submitted to and approved by the local planning authority prior to any works commencing on site.

3. Gradient of spiral ramp into building to be less than 1:12

4. Level entrances into all retail units and retail and B1 units should have a minimum clearance of 800mm.

5. Cycle parking spaces (how many spaces required

6. The restaurant use hereby permitted shall only be carried out between the hours of 7.30a.m. and midnight.

7. The B1/Community uses within the barges hereby permitted shall only be carried out between the hours of 9 a.m. and 9 p.m.

8. C48

119 MAR 1986

SCHEDULE

CANALOT  
PERMISSION

REFERENCE: PV/TP/86/0212/C/5/1485

OFFICIAL USE ONLY

Date of Application: 30/01/86

Completed: 31/01/86

Revised:

Type: Conditional

Personal  
/Limited:

Jones Lang Wootton,  
22, Hanover Square,  
London, W1

DEVELOPMENT

Change of use from industry to light industrial workshops, studios, offices, theatre workshop and ancillary uses, at 222 KENSAL ROAD, KENSINGTON, W.10, as shown on submitted drawings Nos. TP/86/0212, Applicant's drawing Nos. 8521/P 1B, /2D, /3D and /4B.

CONDITIONS

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/1B, 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. The existing loading bays and goods lifts shall be retained and maintained and be available for use as required.
5. Adequate steps shall be taken to ensure that any extractor does not cause noise or vibration to the detriment of nearby residents to the satisfaction of the Council. (C.18)
6. No loudspeaker or relay equipment or musical instruments shall be installed or used in such a manner as to cause noise nuisance to nearby occupiers. (C.19)
7. The development to which this permission relates shall be begun before the expiration of five years from the date of this permission. (C.22)
8. Detailed plans and drawings showing the design and disposition of any exhaust or ventilating ducting or machinery considered necessary by the Borough Environmental Health Officer shall be submitted to and approved by the Council before the development hereby permitted is commenced. (C.33)

9. No lift motor room, tank enclosure, flue or other structure shall be erected on or above the roof of the building or its additions, and any proposals shown on the drawings now approved which would necessitate such a structure do not form part of this permission. (C.52)
10. 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.

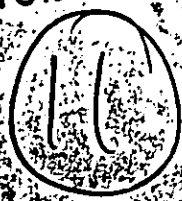
#### REASONS FOR THE IMPOSITION OF CONDITIONS

1. To ensure that the use of the premises, which lie within a Specified Industrial Area, complies with the Council's policies concerning employment in the Borough, as expressed in Chapters 11 and 12 of the District Plan.
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4. To ensure that the use of the premises, which lie within a Specified Industrial Area, complies with the Council's policies concerning employment in the Borough, as expressed in Chapters 11 and 12 of the District Plan.
5. To safeguard the amenities of nearby residents. (R.20)
6. To safeguard the amenities of nearby residents. (R.20)
7. To prevent an accumulation of permissions which have not been acted upon, and as required by Section 41 of the Town and Country Planning Act, 1971. (R.13)
8. To ensure that the external appearance of the building is satisfactory. (R.5)
9. To safeguard the appearance of the premises and the character of the immediate area. (R.8)
10. To ensure that the use of the premises, which lie within a Specified Industrial Area, complies with the Council's policies concerning employment in the Borough, as expressed in Chapters 11 and 12 of the District Plan.

# THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA



**E.A. SANDERS, ARCS**  
Director of Planning and Transportation  
**M.J. FRENCH, ARCS, Dip.T.P.**  
Deputy Director of Planning and Transportation



Department 705,  
The Town Hall,  
Horton Street,  
London,  
W8 7NX

Canalot Production Studios,  
222 Kensal Road,  
London W.10 5BN

Telephone: (01) 937 5484  
Extension: 2081  
**2 APR 1987**

Date:

Please ask for: Miss P. Vallely

My reference: PV/TP/87/0301/L/07/92  
Your reference:

Dear Sir/Madam,

## TOWN AND COUNTRY PLANNING ACT, 1971 TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER, 1977 Permission for development (Conditional) (TP6a)

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

### SCHEDULE

#### DEVELOPMENT

Change of use of the ground floor, cafe to a public restaurant at 222 KENSAL ROAD, KENSINGTON, W.10, as shown on submitted drawings Nos. TP/87/0301/ Applicant's unnumbered drawings in accordance with your application dated 18/12/86, completed 13/02/87.

CONDITIONS



12

CONDITIONS

1. The restaurant shall remain closed between the hours of midnight and 7:30 am.
2. The development to which this permission relates shall be begun before the expiration of five years from the date of this permission. (C:22)
3. Adequate steps shall be taken to ensure that any extractor does not cause noise or vibration to the detriment of nearby residents to the satisfaction of the Council. (C:18)
4. No loudspeaker or relay equipment or musical instruments shall be installed or used in such a manner as to cause noise nuisance to nearby occupiers. (C:19)
5. Detailed plans and drawings showing the design and disposition of any exhaust or ventilating ducting or machinery considered necessary by the Borough Environmental Health Officer shall be submitted to and approved by the Council before the use hereby permitted is commenced. (C:33)

REASONS FOR THE IMPOSITION OF CONDITIONS

1. To safeguard amenities. (R:10)
2. To prevent an accumulation of permissions which have not been acted upon, and as required by Section 41 of the Town and Country Planning Act, 1971. (R:13)
3. To safeguard the amenities of nearby residents. (R:20)
4. To safeguard the amenities of nearby residents. (R:20)
5. In order that the Council may be satisfied as to the detail of the proposal. (R:4)

INFORMATIVES

Any proposed signs may need consent under the Town and Country Planning (Control of Advertisement) Regulations, 1984. The Director of Planning and Transportation at the Town Hall, Hornton Street, London, W8 7NX, will be pleased to advise in this respect. Proposals to place signs on the public highway must be checked also with the Director of Engineering and Works Services, Central Depot, Warwick Road, W14 8PT. (I:1)

/2. Refuse storage...

TP/87/0301

13

2. Refuse storage accommodation and access thereto must be provided to the Council's satisfaction. You are therefore advised to consult with the Director of Engineering and Works Services, Central Depot, Warwick Road, W14 (01-373-6099) who has a code of practice available. 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. (1.3)

3. The Borough Environmental Health Officer at the Town Hall, Hornton Street, London, W8 7NX, should be consulted concerning the provisions of the Health and Safety at Work etc. Act 1974 which must be complied with where applicable. (1.7)

Your attention is drawn to the Building Act, 1984, the Building Regulations, 1985, and, insofar as they are applicable, the London Building Acts, 1930-39. The Council's District Surveyors (01-373-7702), must be consulted in these respects.

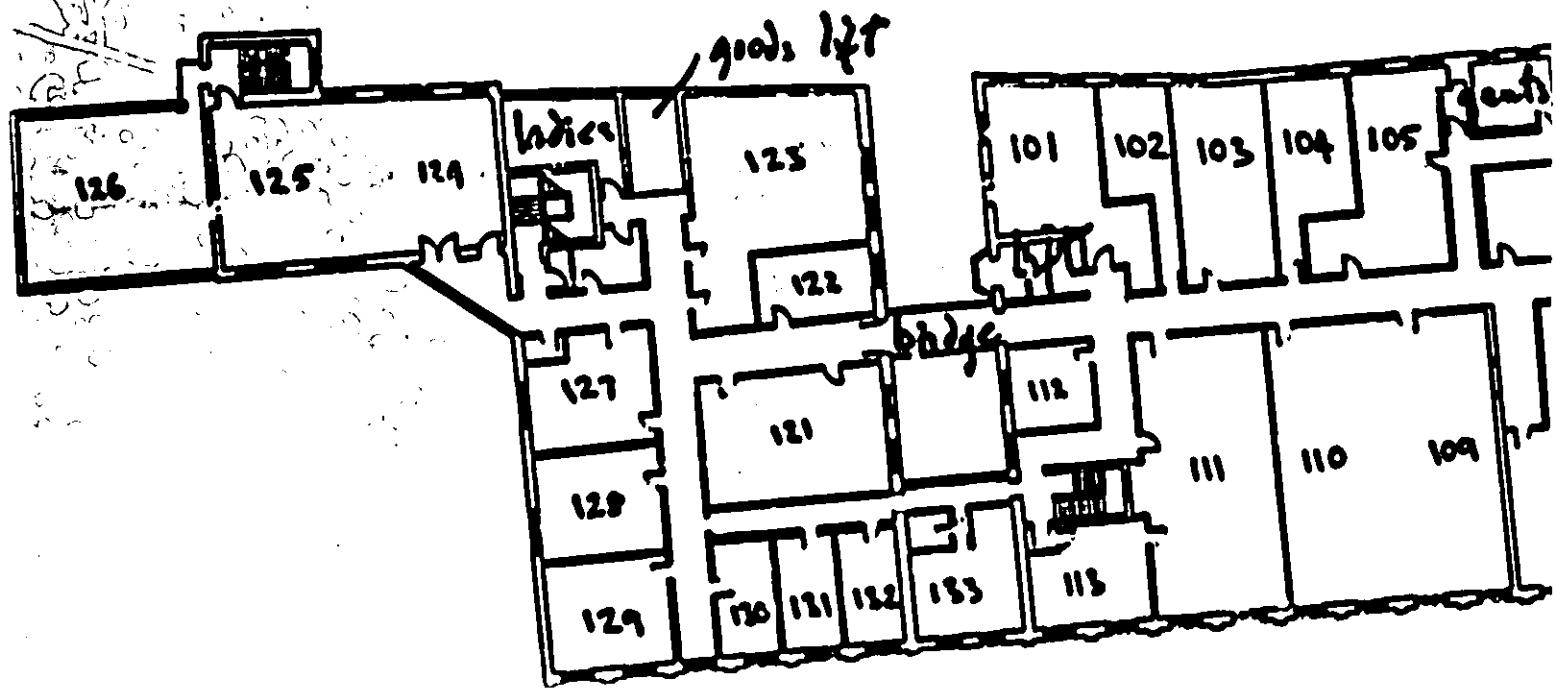
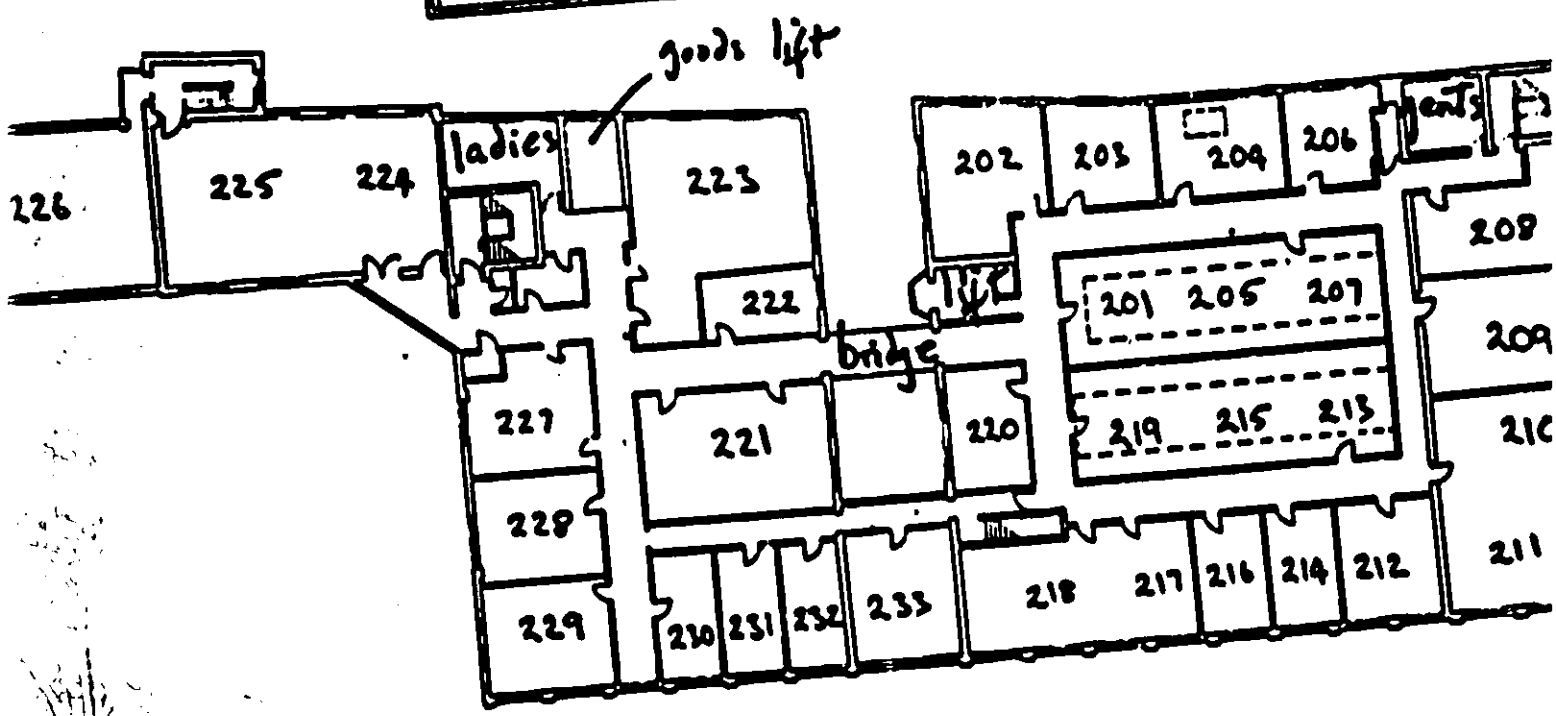
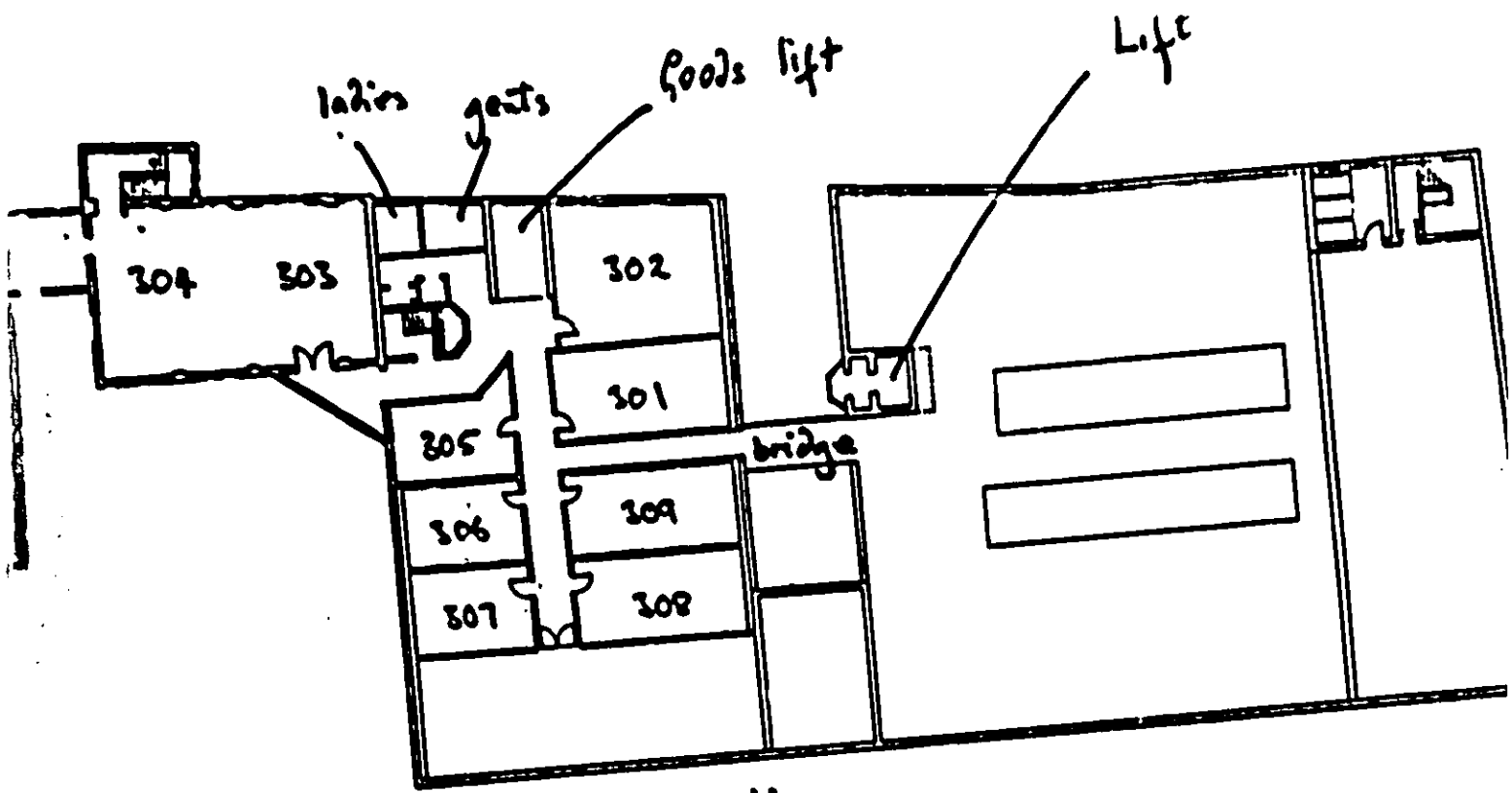
In the case of new residential accommodation (or works to existing residential premises) attention is drawn also to the Housing Act, 1984, and to the Council's Underground Rooms regulations. The Borough Environmental Health Officer (01-937-5464) can advise on requirements necessary to satisfy this legislation. (1.12)

