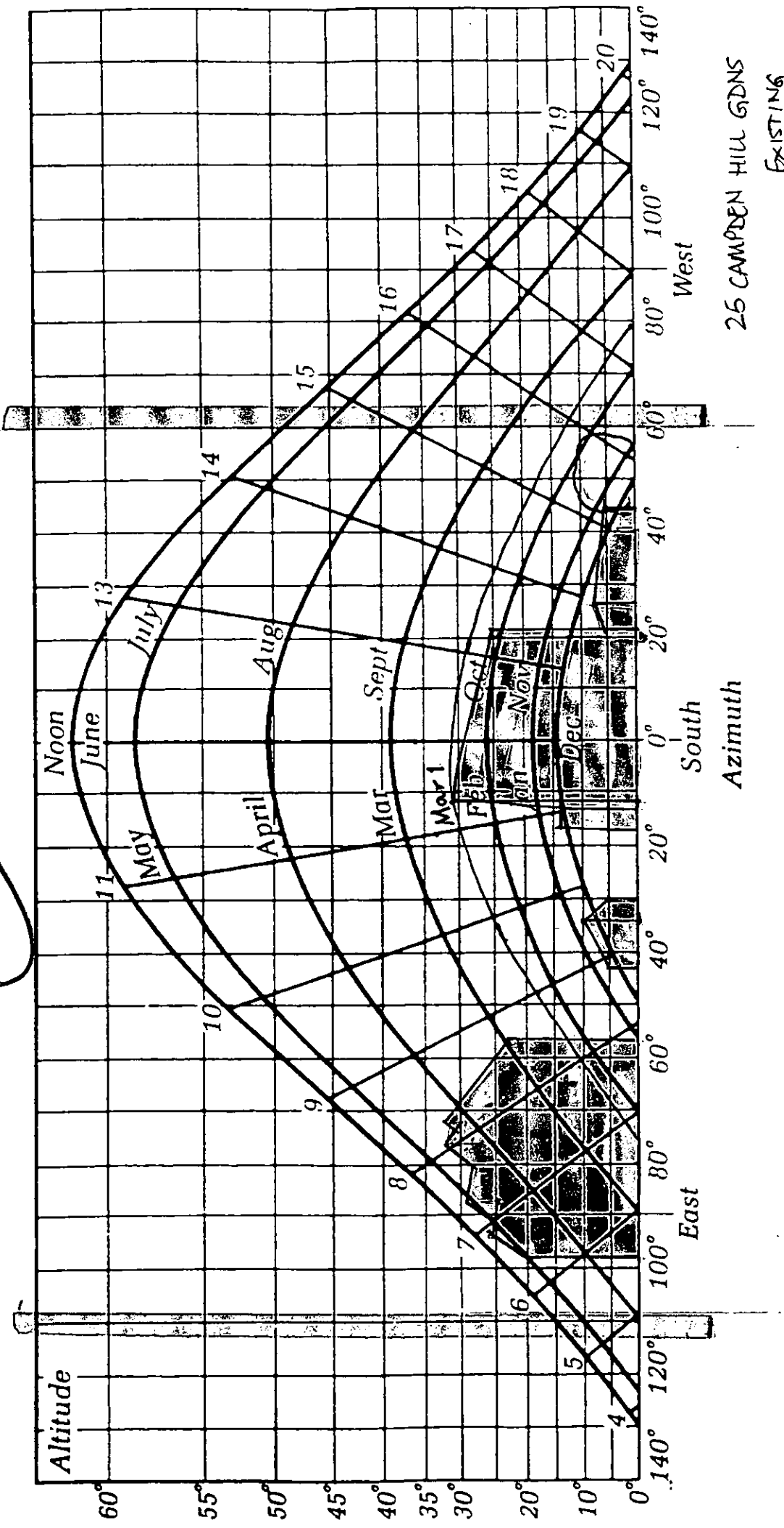


349

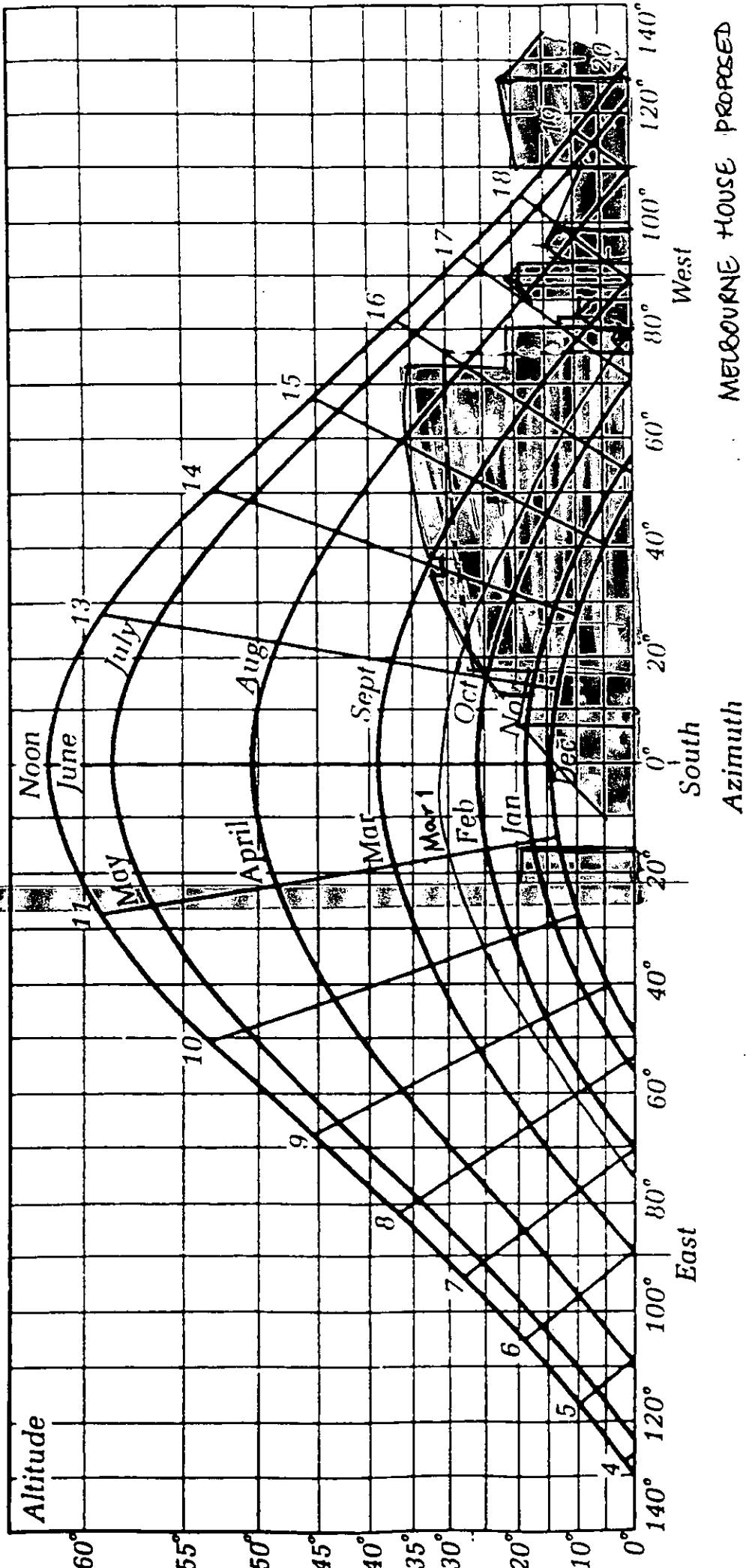
1687



Sun path diagram for 52°N. All times are solar times with 1200 due south



1688



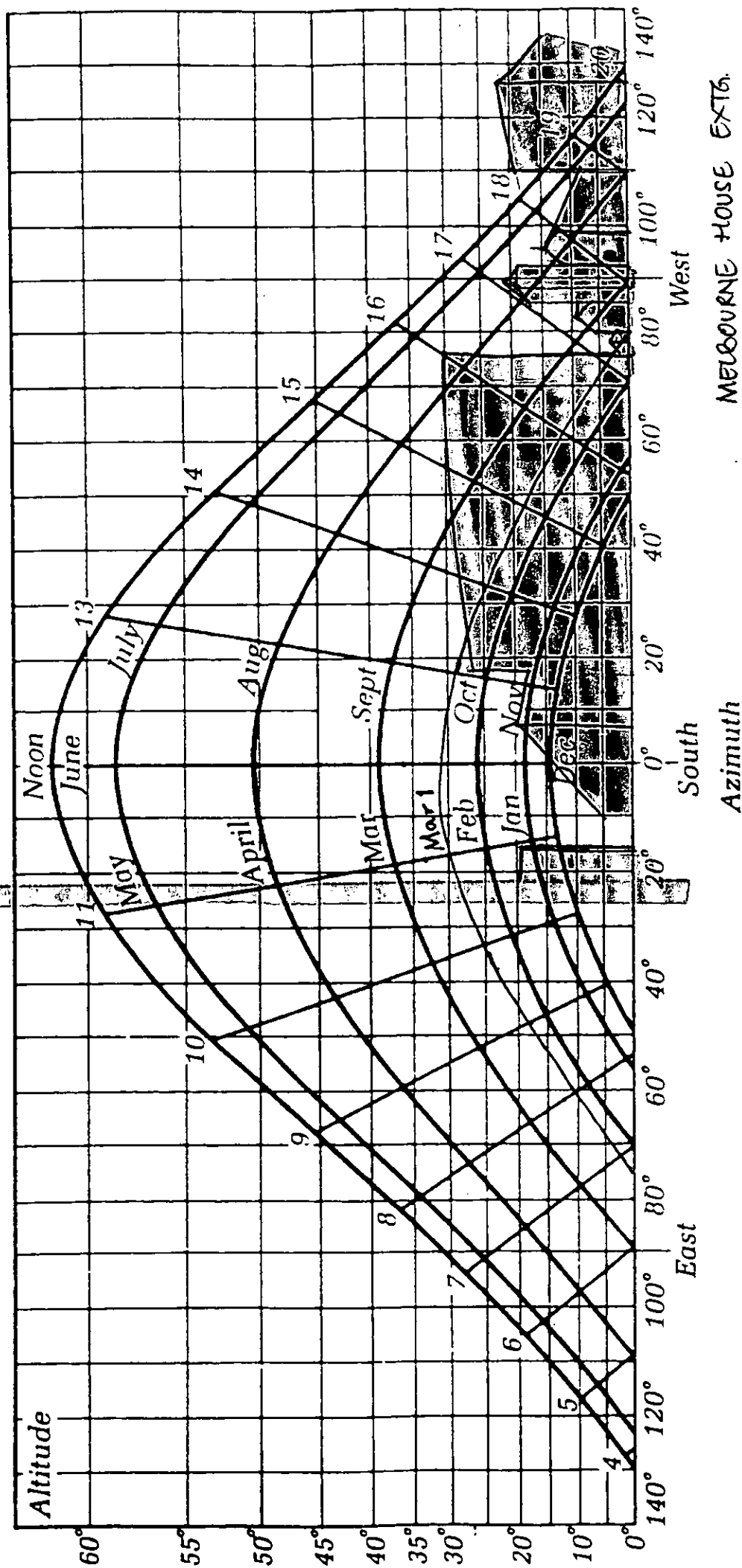
MELBOURNE HOUSE PROPOSED

Azimuth

Sun path diagram for 52° N. All times are solar times with 1200 due south

1689

380



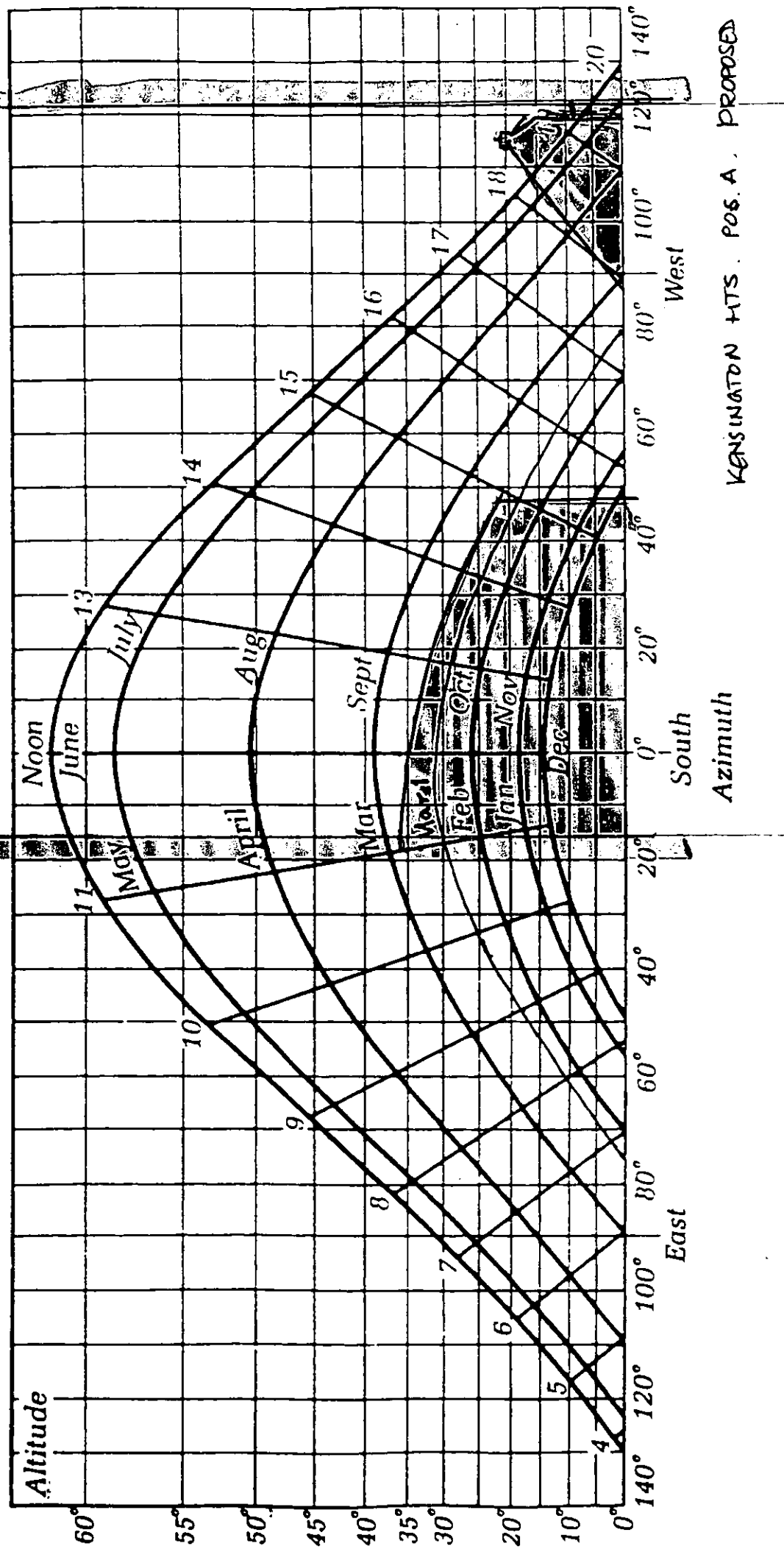
MEUBOURNE HOUSE EXTG.

Sun path diagram for 52°N. All times are solar times with 1200 due south

16970


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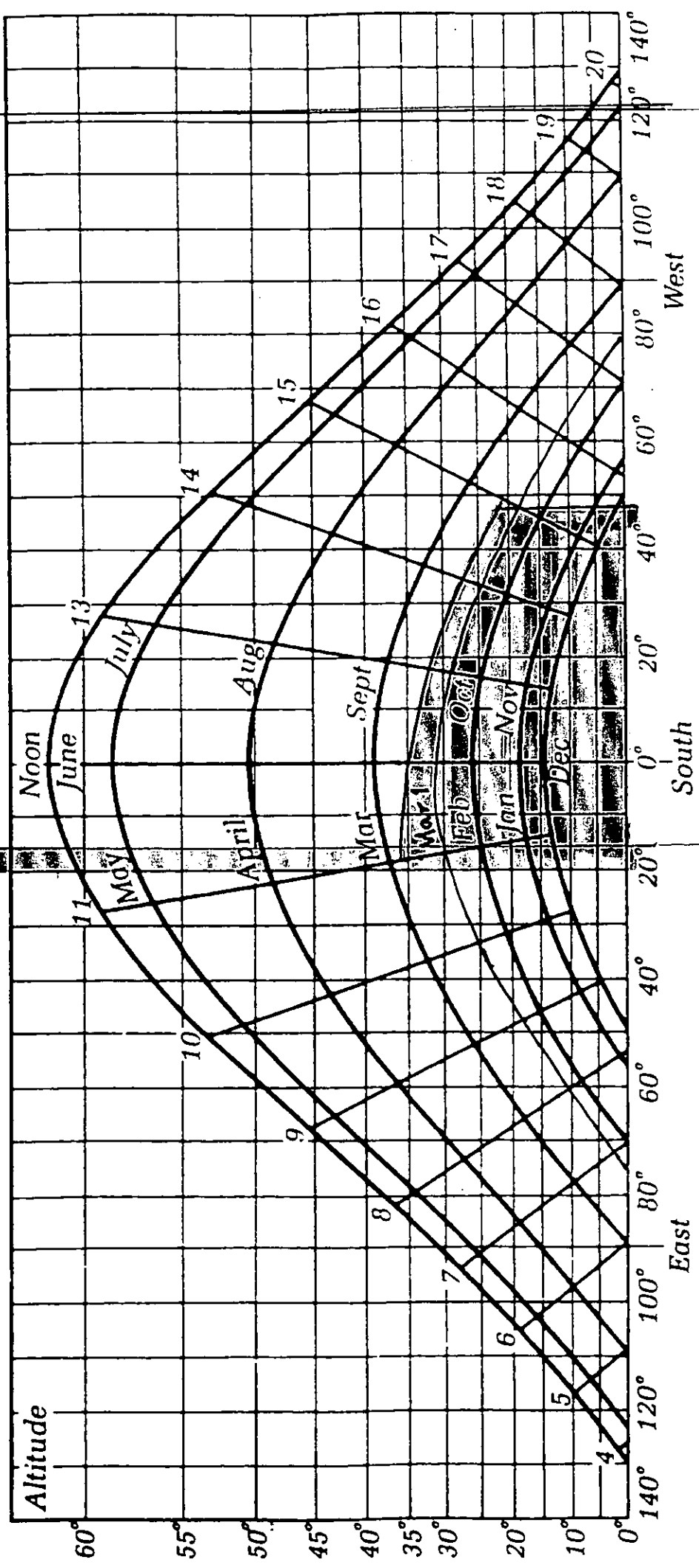
CONTRACTOR AND ARCHITECT  
MCBAINSCOOPER



