

The Royal Borough of  Kensington and Chelsea

Department of Planning Services

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To: M.J. French
Director of Planning Services

Dept. 705,
The Town Hall,
Hornton Street,
London, W8 7NX.

Ref.: DPS/TP/99/02372/MC

✓
10/12/99

Dear Sir,

TOWN AND COUNTRY PLANNING ACT 1990

Proposal Address <u>20 Lansdowne Road</u> <u>N.11</u>	Nature of Proposal <u>Cover over - parking space etc.</u>

I have inspected the planning application and drawing(s) for the above property and have

~~NO OBJECTION~~ / OBJECTION * **

to the submitted proposal

Comment

We welcome the restoration of piers and railings but urge that in accordance with Council policy the new crossing and vehicle access gates be REFUSED in order to prevent front parking.

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EX DIR	HDC	J	C	SW	SE	ENF	AD ACK
(62)		10 DEC 1999					
PLN	IO	REC	ARB	FWD PLN	CON DES	FEES	

Name: KENSINGTON SOCIETY

Full Address: 24 COPE PLACE
W8 6AA

Date: 9/12/99 Signed: *R. L. VIGARS* R. L. VIGARS

* If you wish to object to the proposals, or make any general comments, please give them, in full, in the space above.

Any additional comments may be set down on the back of this form.

** Delete where applicable.

Flat 22
Bartok House
Lansdowne Walk
London W11 3LT

[Handwritten signature]

MC

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✓
14/12/99

M J FRENCH
EXECUTIVE DIRECTOR
PLANNING AND CONSERVATION
TOWN HALL
HORNTON STREET
LONDON W8 7NX

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14 DEC 1999							37
APPROS	IO	REC	ARB	FWD PLN	CON DES	FEES	

10th DECEMBER 1999.

DEAR SIR,

RE: PP/99/02372. 20 LANSDOWNE ROAD W11 3LL.

(DEMOLITION OF FRONT WALL TO CREATE AN OFF STREET
PARKING SPACE AND RESERVATION OF HIGHWAY SPACE FOR
EXCLUSIVE USE OF THE PROPERTY)

I REFER TO THE ABOVE PLANNING MATTER WISH TO RAISE AN OBJECTION TO
THE APPLICATION FOR THE FOLLOWING REASONS:-

(1) THE USE OF PART OF THE FRONT GARDEN AS A PARKING AREA WOULD BE
UGLY AND DESTROY THE ENTITY OF THE ORIGINAL DESIGN WHICH CONSERVATION
STATUS, PRESUMABLY, IS SUPPOSED TO PROTECT.

(2) THE PROPOSED CARRIAGE CROSSING WOULD REMOVE A SPACE THAT IS
CURRENTLY AVAILABLE TO FELLOW RESIDENTS AND RESERVE AN AREA OF THE ROAD
EXCLUSIVELY FOR ACCESS TO THE SUBJECT HOUSE WHICH IS CLEARLY UNFAIR.

(3) THE USE OF VEHICLES THAT HAVE OFF STREET PARKING IS GREATER BECAUSE
THERE IS NO PROBLEM OF FINDING A PARKING SPACE ON EVERY TRIP.
A LARGE PERCENTAGE OF CAR JOURNEYS IN THE BOROUGH ARE UNNECESSARY AND
THEREFORE GRANTING THIS APPLICATION WOULD ADD TO THE PROBLEM OF
CONGESTION AND POLLUTION.

(4) THE PROPERTY IS WITHIN THREE MINUTES OF HOLLAND PARK STATION,
CLOSE TO NUMEROUS BUS ROUTES AND THEREFORE A NEW PARKING SPACE IS
UNNECESSARY.

I LOOK FORWARD TO HEARING FROM YOU ON THE OUTCOME OF THE PLANNING
APPLICATION.

YOURS FAITHFULLY,

[Handwritten signature]

Mr S. DUNKIN.

19 LANSDOWNE ROAD
HOLLAND PARK
LONDON W11 3AG

R/MC
Support

10 December 1999

M.J. French Esq.
RBK & C.

20/12/99 Ref: JMS/GEN/PP/99/0237/MC

Dear Sir,

20 Lansdowne Road

(25)

With reference to your letter dated 24th November, I have no objection to the proposal as stated in your letter.

The immediate neighbours are, of course, Nos. 18 and 22, and I am on the opposite side of the road.

Yours faithfully

M. G. A. Bridge

11 Lansdowne Walk London W11 3LN

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dy

Tel: 0171}727 7742 0207} E-Mail: Mayers@dircon.co.uk

Planning Dept
RBK & C
Town Hall
Dept 705

R.B.K.&C.
TOWN PLANNING
30 Dec 1999
42 5 JAN 2000
RECEIVED

Dear Sir,

20 Lansdowne Rd PP/99/02372/MC

We wish to object to the application to amend the front boundary wall to create a parking space because :-

1. This would reduce the number of parking spaces available to all by requiring the construction of a crossover to a parking space reserved exclusively for one owner.
2. The crossover would be yet a further impediment to pedestrians, wheelchair and pram users
3. There has never been any parking space associated with No 20 and a car parked somewhat closer to the façade of the building would considerably detract from its aesthetic.

Bob Metherell

Yours sincerely

Guy Mayers & Josie Mayers

*5.1.00
M*

The Ladbroke Association

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Please reply to

Robert Meadows
19 Stanley Crescent
W11 2NA

✓ CT
20/1/2000



Director of Planning Services
The Town Hall
Hornton Street
W8 7RX

COPY

15 January 2000

RECEIVED BY PLANNING SERVICES							
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30			20 JAN 2000				
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Dear Sir

At recent meetings of our committee we have discussed the Planning Applications currently before you regarding buildings in this Conservation Area. We would like to comment on some of them as follows.

- Obj 18 Holland Park Avenue. We think that the nursery school consent should remain on a five year termly basis and should be personal.
- Obj 32 Lansdowne Road. The design of the new pier-caps is too thin.
- Obj 30 Arundel Gardens. The new back extension is out of character and would infringe the privacy of the neighbours. A window in the party wall is unacceptable.
- Obj 129 Elgin Crescent. Character of new glazing? Effect on neighbours privacy?
- Obj 20 Lansdowne Road. Scheme too grandiose, railings too high. Hard standing for car not acceptable. 99/2372 (4C)
- Obj 77 Lansdowne Road. In recent years the roof line has been changed in an unfortunate way on this prominent corner house. There appears to be no reason for railings on the roof and they should be removed.
- Obj 37 Ladbroke Square. Glazing to the back extension appears to be out of character and could affect the privacy of the neighbours.
- Obj 27 Kensington Park Gardens. A large water tank on the roof appears to be quite unnecessary, under current water regulations.
- Obj 107 Ladbroke Road. New conservatories already built. The drawings do not show the design adequately.
- Obj 3 Ladbroke Terrace. The front of this house has been ruined by past alterations. Separate access to a carer's flat seems unnecessary and would add still more to the confusion of the front elevation.

over/



Dij

9 Ladbroke Road. The front door canopy and the increase in the height of the back extension are both unacceptable.

Dij

82 Ladbroke Road. It is very hard to judge the flamboyant drawings and design proposals ! The curvilinear design of back extension and garden could be very attractive. How will it affect the neighbours ? Hard standing for three cars seems excessive, with removal of three trees.

Yours faithfully

Robert Meadows