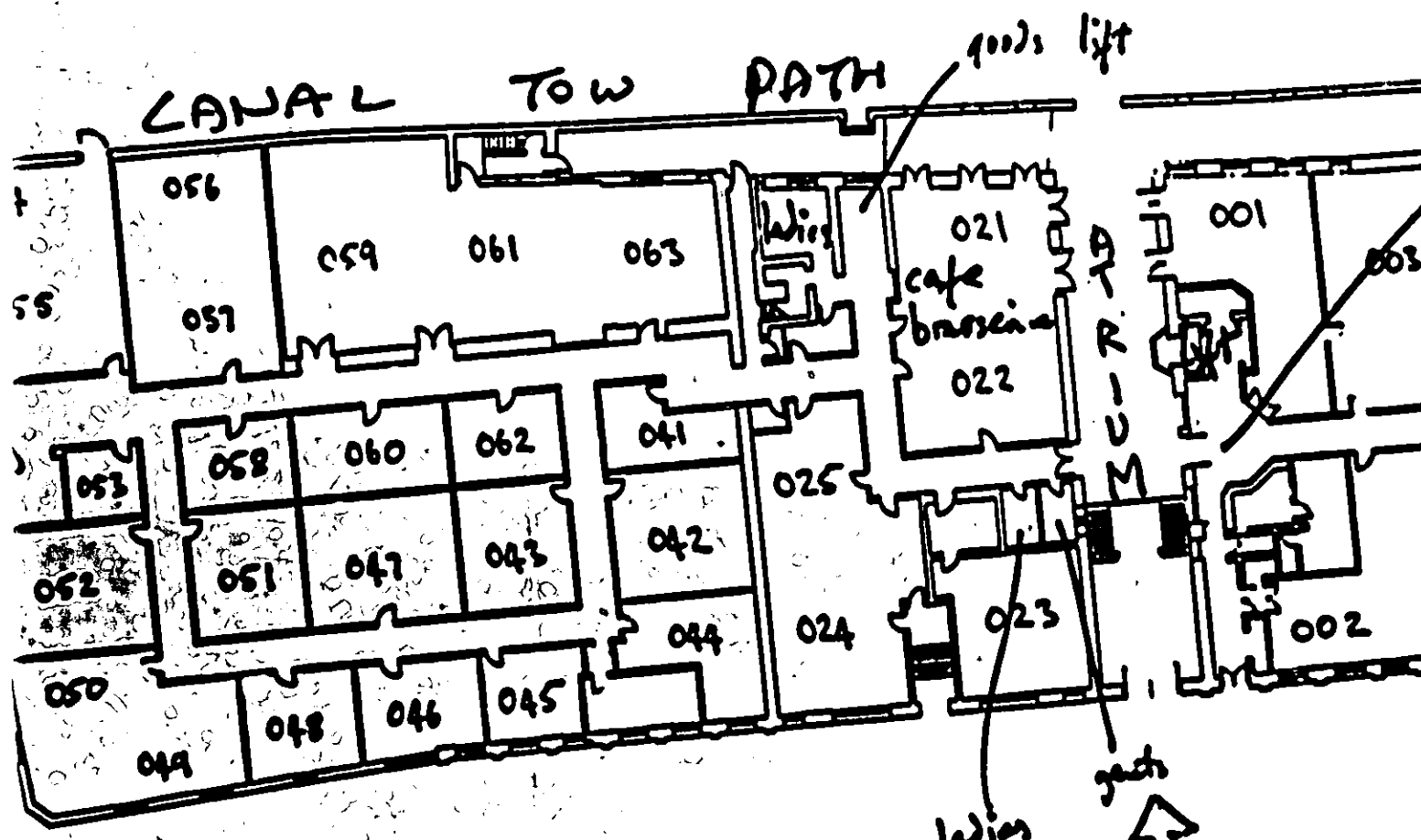
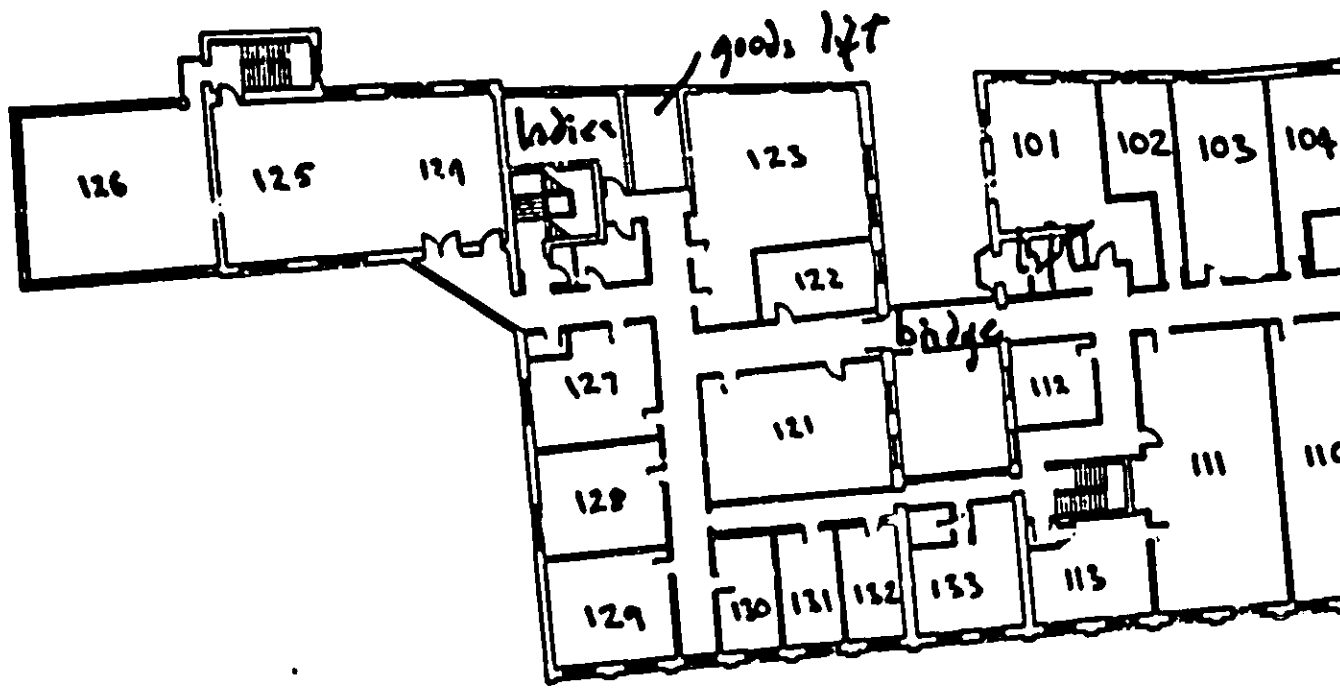
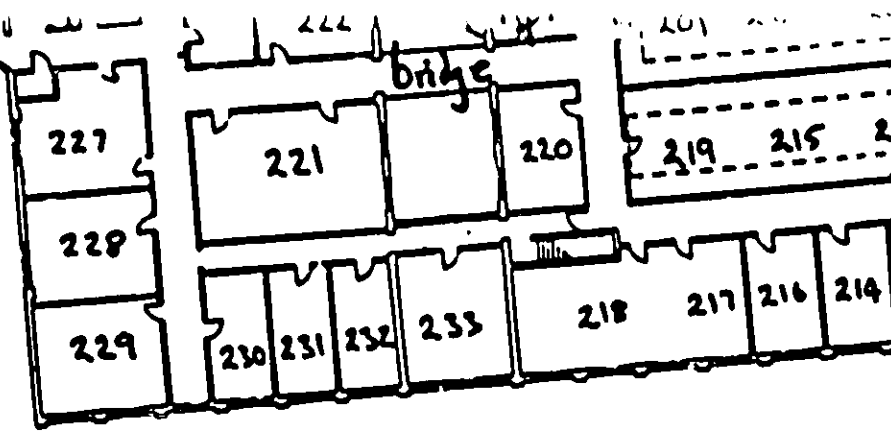
5. Your attention is drawn to the need to comply with the provisions of the Factories Act, 1961, and the Fire Precaution Act, 1971, and the Health and Safety at Work etc. Act 1974 where applicable. In this connection it is pointed out that the certification of the means of escape in case of fire, under the Fire Precaution Act, is the concern of the London Fire Brigade, as fire authority. (1.20)

6. This permission is granted without prejudice to the Council's pursuit of its employment and industry policies expressed in Chapter 11 and 12 of the District Plan, such that future proposals to extend the restaurant use are unlikely to receive favourable consideration.

Yours faithfully,

Director of Planning and Transportation





P870301



Headline Agent,  
14 Lincoln Inn Fields,  
London, WC2A 3BP

S194

1st December 1986

DT/TP/ER/E

JR/TP/WARD

Miss V. Burrows

Dear Sirs,  
222 Kensal Road, W10.

With reference to your letter of the 14th November 1986, I would advise you that planning permission was granted on the 19th March 1986 (reference TP/86/212) for the change of use from industry to light industrial workshops, studios, offices, theatre workshop, and ancillary use.

There are four entries in the Planning Register dated 17th June 1985, 23rd July 1982, 6th December 1983, and the 19th March 1986, of which I have enclosed copies of, as requested.

I would advise you that there are no entries relating to control of advertisements applications and a discontinuance Notice under Regulation 16 and a Notice under Regulation 15 have not been served on the property.

Would you please forward a cheque/postal order made payable to the Royal Borough of Kensington and Chelsea for £6.85 to cover the cost of this reply.

Yours faithfully,

DIRECTOR OF PLANNING AND TRANSPORTATION

SCHEDULE

APPLICATION DATED: 10.10.79 Revised 2.80

REFERENCE: PJA/ELP/21.2/TP79/1350/D/6/853

Messrs Savills,  
Orchard House,  
114/118 Cherry Orchard Road,  
Croydon, CR0 6BA

DEVELOPMENT

The redevelopment, to provide 3 factories, to be used for light industrial purposes, with ancillary offices at nos. 196-208 KENSAL ROAD, W.10 as shown on submitted drawings nos. 79/1350 and 1350A applicants drawing nos. 80/3090/1 and 2A.

CONDITIONS

- 1 No plumbing or pipes, other than rainwater pipes, shall be fixed on the external faces of the building. (C.11)
- 2 The whole of the car parking accommodation shown on the drawings shall be provided and retained permanently for the parking of vehicles of the occupiers and users of the remainder of the building provided that nothing in this condition shall prevent the use of part of such car parking accommodation by persons or bodies for such periods and at such times as the Council may from time to time approve in writing, and no trade or business shall be carried on therefrom. (C.12)
- 3 The loading or unloading of vehicles visiting the premises, including those delivering fuel, shall not be carried out otherwise than from within the curtilage of the building. (C.16)
- 4 Trees shall be planted on the site to the Council's satisfaction within twelve months of the completion of development or as soon as practicable thereafter, and a plan showing the location, species and size of such trees shall be submitted to and approved by the Council before any work on the site is commenced. (C.29)
- 5 No water tank, lift motor room or other roof structure shall be erected which rises above the level of the roof hereby approved. (C.34)
- 6 The development to which this permission relates must be begun not later than the expiration of five years beginning with the date on which this permission is granted. (C.22)

REASONS FOR THE IMPOSITION OF CONDITIONS

- 1 It is considered that external plumbing would seriously detract from the appearance of the building and injure visual amenities. (R.6)

The canal frontage at present consists of a brick wall, in part 10 feet high and in part twenty feet high. Although the rear walls of each factory unit will be 16 feet high at the gutter and 22 feet high at the ridge, this will be set back from the towpath to provide planting and seating, thus considerably improving this frontage.

The design is considered to be acceptable, provided the same facing materials are used as the Scheme on Nos. 248-300 Kensal Road.

#### DATLIGHT

The Scheme complies with the Council's daylighting standards as applied from the centre line of Kensal Road. Although there is an infringement to the flank wall of the adjoining hostel for the blind - 'Cecil House', the daylight to it will be an improvement over the existing situation as the existing building is taller than the proposed on this part of the site.

#### CAR PARKING AND SERVICING

Servicing will be from Kensal Road, and sufficient space is provided for delivery vehicles to load and unload on the site. Two off-street parking spaces are provided for each factory unit. This is considered to be satisfactory.

#### PUBLIC PARTICIPATION

No objections have been received from occupiers of neighbouring properties.

The City of Westminster, who have been consulted as the neighbouring borough, welcome the proposed use but suggest that the facing materials should match the building under construction at Nos. 248-300 Kensal Road - this has now been achieved.

The London Canal Consultative Committee welcome the increased amenity to the canal, but share Westminster's views on the facing materials.

The Greater London Council, who have the power of direction as the industrial floor space is in excess of 465 square metres have in fact decided to give no direction, as they are satisfied with the scheme.

E.A. SANDERS  
BOROUGH PLANNING OFFICER

MJF/BC  
31st January, 1980

(27)

THE SITE is located on the north side of Kensal Road, backing onto the Grand Union Canal, between the large warehouse/factory occupied by Oliver Toms, and the hostels for the blind on the corner of Wedlake Street. It is occupied by six three storey buildings on the street frontage, with a part two and part three storey building to the rear. The buildings on the street frontage, Nos. 196-206 (even) Kensal Road - are primarily vacant and semi-derelict and originally comprised shops on the ground floor with residential accommodation above. The buildings on the rear part of the site, which were originally known as 'Cowley Wharf' were used primarily for storage purposes, with ancillary offices, by 'On the Spot Equipment Limited', a firm who specialised in hiring out lighting equipment for the film industry.

#### PLANNING HISTORY

The site has a complicated and long history, commencing with an application which was submitted in January 1969 for permission to demolish the existing garage and office building at No. 208 Kensal Road to provide vehicular access at Ground level with offices and a store at first floor level. This application was held in abeyance for a considerable period pending discussion by the Council as to whether Nos. 196-206 should be acquired compulsorily for industrial use. A further application for use of Nos. 196-206 for industrial and warehousing use which was submitted in July, 1970 was eventually approved in September 1971 subject to the permission authorising use of a cleared site only, and not the existing buildings, in association with the adjoining industrial use at No. 208 Kensal Road. An application to renew this outline consent was refused in November, 1975 because the Council at that time had prepared a local plan which recommended that as much as possible of the land adjoining the canal should be redeveloped for residential purposes.

Further discussion then took place regarding the possible compulsory acquisition and/or placing of a demolition order on Nos. 196-206 Kensal Road, culminating in the Council resolving in December, 1978 to compulsorily acquire Nos. 196 and 206. The remaining properties in the terrace had been acquired by 'on the spot', and the owner of No. 196 has apparently agreed to sell to them.

#### CURRENT APPLICATION

The applicants now seek consent for the redevelopment of the sites to provide 3 factory units with ancillary offices.

#### CONSIDERATIONS

##### 1. Land Use

It is now considered to be appropriate to redevelop this site for industrial purposes, in order to provide much needed employment in this part of the Borough. Although there is a technical loss of residential accommodation the accommodation is of extremely poor condition, and only two of the properties - Nos. 196 and 198 - have been occupied in recent years.

##### 2. Design

The proposed building takes the form of three single storey factories extending the full depth of the site, with two floors of ancillary office and staff facilities above on the street frontage. The predominant facing material is brick, with coloured brick bonding to reflect the new industrial schemes under construction on the sites of Nos. 248-300 Kensal Road and approved at No. 326 Kensal Road. A pitched roof will be provided to each factory unit.



222 Kensal Road

SCHEDULE OF 3rd FLOOR. PENTHOUSE UNIT ACCOMMODATION

UNIT NO.	NET FLOOR AREA M <sup>2</sup>	NET FLOOR AREA Sq ft.	FLOOR TO CEILING HEIGHT TO U/S OF BEAMS	
			mm.	ft.
57	69	743	3500	
58	66	710	3500	11.6
59	63	678	3500	11.6
60	60	646	3500	11.6
61	67	721	3500	11.6
62	64	689	3500	11.6
63	61	657	3500	11.6
64	67	721	3500	11.6
65	51	549	3500	11.6
66	51	549	3500	11.6
67	51	549	3500	11.6
68	46	495	3500	11.6
69	46	495	3500	11.6
70	46	495	3500	11.6
71	67	721	3500	11.6
<b>TOTAL: 875</b>				<b>9,418</b>

19

222 Kensal Road

SCHEDULE OF 1st AND 2nd FLOOR ACCOMMODATION

UNIT NO.		NET FLOOR AREA M <sup>2</sup>	NET FLOOR AREA Sq ft.	FLOOR TO CEILING HEIGHT TO U/S OF BEAMS	
1st	2nd			mm.	ft.
19	38	102	1098	3180	10.5
20	39	121	1302	3180	10.5
21	40	92	990	3180	10.5
22	41	117	1259	3180	10.5
23	42	108	1163	3180	10.5
24	43	113	1216	3500	11.6
25	44	101	1087	3500	11.6
26	45	74	797	3500	11.6
27	46	92	990	3500	11.6
28	47	102	1098	3500	11.6
29	48	67	721	3500	11.6
30	49	94	1011	3500	11.6
31	50	101	1087	3500	11.6
32	51	59	635	3500	11.6
33	52	113	1216	3180	10.5
34	53	110	1184	3180	10.5
35	54	83	893	3180	10.5
36	55	105	1130	3180	10.5
37	56	102	1098	3180	10.5

TOTAL: 1,856                      19,975

x	2	x	2
=	3,712	=	39,950

18

222 Kensal Road

SCHEDULE OF GROUND FLOOR ACCOMMODATION

UNIT	NET FLOOR AREA M <sup>2</sup>	NET FLOOR AREA Sqft	FLOOR TO CEILING HEIGHT TO U/S OF BEAMS	
			mm.	ft.
1	102	1098		
2	121	1302	4890	16.0
3	92	990	4890	16.0
4	117	1259	4890	16.0
5	108	1163	4890	16.0
6	113	1216	4890	16.0
7	101	1087	4350	14.4
8	74	797	4350	14.4
9	92	990	4350	14.4
10	102	1098	4350	14.4
11	67	721	4350	14.4
12	94	1012	4350	14.4
13	101	1087	4350	14.4
14	102	1098	4350	14.4
15	109	1173	4890	16.0
16	83	893	4890	16.0
17	105	1130	4890	16.0
18	102	1098	4890	16.0

TOTAL: 1,785                      19,212

**FINISHES**

7.

7.01

Generally internal partitions will be fairfaced blockwork painted. Within toilet areas, areas of wall tiling will be included and the floors tiled.

7.02

Within the new extension, the floors will have a screeded finish whereas in certain areas within the existing buildings, the present timber floors will be sanded and sealed.

7.03

Within the common areas, an appropriate standard and design of finishes will be applied.

8.

**LANDSCAPING**

8.01

The land between the rear of the building and the towpath would be opened up by the removal of the existing boundary wall and the area laid out with appropriate planting and also incorporating sitting out spaces.

air or radiator system served by gas fired boilers located on the third floor.

5.02 Each unit would have a sink unit with hot and cold water supplies, a gas supply and a 13 amp ring main with socket outlets. Provision would be made for three phase supplies to each unit as well as telephones which could if required, be extensions off a main switchboard serving the whole building. Electrical services would be run in surface mounted conduits.

5.03 Two new goods/passenger lifts would be installed with a minimum 6 person/1000 kg capacity.

5.04 New lighting would be installed throughout incorporating fluorescent fittings in the workshop area with a number of tungsten fittings in the main communal areas.

## 6. STRUCTURE

6.01 The existing structure consists of load bearing brick external and cross walls which are in an extremely good state of repair. Within the building, there is a grid of steel columns which would be retained but which may require cladding with fire resisting materials.

6.02 The proposed structure for the new extension would consist of load bearing brick external walls complete with brick piers to match the existing facades. An internal layout of steel or reinforced concrete columns would support the new r.c. floor and roof slabs.

6.03 The internal partitions forming the individual units would generally be in fairfaced blockwork.

6.04 Each unit would have a 1.5 m doorway to the main access way and would consist of a standard door plus a hinged half panel.

6.05 To upgrade the external appearance of the building, subject to structural limitations, it is intended to enlarge the openings between the brick piers to enable a new layout of fenestration to be incorporated.

6.06 Provision has been made for access to all parts of the building for disabled persons by the inclusions of ramps and lifts.

Cont/...

3.09 The existing fourth storey metal clad structure above the central section, would be rebuilt to an appropriate standard of construction and this would be extended across the new extension to link with the stair and lift at the Western end of the building.

3.10 The Kensal Road frontage of this third storey would be set back from the main facade except for an area above the present arched main entrance. This section would form a glazed arched feature to emphasize the main entrance to the units.

3.11 Although it is proposed that the majority of the accommodation would be used as light industrial workshops, it is proposed that certain areas on the ground floor could be used for alternative purposes. At the rear overlooking the canal, one of the units has been indicated for use as a cafeteria. This would serve the workshop staff and could also be made available to the public, accessible from the canal towpath. A further area adjacent to the street frontage, would be used as a reception serving all the units and where typing and secretarial services could be provided again serving all the firms within the building.

4. PLANNING

4.01 Preliminary discussions have taken place with the Kensington and Chelsea Planning Department. Their reaction to the proposals for the retention of the existing buildings and also the proposed extension which would provide a limited number of off street parking places, were viewed with considerable enthusiasm. Also the proposals to open up the rear of the site and the provision of a cafeteria overlooking the canal would also be viewed favourably by the Planning Authorities.

5. SERVICES

5.01 Although there is an existing boiler installation serving the heating and hot water systems, the proposal at this stage would be for the removal of this system and the provision of a new warm

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3. PROPOSED REDEVELOPMENT.

3.01 The initial proposals for the alterations and extensions are illustrated on Drawing Nos: 165/1 and 2 and make provision for a maximum of 71 workshops ranging in area between 40m<sup>2</sup> (430 sq ft) and 121 m<sup>2</sup> (1300 sq ft). If the requirement was apparent, units on the lower floors could be combined to provide larger workshops. Equally the units on the upper floors could be further sub-divided to provide additional small units.

3.02 The principle adopted for the layout of the workshop units has been to divide the existing building and the new extension into two with a central access route thus providing units facing South overlooking Kensal Road or North, overlooking the canal.

3.03 It has been proposed that the whole of the existing single storey workshops at the Western end of the site should be demolished together with the rear four storey wing and projecting stair tower.

3.04 In place of the above mentioned area, a new three storey extension would be erected matching in elevational treatment the existing Eastern wing.

3.05 This new extension would not extend to the Western boundary, the remaining site area being laid out to provide a limited number of car parking spaces and also a loading bay to allow for off-street loading and unloading of materials. This loading bay would be accessible for use by all units.

3.06 It is proposed that the main vertical circulation would be in the area at present forming a light well and loading bay off Kensal Road. This area would contain the main staircase, a goods/passenger lift, toilet facilities and ancillary accommodation. The existing arched entrance would be retained and both a pedestrian access way and a small loading bay formed.

3.07 The main staircase at the rear of this area, would project from the rear main facade to form a glazed vertical feature to the canal elevation.

3.08 Secondary staircases would be formed at the ends of the central access way to provide the necessary alternative means of escape for all units. Adjacent to the stair at the Western end of the building, a new goods lift would be included serving all floors and having direct access to the new loading bay.

Cont/...

Report on the initial proposals for the alterations to  
222 Kensal Road for Eurofund Securities Ltd.

1. SCOPE

- 1.01 The proposed alterations to the existing premises together with the new extension are to be undertaken to provide a series of workshop units for light industrial use.
- 1.02 Being a multi-storey building, each unit is to be provided with a satisfactory access for both staff and materials and also the necessary alternative means of escape from the upper floors.
- 1.03 Provision is to be made for lavatory facilities.
- 1.04 Provision is to be made for a canteen /cafeteria serving the workshop staff and which could also be open to the public, accessible from the canal towpath.
- 1.05 Provision is to be made for a limited number of off-street parking spaces.