KENSINGTON HTS. POS. A. PROPOSED

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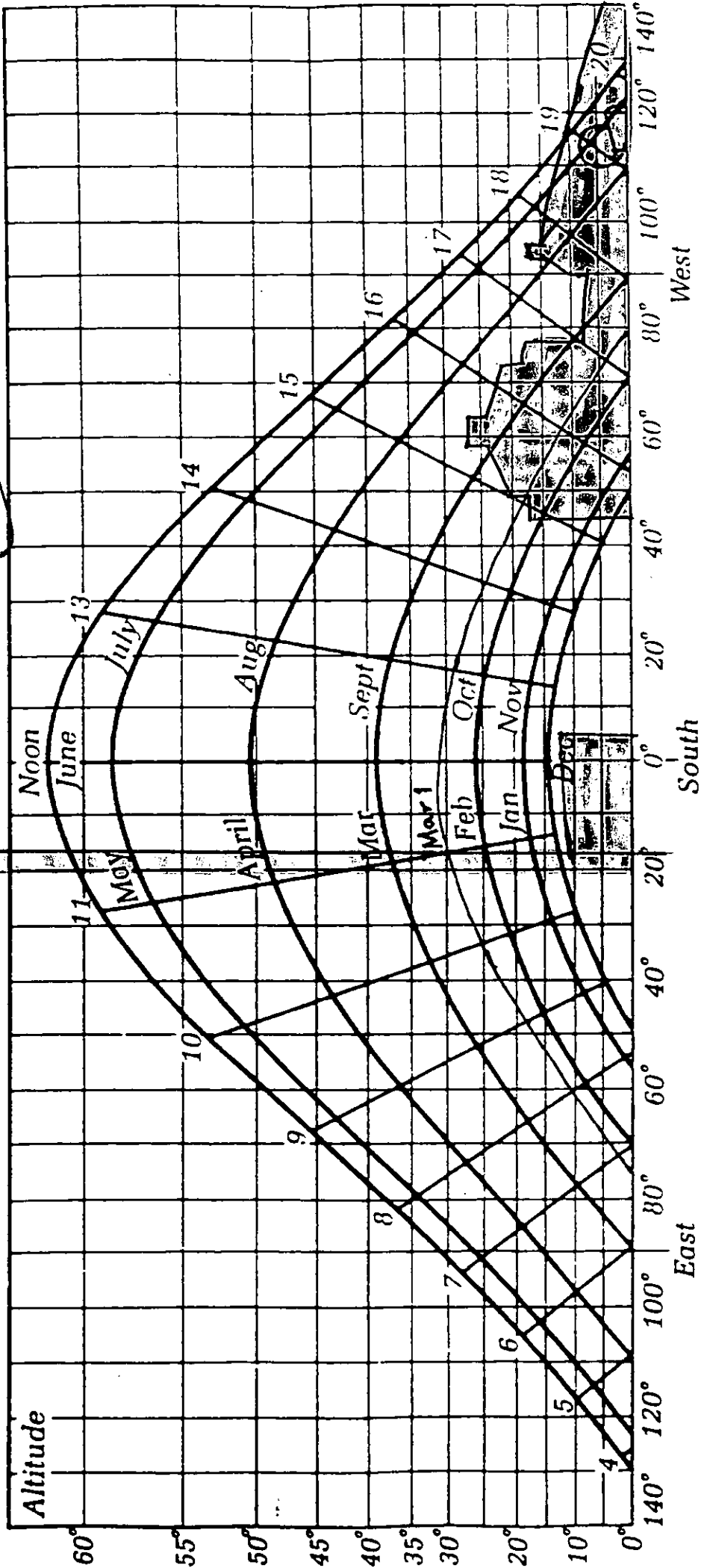
1691  




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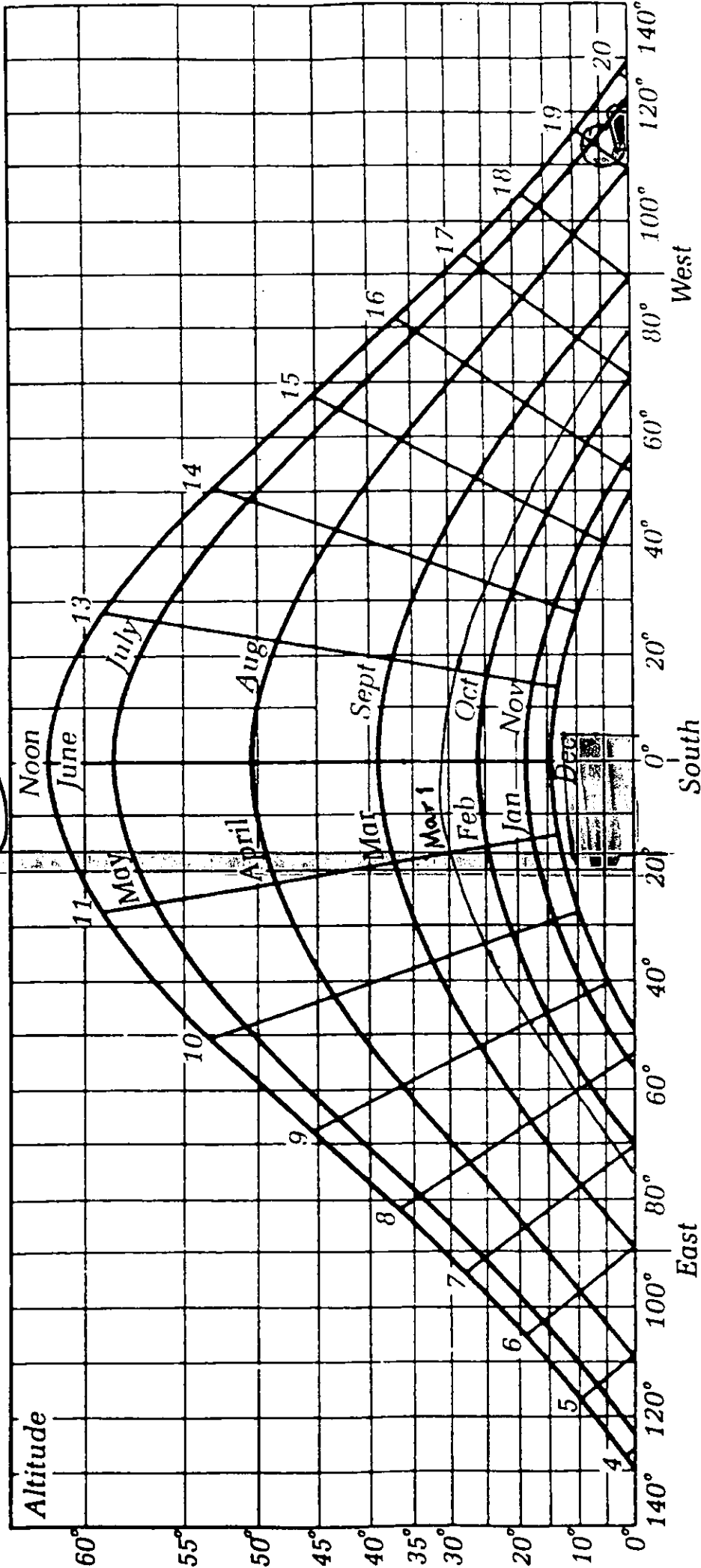
1692  
 2884