2. EXISTING PREMISES

- 2.01 The existing premises consist of a three storey building fronting Kensal Road and backing on the towpath to the Grand Union Canal. The centre section has a fourth storey set back from the street frontage. The Western end of the site consists of single storey workshops. With the exception of a narrow strip along the eastern boundary and a recessed loading bay on the street elevation, there is no provision for off-street parking or access.
- 2.02 The premises are at present under single ownership and used for light industrial purposes.
- 2.03 Being under single ownership, the existing location of staircases and lifts together with the lavatory facilities proves satisfactory, but would not provide a suitable arrangement for the proposed multi-occupancy use.
- 2.04 Between the canal towpath and the rear of the existing building there is a walled enclosure.

Cont/...



Councillor W.H. Freeman, O.B.E.  
Leader of the Council,  
The Town Hall,  
Bornton Street,  
London,  
W.8.7NE

13th November, 1985

TP/EAS/SKL

Mr. Sanders.

Dear Councillor Freeman,

222 Kensal Road

I refer to the correspondence sent to you by John Heddle MP.

No. 222 Kensal Road is the Oliver Toms building. It has an established use for industrial purposes and is within a specified industrial area in the District Plan. The Planning Officers, in discussion and correspondence about the future use of the building, have advised that the Council, because of its policy of retaining existing industrial floorspace, would expect to see a major part of the building retained for purposes of an industrial kind.

In relation to the proposals by Maying Records and Video Prints, the Area Planning Officer, Mr. West, has advised that planning permission would not be needed for light industrial use on the ground floor, for ancillary office use on the second floor, and for a division of the first floor to provide, over at least half that floor area, light industrial use, with design studios in the remainder. Design studios tend to be in the nature of an office use and to use more than half of the first floor for that purpose would involve a material change of use, requiring planning permission.

I see that Mr. Snelgrove expresses this situation in a slightly different way, implying that the Council will require that the half of the first floor should be used for studio/workshop purposes. It does occur to me that there may have been some misunderstanding about the definition of these various uses, and if Mr. Snelgrove cares to see me or Mr. West, we will be pleased to clarify the situation.

Yours sincerely,

Borough Planning Officer

REPORT BY THE BOROUGH PLANNING OFFICER

APPLICANTS NAME/ADDRESS

Hubbard Ford Partnership,  
35 South Audley Street, London W.1Y. 6HU

Application dated 28/09/83

Revised 10/11/83

Completed 07/10/83

ON BEHALF OF : Heatrae Sadia International  
INTEREST : owners

<u>District Plan</u> <u>Proposals Map</u>	<u>Cons.Area</u>	<u>Article 4</u> <u>Direction</u>	<u>Listed</u> <u>Building</u>	<u>GLC</u> <u>Direction</u>	<u>A/O</u> <u>Consulted</u>	<u>Object</u> <u>(to da</u>
	NO			NO	36	0

RECOMMENDED DECISION :- GRANT PERMISSION for the demolition of the existing buildings and the erection of eleven industrial units with ancillary offices

At: 222 KENSAL ROAD, KENSINGTON, W.10

As shown on submitted drawing(s) No(s): TP/83/1561/A

Applicants drawing(s) No(s) : L 4435/4/A (floor plans only)

APPROVED BY

T.P. SUB-COMTEE

29 NOV 1983

CONSENT REF

CONDITIONS

- The premises shall be used only for the purposes of industry within Classes III & IV of the Schedule of the Town & Country Planning (Use Classes) Order 1972, excepting design and photographic studio uses.
- C.6
- C.25
- C.7 - building
- C.12 - parking
- C.16
- C.18
- C.19
- C.22
- C.20
- C.54

REASONS

- To ensure that the premises are completed and occupied in accordance with the Council's District Plan policies concerning the retention and creation of industrial employment in this Specified Industrial Area.
- The proposed elevations are considered inadequate, and the Council seeks to ensure that the details of the appearance of the buildings are satisfactory, in the interest of local visual amenity.
- R.27
- R.5
- R.7 (parking spaces)
- R.9
- R.20
- R.13
- R.8
- R.20

INFORMATIVES

- This site stands within a Specified Industrial Area where the Council attaches great importance to industrial employment. You are advised that there is thus a presumption against granting planning permission for non-industrial uses of these premises, including warehousing and studio uses.
- In conjunction with the GLC London Canals Consultation Committee, the Council will seek a relatively high standard of visual amenity in the development.

- |        |          |          |          |
|--------|----------|----------|----------|
| 3. I.1 | 5. I.12K | 9. I.26  | 11. I.34 |
| 4. I.3 | 6. I.15  | 10. I.33 | 12. I.35 |

RECOMMENDATION  
 ADOPTED

Discussed with Sarah O'Driscoll

Concern about precedent, but could argue that the combination of uses here contains a reasonable proportion of light industry.

Concern about potential future use. Perhaps the BBC / Virgin could acquire building and use whole lot as offices, all within terms of the "media" condition. Perhaps a "small units" cond<sup>n</sup> would help avoid this.

Need to look at original file

- except perhaps 3.

Conditions then imposed don't look v. onerous.  
Estimated 11025 sqm space ie 3675 sqm on 3 floors(?)

cond<sup>n</sup> 1 - requires less than 1/2 GF to be lt. ind. space.  
cond<sup>n</sup> 2 - only for l.i. workshop, design + photostudios on 1st floor.

3 - not more than 600 sqm offices ie 1/6 of whole bldg \* THIS ONE COULD BE A PROBLEM FOR THEM + RELAXABLE AS WE DON'T REALLY EXPECT INDY ON UPPER FLOORS.

10 - theatre workshop space used solely for light ind<sup>y</sup> if theatre ceases.

\* WHICH FLOOR? \* PLANS? \*

WHY REMOVE THIS NOW WHEN NOT NEEDED.

Consult MJF

Memor BRC

Check on site - what is building capable of industrially (for modern ind<sup>y</sup>) if only GF any use, no probs with upper.

# PLANNING AND CONSERVATION

THE TOWN HALL • HORNTON STREET • LONDON W8 7NX

Executive Director Miss C M DENT BSc M Phil FRICS FRTP1

Director of Planning Services M J FRENCH FRICS Dip TP MRTPI Cert TS

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Jones Lang Wootton,  
22 Hanover Square,  
London W1A 2BN.

Telephone: 071-937 5464

Extension: 2081

Facsimile: 071-376 1130

19 MAR 1991



My reference:

Your reference:

Please ask for:

DPS/PV/TP/90/1246/K/05/75

TP/DEM/jk

Miss P. Vallely

Dear Sir/Madam,

TOWN AND COUNTRY PLANNING ACT, 1990  
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER, 1977

Permission for development (Conditional) (TP6a)

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

## SCHEDULE

### DEVELOPMENT

Continued use as light industrial workshops, studios, offices, theatre workshop and ancillary uses, at 222 KENSAL ROAD, KENSINGTON, W.10., in accordance with your application dated 12/06/90, completed 05/07/90, revised 30/01/91.

/ CONDITIONS ...

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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 first floor caretaker's flat shall be retained as shown on the Drawing Numbers. 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. Adequate steps shall be taken to ensure that any extractor does not cause noise or vibration to the detriment of nearby residents to the satisfaction of the Council. (C.18)
6. No loudspeaker or relay equipment or musical instruments shall be installed or used in such a manner as to cause noise nuisance to nearby occupiers. (C.19)

REASONS FOR THE IMPOSITION OF CONDITIONS

1. To ensure the continued use of the premises for a range of purposes within Class B1 of the Town and Country Planning Use Classes Order 1987, and as agreed by the applicant.
2. To ensure the continued availability of small business premises and a variety of types of use within the building, and as agreed by the applicant.
3. To ensure the retention of these uses as approved by the Council on 19th March 1986.
4. To ensure that the premises remain capable of a range of uses within Class B1 of the Use Classes Order 1987, including Class B1(c), and as agreed by the applicant.
5. To safeguard the amenities of nearby residents. (R.20)
6. To safeguard the amenities of nearby residents. (R.20)

INFORMATIVE

Any change of use of the children's theatre would require planning permission.

Yours faithfully,

*M. J. French.*  
Director of Planning Services

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

"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.

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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



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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**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 1996, 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.

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THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA

PLANNING APPLICATIONS COMMITTEE

06/03/91

APPLICATION NO.  
TP/91/1246/K/05

AGENDA ITEM  
75

REPORT BY THE DIRECTOR OF PLANNING SERVICES

APPROVED BY PLANNING APPLICATIONS COMMITTEE  
- 6 MAR 1993

APPLICANTS NAME/ADDRESS

Application dated 12/06/90

James Lang Woodton,  
22 Waverley Square,  
London W1A 2BN.

RECOMMENDATION  
ADOPTED

Revised 30/01/91

Completed 05/07/90

Polling Ward B

ON BEHALF OF : S B Gray  
INTEREST : Owner

*Handwritten notes:*  
x  
Kensal  
1/2/91

District Plan Proposals Map: Specific Industrial Area

<u>Cons.Area</u>	<u>CAPS</u>	<u>Article 4 Direction</u>	<u>Listed Building</u>	<u>HBMC Direction</u>	<u>A/Q Consulted</u>	<u>Objectors (to date)</u>
NO	NO	NO	NO	NO	0	0

RECOMMENDED DECISION :-

GRANT PERMISSION 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

- The workspaces shall be occupied only by businesses engaged in the film/T.V./video/media industry.
- The workspaces shall be occupied in a minimum of 50 separate lettings.
- 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.
- 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.
- C.18      6. C.19

keep <sup>but</sup> cond<sup>n</sup> 1 - delete as shown on dwg no 8521/P/1B

this would allow a bit more flexibility.

cond<sup>n</sup> 2 - can go provided

(a) replacement cond<sup>n</sup> re retention of caretaker's flat

(b) applicants suggested condition re media uses as this would cut out some office uses UNLESS whole lot occupied by 1 large media co as offices.

small units cond<sup>n</sup> ? see WESLEY

cond<sup>n</sup> 3 - as above.

Cond<sup>n</sup> 10 - to stay.

Meeting arranged. 12.11.90 on site with K-Orme.

Min no lettings cond<sup>n</sup> ? 50 cond<sup>n</sup> not lettable. 50 units. → 60.

max size of units. → cond<sup>n</sup>

No employees. 465 sq units office 1 per 11.5  
Per unit size.

letter - lettings policy - starter units  
- variety of ~~uses~~ uses.

cond<sup>n</sup> re loading bay, goods lift, corridor widths. Retained,

22

FILE REFERENCE: TP90/1246.

SUBJECT-SITE 222 Kensal Rd

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

# NOTES OF MEETING <sup>Tel</sup> <sub>Con</sub>

DATE: 20. 11 90

NAMES OF PERSONS ATTENDING

Diane May

OFFICERS

S. Udden

MATTERS DISCUSSED

Further to site visit + further discussions with policy...

We are most reluctant to relinquish the cond'n re of light industrial. If we are to do so, must make a very good case for it + attach informative to decision. They should send a letter explaining their letting policy:-  
ie retention of starter units - expanding firms made to relocate within bldg, variety of uses always the aim so that they can be interdependent + work together.

Net  
50 000 sq ft.  
1 000  
100 sq ft. m.

Also minimum no of lettings = 60 (or more) rather than 50.

Info re average unit size.  
Total net lettable area.

LITERATURE POLICY, PAPERS, ETC

Cond'n re ret'n of loading bay, goods left + corridor widths (on GF).

SIGNATURES

Message left.

(COPY TO BE PLACED ON FILE AFTER SIGNATURE BY ALL ATTENDING MEETING)

(TS 134) D4/304

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POLICY OBSERVATION: TP/90/1246  
222 Kensal Road, W10  
Removal of conditions 1, 2, 3 and 10

North Kensington makes an important contribution to the diversity of job opportunities and services available in the Borough. It has a special character which is dependent, in part, upon the contribution of industry to the land use pattern and employment of the area. The Council believes that it is important to use its powers to achieve its objective of securing a range of premises for a diverse local economy. As a result, the planning policy for Industry outlined in the Draft Alterations to the District Plan (approved in January 1989) distinguished between policies for North Kensington and the rest of the Borough. One of the main policies for North Kensington, as set out in the Draft Alterations, of particular note is as follows:

*"In North Kensington, the Council will seek the retention of industrial uses. It will also seek the provision of light industrial premises as part of appropriate, large developments in the area, the retention of which will be secured by legal agreement. The Council attaches particular importance to providing for those firms which serve local businesses and residents, and which have a need to be based in the Borough."*

This policy of encouraging light industrial use in the north of the Borough is reiterated in the Draft UDP Offices and Industry Chapter through policy E25. This document also acknowledges that many existing planning permissions pre-date the 1987 Use Classes Order and limit the particular use of premises to industry. As a result of the special circumstances that prevail in this section of the Borough, Policy E29 states:

*"Normally to refuse to release conditions which limit premises in North Kensington to industrial use, which are attached to extant planning permissions granted before June 1st 1987."*

The reasons given for the imposition of the four conditions states:

*"To ensure that the use of the premises, which lie within a Specified Industrial Area, complies with the Council's policy concerning employment in the Borough, as expressed in Chapters 11 and 12 of the District Plan."*

The Draft UDP Offices and Industry Chapter only refers to the Kensal Gasworks Specified Industrial Area. However, a general policy relates to North Kensington as a whole.

It is extremely unlikely that this Authority would be able to successfully defend at appeal the decision to refuse permission for deletion of these conditions, in light of the definition in Circular 13/87 of B1 and the nature of the 'media' uses that will result if the conditions are lifted. These uses are as close in nature to the preferred light industrial use as is realistic to expect, in light of the other approved uses already operating at 222 Kensal Road. The applicants state that they are willing to accept a condition restricting the use of the building to the film/TV/video/media industry. The existing conditions should only be released if they are replaced by this restrictive condition.

No policy objection subject to the imposition of a condition restricting the use of the building to film/TV/video/media industry.

Kate Orme 6th August 1990

*Additional conditioning re small units required.  
Further discussion.  
Comments on appropriateness of suggested condition.  
Sarah O'Driscoll 4.10.90*

## Canalot.

Adjoining (1) Noise complaints / Pollution.

2) Boats. / Privacy.

3) height ~~of~~ 1

4) back elevation.

5) observation tower.

6) Inadequate Parking

## Westminster

- excessive bulk & poor detailing.
- loss of amenity by virtue of
- noise disturbance / restaurant use.

→ how does it relate to existing canalot building - will there be 2 restaurants?

- UP to 100 new business units.

Barred - Proximity to residential users.

Transport - need 2 disabled spaces.

- these should be closest to 1st, 2nd, 3rd + both stairs

\* Disabled toilet not wide enough.  
- should be 1.5m wide.

\* Could they give us details of light and uses in canalot 1.

→ light and uses need to be built to CI standards in OPP ⇒ this would require change to elevational treatment.

- Relationship to res windows.

## TRANSPORT

### PARKING

- Further details on type of operation, hours of opening, no's of seats etc.
- so can assess likely parking demand
- Some of the spaces, substandard, encroachment encroaches on
- ramp is not wide enough.
- need to confirm gradient of ramp



light incl. → same sort of condition.

86 permission.

90/1246 19 Mar 1971.

Existing restaurant.

- unhappy about B1(c) condition.

→ \* <sup>poss use existing</sup> Goods lift canal 7 & 2.

- concern about distance to be covered.

- David - concern about degree of <sup>transparency</sup> visibility / glazing on rear of site.

- issue about privacy & overlooking.

- something more solid to key building into surroundings.

- Relationship to windows to RNIB building.  
toilets + canal ends.

- Canopy. - provides exhibition & gallery space at top of building

- objection to height, bulk of use of this glam space for exhibition.

Front elevation

→ opportunity lost in respect of street frontage.

→ impermeable.

# Caralob

- Rear ① - Balconies → screening req.  
Elevations.  
→ Privacy Issues - Distance / Light  
→ Hows and use ??

- ② Boundary Walls → remove recess.  
→ will be metal work screen  
→ need details

- ③ Roof - Glaze over courtyard - rooflight M.  
Walls now brickwork on structure  
opaque glass south.

1.7m above to gutterline

Peak 1.4m above

→ lighting downwards from structure,  
Just across studio.

- No lights shading on roof,

→ in height 600mm.

→ Gallery will be lit at night

→ Pass run through opaque glass

- ④ Front elevation -

- shell problems with copers.

→ interesting frontage but little

activity visible from road.

- David still expresses concern

recess  
stone  
& glass  
red tone

NB - height of roof at rear

- drawings.

- Security front access

Access along front of building? not at  
96 level

- Need section to show relationship

- Poss transparent glass - need to  
reduce height of brickwork.

- Roof as of front model

- Secure access via railings

## Application statement.

Flexible use of BI units - most small up to 50 sq m.  
lake = focus for pub art displays  
parking - to serve canal as well (70 businesses/  
200 pph) + has none.

Design - glass facade contrasts with brick fronted  
buildings on either side. dramatic - see design of

Some reservations re of treatment front + rear

Transport of 34 spaces ok.

ramp gradient - 1 in 7  
services? canal - servicing to be in service bay

needs control on no. seats / no on premises.

Noise To opp side of canal.

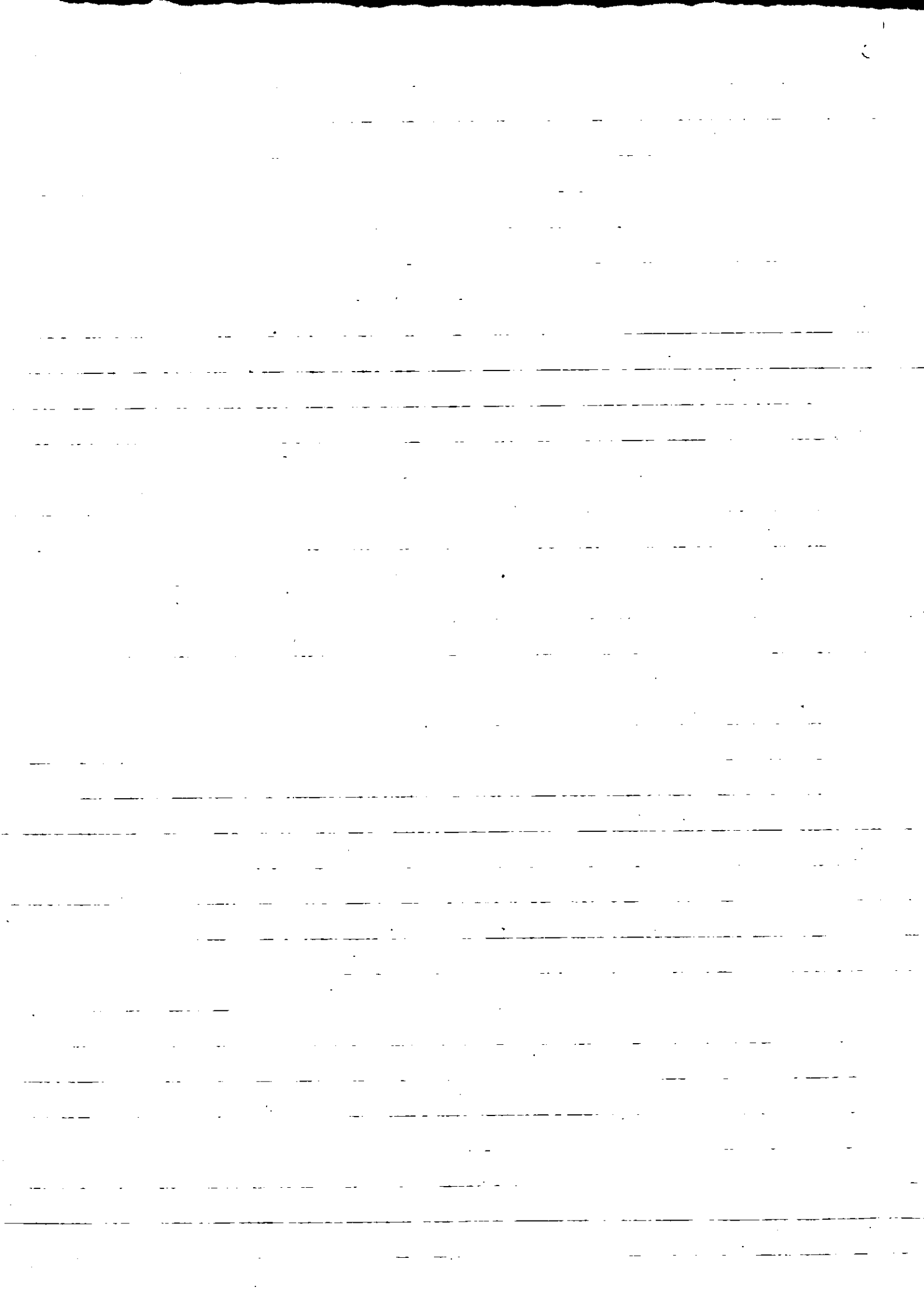
Shops No amalg of units - servicing.

BI use +  
amalg to retain 90 units less than  
140 sq m.

Nursery at least 25 places - size. S106  
to meet services standards.

Bikes - ramp on wall. o/s.