KENSINGTON HTS. POSN 'R'  
 PROPOSED

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1693



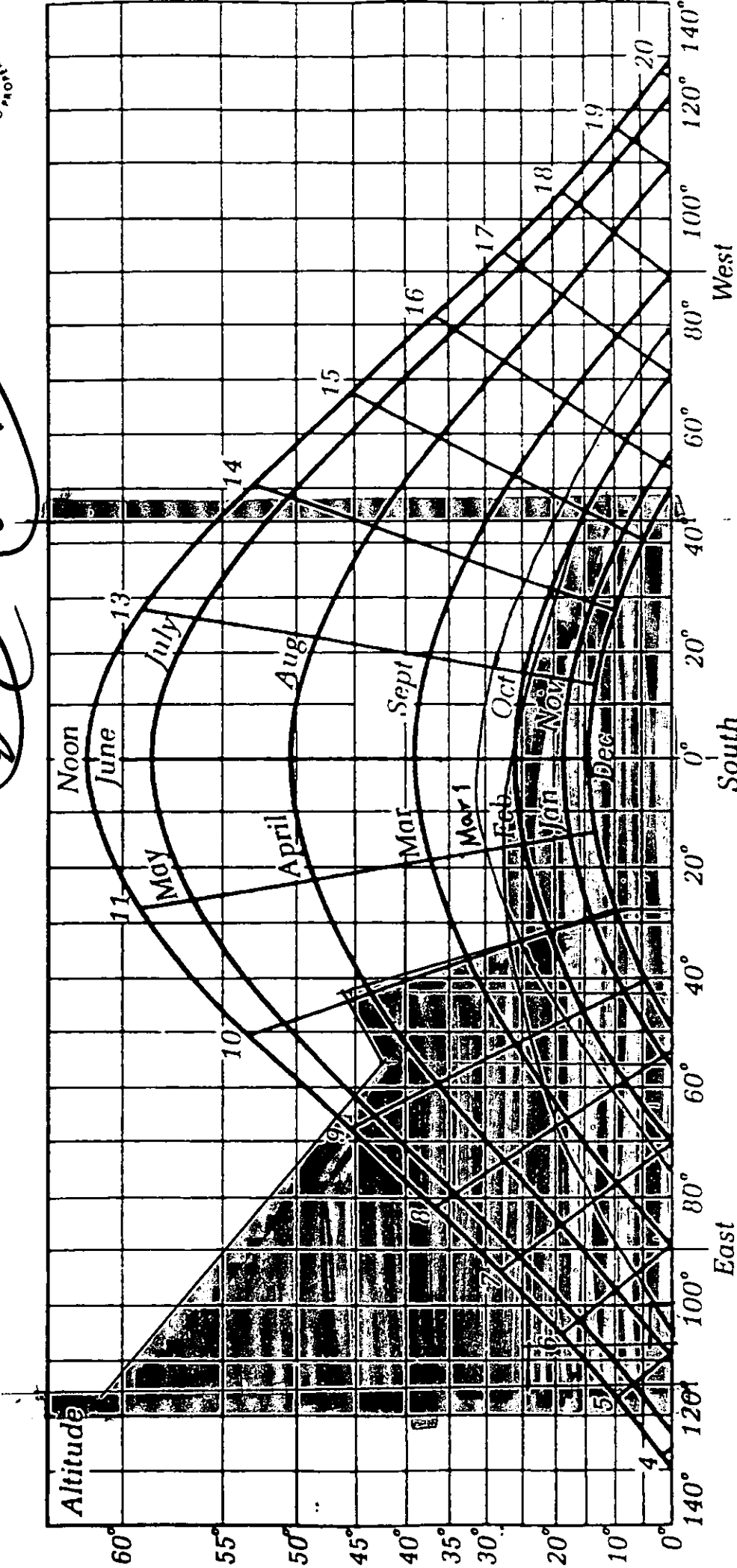
Azimuth

KENSINGTON HILLS - POSN '61  
 EXISTING

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1694

~~1694~~



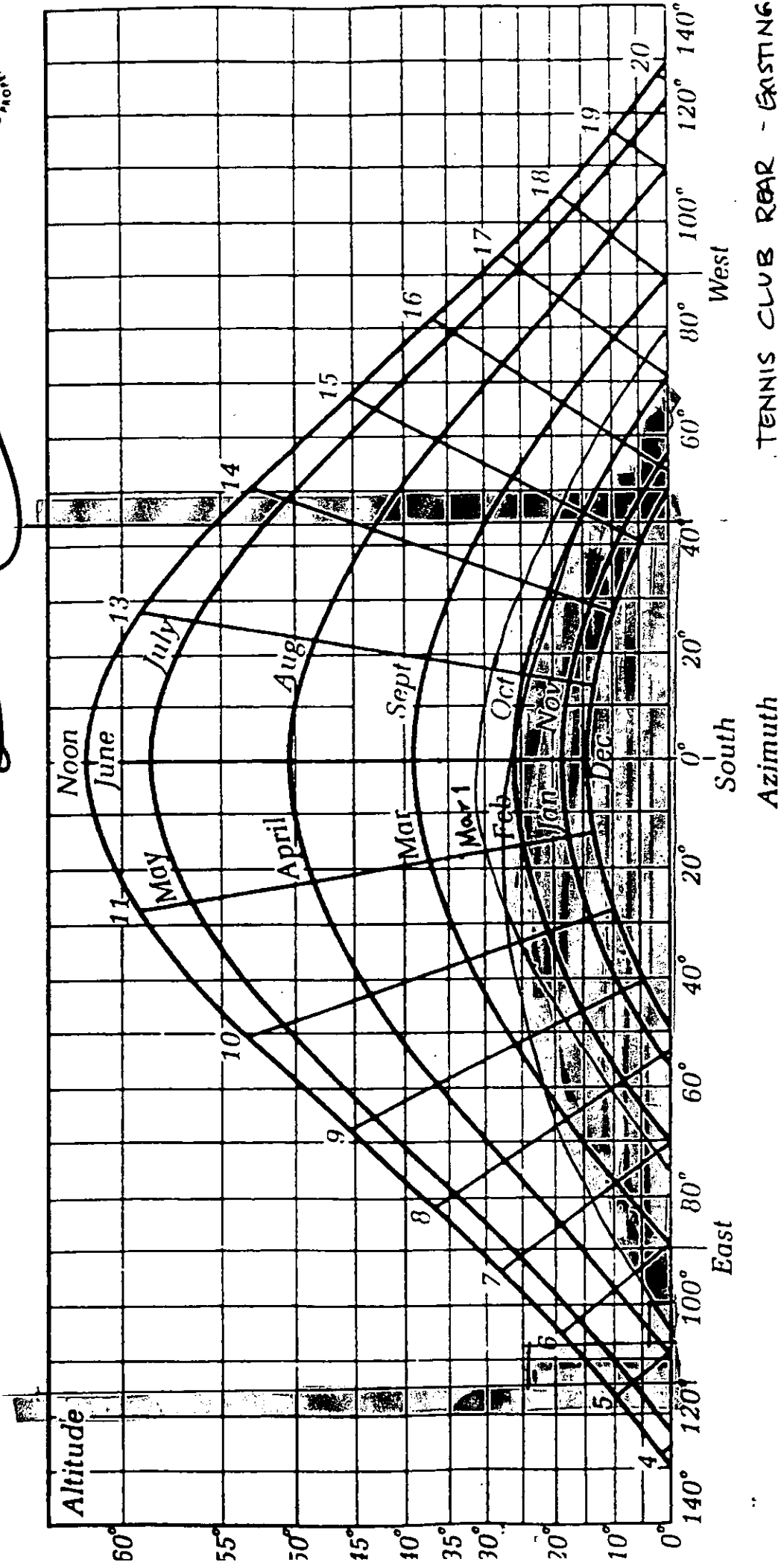
TENNIS CLUB REAR - PROPOSED

Sun path diagram for 52° N. All times are solar times with 1200 due south



1695

~~1695~~



Sun path diagram for 52°N. All times are solar times with 1200 due south

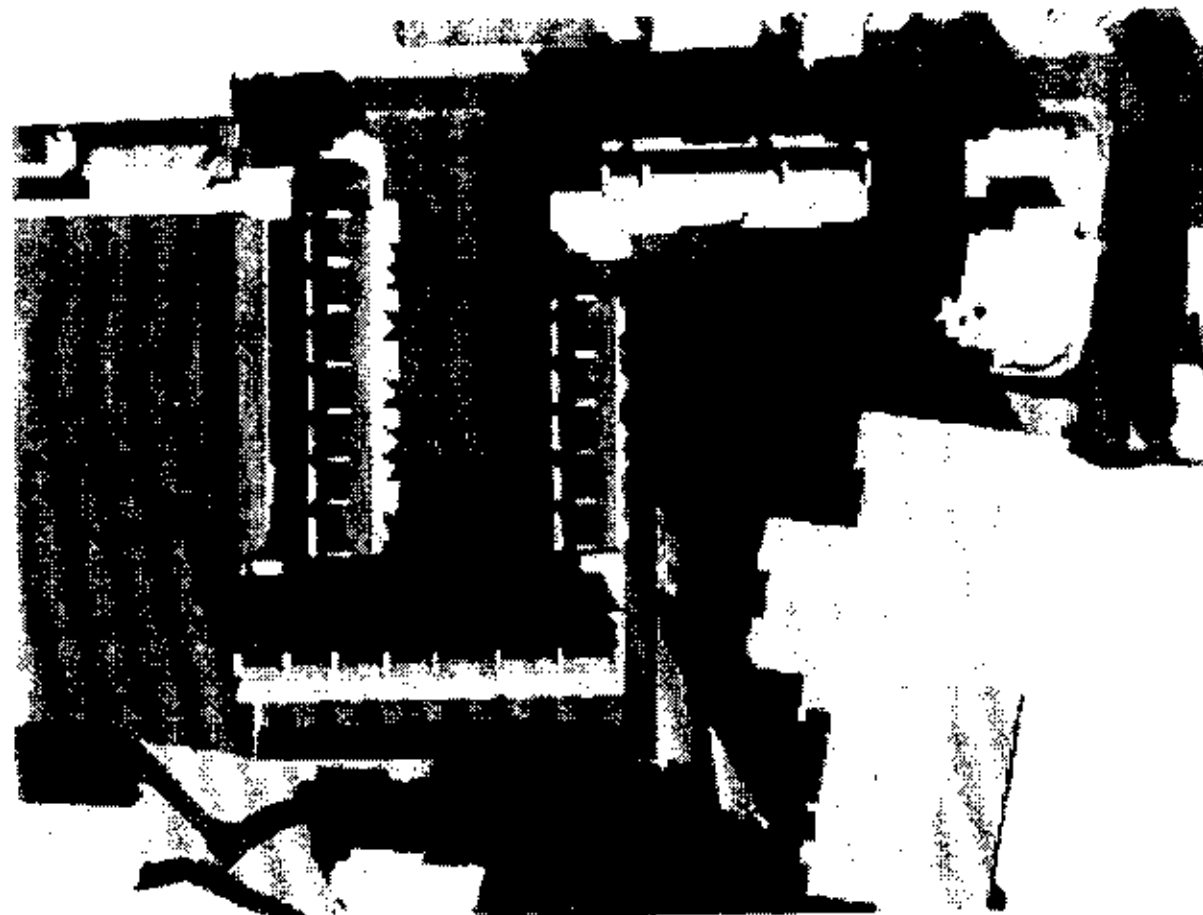
1696

~~200~~

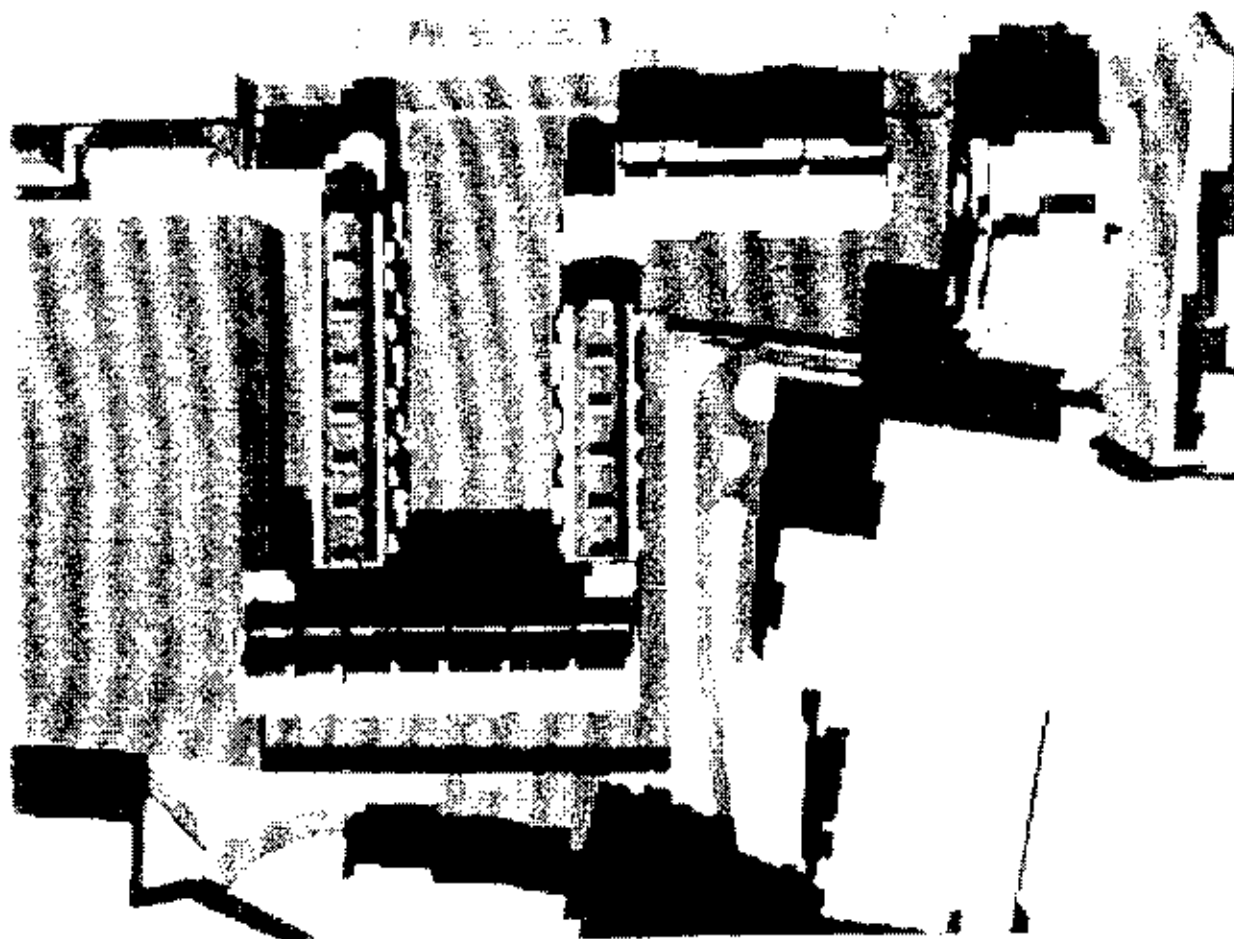
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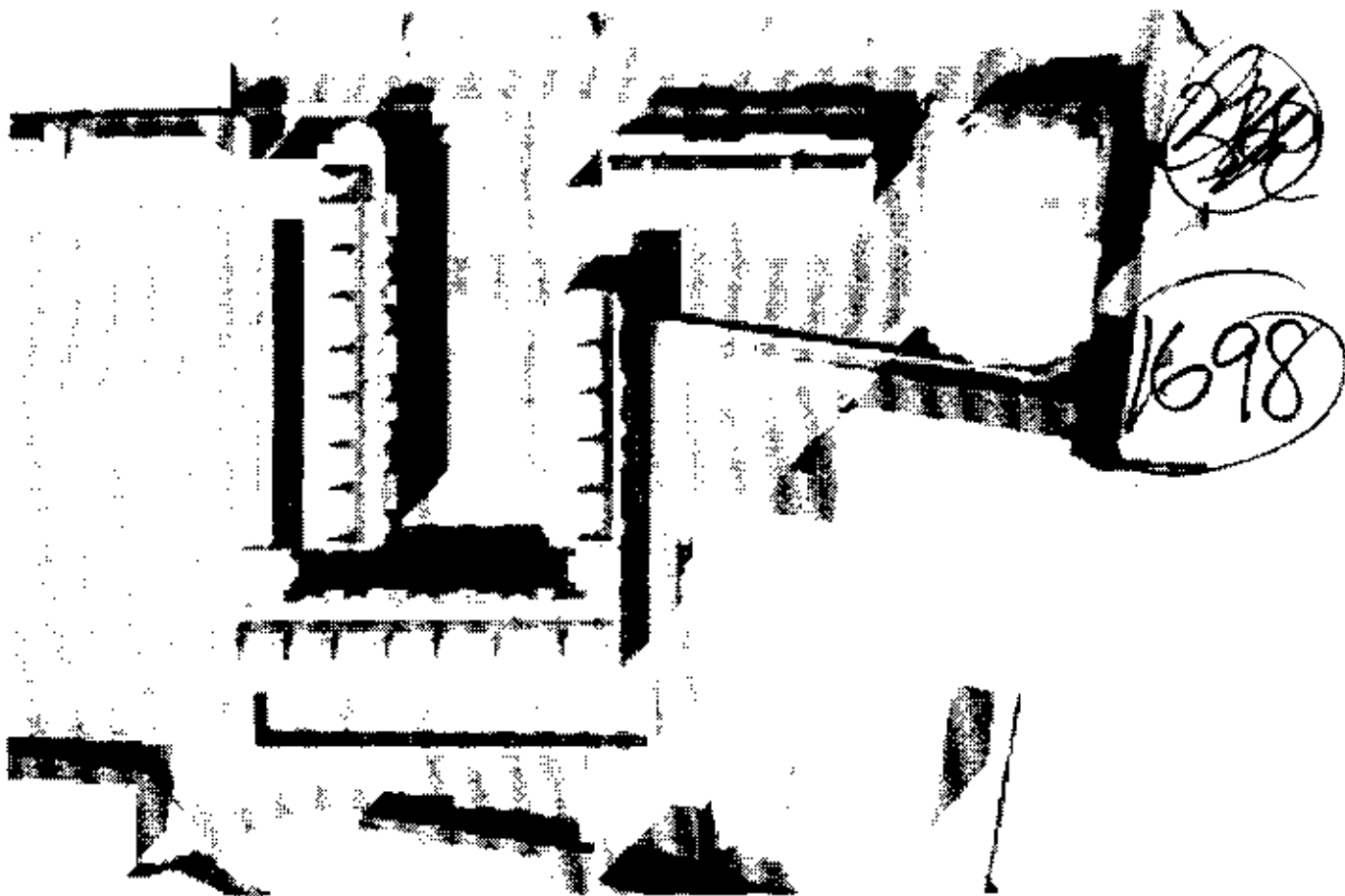
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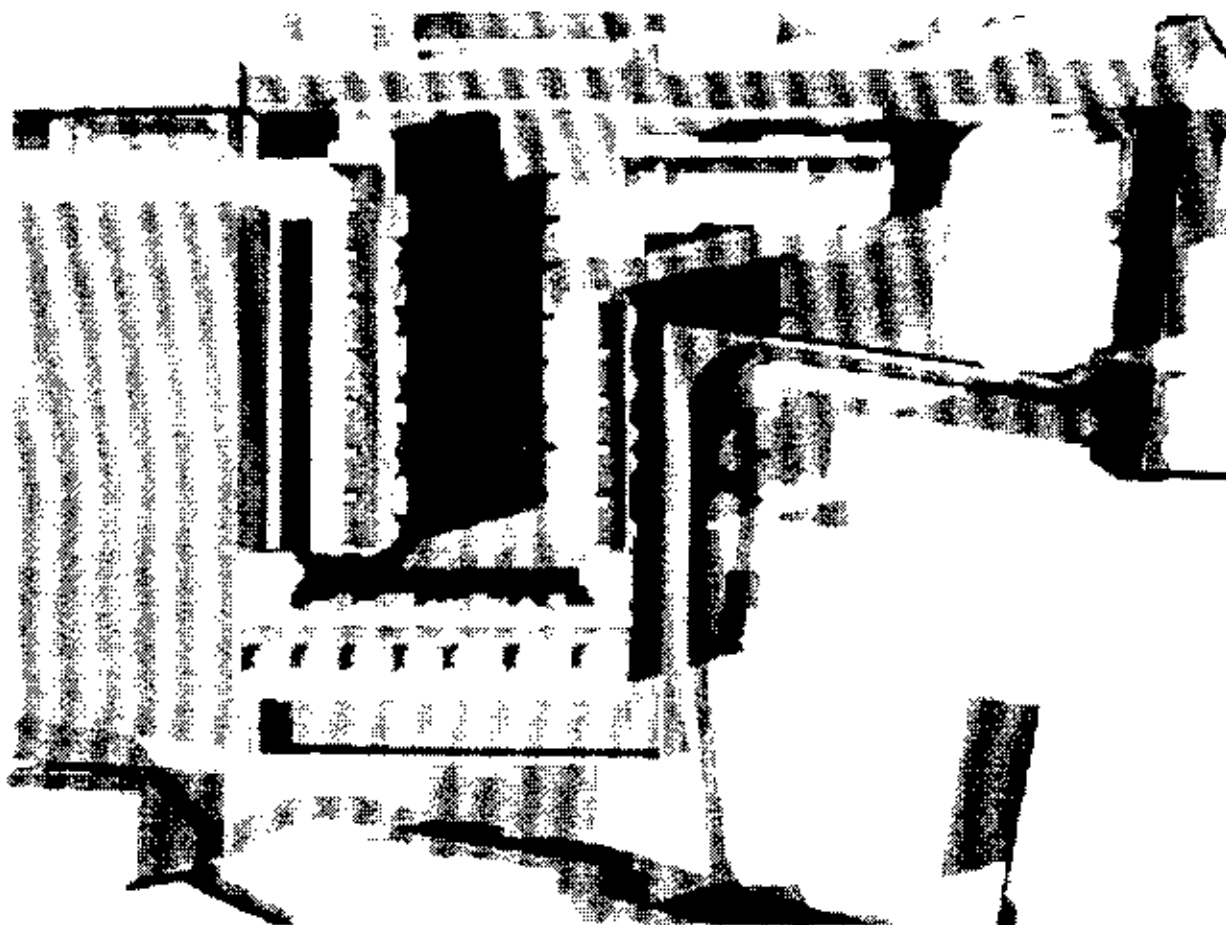
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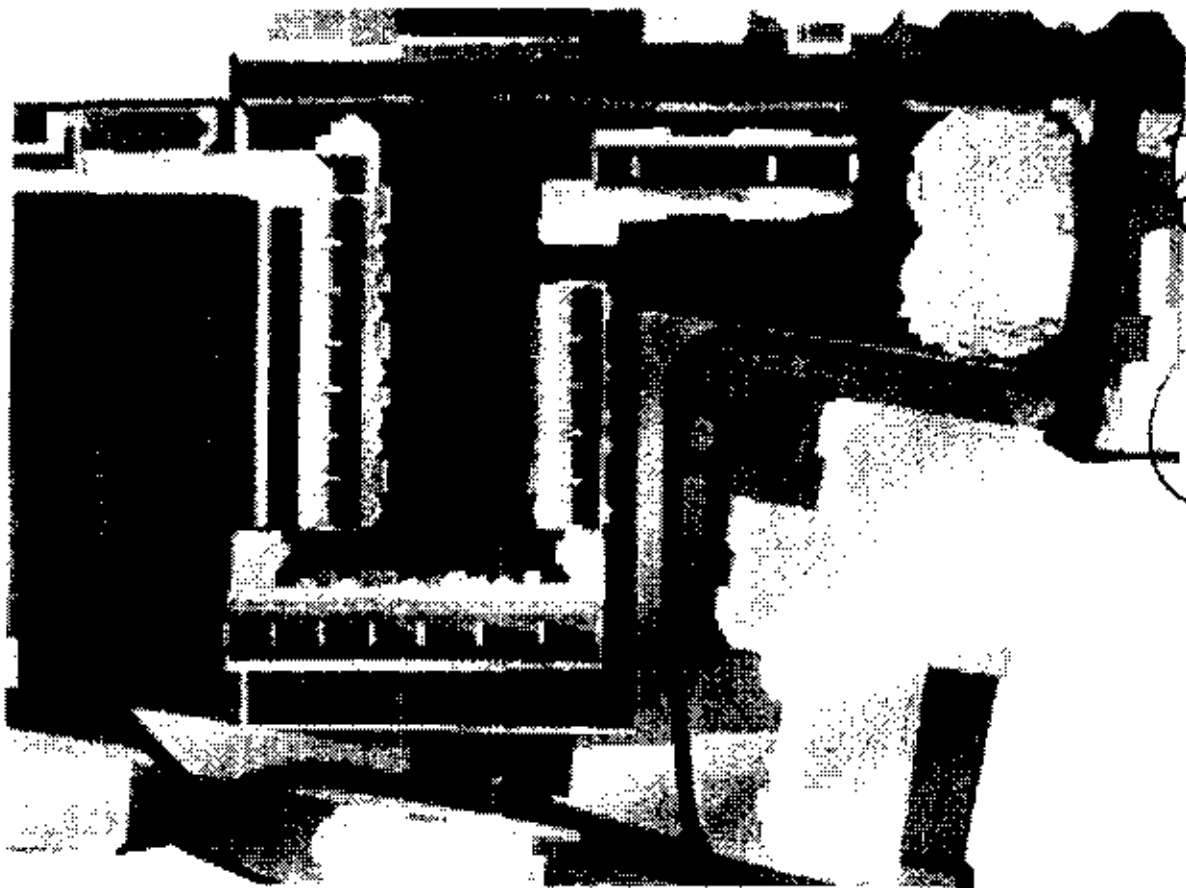
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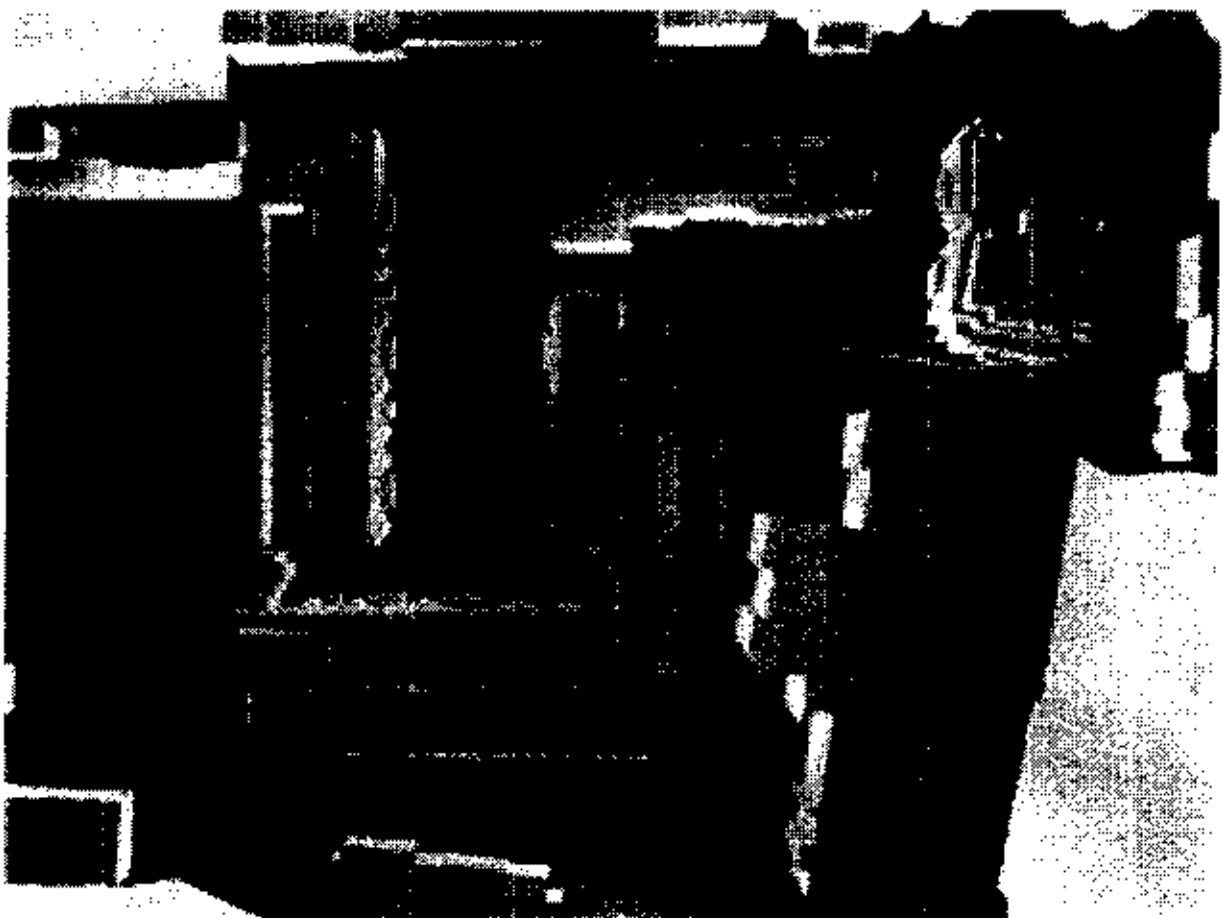
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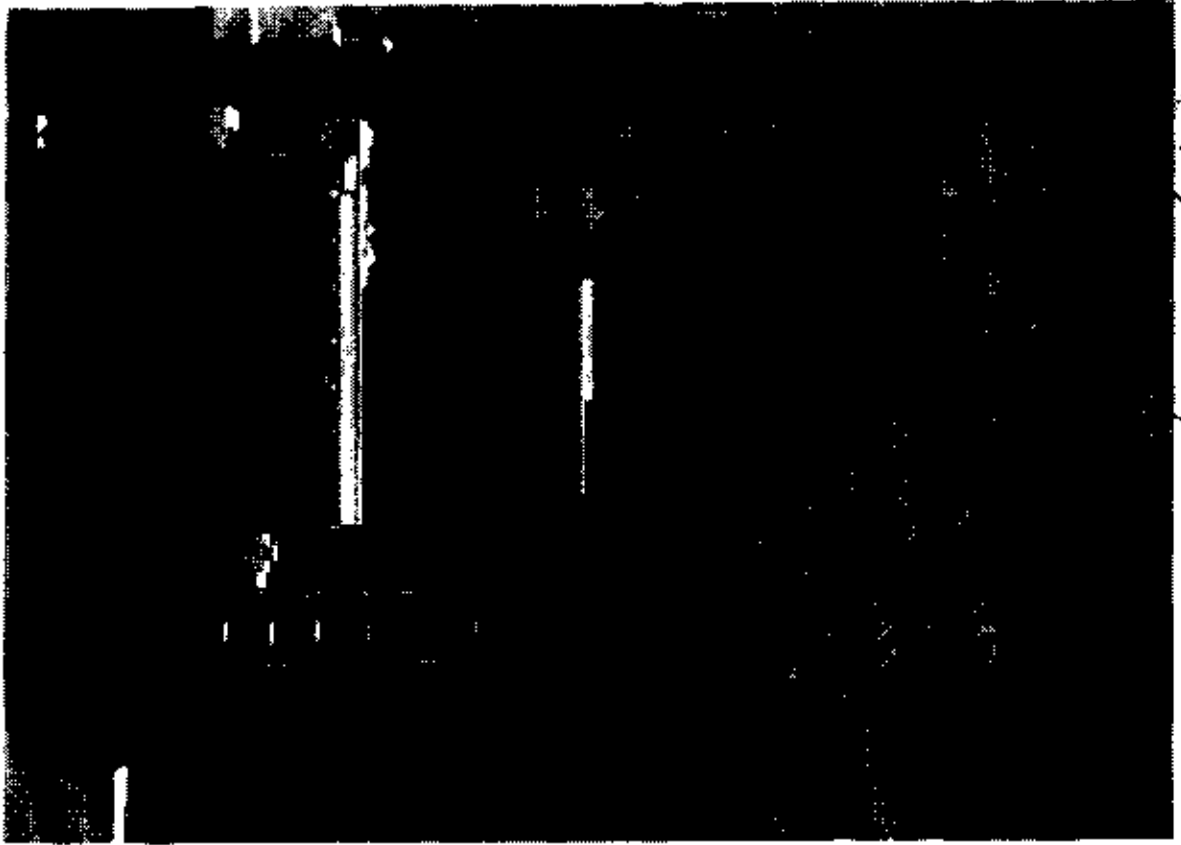
16:00 21st Mar. / Sept



18:00 21st Mar. / Sept



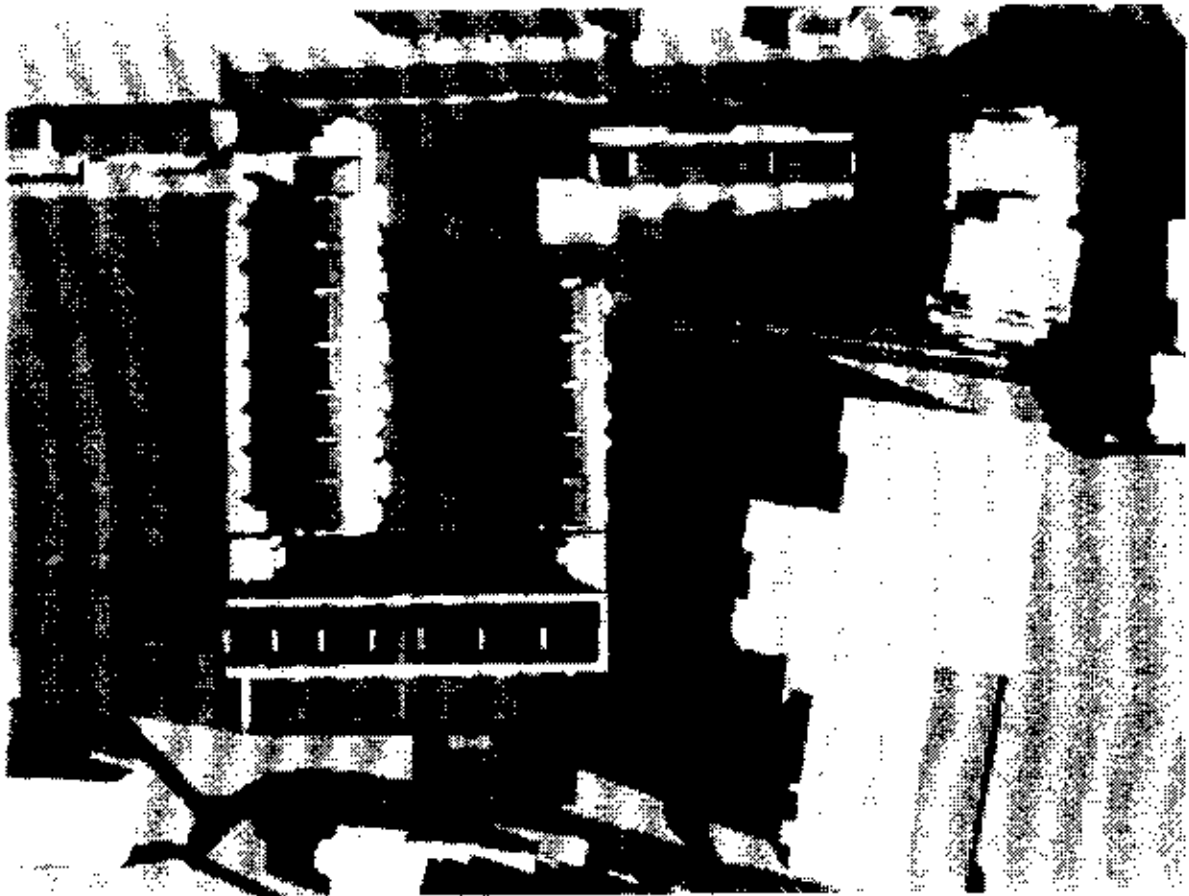
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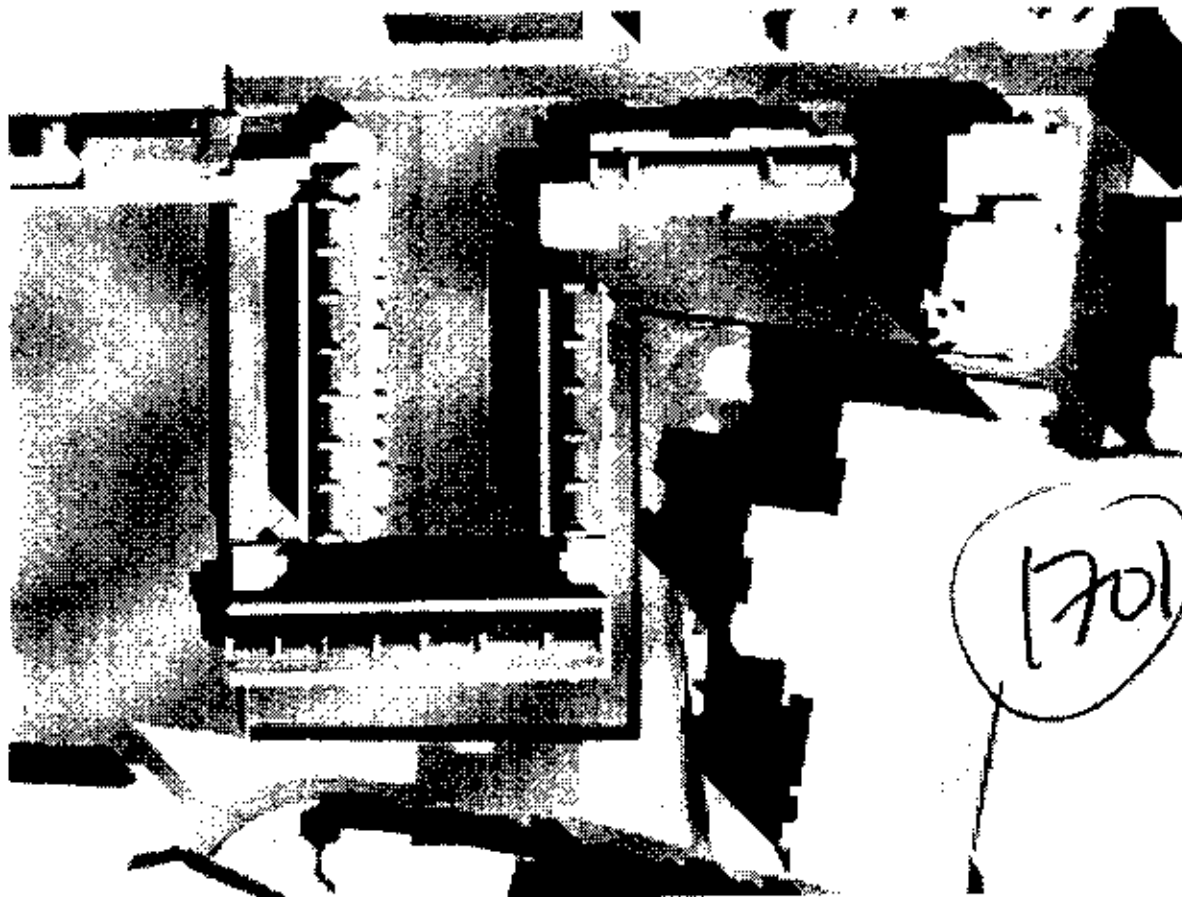
252

1700

06:00 21st June



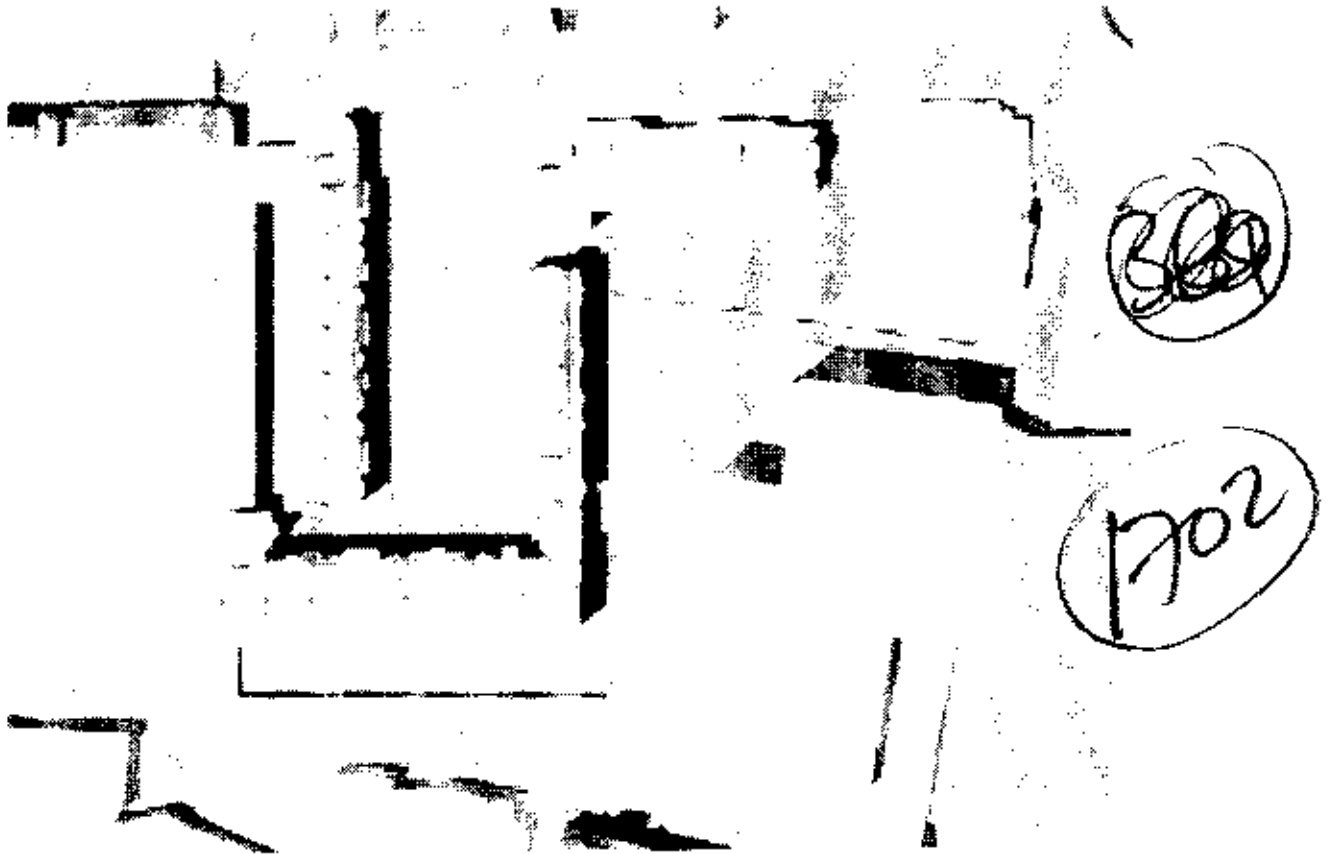
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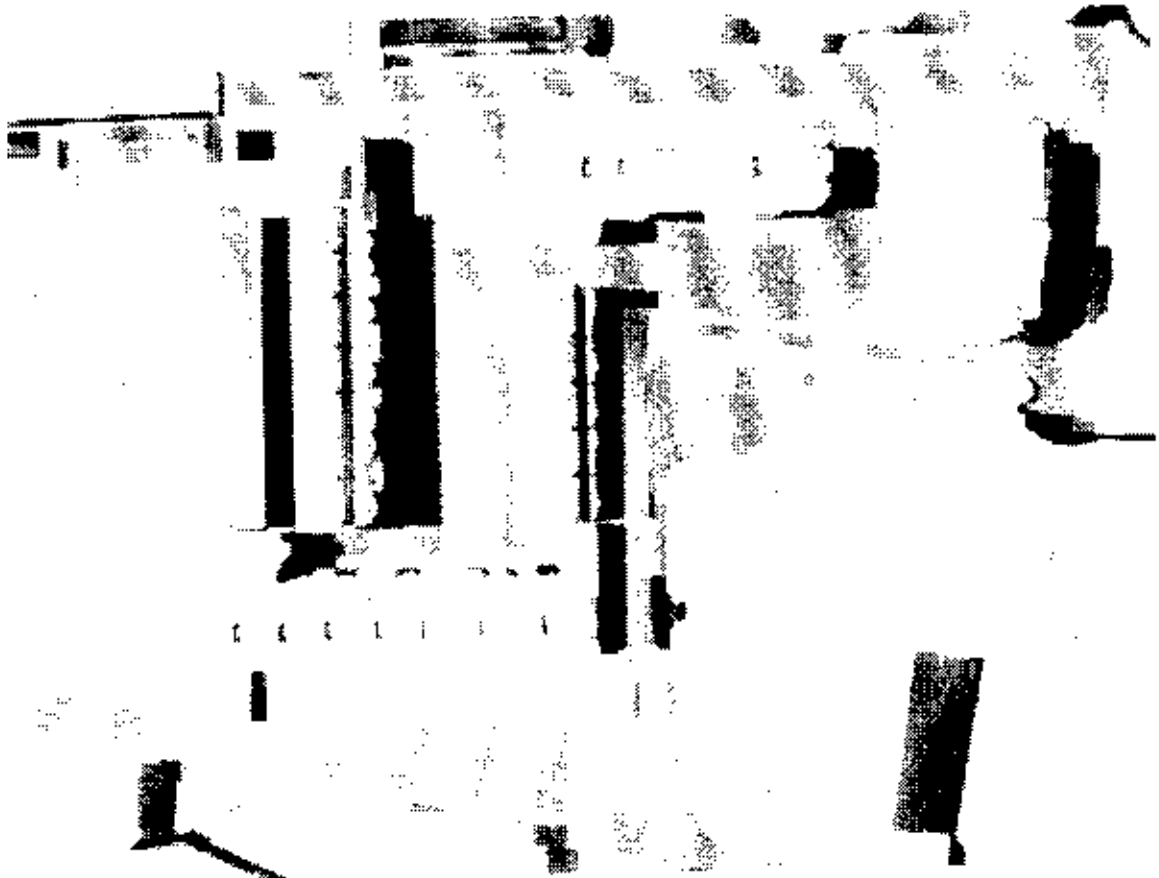
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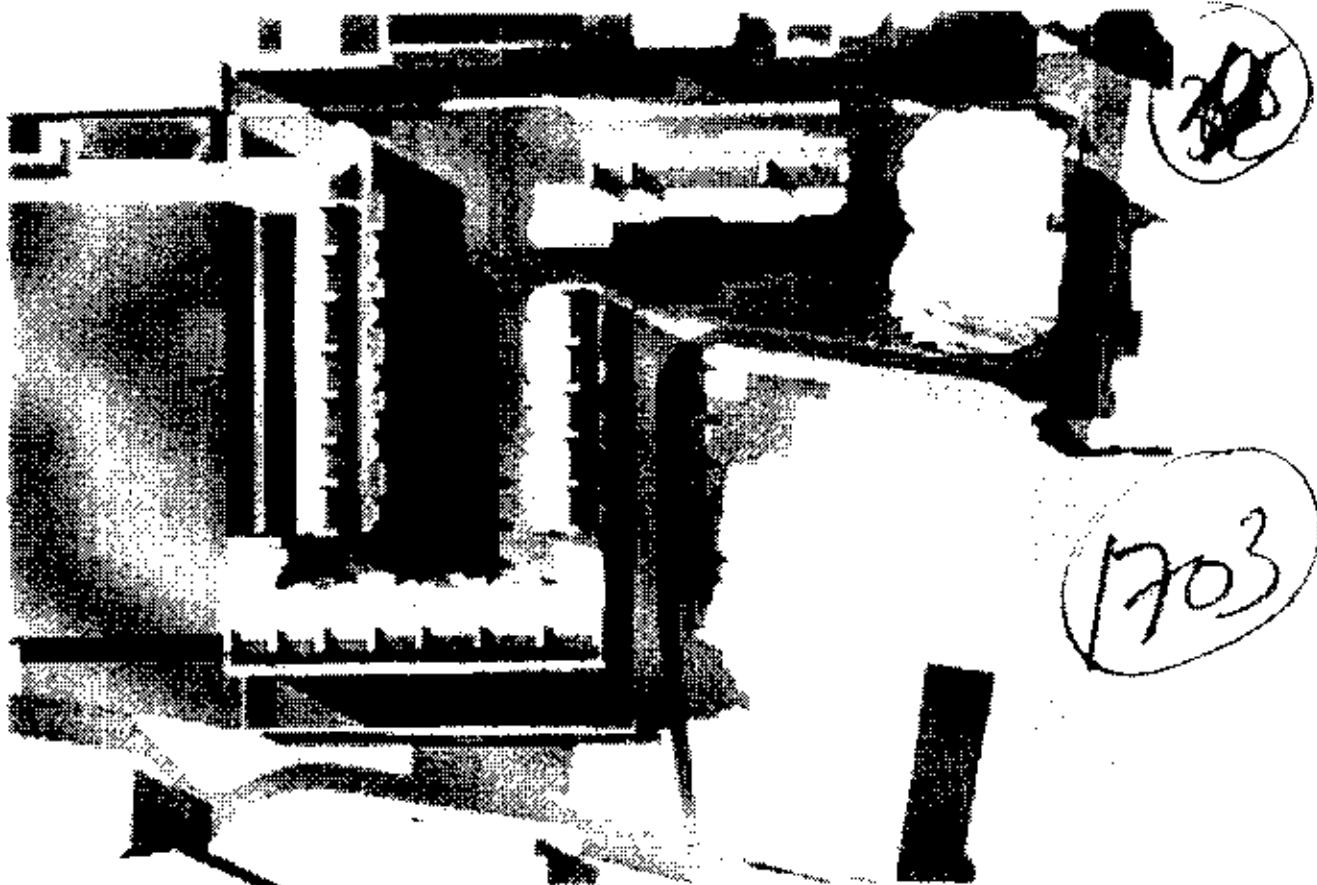