Noise to canal - windows fixed shut on C. side

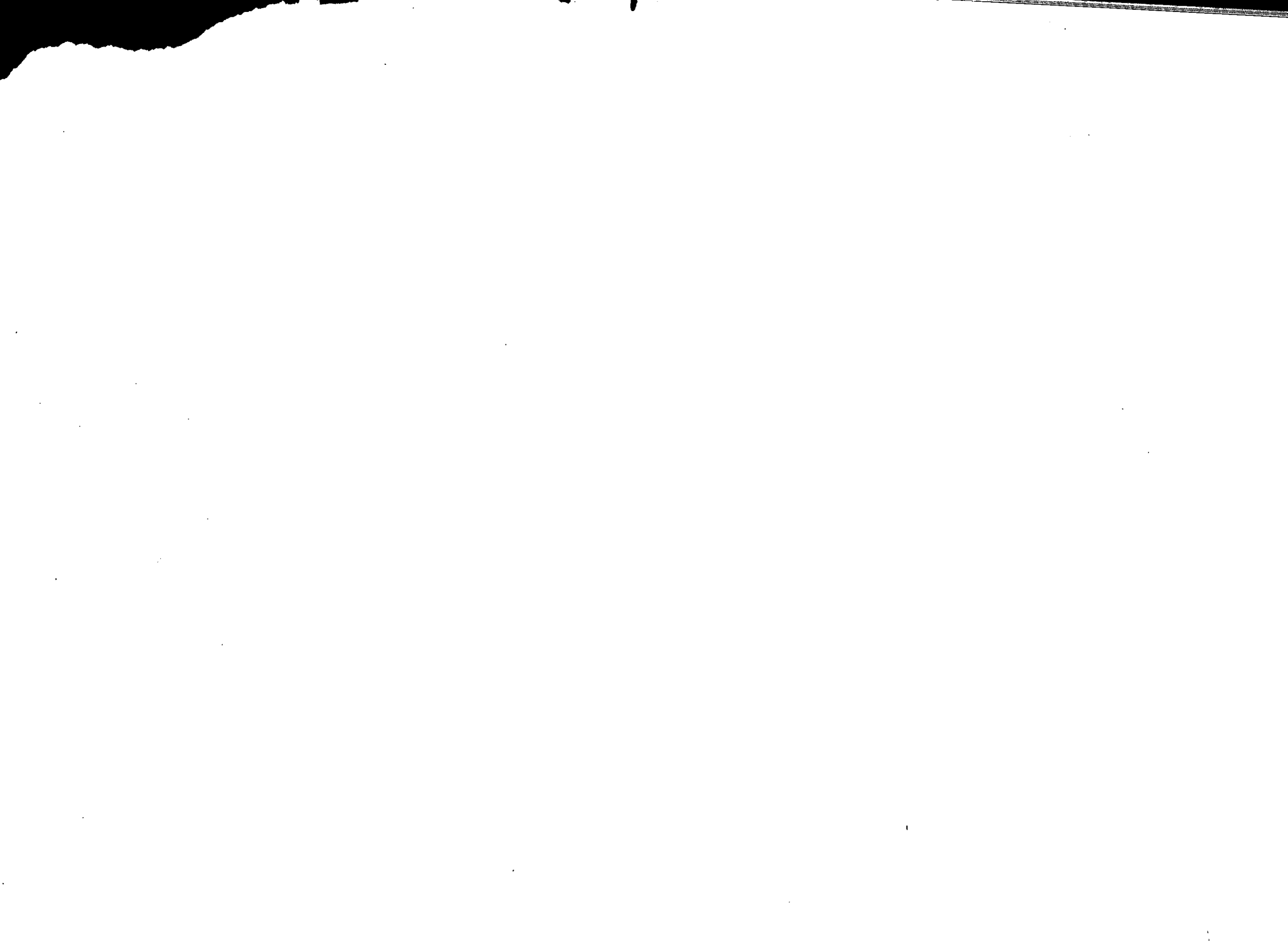


NOW OPEN

ISSUE NO. 1

THE CUSTARD FACTORY

MANIFESTO



# THE CUSTARD FACTORY

NEW ARTS AND MEDIA QUARTER

When complete, the £20 million revitalisation of Birmingham's old Custard Factory Quarter, just down from the Bull Ring, will bring about the largest single concentration of creative activity in Europe - with good affordable workspace for no less than a thousand artists, musicians, craftspeople, film-makers, designers, actors, dancers, publishers, broadcasters and others.....

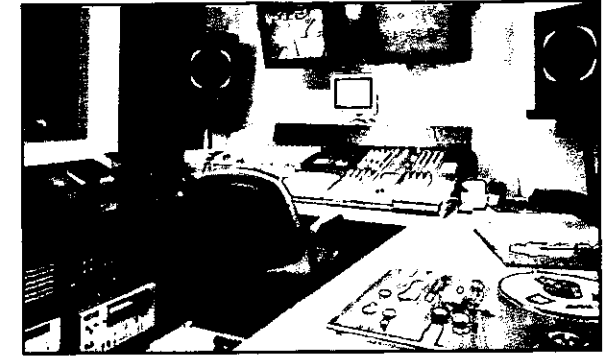
The DOE backed first part of the Custard Factory is already up and running - with nearly two hundred studios, art galleries, restaurants, dance studios, shops and performance spaces all in a theatrical setting around the Custard Factory Lake.

Soon there will be student flats, a jazz club, a cinema, a crèche, recording studios, a green and sculpture filled piazza, a 15,000 sq ft arts and media exhibition facility and yet more shops, cafés, galleries and studio workspaces.

The Custard Factory will provide Birmingham with a focal point for its burgeoning grass roots creative talent - and bring to life a new inner city neighbourhood filled with visual delights.

# CUSTARD FACTORY

## A PLACE TO WORK



**"How hard it is to keep hold of creative people in this city. There's barely any studio space, and what exists is less than ideal and impossibly expensive. I think the Council should do more to encourage young talent not to move away"**  
**- Elizabeth MacGregor, Director of the award winning Ikon Gallery.**

*Those gloomy words were spoken in 1989. But now things are changing in Birmingham - and the Custard Factory is in the vanguard of that change. As a result, creative people no longer have to work in the semi-derelict buildings that no one else wants.*

The studio workspaces at the Custard Factory are affordable (from £18 a week) and designed for a wide range of creative activities. Nearly 200 are already in use, with hundreds more in the pipeline.

The first batch vary in size from 150 to 1500 sq ft. They have a good feeling - simple and quiet white spaces with excellent natural light and interesting views. They enjoy central heating, ample power, fitted sink units, good acoustic separation and high ceilings. They are reached via a spectacular atrium with flying bridges and by passenger lift, goods lift (plus loading bay) and three staircases. There is 24hr access. They are ideal for artists, designers, communicators and craftspeople.



There is scope for the performing arts too. Actors, musicians and dancers are already at work in the 220 seat Custard Factory Theatre, small recording studios, rehearsal/meeting rooms and the new Danceworks studios. In a few months the Pie Studios music block will be ready.

Planned communal facilities include a crèche, a darkroom, a fully equipped video/photographic studio, a print making room, information databases, general commercial services and free access to business advice - all carefully designed to help small scale creative enterprise to flourish.

**When complete the Custard Factory Quarter will provide no less than 250,000 sq ft of flexible workspace for up to 1000 people.**



# CUSTARD FACTORY

## A PLACE TO LIVE

**Arts Correspondent**  
 Together with evening visitors and people working long hours, the students living in the flats will play their part in giving the Custard Factory Quarter a 24 hour life.

There have been calls for a number of changes to be made in which funding is allocated. All these changes are being sought through consultation with the various groups. There have been a number of changes to be made in which funding is allocated.

**No inner city neighbourhood is complete without its residents - an all too scarce commodity in the middle of Birmingham.**

The first people to live in the Custard Factory Quarter will be full time students at West Midlands Art and Design Colleges. They will occupy a block of sixty studio flats built above the cafés, shops and art galleries surrounding Custard Court (see below).

The flats will be affordable (less than £30 a week), practical and elegant. They will make a small but useful contribution to reducing the shortage of decent living accommodation which has plagued Birmingham's huge student population for years.

The Custard Factory flats may also help to stimulate residential development in other parts of Digbeth - an unpopulated inner city area with empty land and buildings crying out for inhabitants.



## AND A PLACE OF DIVERSE ACTIVITIES

- |                   |                       |                    |                          |                         |                      |                    |                       |
|-------------------|-----------------------|--------------------|--------------------------|-------------------------|----------------------|--------------------|-----------------------|
| <b>Actors</b>     | <b>Bookbinders</b>    | <b>Copywriters</b> | <b>Engravers</b>         | <b>Instrumentalists</b> | <b>Magicians</b>     | <b>Poets</b>       | <b>Restorers</b>      |
| <b>Animators</b>  | <b>Candlemakers</b>   | <b>Costumiers</b>  | <b>Fashion Designers</b> | <b>Inventors</b>        | <b>Modelmakers</b>   | <b>Producers</b>   | <b>Scene painters</b> |
| <b>Architects</b> | <b>Cartoonists</b>    | <b>Dancers</b>     | <b>Film makers</b>       | <b>Jewellers</b>        | <b>Musicians</b>     | <b>Printmakers</b> | <b>Set designers</b>  |
| <b>Artists</b>    | <b>Ceramicists</b>    | <b>Designers</b>   | <b>Glass blowers</b>     | <b>Journalists</b>      | <b>Photographers</b> | <b>Publishers</b>  | <b>Singers</b>        |
| <b>Authors</b>    | <b>Choreographers</b> | <b>Educators</b>   | <b>Graphic designers</b> | <b>Lithographers</b>    | <b>Philosophers</b>  | <b>Record co's</b> | <b>Stained glass</b>  |

# CUSTARD FACTORY

## A PLACE OF COMMERCE



Helping to present and market the multitudinous talents at the Custard Factory is probably the most important job facing the project management. The range of marketing initiatives will include:

☼ A programme of craft fairs, art shows, musical and theatrical productions, open days, festivals and parties to which will be invited potential buyers from home and abroad.

☼ Constant PR and promotion. So far this has been aimed at specialist journals and local Birmingham press and TV. The next target for the campaign will be the national and international media.

☼ The publication of the Custard Factory's own newspaper 'Stirring The Custard'.

☼ A film project charting the development of the Custard Factory Quarter as a pioneering example of arts and media led inner city revitalisation. This will culminate in a TV documentary and a book.

**But the best marketing of all will flow naturally from the commercial synergy of a thousand creative people at work - encouraging the exchange of ideas, the development of new projects and a whole network of contacts and business opportunities.**



# CUSTARD FACTORY

## A PLACE OF LEARNING

Arts Correspondent  
Birmingham Royal Ballet are to use the new dance studios at the Custard Factory for their 1994 International Summer School.  
number of changes to be...  
ch funding is alloc...  
have been

The Custard Factory is very much a place of learning, both for adults and children. Strong educational links have already been established, not only with local schools and colleges, but also with such organisations as the Birmingham Royal Ballet and the D'Oyly Carte Opera Company.

☼ The UCE MA course in Fine Art is currently in residence. In order to reach out to a wider public audience both UCE and a number of other colleges are using the Custard Factory exhibition facilities for degree shows in such disciplines as graphics, textiles, fashion and architecture. Another local college now holds its performing arts classes in the Custard Factory Theatre.

☼ Working alongside NORLINK - Birmingham's Education and Business Partnership, the Custard Factory has successfully embarked upon a number of innovative educational programmes. A fascinating example is the project 'My City, My Future', which involves local children working on a room size model of the area alongside professional architects and planners on the way they would like to live, work and play in a Digbeth of the future.

☼ The Custard Factory will act as both a venue and facilitator for BTEC and National Vocational Qualification training courses.

☼ The Custard Factory is hosting Government sponsored 'Business Surgeries' - open to all - where free training and business advice can be obtained about grant availability, financial planning, tax, VAT and marketing. These will be of particular assistance to those trying to bridge the gap between further education in the arts and media and actually making a living.

☼ Training and education opportunities at the Custard Factory include: a wide range of dance and movement classes; direct tuition from Custard Factory artists and craftspeople; various amenities for local schools; work placements for graduate trainees; etc, etc.

☼ Small groups of 14 plus year olds will be given "Career Taster" sessions visiting open studios at the Custard Factory. This will give them the opportunity to see creative people at work and help to widen their career choice options.

**The Custard Factory is seeking support to mount short term intensive training courses to help school leavers without high academic qualifications to get a foothold in the film, TV, music and media industries. Ideally, the Custard Factory would provide a much needed Arts and Media Training Centre for Birmingham**



# CUSTARD FACTORY



A PLACE TO GO.....and meet people

In most big cities there is a congenial downtown area where people like to congregate - a place to make and meet friends, eat, drink, be entertained, window shop or simply watch the world go by.

Well known examples of such places include: Covent Garden and Soho in London, Greenwich Village in New York, Temple Bar in Dublin, Barri Gotic in Barcelona and Fisherman's Wharf in San Francisco.

Although it is first and foremost a place of work; the Custard Factory is poised to become that place for Birmingham. With its street activities, theatre, jazz club, restaurants, art galleries; exhibitions, dance and recording studios, green and art filled open spaces, craft markets, interesting buildings and above all its diverse and somewhat Bohemian population, it is likely to attract interesting visitors in substantial numbers.

**The Custard Factory Quarter will be a place where people working in the arts, the media and entertainment can meet and keep in touch with what's going on - without leaving Birmingham.**



# CUSTARD FACTORY

## A PLACE TO STAY IN TOUCH

When complete the Custard Factory will become the largest concentration of creative activity in Europe. As a result, it is likely to become the hub of a far flung communications network of people and projects. It will be a good place for those working in the arts and media to stay in touch.

☼ As part of this process, the Custard Factory has already launched its own newspaper "Stirring The Custard", [The self-styled Newspaper for Birmingham's Exploding Arts and Media Scene]. It is informative, gossipy, funny, occasionally scurrilous - and readable.

☼ Links with arts projects in other countries, including the USA, are being established. This is likely to generate new marketing opportunities, reciprocal studio facilities and other benefits for people working at the Custard Factory.

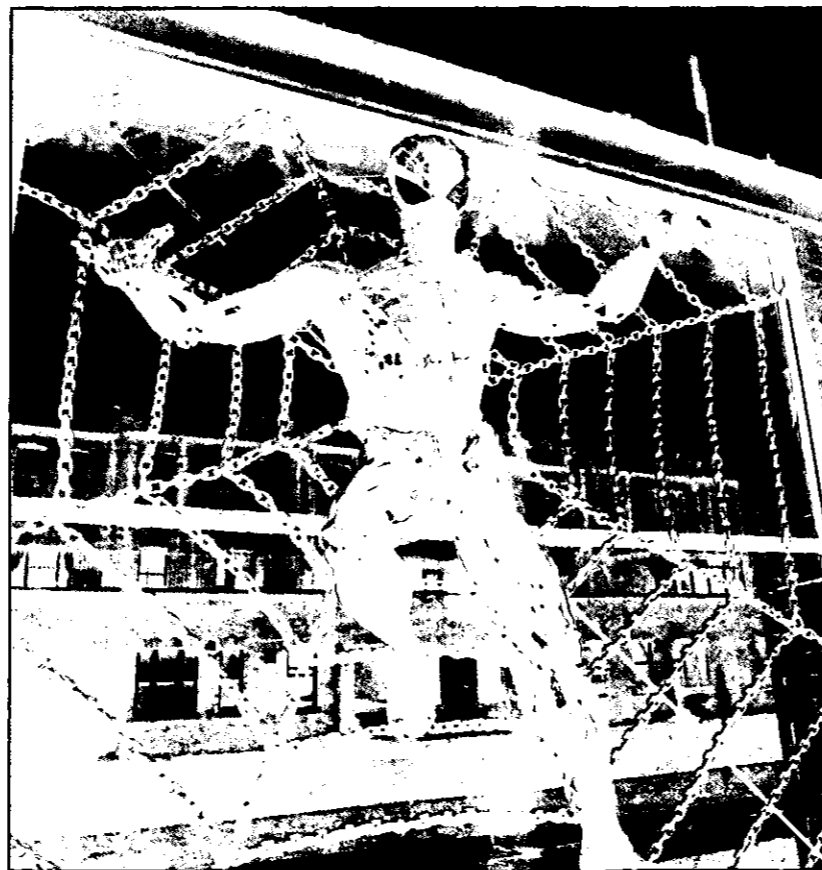
☼ The Custard Factory has attracted developing interest from around the world. So far information sessions have been given to a delegation of 40 local government officials from Greece, various groups of educationists and art college administrators, town planners from the USA and others.

**Frequent requests for advice received from both politicians and planners about mounting similar projects in other cities suggest that there is much scope for more Custard Factory type schemes**

## Stirring the Custard

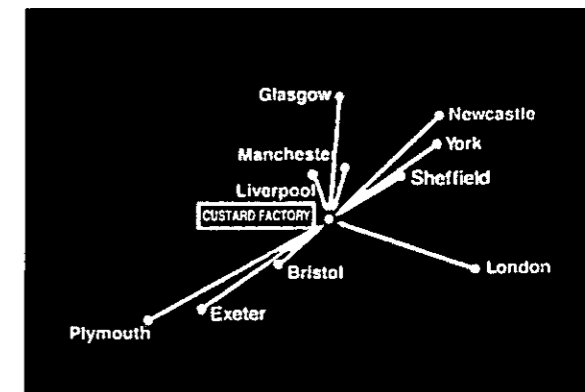
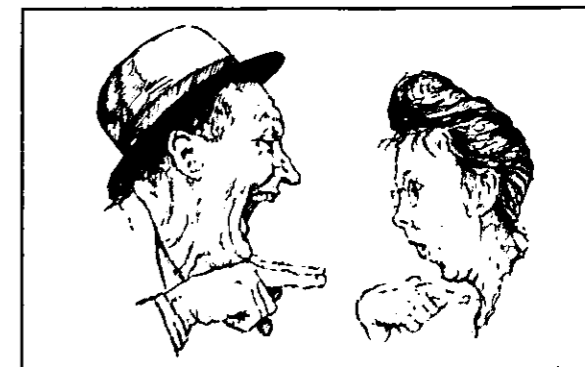
MARCH 1994 The Newspaper for Birmingham's exploding arts and media scene 20p

### STANDING UP FOR THE ARTS



**Ming de Nasty**  
photographer of extravagant name and extraordinary talent, displays her wares. Pages 6 & 7

"We are actually talking about the death of a culture."  
Simon Rattle has taken the CBSO to International heights, but he fears for the future of classical music in this country. Page 11



The Custard Factory provides unusual opportunities for the interaction of cultural, commercial and educational activities



The Custard Factory would welcome an arts based local radio station

# CUSTARD FACTORY

## A PLACE WITH ROOTS



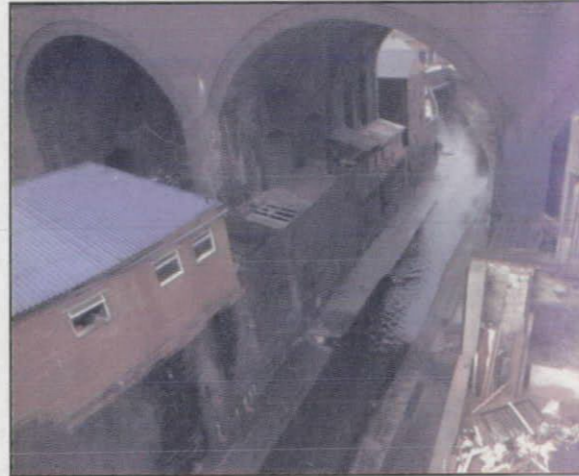
▲ The Custard Factory chimney is to be restored as part of the Pie Studios music block project.



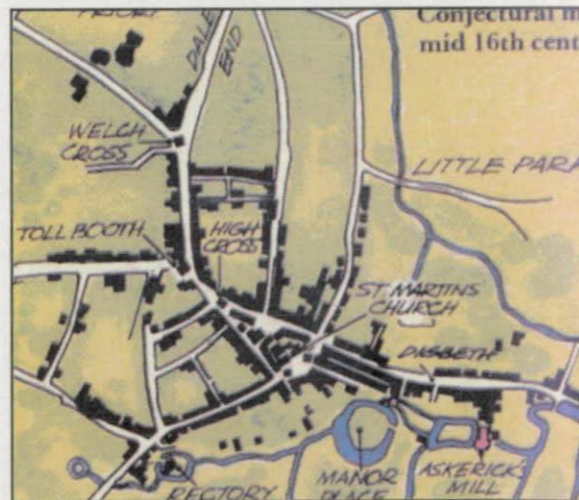
▲ The Old Crown - the oldest pub in Birmingham - faces the Custard Factory Quarter. It is not in a good state of repair.



▲ The Custard Factory is allegedly where the Ley Lines meet in the West Midlands.