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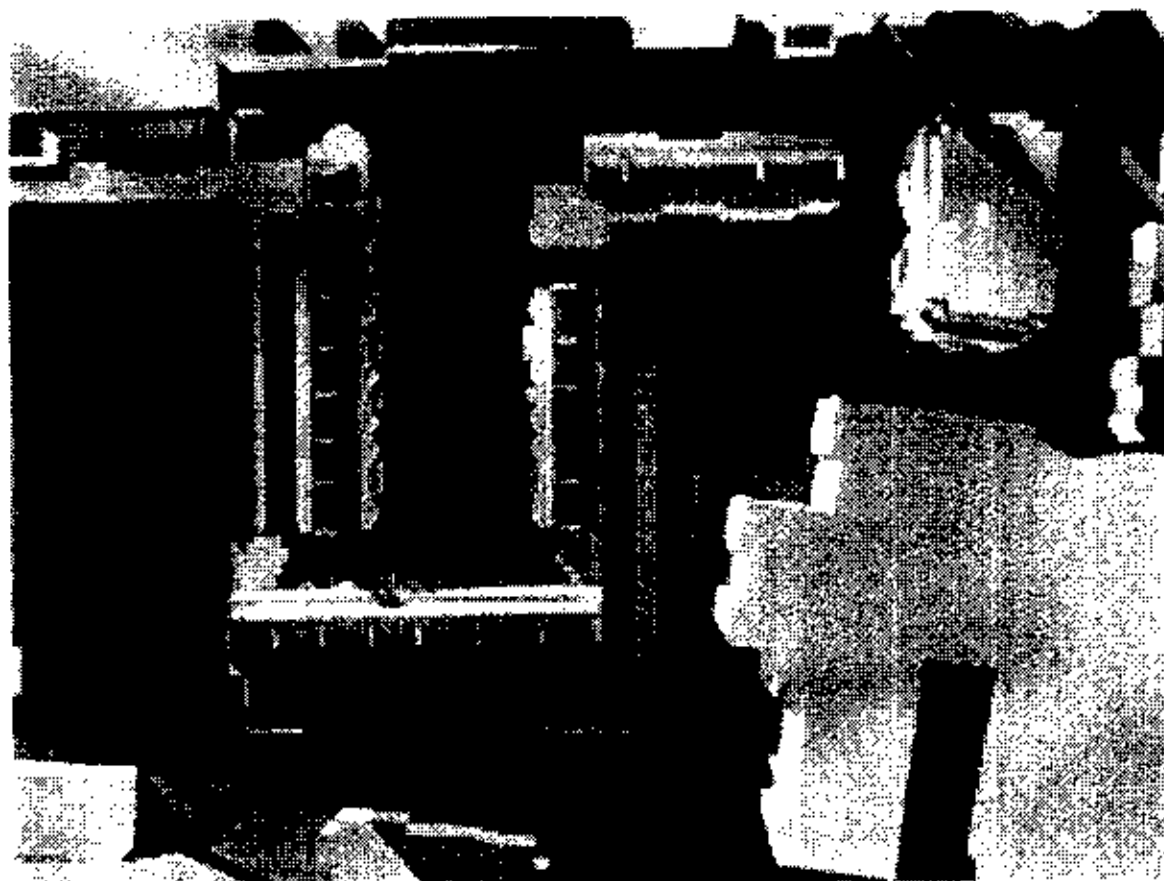


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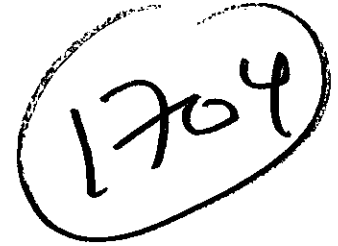
18:00 21st June



20:00 21st June

A handwritten scribble consisting of several overlapping loops, enclosed within a hand-drawn circle.

APPENDIX 3

The number '1704' handwritten in a simple, slightly slanted font, enclosed within a hand-drawn oval.