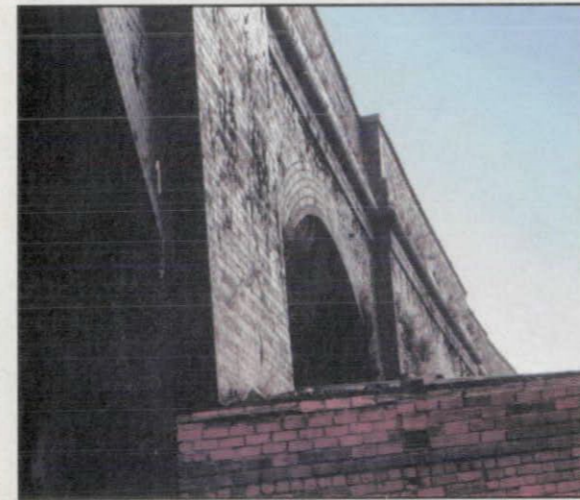
▲ The campaign to 'Raise the Rea', restoring some of the public pleasures of Birmingham's only river, will be co-ordinated with rebuilding the Custard Factory's own bridge.



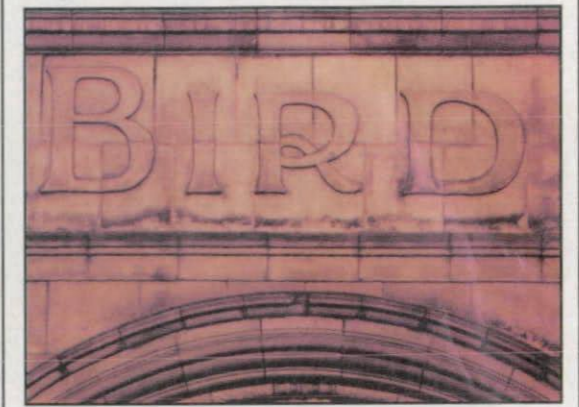
▲ The point where Digbeth High Street crosses the River Rea was once a cattle drovers' ford. It is also the site of the Dark Ages settlement where Birmingham was born.



▲ The splendid neo-Gothic Old Library is to be rescued from dereliction and put to use as a jazz club and video studio.



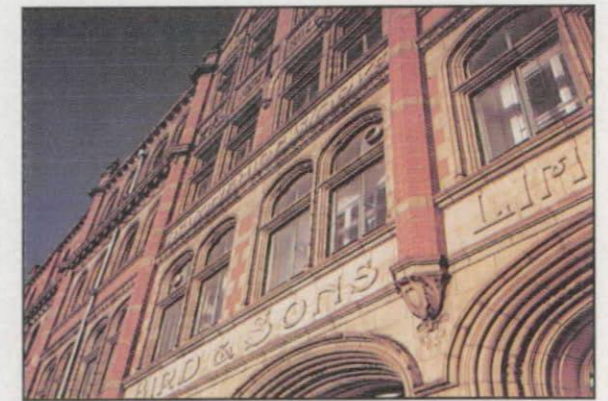
▲ There is much scope for the restoration and creative new uses of the magnificent 19th Century blue brick railway arches which march across Digbeth.



▲ In 1837 a young Birmingham chemist was faced with the problem of finding a dessert dish for his new wife, who could not digest eggs or yeast. In the end his experiments led to the invention of custard powder, a Knighthood and the establishment of a celebrated family enterprise.

The original Birds Custard Factory was in Moore Street, just behind the Law Courts. It was the destruction of this building by fire in 1887 which provoked the development of the buildings in Digbeth. At its height, the Digbeth factory employed more than 1200 people.

By 1980 Birds Custard had been taken over by the Allied Foods conglomerate and the Digbeth buildings fell into desuetude.



▲ The listed terracotta façade of Devonshire House, the grandest building in the Custard Factory Quarter, is to be restored.

# CUSTARD FACTORY

## A PLACE OF BEAUTY

**arts Correspondent**

Many of the old factories in the West Midlands - and the Custard Factory is a fine example - possess architectural charms. There is no reason why they should not emerge unscathed from the transition to new and imaginative uses.

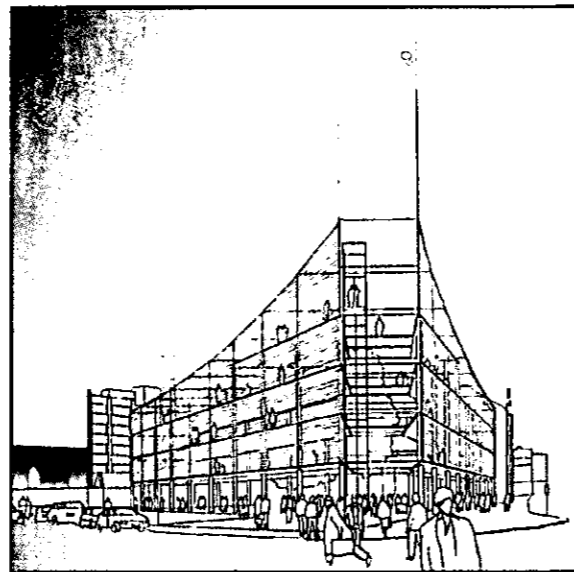
changes to be made to the  
is allocated. All  
tributed to the



△ Small children have already decided that the Digbeth Dragon overhanging the Lake is an important visitor destination. It is inspired by the ancient derivation of the word Digbeth from 'Dragons Breath'. Most parts of the development of the Custard Factory Quarter will incorporate newly commissioned art works, many by local artists.



△ Many hundreds of trees and shrubs will be planted.



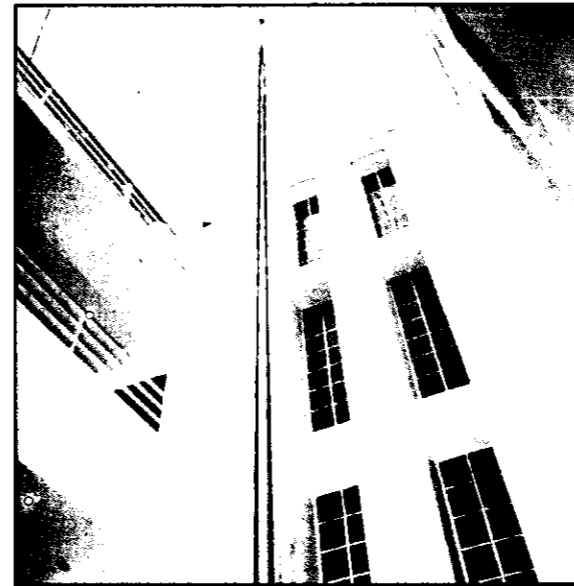
△ The Triangle will be a landmark building of high architectural merit.



△ Fine design, building on what was there before .....



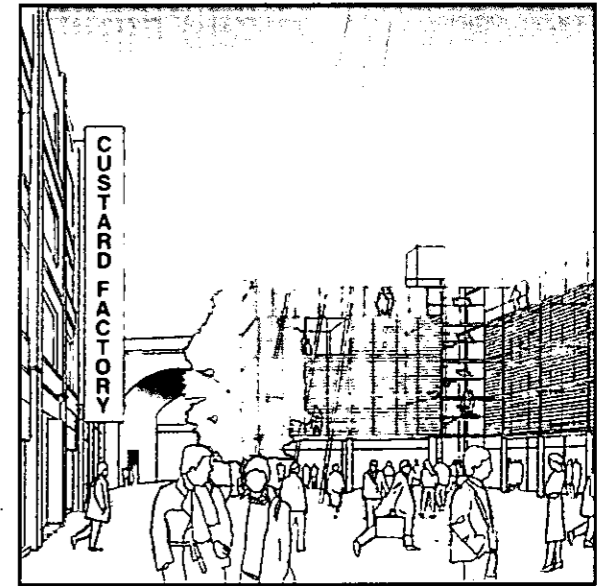
△ Better things are in store for the Rea - Birmingham's only river.



△ .....is a characteristic of the Custard Factory Quarter.



△ The magnificent stop chamfered timber trusses of the Old Library.

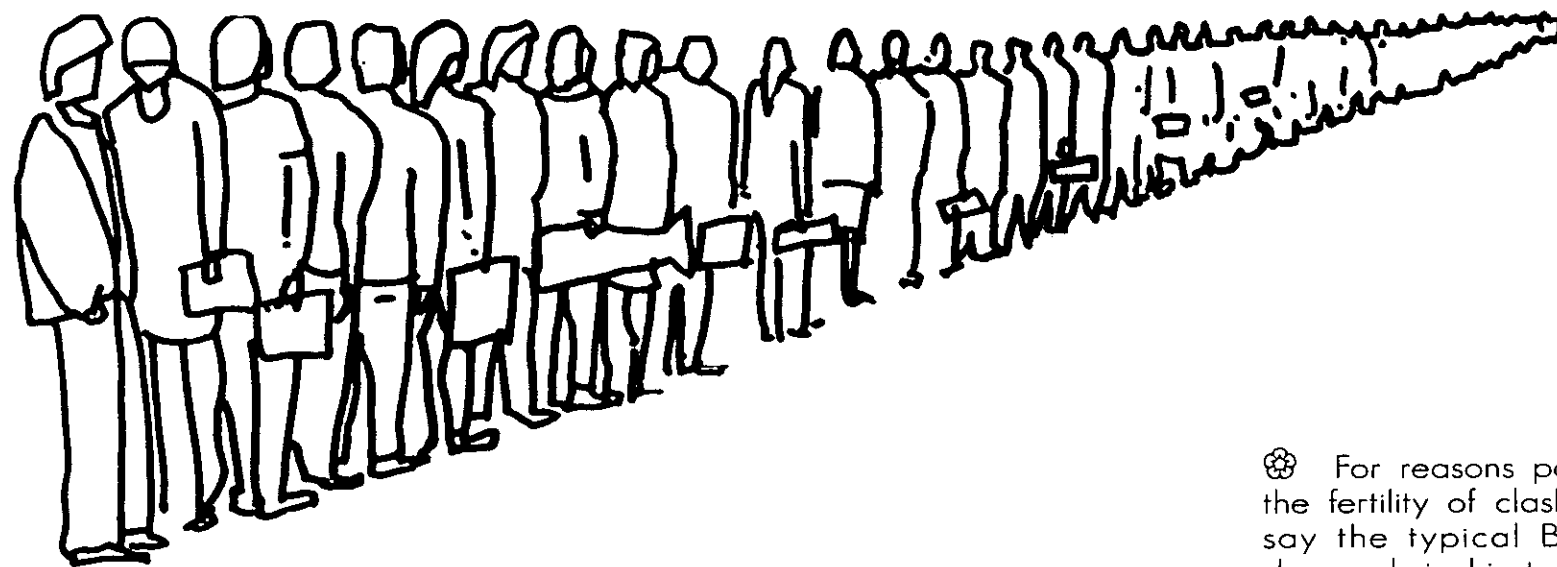
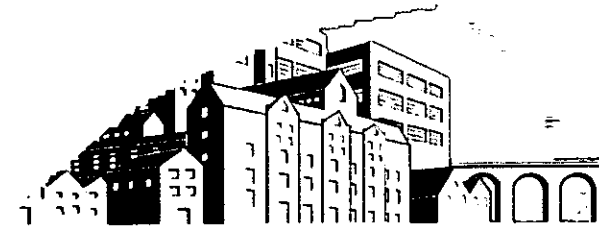


△ Custard Court - the public heart of the Custard Factory Quarter.

# CUSTARD FACTORY

## WHO NEEDS IT?

Arts Correspondent  
"I was going to look for work in London when I heard about the Custard Factory. Now I'm here running my own business and doing really well!"  
- Jonathan Hart, recent graduate in graphic design.  
greater consult  
(funding  
for a



⊗ "Nearly half of young people today want to be self-employed"  
- Demos, March 1994

⊗ At a time of deep economic recession, more than 1000 people have approached the Custard Factory for workspace and other facilities. As a result, many are no longer looking for jobs but happily creating their own.

⊗ For reasons possibly to do with the fertility of clashing cultures (they say the typical Brummie wears a shamrock in his turban), Birmingham seems to be overflowing with young people of high talent.

Given some basic facilities and a place to work, their energy and enterprise could play a major part in the revitalisation of Digbeth and other run down inner areas.

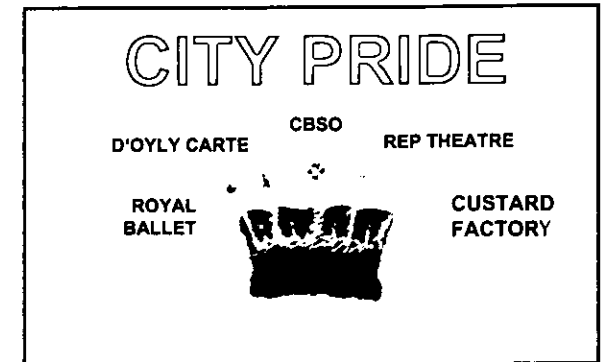
⊗ Birmingham is well on the way to becoming recognised internationally as a city of cultural moment - something to which Simon Rattle and the CBSO, the Birmingham Royal Ballet, the REP Theatre, the D'Oyly Carte Opera Company and others bear ample witness.

However, in order to do justice to such a reputation, a city must be able not only to import great art but also to export it. For this to be possible Birmingham's pool of homegrown talent must be nurtured with great care.



# CUSTARD FACTORY

## WHAT'S IN IT FOR BIRMINGHAM?

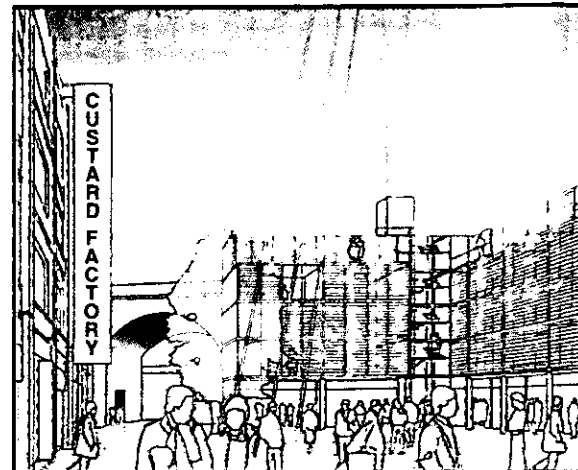


### MONEY



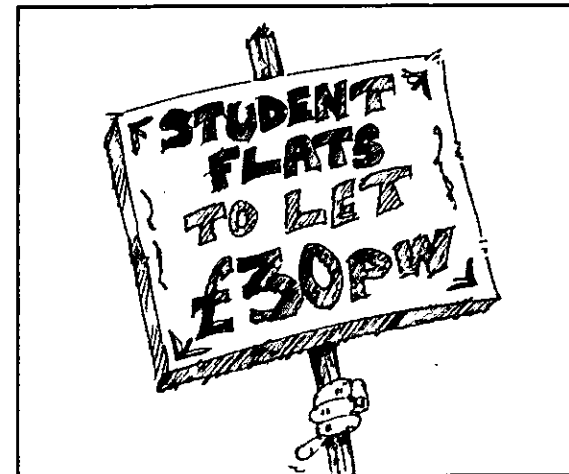
The Custard Factory Quarter represents a £20 million inward investment in Digbeth.

### OPEN SPACE



Custard Court is set to become one of Birmingham's most exciting public open spaces.

### HOMES



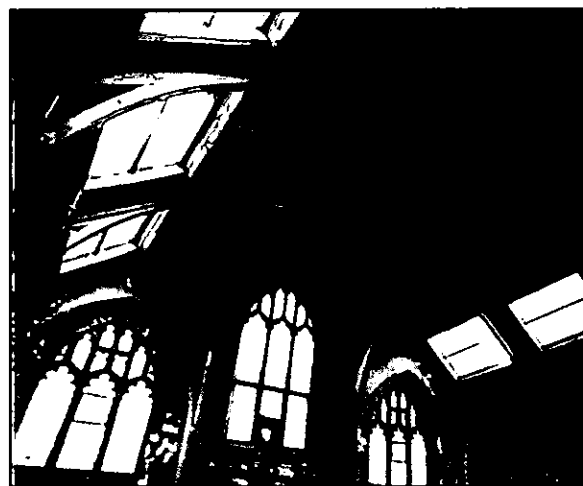
Affordable student housing at the Custard Factory could set the pattern for Digbeth.

### JOBS



A thousand live-end job spaces for people working in the arts and media.

### HERITAGE



Urgent conservation works to a number of splendid old buildings - some DOE listed.

### NEW QUARTER



The Custard Factory - Birmingham's Revolutionary New Arts and Media Quarter.

### TALENT



The Custard Factory will help stem the annual talent exodus of arts and media graduates.

### TOURISM



The Custard Factory has the potential to become a major attraction for cultural tourism.

# CUSTARD FACTORY

## A MICROCOSM FOR DIGBETH

Although Digbeth is located immediately next to the Bull Ring, the traditional heart of Birmingham, no one would regard it as part of the city centre. It is a curious 45 acres of no mans land - a ten minute walk in one direction, three in the other.

Fewer than a thousand people work in Digbeth and there are virtually no residents. But there is a good sprinkling of interesting and familiar old buildings, the splendid Digbeth arches, modest land values and tremendous scope for positive development.

In 1989, following the publication of the BCC sponsored Comedia Report, Birmingham declared Digbeth to be the city's 'Media Quarter'. Since then there have been a number of arts and media linked initiatives, of which the Custard Factory is by far the most significant.

Essentially the Custard Factory Quarter represents a microcosm of the Digbeth of the future, and it may well act as a catalyst for its metamorphosis. If so, over the next few years this run down inner city area could be transformed into a bustling centre for arts and media industries where [according to a recent report] literally thousands of people could work, live, learn and play.

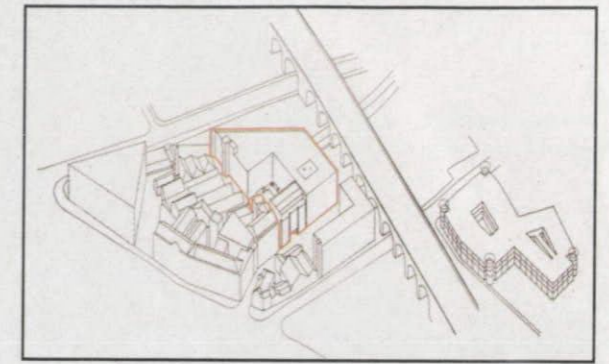


Arts Correspondent  
Over the next few years Digbeth could become a major national resource for arts and media products, helping equip Birmingham to take full advantage of the changing patterns of our national economy



# CUSTARD FACTORY 1

The 100,000sq ft **SCOTT HOUSE** is the first part of the Custard Factory Quarter to be completed. Its runaway success underlines the urgent need for a grassroots arts and media focus in Birmingham.



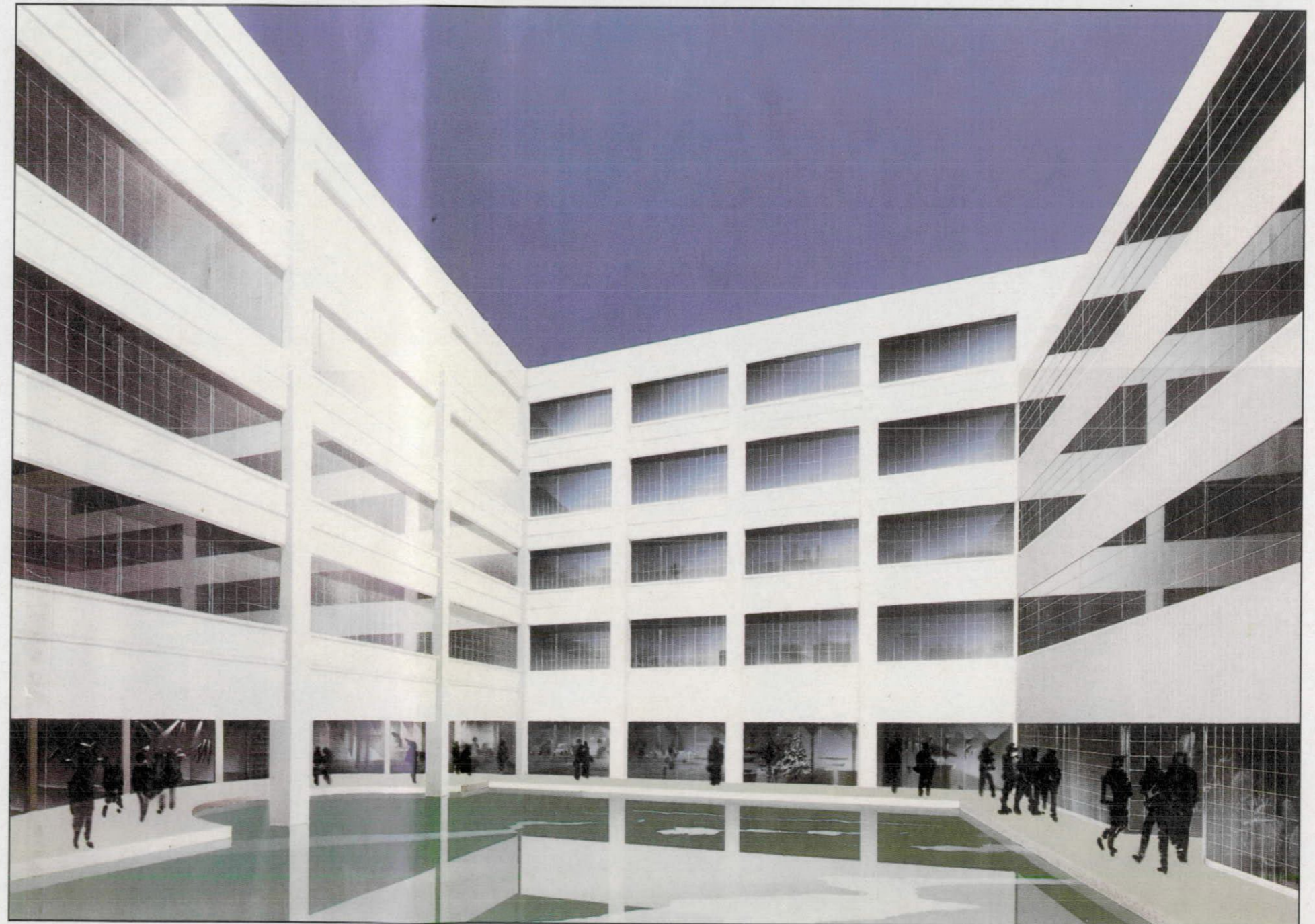
The flatted factory known as Scott House was built by the Alfred Bird Company in the 1920's. On one side it overhangs the River Rea, on the other it sits around a lake which was originally the factory yard. One day this will double as a winter ice skating rink.

Scott House has now been reconstructed as Custard Factory One. The four upper floors of the building have been converted into flexible studio work-spaces for arts and media activities. The ground floor accommodates a 220 seat theatre, a restaurant, art galleries, dance studios and shops. The basement is to be a gymnasium.

The imaginative design and quality of detail makes this a particularly fine example of the way in which old industrial buildings can be given new life. The soaring internal atrium, with its tensile roof and 60ft waterfall, is particularly noteworthy.

The reconstruction of Scott House as Custard Factory One was completed last summer.

The reconstruction of Scott House was part funded by DOE City Grant



# CUSTARD FACTORY 1

## CONTINUED



▲ The new sprung floor dance studios have been taken by Danceworks - London's leading dance centre. Dance and movement classes are already in full swing. ▽



△ The 220 seat Custard Factory Theatre has already been used for a number of successful productions. Of particular note was a well received version of "As You Like It" staged by the Custard Factory Theatre Company.

The sweeping colonnade of shops and galleries to the West of the Custard Factory Lake. ▽



△ The Lakeside Custard Factory Gallery holds regular shows of work by young Birmingham artists, sculptors, craft workers and photographers.



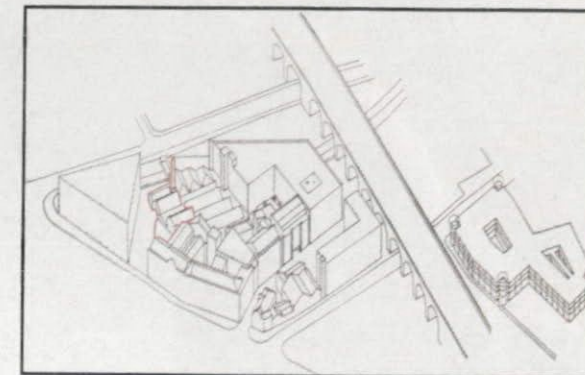
△ The Digbeth Dragon overhanging the Lake is the first major example of public art at the Custard Factory.

The Café des Artistes, the Custard Factory's first restaurant, opened recently with an exhibition of 'Food as Art'. There were models dressed in pasta, sculptures in butter, paintings in toast, fountains of fruit. The Café des Artistes is already well on the way to becoming Birmingham's most popular gathering place for creative people. ▽



# CUSTARD FACTORY 2

**PIE STUDIOS** - a new block of eighteen practical and affordable recording and rehearsal studios soon to become a focal point for musical activities in the West Midlands.

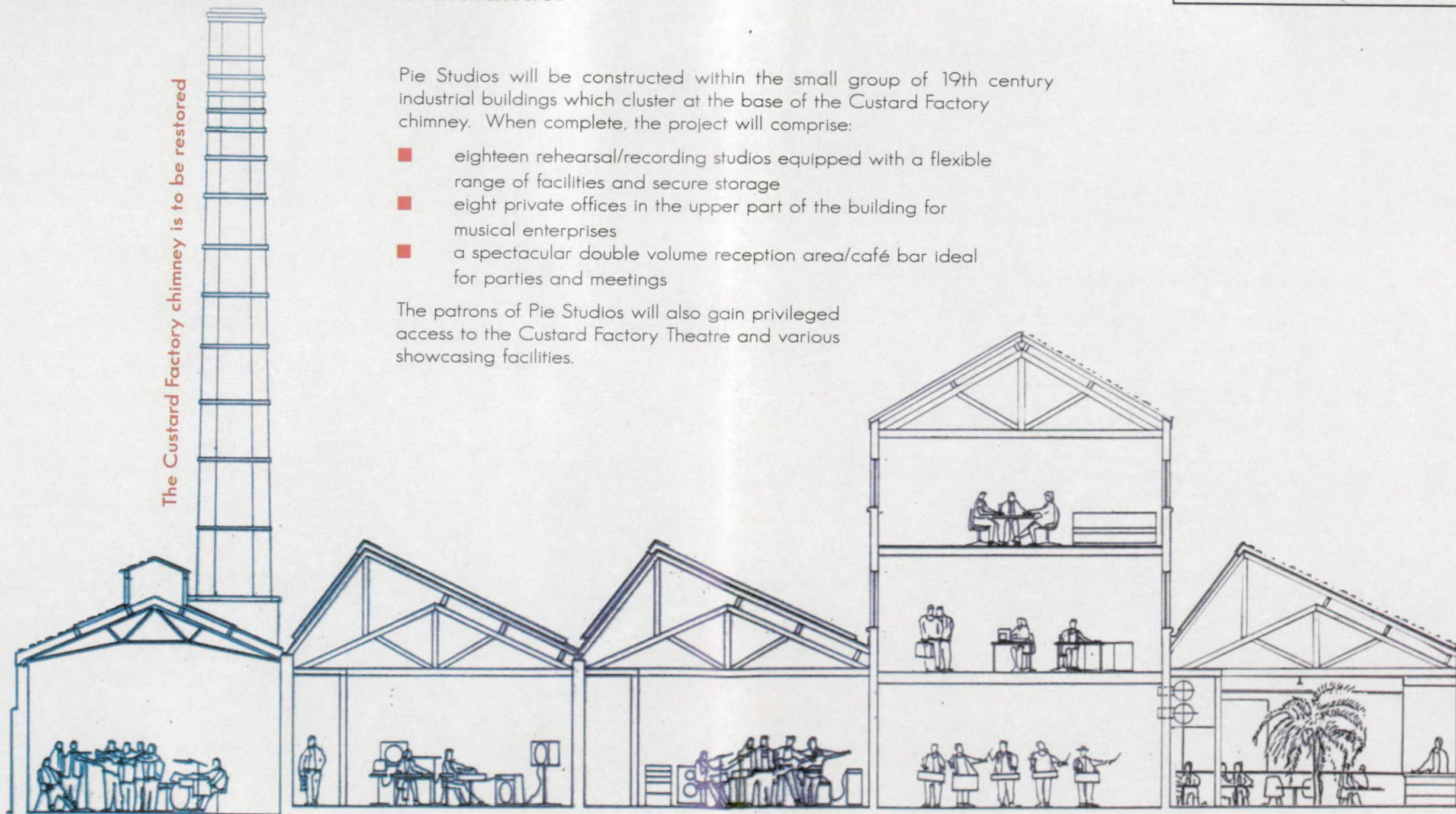


The Custard Factory chimney is to be restored

Pie Studios will be constructed within the small group of 19th century industrial buildings which cluster at the base of the Custard Factory chimney. When complete, the project will comprise:

- eighteen rehearsal/recording studios equipped with a flexible range of facilities and secure storage
- eight private offices in the upper part of the building for musical enterprises
- a spectacular double volume reception area/café bar ideal for parties and meetings

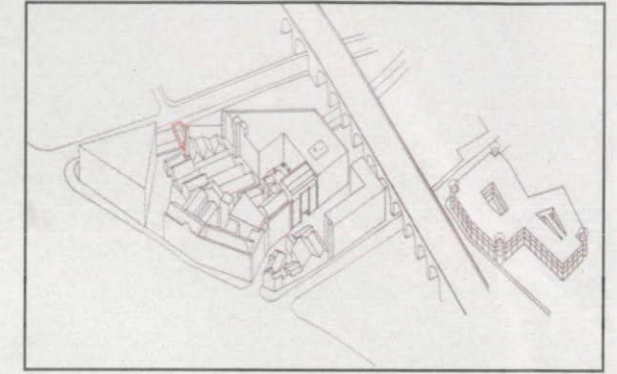
The patrons of Pie Studios will also gain privileged access to the Custard Factory Theatre and various showcasing facilities.



A SECTION THROUGH THE PIE STUDIOS DEVELOPMENT

# CUSTARD FACTORY 3

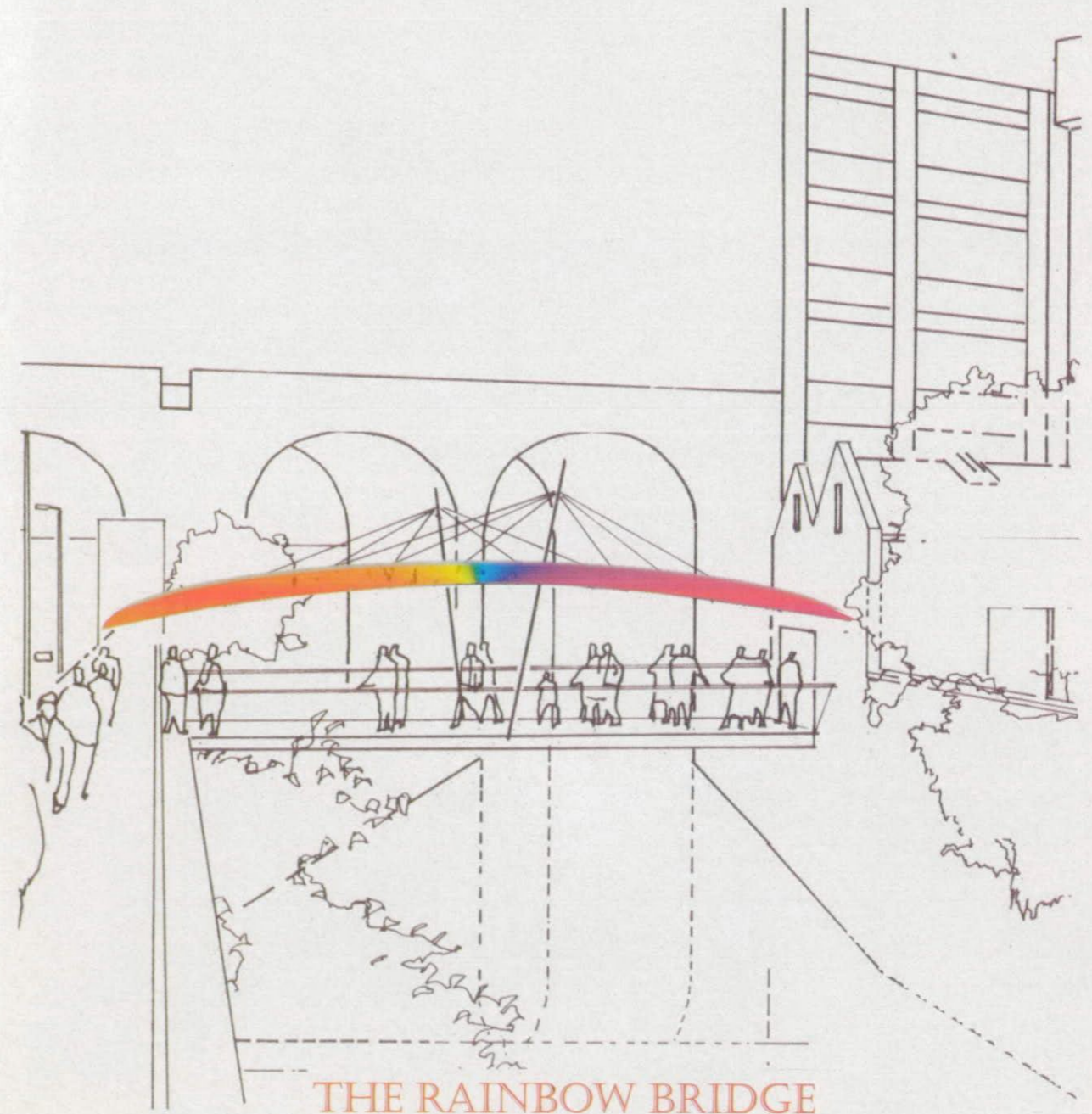
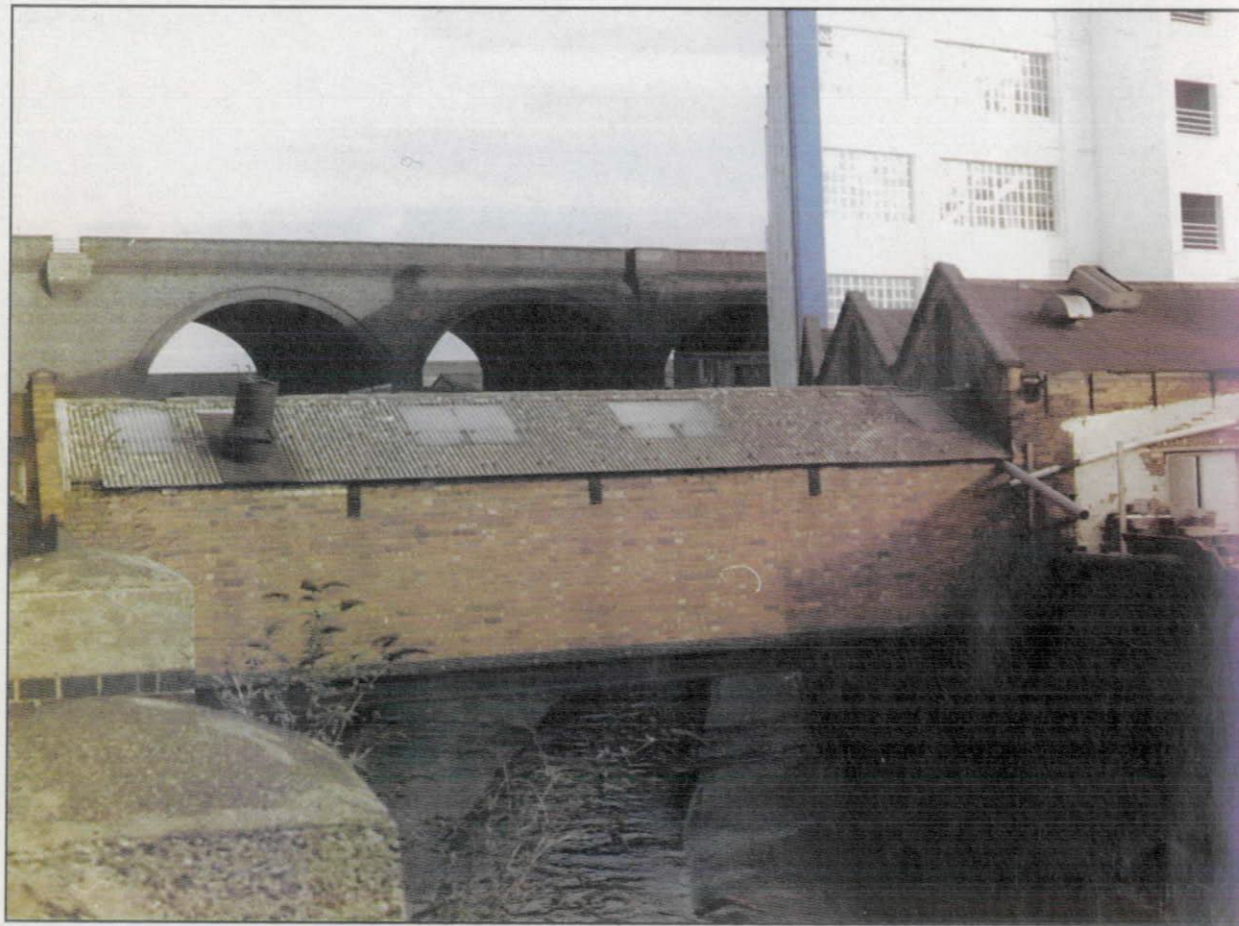
**THE BRIDGE OVER THE RIVER REA** will be quite unlike any bridge ever seen by what remains of Birmingham's only river. It will be clearly visible from Digbeth High Street.



The management of the Custard Factory are working with the 'Raise the Rea' group to restore some of the public pleasures of Birmingham's only river. The planned works include raising the minimum level of water [to be achieved by a series of small weirs]; the cleaning and greening of the river and its banks; better public access and visibility.

The Custard Factory has its own bridge over the Rea, which links it to Floodgate Street. This is to be completely reconstructed. The new "Rainbow Bridge", featuring fibre-optic lighting, will be clearly visible from Digbeth High Street. It will provide a spectacular new pedestrian entrance to Strawberry Fair and the Custard Factory Quarter.

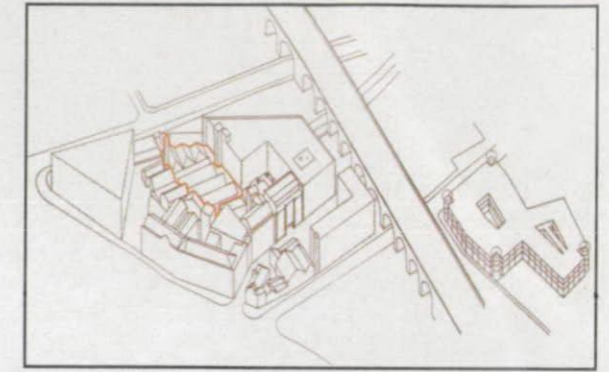
▼ The existing bridge over the Rea offers scope for improvement ▼