WALDRAM DIAGRAMS FOR  
VERTICAL SKY COMPONENTS

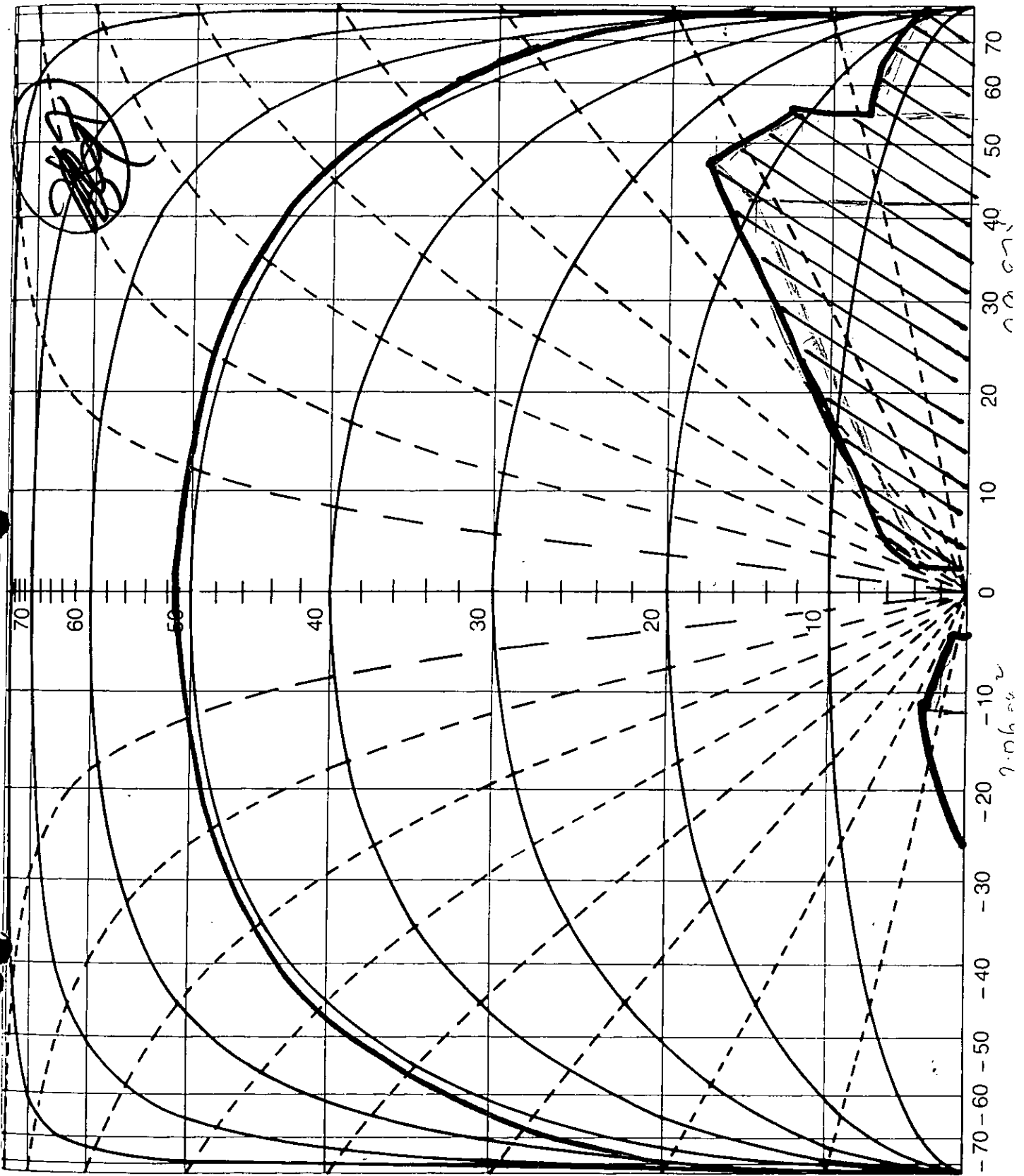


Figure B1 Waldram diagram for calculating vertical sky component

A

Before  
25.71%  
After  
22.727%

1705

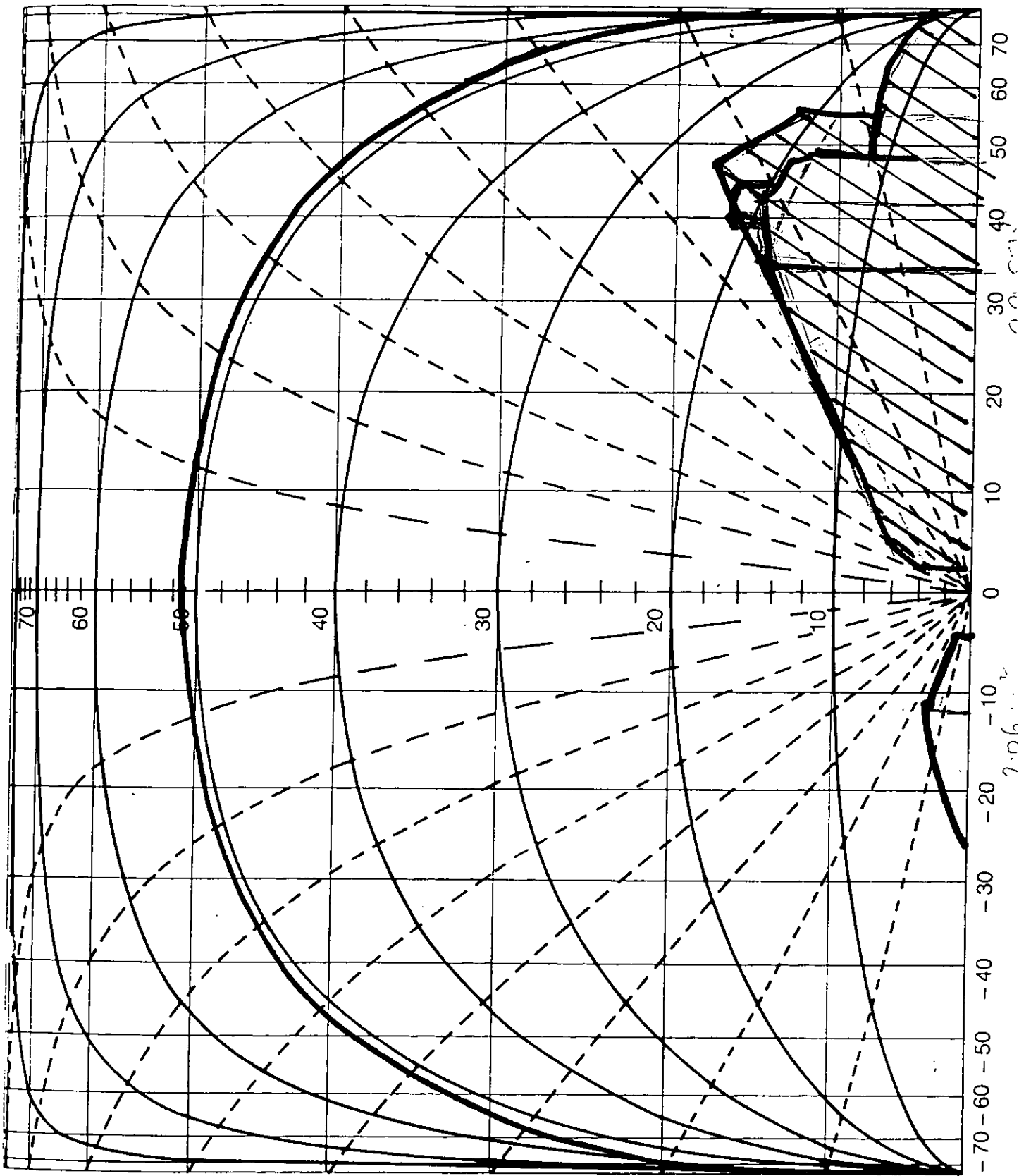


Figure B1 Waldram diagram for calculating vertical sky component

A

Before  
25.71%

After  
22.727%

Recommended  
24.72%

~~25.71%~~ 24.72%

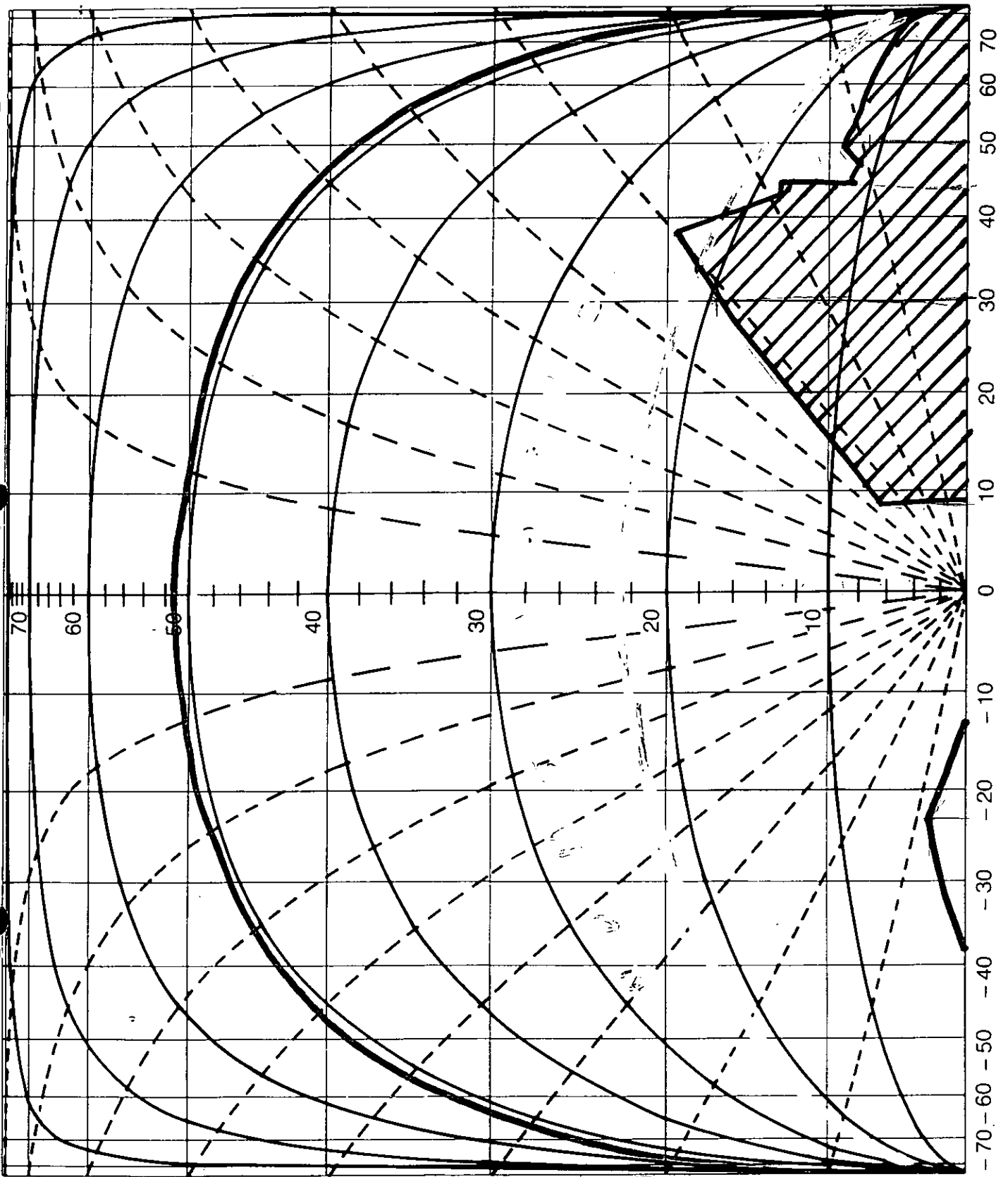


Figure B1. Waldram diagram for calculating vertical sky component

B.  
 Before 26.06%  
 After 23.21%

1707

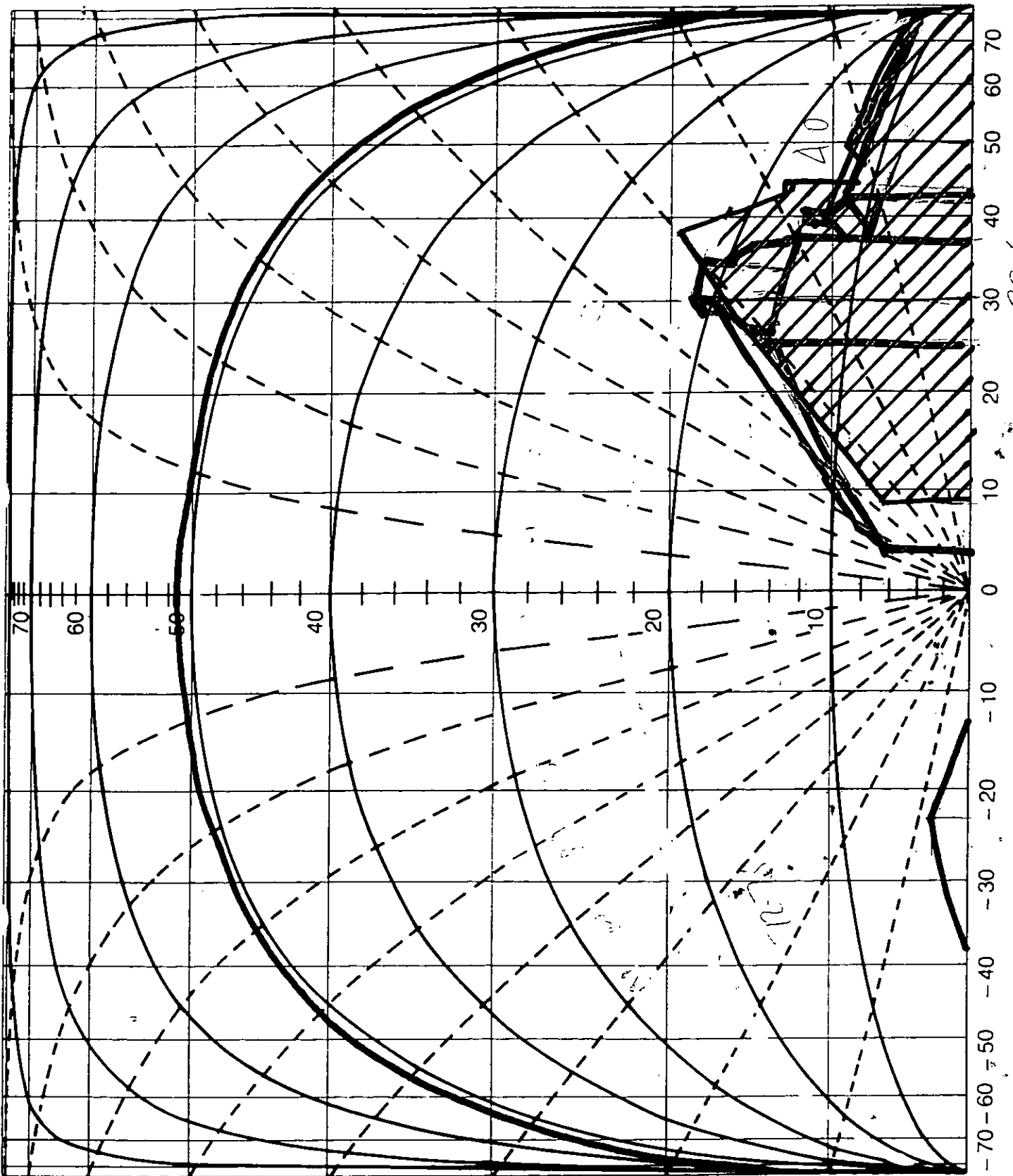


Figure B1. Waldram diagram for calculating vertical sky component

B.  
 Before 26.06%  
 After 23.21%

Recommended  
 23.82%

Handwritten scribbles and the word "SOL" written inside an oval.

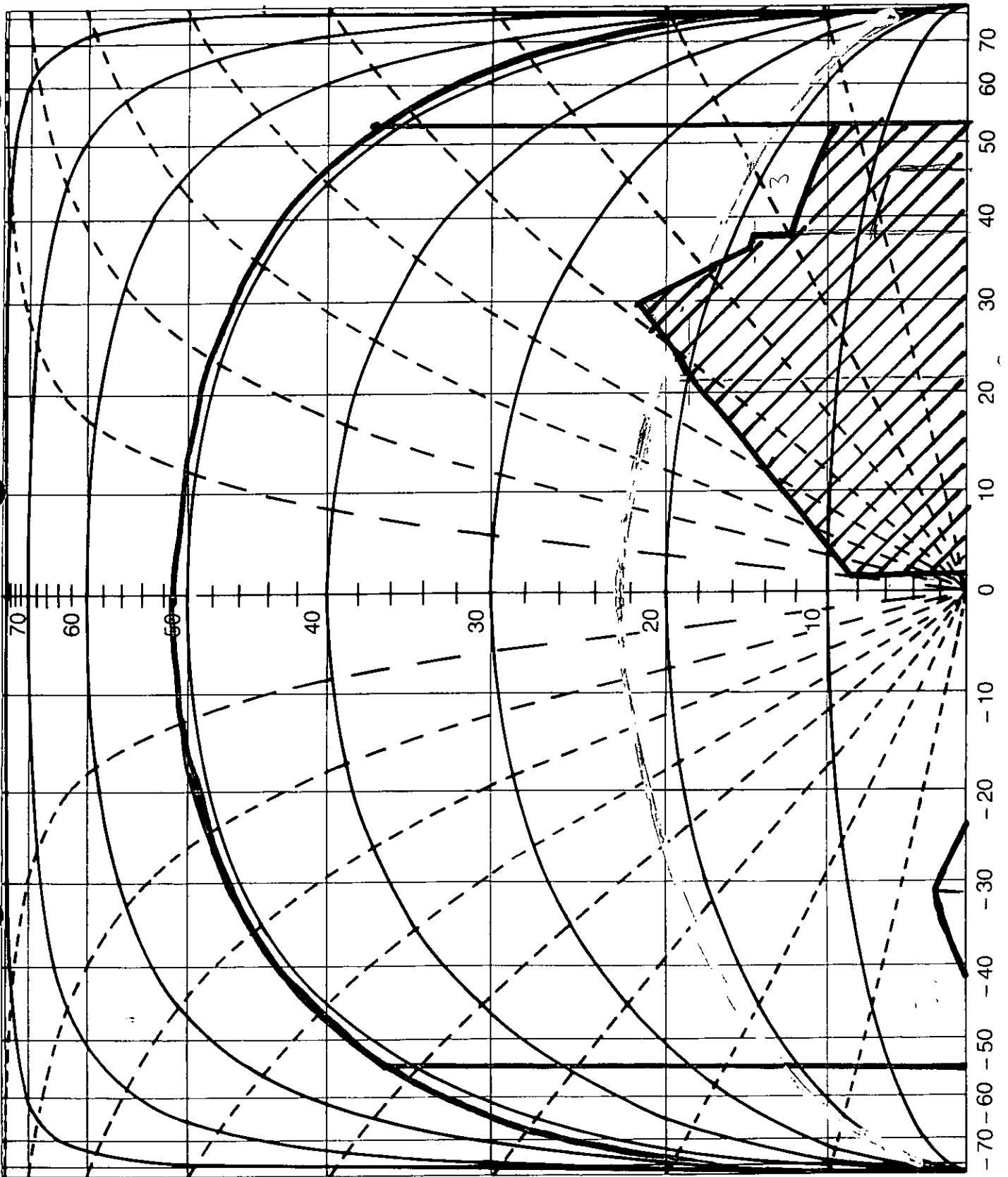
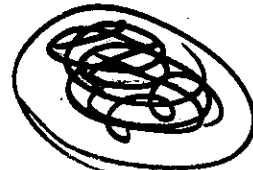