THE RAINBOW BRIDGE

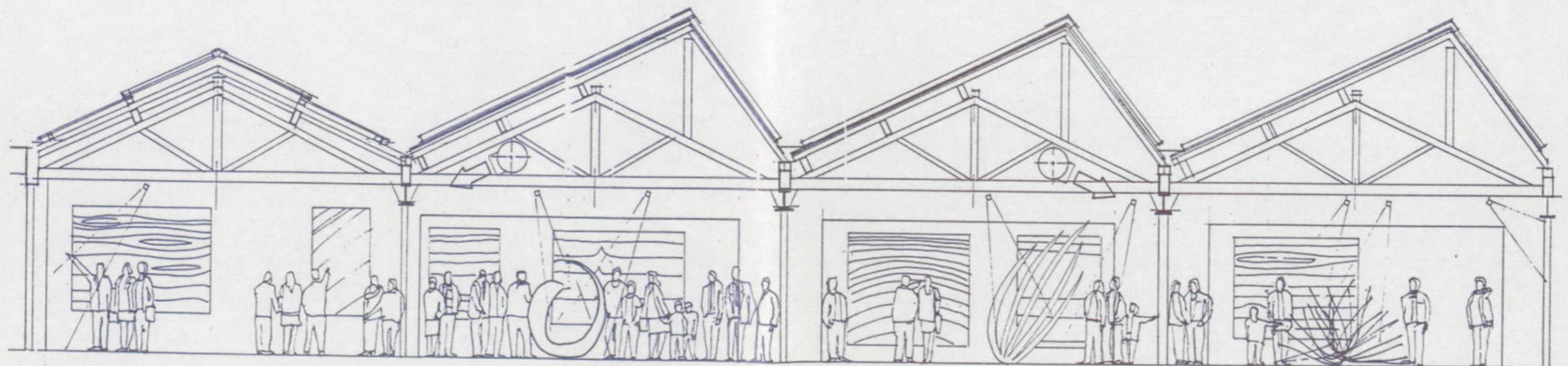
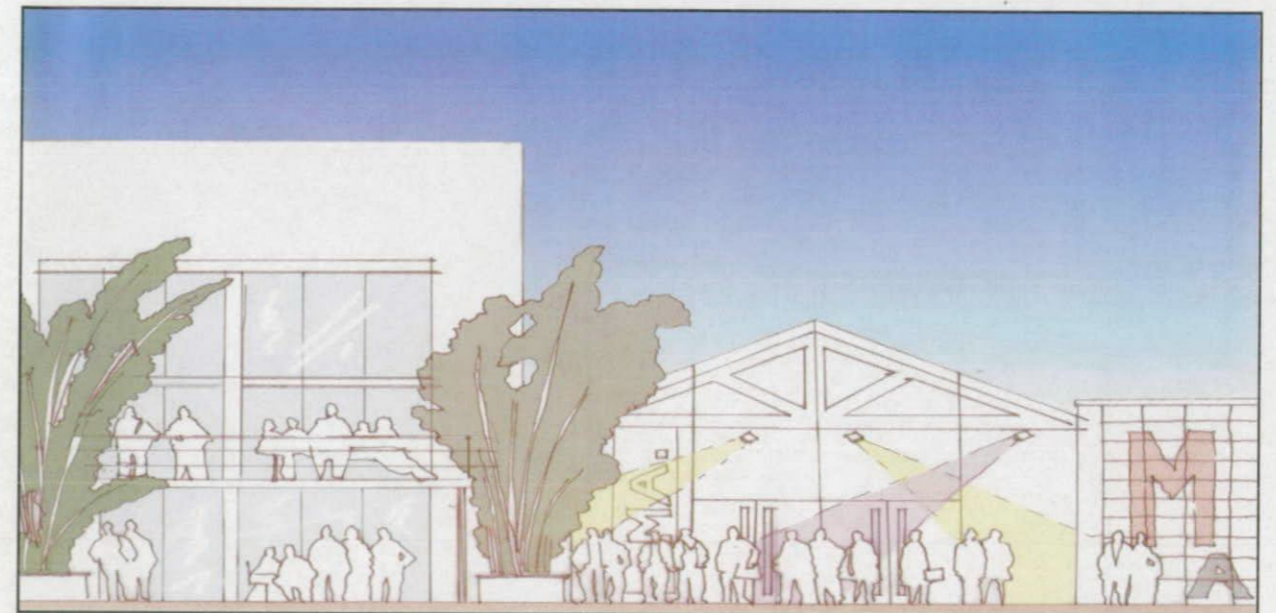
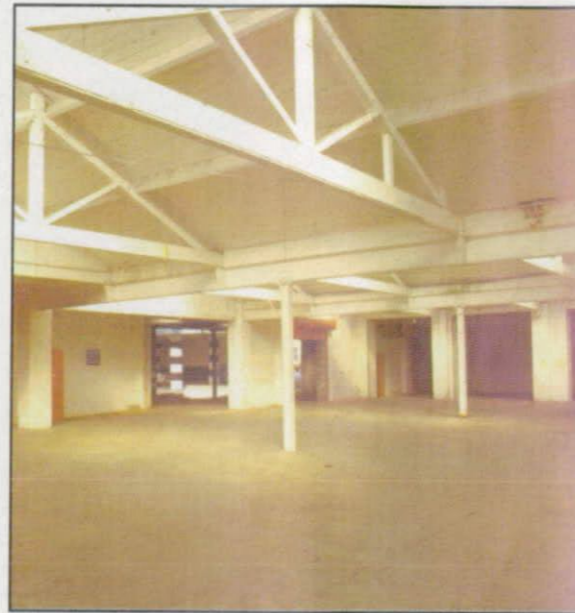
# CUSTARD FACTORY 4

The 15,000sq ft **STRAWBERRY FAIR** will be the first major exhibition space in the West Midlands dedicated to the arts, the media and design. The lakeside setting in an old northlit factory is ideal.



The 15,000 sq ft northlit factory which stretches from the Custard Factory Lake to the River Rea is to be rebuilt for use as an arts, design and media exhibition space. The character of the building, the original timber trusses and the old brickwork columns will be preserved. When complete, Strawberry Fair will complement the ICC, NEC and other exhibition facilities in and around Birmingham.

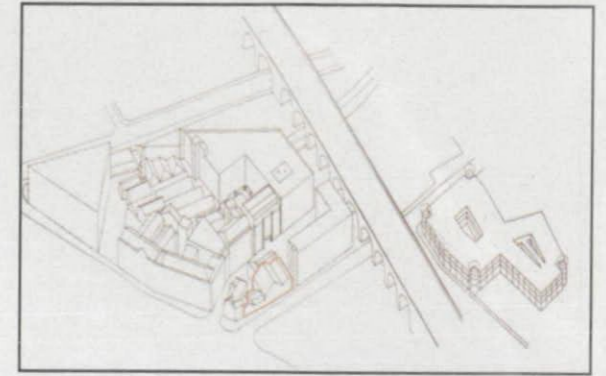
Despite its poor condition, the existing space is already much in demand, particularly by art colleges and media organisations. A number of well attended shows and exhibitions have already been mounted.



A SECTION THROUGH STRAWBERRY FAIR

# CUSTARD FACTORY 5

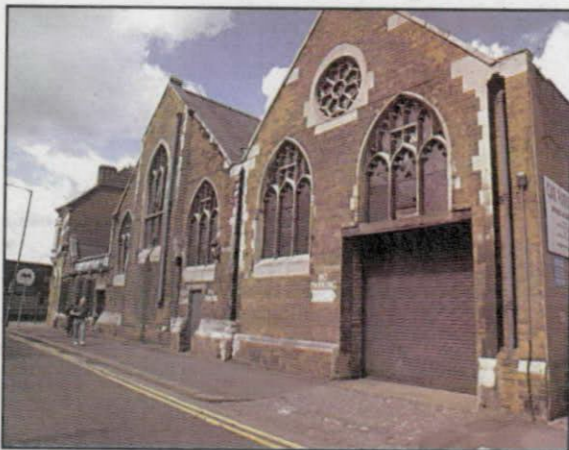
Five years ago the **OLD LIBRARY** - one of the most attractive Victorian buildings in Birmingham - came within a whisker of being demolished. Now it is to be meticulously restored and put to use as a jazz club.



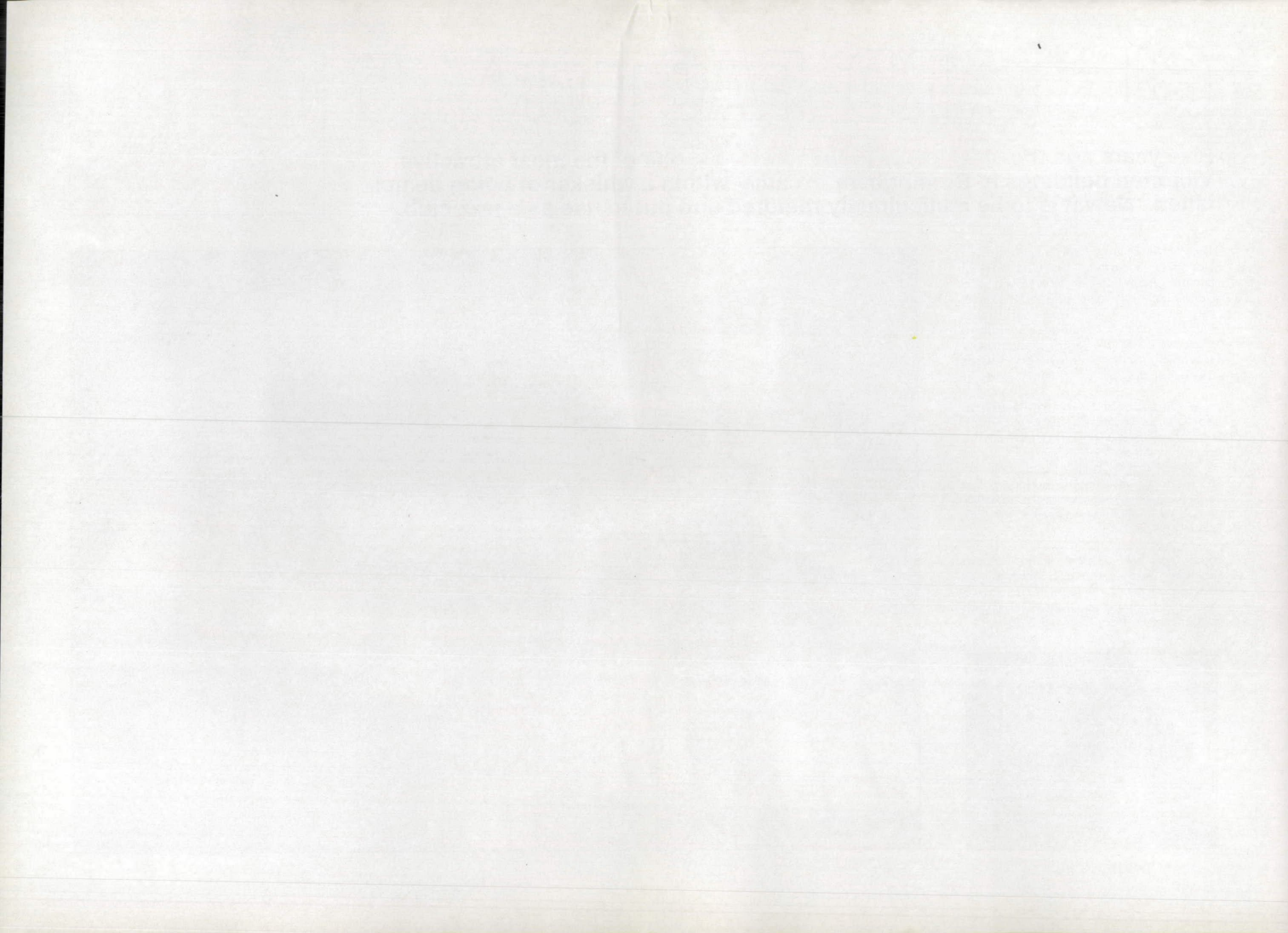
The little known neo-Gothic Old Library in Heathmill Lane is one of Birmingham's most charming old buildings. It is also one of the most neglected - the stone mullioned windows are corroding, the stained glass windows are long gone and the splendid stop chamfered roof trusses are full of dry rot.

The Old Library was built in the 1860's as a public library (which remained in use until the turn of the century). Since then it has seen life as a World War II "British Restaurant", an engineering workshop, a laundry and a trolley store. More recently, it narrowly escaped demolition to make way for open car parking.

Now, however, as part of the Custard Factory Quarter, the Old Library is to be rescued and restored for use as a live music venue and restaurant with direct access from Custard Court.

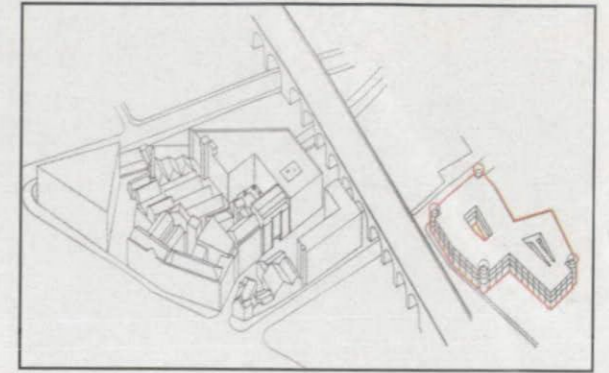






# CUSTARD FACTORY 6

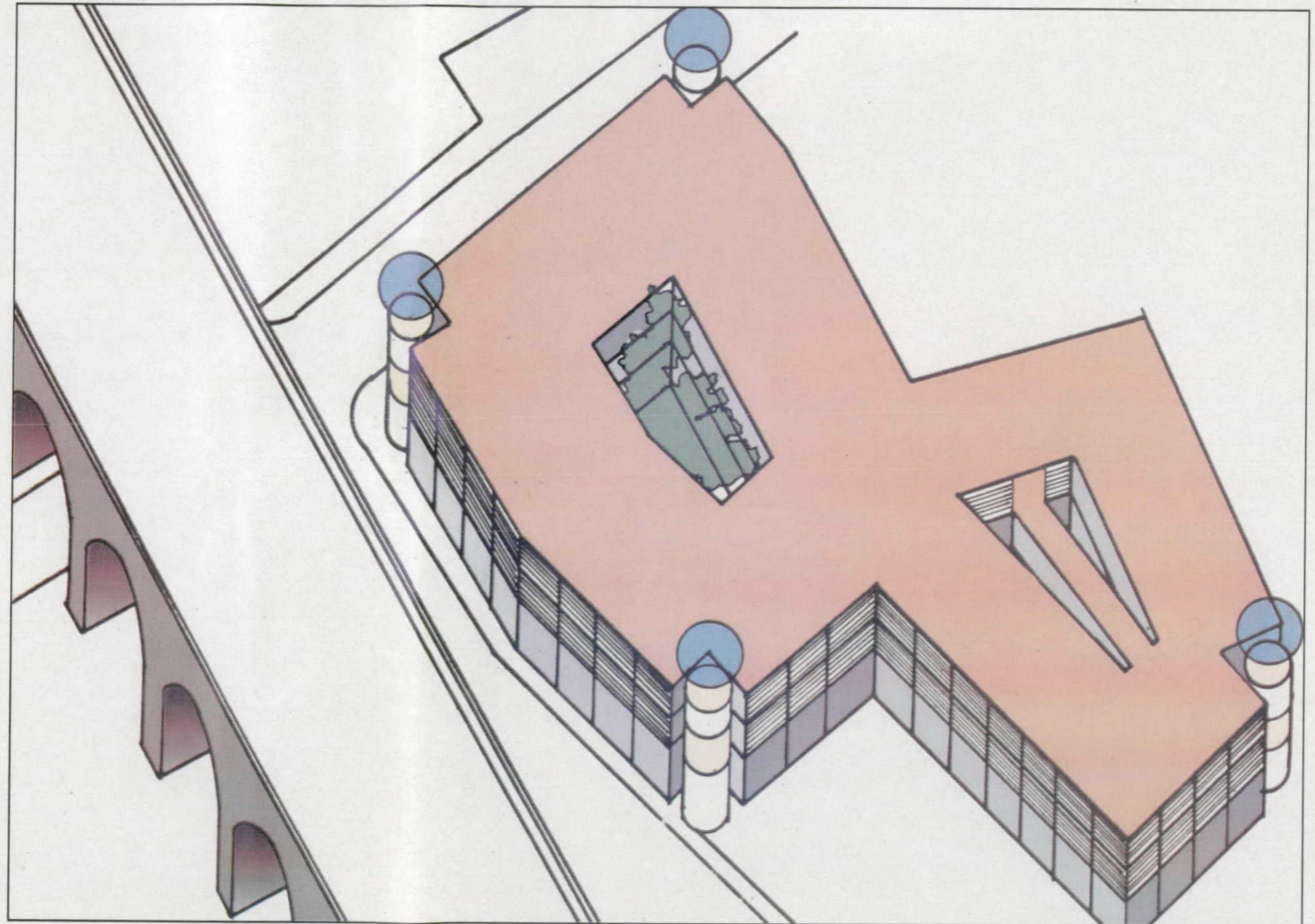
**TRINITY WORKS** will be the industrial part of the Custard Factory Quarter, providing a range of ground floor factory units for arts and crafts fabricators. The upper levels will be used for car parking.



Trinity Works, the building planned for the 40,000 sq ft Lower Trinity Street site, will provide The Custard Factory Quarter with a range of small ground floor factory units with vehicular access and good headroom.

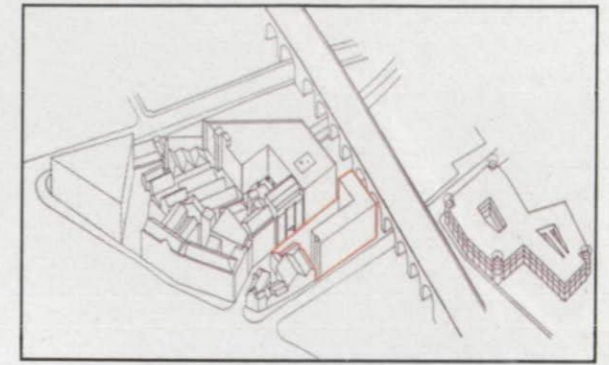
They are designed to accommodate art and craft fabricators such as glass blowers; ceramicists; sculptors; bronze founders etc. The three upper levels of the development will be used for car parking.

The parking will service not only the Custard Factory Quarter, but also surrounding parts of Digbeth where at present there are no public car parks.



# CUSTARD FACTORY 7

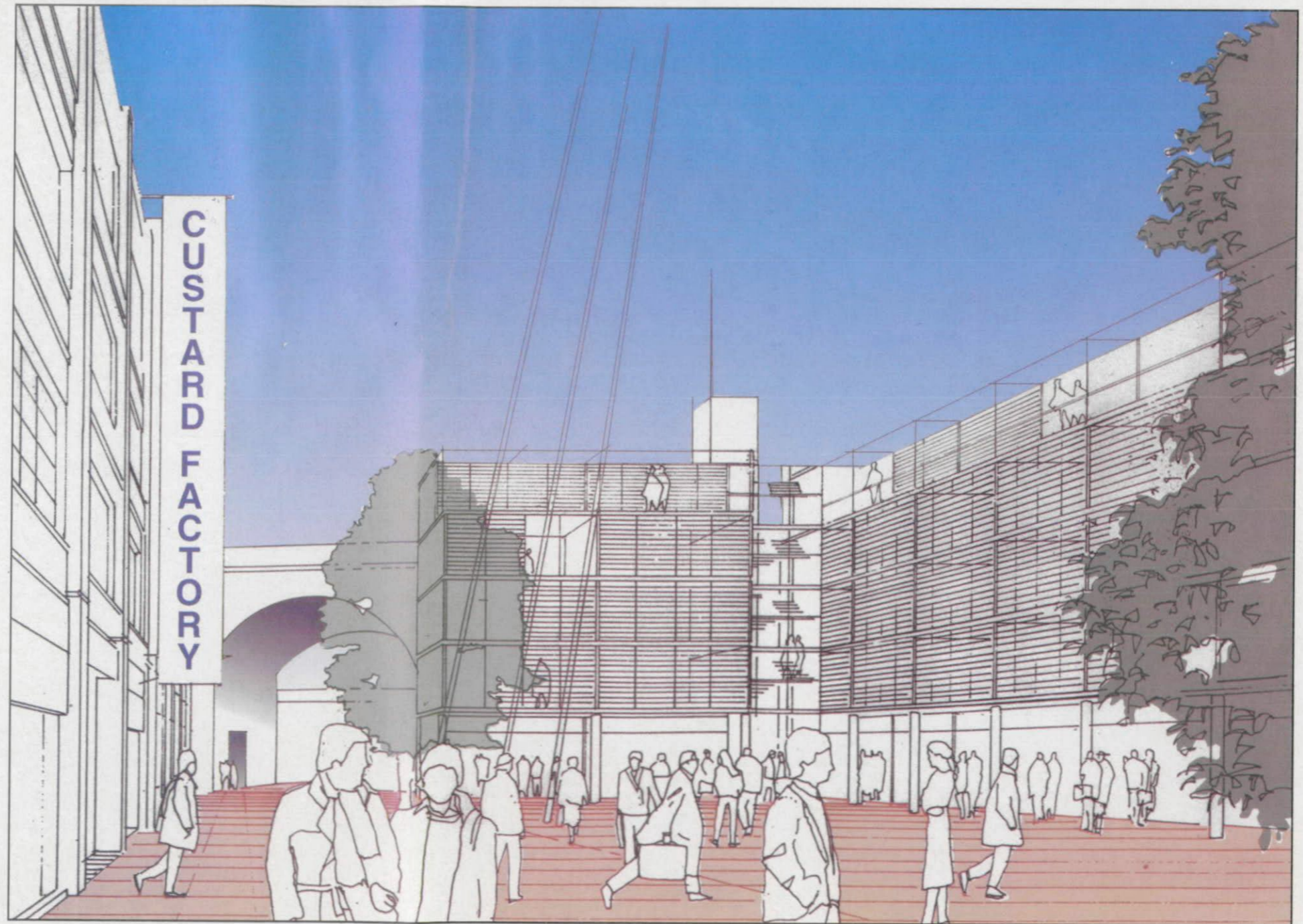
**CUSTARD COURT** Flanked by art galleries and cafés and filled with fountains, greenery and sculpture, Custard Court will be the bustling public heart of the Custard Factory Quarter.



This new public open space will be enclosed by the Digbeth Arches, Scott House, the Old Library and the terrace of shops and student flats which will rise along Heathmill Lane. (See below).

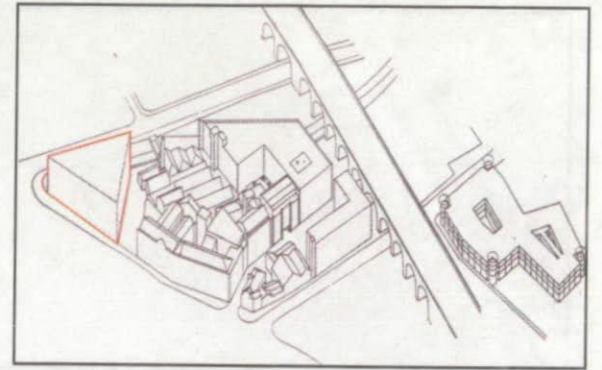
Custard Court will quickly become known for its art and sculpture exhibitions, galleries, shops, cafés, street musicians and entertainers. However there can be little doubt that its most celebrated feature will be a sculpture in the form of a giant metallic cat more than 100ft long leaping down from the roof of Scott House.