Figure B1 Waldram diagram for calculating vertical sky component

Before 23.20%

After 20.05%

170



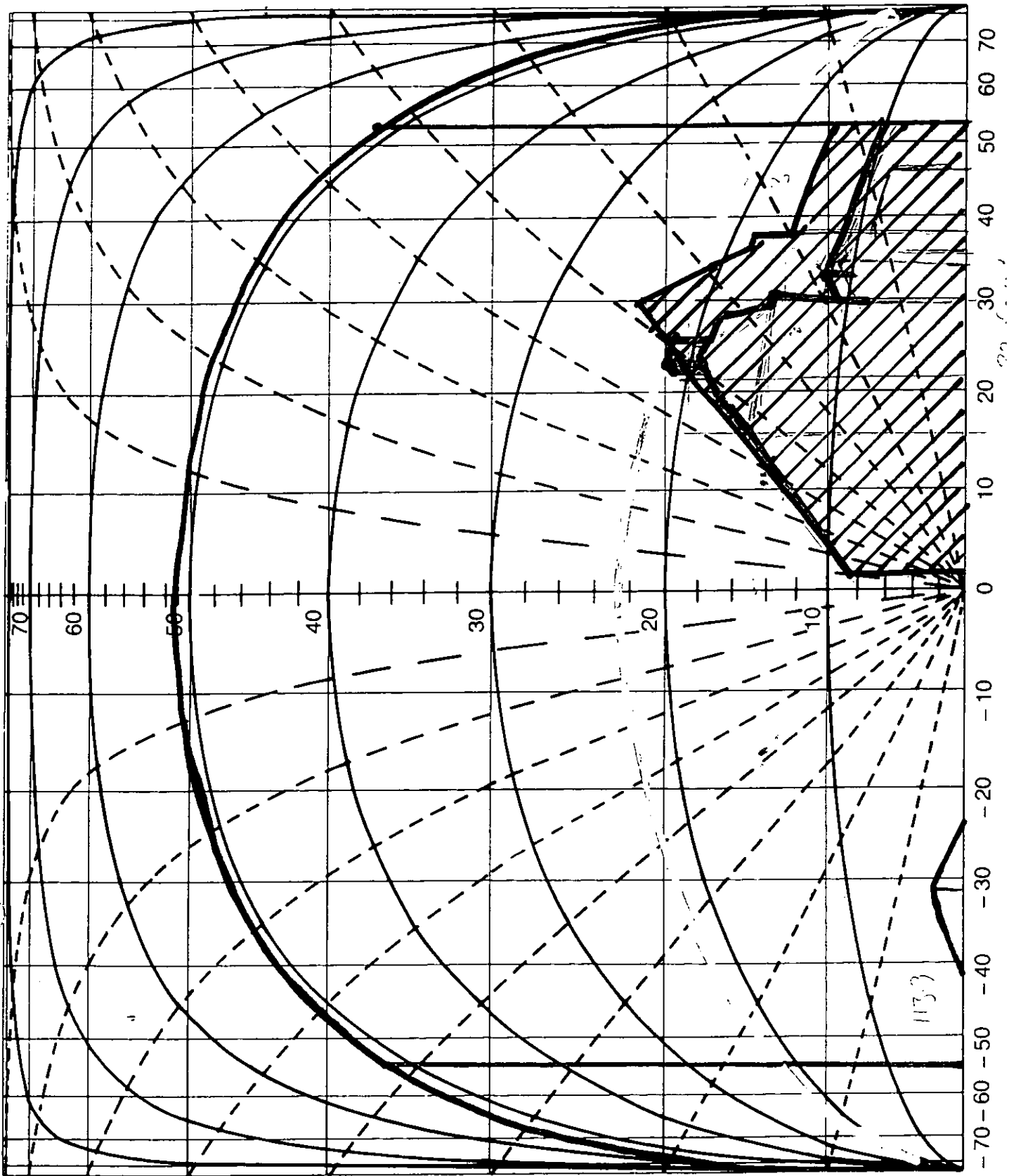


Figure B1 Waldram diagram for calculating vertical sky component

Before 23.20%  
 After 20.05%

Recommended  
 20.60%

FAD  
 FAD



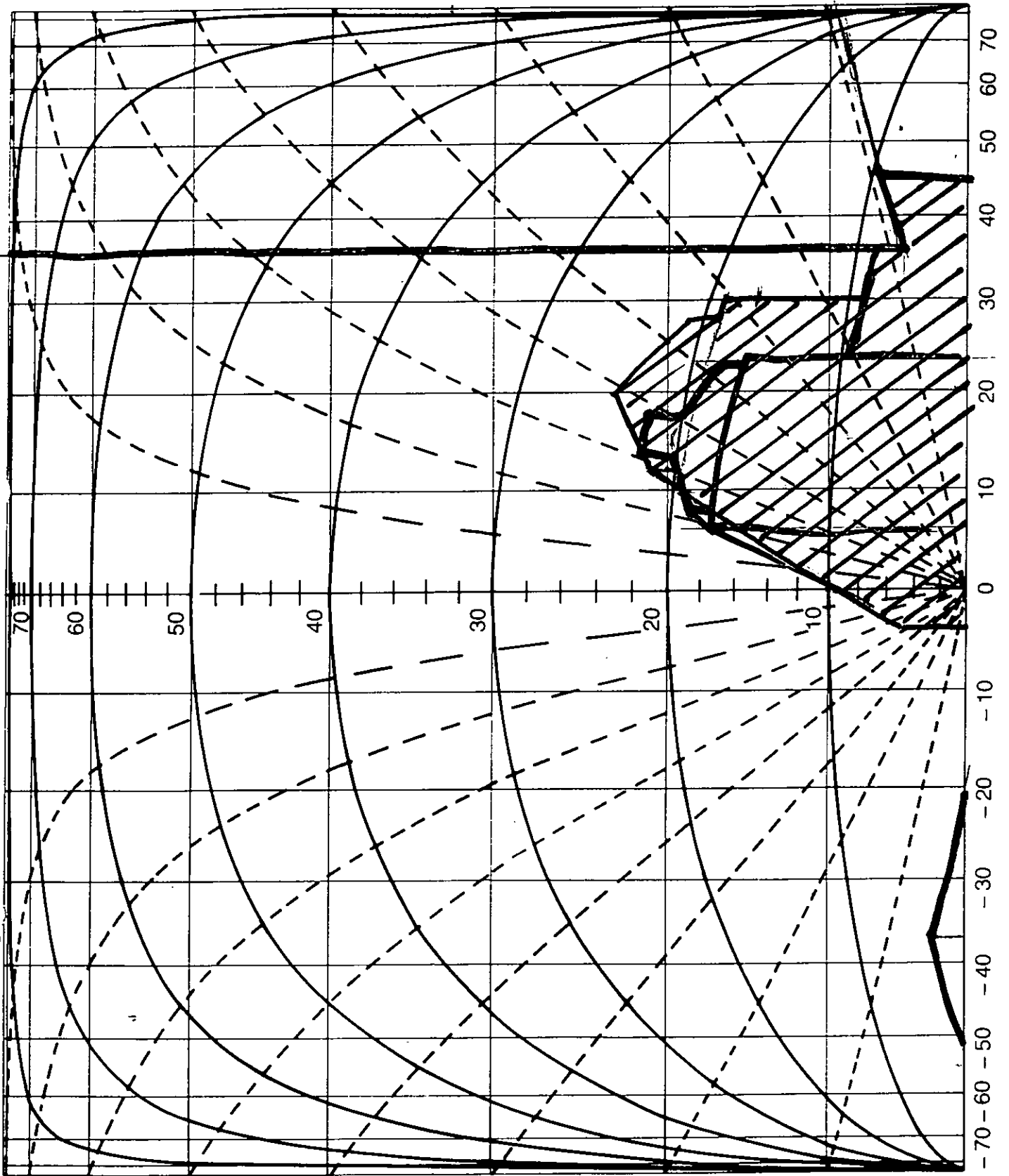


Figure B1 Waldram diagram for calculating vertical sky component

(D) Before 31.81%  
 After 28.17%  
 Rounded 28.67%

171P

6629

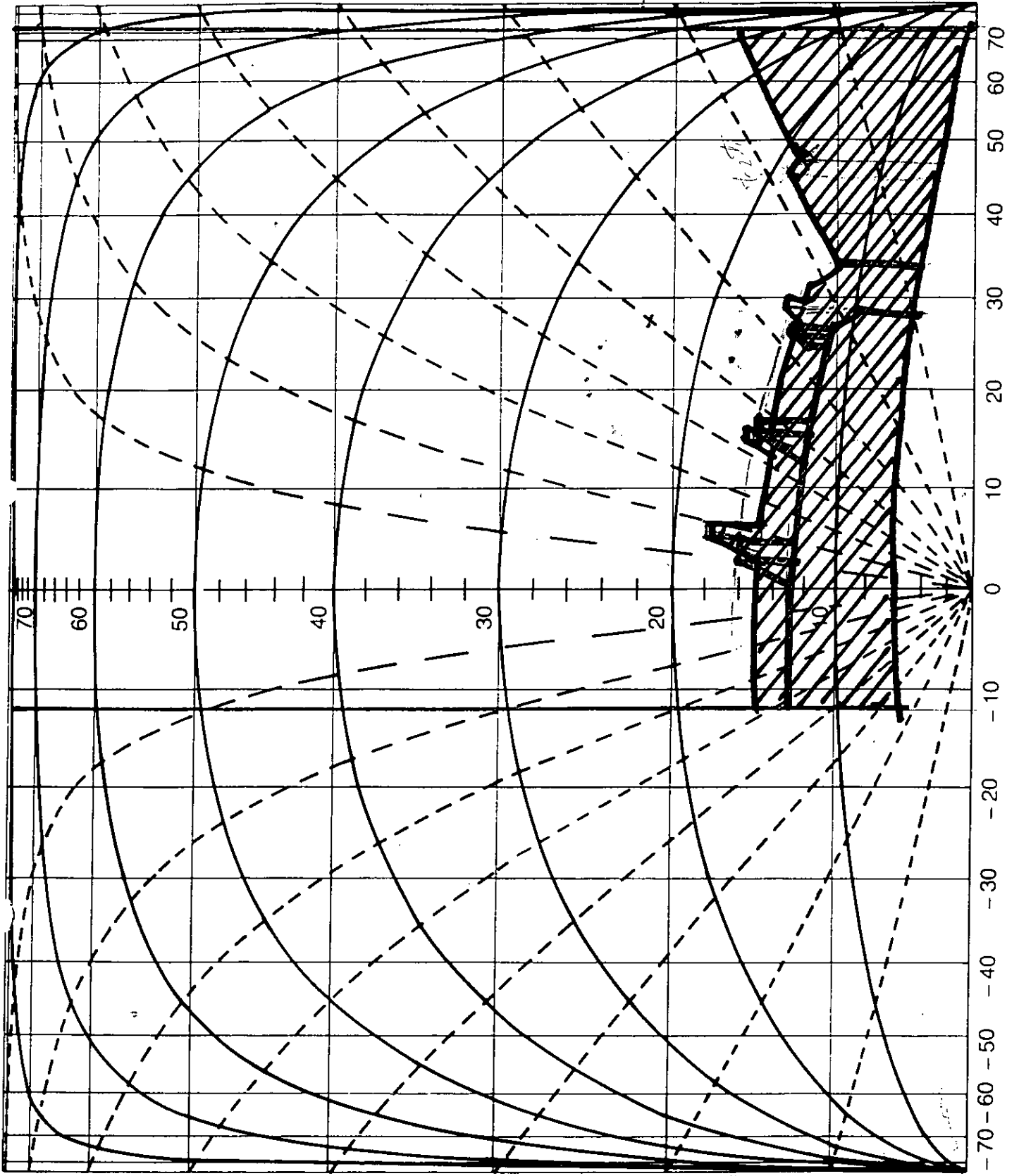


Figure B1 Waldram diagram for calculating vertical sky component

(E) Before  
 21.60%  
 After 18.177%  
 Reannoued  
 18.747%

(1712)

(230)

(E)

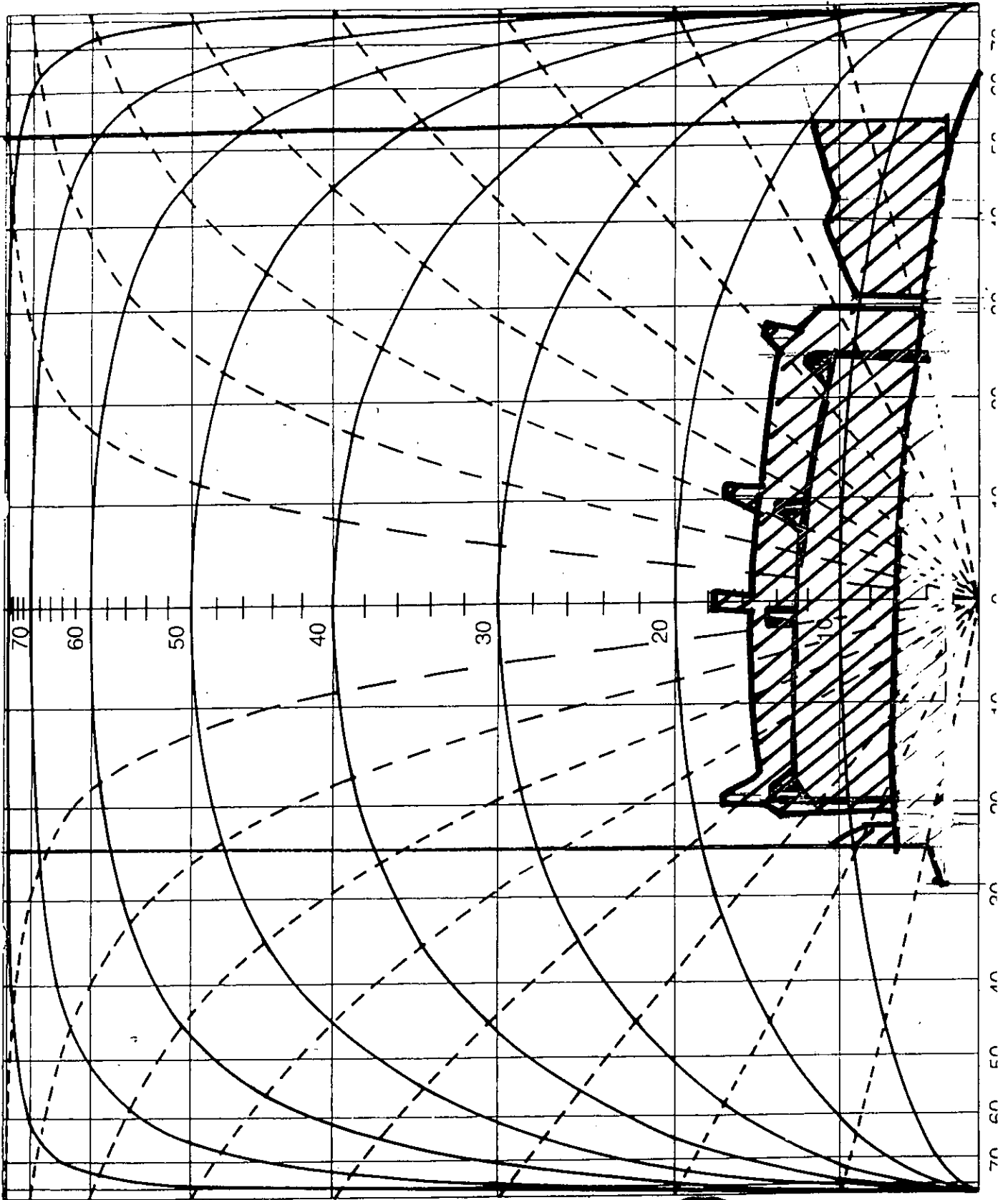


Figure B1 Waldram diagram for calculating vertical sky component

(F)

Before

22.47%

After 19.488%

Revised 316

20.316%

1713

~~1713~~

(F)

6

Before 40%

After 32.096%

Revised

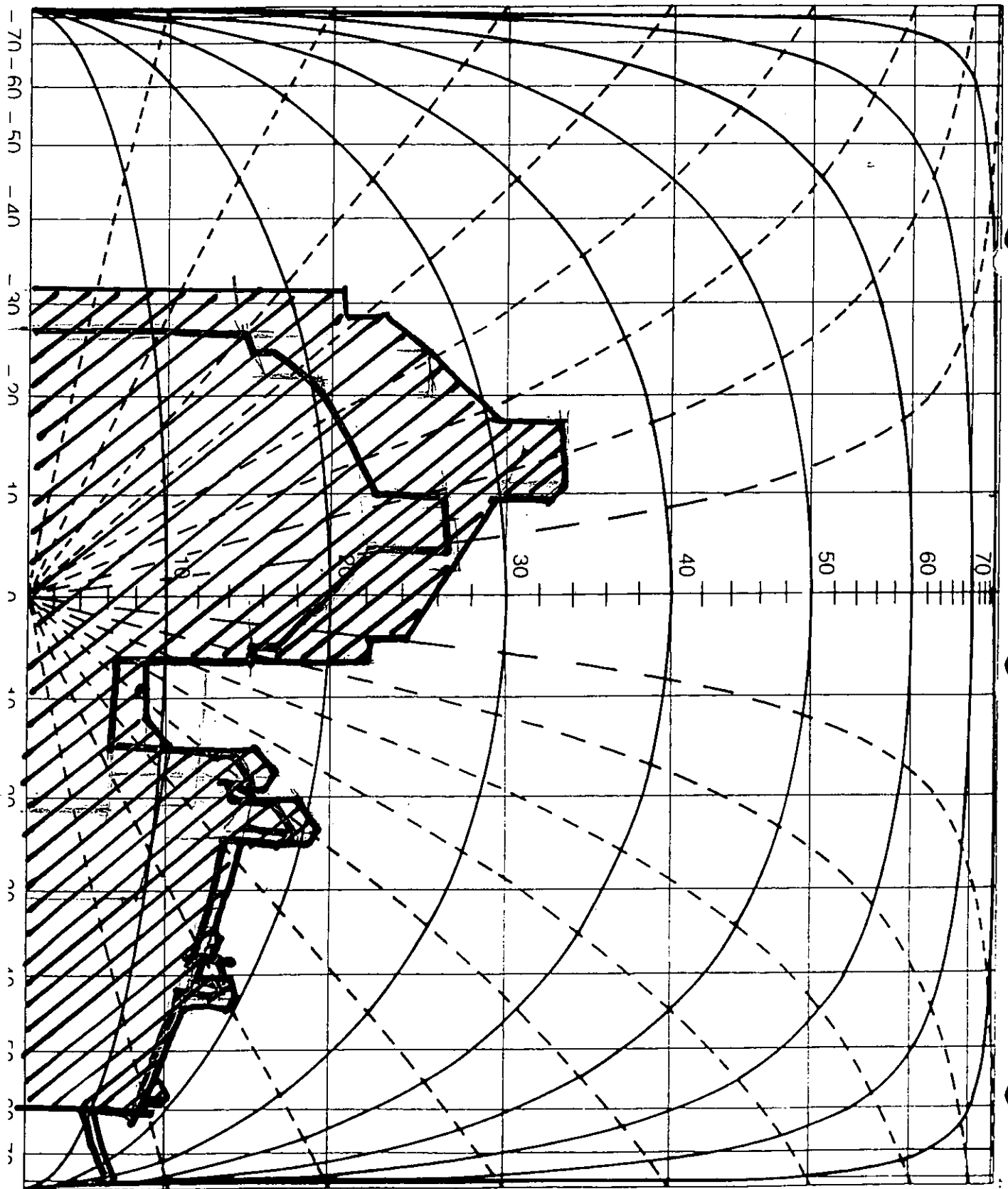
33.76%

35.763

1714

*[Handwritten scribble]*

Figure B1 Waldram diagram for calculating vertical sky component



(H)