The new building between Heathmill Lane and Custard Court will accommodate shops, galleries and cafés on the ground floor with some 60 student flats above. These will be available at affordable rents (less than £30pw) to full time students at Birmingham Art and Design Colleges.



# CUSTARD FACTORY 8

The landmark **TRIANGLE BUILDING** will provide the Custard Factory Quarter with a public face. It will also provide Birmingham with a splendid piece of architecture.

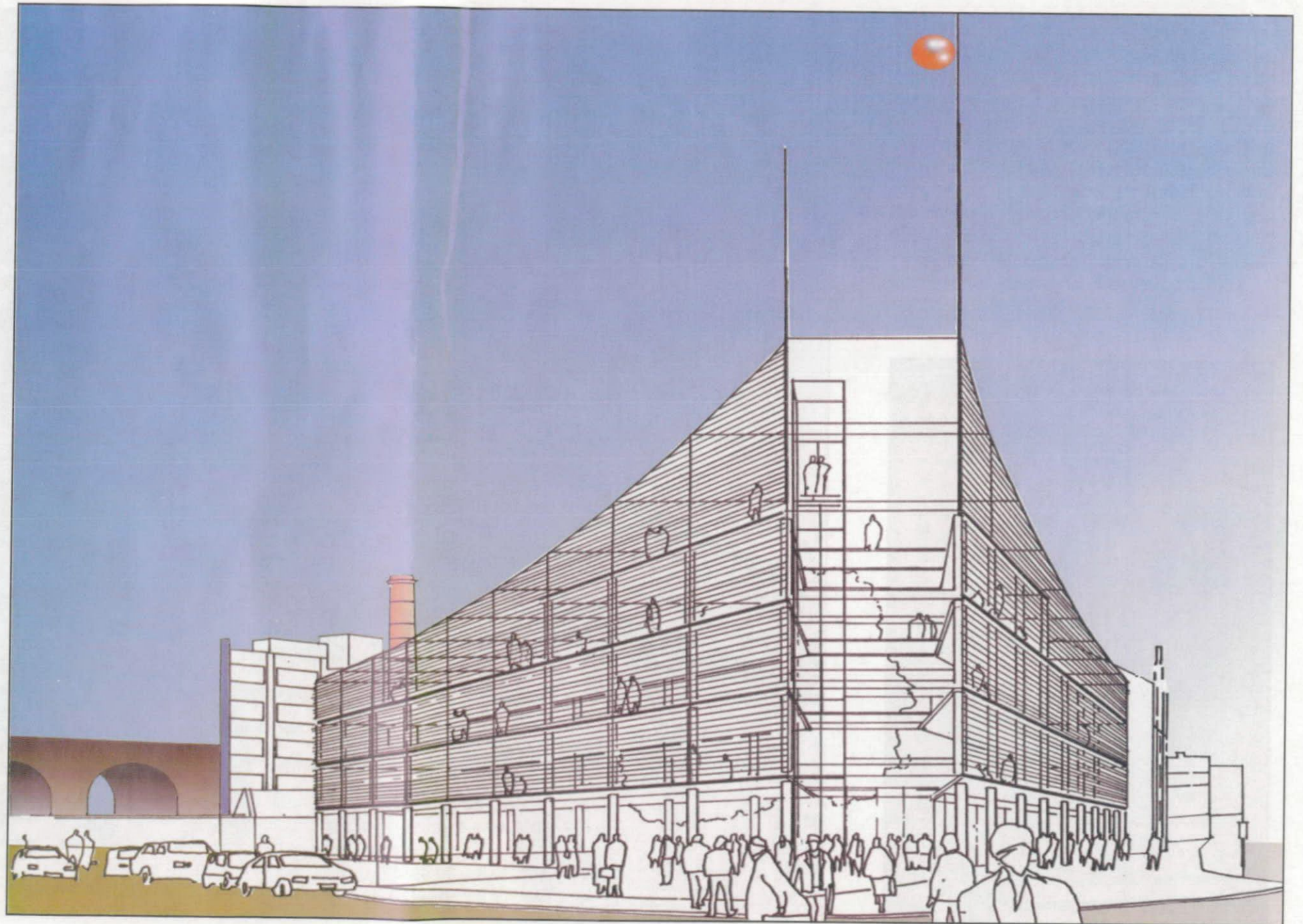
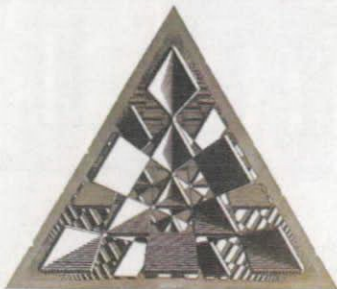


The triangular plot of land which lies between the River Rea, Devonshire House and Digbeth High Street (one of the City's main traffic arteries) is the site of the Dark Ages settlement which eventually became Birmingham. A site of such interest and prominence demands a building of the highest quality.

To this end there will be an international design concept competition. Both architects and artists will be invited to submit ideas for a building which, by the fusion of art and architecture, will reflect both the history of the site and the spirit of the Custard Factory Quarter.

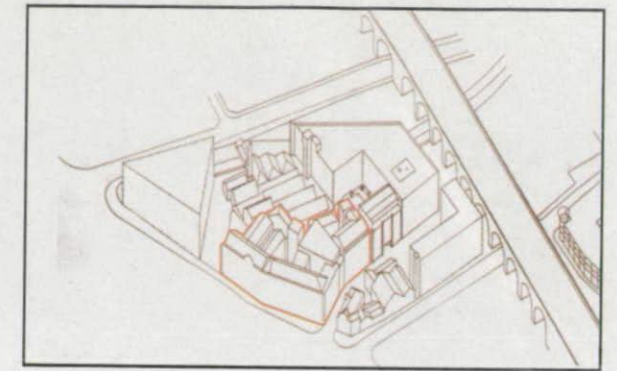
When the Triangle Building is complete every effort will be made to attract as tenants cultural organisations with links to the EU.

The Triangle Building will provide the Custard Factory Quarter - the largest concentration of creative activity in Europe - with a public face. It will also provide Birmingham with a new landmark and a splendid piece of architecture.



# CUSTARD FACTORY 9

**DEVONSHIRE HOUSE** - with its magnificent listed elevation to Digbeth High Street - is the grandest building in the Custard Factory Quarter. The restoration will provide hundreds more studio workspaces.



Devonshire House was built by Alfred Bird at the turn of the century. In recent years the building has been neglected.

As the ninth and final part of the Custard Factory Quarter, Devonshire House is to be reconstructed around its three internal courtyards. When the works are complete, it will provide hundreds more studio workspaces for arts and media activities.



# CUSTARD FACTORY - APPENDICES

## APPENDIX I

### THE ECONOMY AND THE ARTS

To give some idea of the economic scale of the creative industries, John Myerscough's pioneering report 'The Economic Importance of the Arts in Britain' estimated that in 1988 the turnover of the arts as he defined them was no less than £10 billion, involving the employment of no less than 450,000 people (making it bigger than the motor industry). This employment figure specifically excluded architecture, fashion, graphic design, photography, newspapers, magazines, musical instruments, videos, radios and television.

## APPENDIX II

### THE CIVIC TRUST REPORT

According to the recent report 'Liveable Towns and Cities' commissioned by the Civic Trust, British towns and cities must reclaim their streets from the car and create a new café style culture if they are not to follow American urban areas into a vicious spiral of decline. The introduction of more squares into towns, coupled with traffic calming,

the return of City centre housing and the greening of urban environments, are vital to boosting the liveability of Cities.

The rise of a culture based on pedestrians, squares and streets could form a focus for restaurants, concerts and festivals designed to revitalise urban life.

The alternative is town centres which have been turned into fortresses with shop fronts armoured against crime. The best antidote to the fear of crime is the presence of people - a recipe which has worked in parts of Chicago.

The report was prepared for the Civic Trust by the European Institute for Urban Affairs at Liverpool John Moores University.

## APPENDIX III

### THE GLASGOW EXPERIENCE

By investment in the Burrell Collection, the conservation of its fine Victorian buildings and by marketing its cultural heritage, Glasgow has become a City where creative enterprise acts as a positive catalyst for economic pros-

perity. It has been estimated that for every one pound spent on cultural activities, the shopkeepers and hoteliers of Glasgow take in more than five.

## APPENDIX IV

### ENDING UNEMPLOYMENT

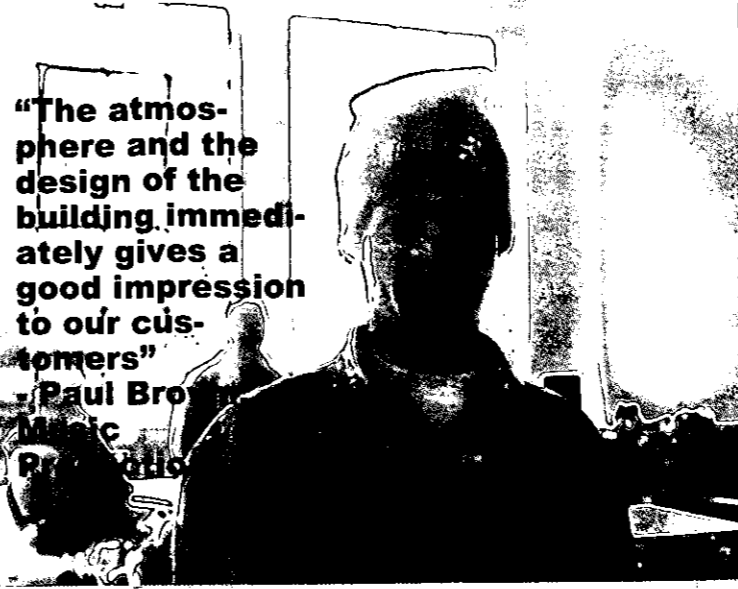
What could be done to bring a serious reduction in unemployment?.....the new jobs will not come from large firms and big government. We therefore need to make it easier for people to create jobs and to learn self-reliance. There is no substitute for a culture that values enterprise and risk (and does not stigmatise failure). Skills of entrepreneurship should be taught and encouraged, not just for the young and middle-aged, but also for the old and for marginal groups such as women and ethnic minorities. - *Demos/March 1994*

## CUSTARD FACTORY MANIFESTO & SYMPOSIUM

The next edition of the Custard Factory Manifesto, to be published later this year, will provide a platform for news and views about similar projects both in this country and abroad. Contributions (including drawings and photographs) are invited from those interested in, arts and media led urban revitalisation.

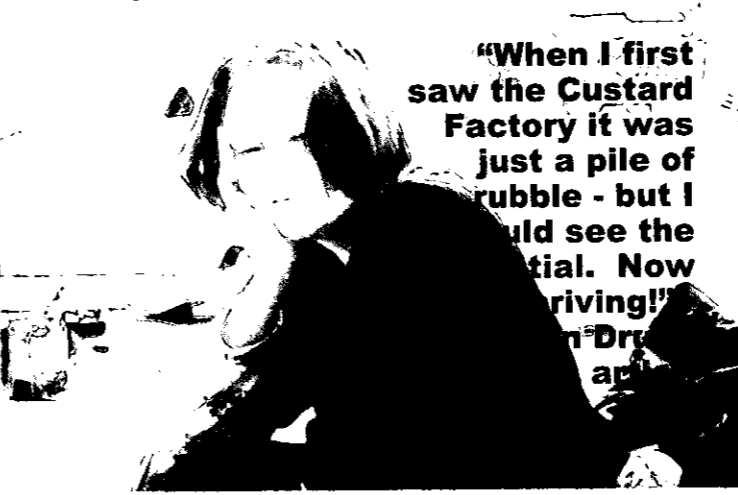
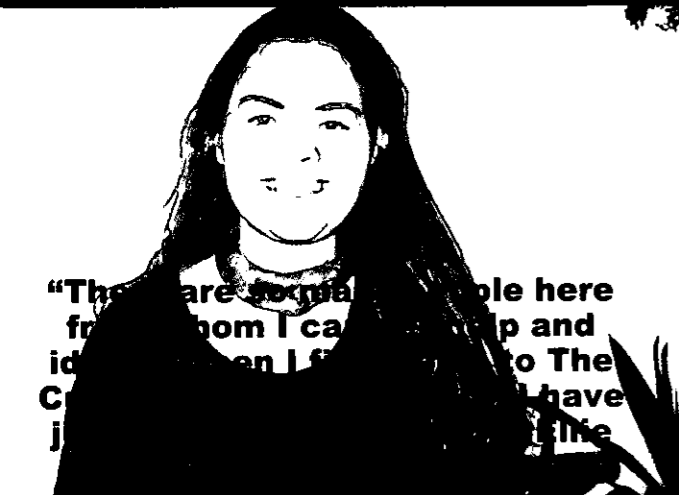
An international symposium on the manifold political, economic and social aspects of this subject will be held at the Custard Factory Quarter next year.

**CREDITS - Lizzie Cox, Anne Galloway, Rod Gough, Lucan Gray, Glenn Howells, Gary Howes, Jane Jacobs, Paul Mantle, Madeleine Simms, Rick Matthews, Jo Taylor, Ruth Thomas - Roe, Anthony Sargent, Alan Sartori, Steve Williams, Julia Woodford.**  
The Custard Factory Manifesto was prepared by SPACE Ltd.



"The atmosphere and the design of the building immediately gives a good impression to our customers"  
- Paul Brown  
Music Production

factory  
needs  
Winkley  
rentor



"There are so many people here from whom I can get help and ideas when I find myself stuck. I have just started my new business here."

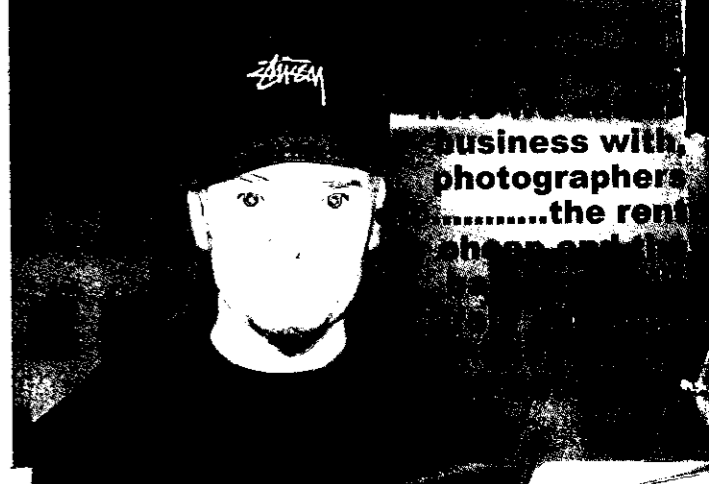
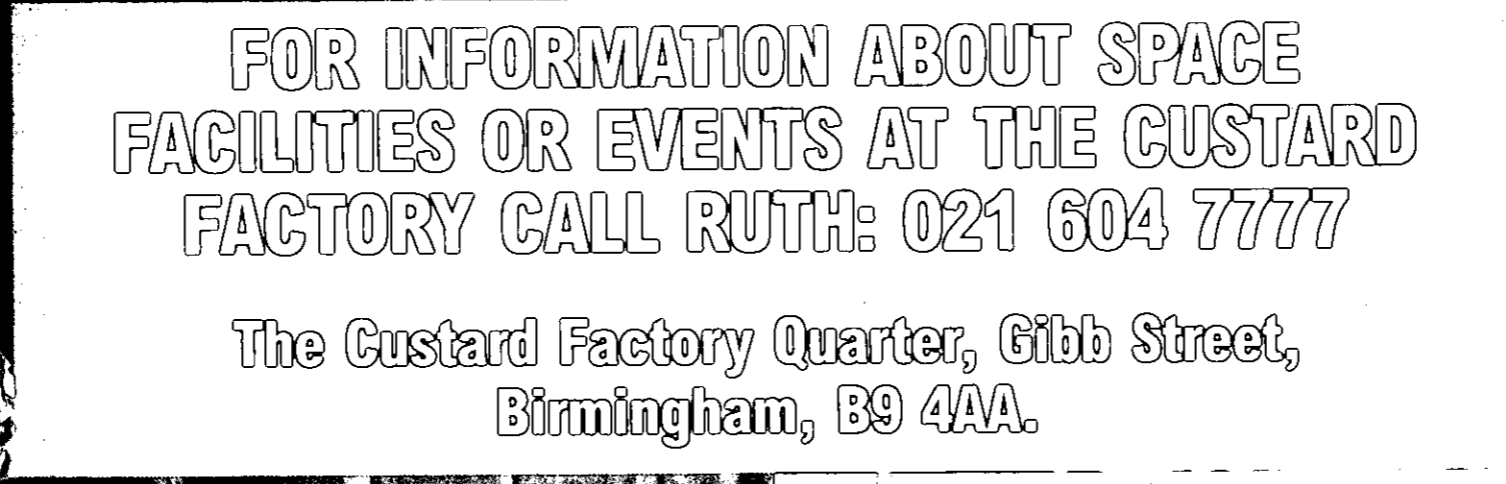
"I love the space and the atmosphere here. It's a great place to work and it's been a real success story for me over the last few years."

"When I first saw the Custard Factory it was just a pile of rubble - but I could see the potential. Now it's thriving!"  
- Nicky  
on "Dress to Impress" agency

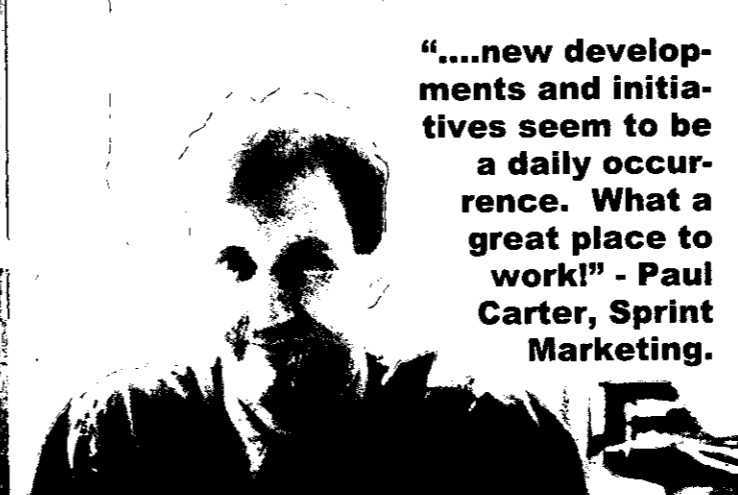
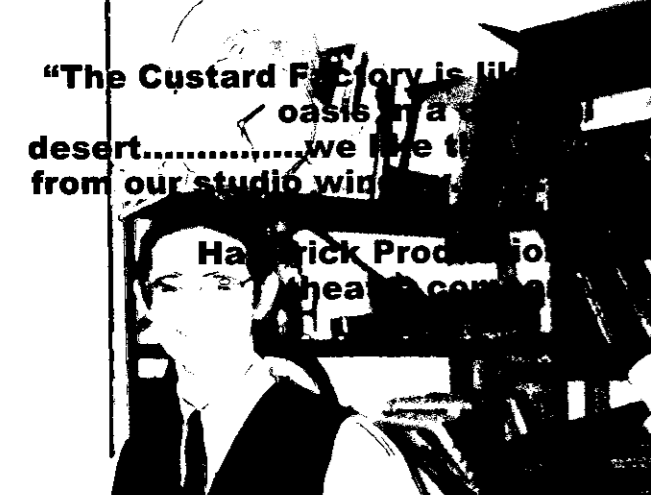
"A massive arts and media centre - and it really works....."  
- Nick Fish & Chris  
Logo Design

FOR INFORMATION ABOUT SPACE FACILITIES OR EVENTS AT THE CUSTARD FACTORY CALL RUTH: 021 604 7777

The Custard Factory Quarter, Gibb Street, Birmingham, B9 4AA.



business with photographers.....the rent cheap and the



"The Custard Factory is like an oasis in a desert.....we live there from our studio window."

Harwick Productions  
Head of content

"We looked at other places in Birmingham but we found the space here to be so ideal. It's a great feeling of working with other people."

"....new developments and initiatives seem to be a daily occurrence. What a great place to work!" - Paul Carter, Sprint Marketing.

"I was a fashion victim that was determined not to be left out of the Custard Factory". Dominic Crane, musician/artist.

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

19 December 2001

Dear Mr French,

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

Thank you for your letter dated 21 November 2001 regarding the above-mentioned matter.

We note the contents contained within the said letter and would be grateful if further details of the Planning Obligation, and any other conditions which have been agreed, could be supplied.

I now look forward to hearing from you regarding this matter.

Yours sincerely,

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

EX DIR	HDC	TP	CAC	AD	CLU	AO	AK
RB	KJC	24 DEC 2001			PENDING		
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