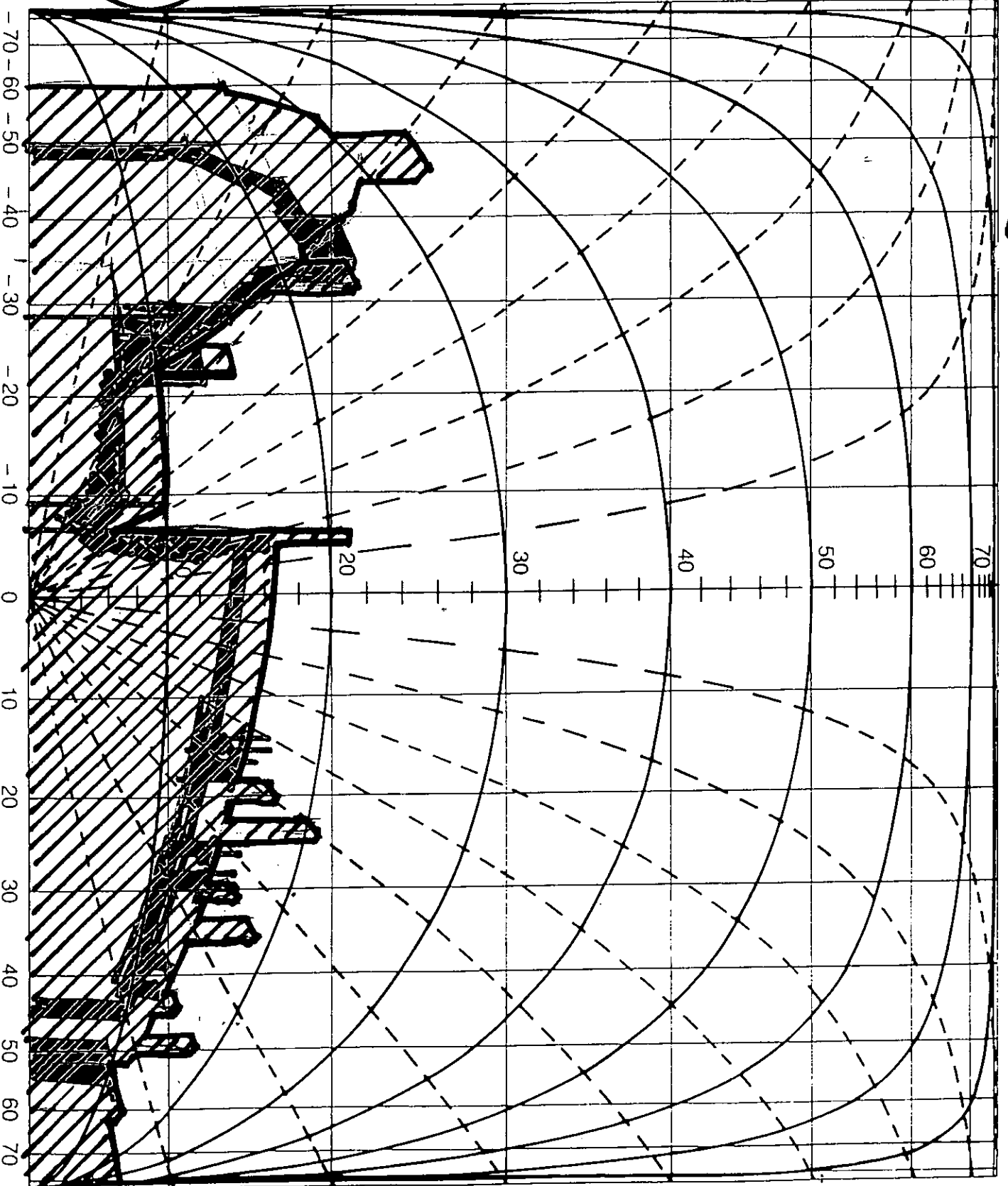
Before 40%  
After 31.746%

Revised  
33.48%

17/15

55

Figure B1 Waldram diagram for calculating vertical sky component



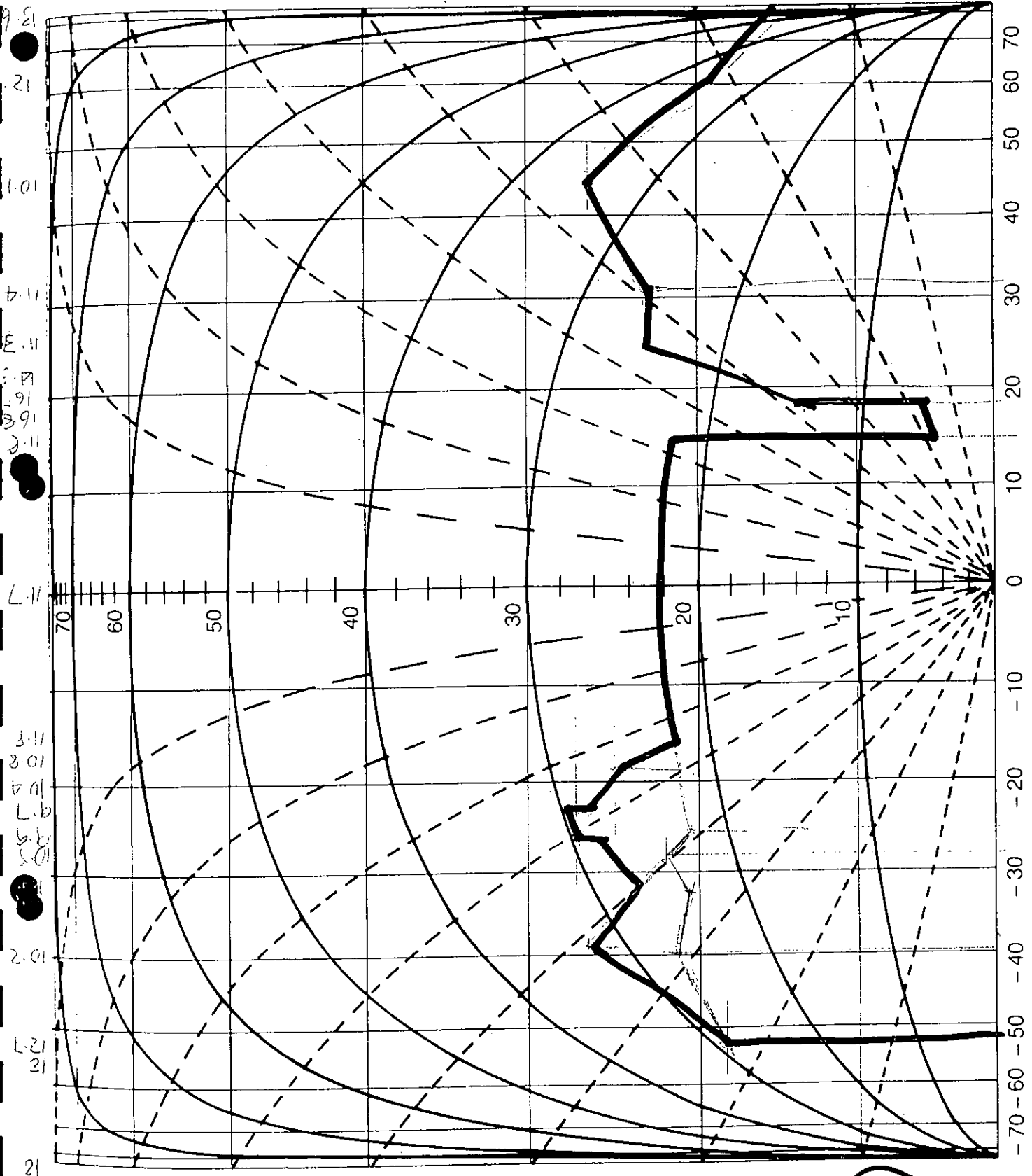


Figure B1 Waldram diagram for calculating vertical sky component

22/24  
 Aubrey Walk  
 275.6 cm<sup>2</sup>  
 27.56%

1716

*(Handwritten signature)*

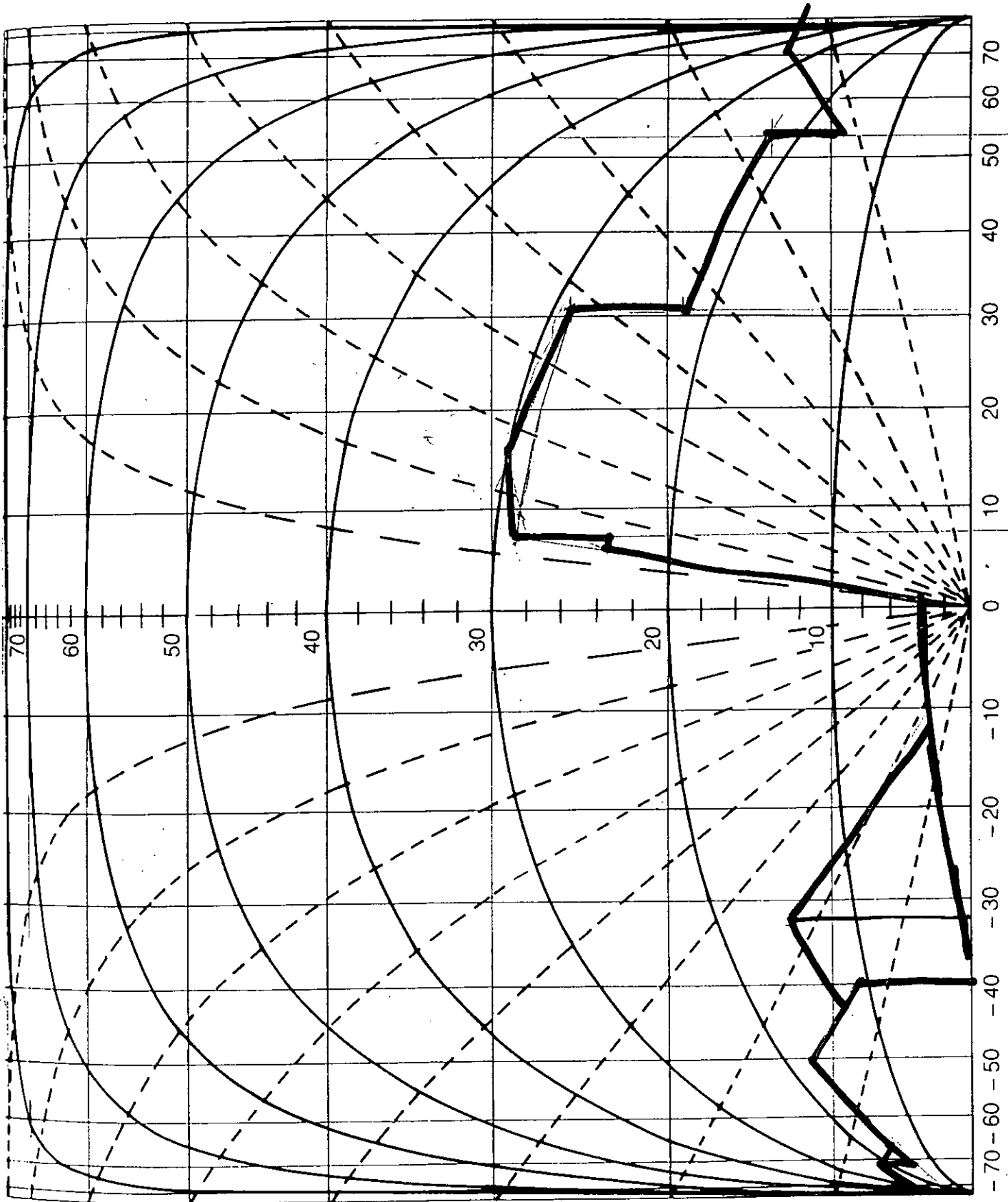


Figure B1 Waldram diagram for calculating vertical sky component

15.4.2017

102.002

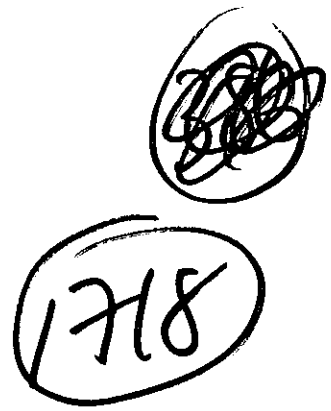
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717

102



**Tucker Parry Knowles Partnership**  
Transportation & Infrastructure Consultants



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**THE REDEVELOPMENT OF WATER TOWER HOUSE  
AND THE FORMER CAMPDEN HILL RESERVOIR SITE**

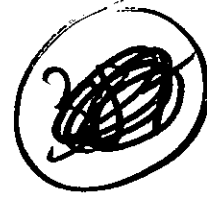
**PROOF OF EVIDENCE OF P T PARRY MSc CEng MICE MCIT  
(VOLUME 1 - TEXT)**

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1719



**The Redevelopment of Water Tower House  
and the Former Campden Hill Reservoir Site**

**Proof of Evidence of P T Parry MSc CEng MICE MCIT**

**VOLUME 1 - TEXT**

**Client: St James Homes/Thames Water Property**

**Prepared by:**

**Tucker Parry Knowles Partnership  
3 London Road  
Newbury  
RG14 1JL**

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**Doc Ref: PTP/SG/jr/jm/N/10145-03C  
Date: 29 June 1999**

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CAMPDEN HILL RESERVOIR SITE  
PROOF OF EVIDENCE OF P T PARRY MSc CEng MICE MCIT**

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**1.0 INTRODUCTION**

**1.1 QUALIFICATIONS AND EXPERIENCE**

1.1.1 My name is Philip Thomas Parry. I am a Chartered Engineer being a member of the Institution of Civil Engineers and a member of the Chartered Institute of Transport. I have an Honours Degree in Civil Engineering and a Master of Science Degree in Transportation Planning and Engineering. I am a Partner in the Tucker Parry Knowles Partnership, a Highways and Transportation Planning Consultancy of 3 London Road, Newbury. I have worked in the highways and transportation planning field for over twenty-five years and have represented the Department of Transport, Local Authorities and a number of other organisations at Public Inquiries on traffic and highways issues.

**1.2 SCOPE OF EVIDENCE**

1.2.1 This evidence examines the transport issues associated with the redevelopment of the former Campden Hill Reservoir site for residential use, and improvements to the Campden Hill Lawn Tennis Club. Duplicate planning applications were submitted to the Royal Borough of Kensington and Chelsea (RBKC) on 4 November 1998 for the development of 21 houses and 41 apartments plus 12 tennis courts. Planning application No TP/98/2128 was appealed on the basis of non-determination on 13 January 1999. The second planning application No TP/98/2126 remained for determination by RBKC. The applications were accompanied by a Transport Impact Assessment dated 30 October 1998 (TPK Ref 10145-01C).

1.2.2 As a result of post-submission negotiations, the scheme was revised and amended details were formally submitted to RBKC and the Planning Inspectorate in respect of Application Nos TP/98/2126 and TP/98/2128 on 19



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March 1999. A new and identical planning application incorporating these amendments (Ref No PP/99/0733) was submitted simultaneously. The revised scheme altered the mix of houses and apartments whilst retaining the same overall number of dwellings (19 houses and 43 apartments). These changes were accompanied by a new Transport Impact Assessment dated 16 March 1999 (TPK Ref 10145-02A). The new TIA took account of slight changes to base traffic flows and trip distribution assumptions agreed with highways officers.

1.2.3 Further revisions to the scheme were submitted to RBKC on 21 April 1999 and the Planning Inspectorate in May 1999 and increased the total number of apartments by five. The proposals before the Inspector therefore comprise the removal of existing site uses including:

- 15 existing apartments
- 702sqm existing office floor space
- 625sqm existing industrial floor space
- 12 existing outdoor tennis courts

and their replacement with:

- 19 new houses
- 48 new apartments
- 12 new tennis courts (6 indoor, 6 outdoor)

1.2.4 Planning Application No TP/98/2126 was refused by RBKC's Planning Services Committee on 8 June 1999. Reason for Refusal No 5 says:

**“5. The existing site generates a relatively low intensity of vehicular and pedestrian activity throughout the year, busiest in the summer but relatively quiet in the winter**

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THE REDEVELOPMENT OF WATER TOWER HOUSE AND THE FORMER  
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months. The proposed development will generate greater levels of such activity throughout the year, with the largest difference being in the presently quieter winter months. As such, the proposed development will lead to a significant reduction in the levels of amenity presently enjoyed by those who reside near the site, contrary to Policies of the Unitary Development Plan, in particular STRAT 1, and Policy CD52.”

1.2.5 The text of the Officer’s report to the Planning Services Committee comments:

**“4.99 It is concluded that the additional numbers of vehicular trips associated with the proposed development would not be significant, and would not justify a reason for refusal of planning permission ...”**

and

**“4.106 It is proposed to close the existing accesses to the site and replace them with a single access. It is considered that the new access ... would facilitate improved geometric and visibility standards, and the proposed access is considered to be satisfactory ...”**

There is therefore no technical traffic or transportation reason for refusal, only the concern about amenity. However, a number of letters of objection refer to pressure on parking spaces in the area. I have therefore carried out parking surveys in the area. I refer to the results of these surveys in section 2.4 of my proof.

1.2.6 This evidence sets out details of existing conditions on the surrounding road network. It considers the transport effects of the proposed development and demonstrates that there will be no material adverse impact on traffic flows, parking availability or amenity in the area of the site. It gives details of the negotiations that have taken place with highways officers of RBKC, and concludes that there is no transport reason why this appeal cannot be allowed.

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**2.0 EXISTING TRANSPORT CONDITIONS**

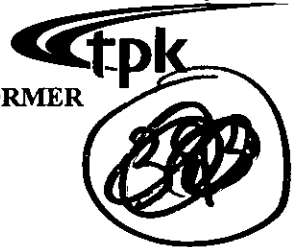
**2.1 HIGHWAY NETWORK**

2.1.1 The site is located on the west side of Campden Hill Road, which links the A40 Notting Hill Gate to the north with the A315 Kensington High Street to the south. The site location is shown on Figure 1.

2.1.2 Parking and waiting restrictions apply on all roads in the vicinity of the site. The restrictions that are currently in place are shown on Drawing 10145/30. Campden Hill Road is generally wide enough for two vehicles to pass even with cars parked on both sides of the road. As can be seen from Drawing 10145/30, most parking is for resident's permit holders only. At the southern end, Campden Hill Road is one way northbound between Kensington High Street and Holland Street. Access onto Kensington High Street for eastbound vehicles is via Holland Street and Hornton Street. Westbound vehicles have to use Phillimore Walk and Argyll Road, which has a signalised junction with Kensington High Street. At its northern end, Campden Hill Road has a signalised junction with Notting Hill Gate.

2.1.3 Aubrey Walk runs along the northern site boundary. It is a residential road linking Aubrey Road with Campden Hill Road. It varies in width from around 5.0 metres at its western end to 6.5 metres to the east. On-street parking limits the available carriageway width to some 3.0m. This occurs on other residential roads in the area and is effective in encouraging slow traffic speeds. The junction with Campden Hill Road is a staggered crossroads with Kensington Place, a one-way link towards Campden Hill Road from Kensington Church Street.

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2.1.4 There are two existing accesses from Aubrey Walk into the site. One lies to the west of Campden Hill Gardens close to Water Tower House, and the second which is currently gated is directly opposite Hillsleigh Road. The positions of these accesses are shown on Drawing 10145/30. A third, gated access to a small enclosed car parking area is located adjacent to No 3 Aubrey Walk. Visibility from all existing accesses is restricted by development at the back of the footway and by parked vehicles.

2.2 PUBLIC TRANSPORT, PEDESTRIANS AND CYCLISTS

2.2.1 Bus provision in the vicinity of the site is own in Table 1. The nearest bus stop, served by all buses, is at Notting Hill Gate Underground Station, around 700 metres or 9 minutes walk from the site.

2.2.2 Figure 1 shows the underground stations in the area. In addition to Notting Hill Gate, Holland Park on the Central Line is approximately 500 metres or 6 minutes walk from the site. Notting Hill Gate is an interchange between the Central, District and Circles Lines. Paddington main line station is easily reached from the site since it is only two stops by underground from Notting Hill Gate.

2.2.3 To provide a guide to how well a site is served by public transport, the Borough have produced a plan showing public transport accessibility. This plan is reproduced in my Appendix H. It can be seen from this plan that the site is within an area described by the Borough as 'poor' to 'medium' accessibility but this designation is typical of the majority of the residential areas within the Borough. 'Good' accessibility to public transport generally only occurs around public transport nodes and tube stations.

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THE REDEVELOPMENT OF WATER TOWER HOUSE AND THE FORMER  
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2.2.4 Footways for pedestrians are provided on both sides of all roads in the area. There is a zebra crossing across Campden Hill Road close to the junction with Airlie Gardens and Bedford Gardens (see Drawing 10145/30). Although the signals between Notting Hill Gate and Campden Hill Road do not have a dedicated pedestrian phase, pedestrians are able to cross Notting Hill Gate unopposed by traffic. In addition, there is a pelican crossing on Notting Hill Gate 140 metres east of Campden Hill Road.

2.2.5 There are cycle routes along Holland Walk, on the edge of Holland Park west of the site, and along Holland Park Avenue/Notting Hill Gate to the north. A cycle route is proposed by the London Cycle Network (LCN) steering group along Kensington Church Street to the east, and along Kensington High Street. The location of these cycle routes are shown on the plan reproduced in my Appendix I.

2.3 TRAFFIC FLOWS

2.3.1 For the purposes of producing the TIA, morning and evening manual classified counts were undertaken between 07.30-09.30 and 16.30-18.30 on Thursday 17 July 1997 at the following junctions:

- Notting Hill Gate/Campden Hill Road
- Campden Hill Road/Aubrey Walk/Kensington Place

(The Borough have accepted that these are the only junctions that should be analysed).

2.3.2 These counts identified the morning peak hour to be 08.30 to 09.30 and the evening peak hour to be 17.30 to 18.30. Additional data supplied by RBKC from an Automatic Traffic Counter (ATC) survey on Aubrey Walk on 29



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[Signature]

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September 1997, show a close correlation except for the westbound evening peak traffic flow on Aubrey Walk where an increase of 37 vehicles per hour was recorded; i.e. 104 vehicles as opposed to 67 vehicles counted in the July 1997 survey.

2.3.3 It was agreed with RBKC that the higher flow would be used for assessment purposes. The manual count data for the Aubrey Walk/Campden Hill Road junction were factored accordingly and are summarised on Figure 2. These data formed the basis for the Traffic Impact Assessment dated 16 March 1999.

2.3.4 Updated ATC data for Aubrey Walk collected in May 1999 has also been supplied by RBKC. This shows that there has been very little change in traffic flows from those observed in September 1997. The flows shown on Figure 2 are therefore considered to be representative of existing traffic conditions. Copies of the September 1997 and May 1999 ATC data are included in Appendix D.

2.4 PARKING

2.4.1 Existing on-street parking bays and waiting restrictions in the vicinity of the site are shown on Drawing 10145/30. Along Aubrey Walk, between Campden Hill Road and Aubrey Road, there are three parking meters and spaces for around 11 resident permit holders on the south side, and for around three resident permit holders on the north side. Aubrey Road contains a further two parking meters and resident permit parking for around six cars.

2.4.2 Campden Hill Square contains seven parking meter bays and 89 resident permit spaces. On Campden Hill Road there are 12 parking spaces in the vicinity of Water Tower House, which include four parking meters on the west

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side of Campden Hill Road, and spaces for around eight resident permit holders on the east side of Campden Hill Road.

2.4.3 Waiting restrictions, in the form of single and double yellow lines, are in force on areas of carriageway outside the marked parking bays. The waiting restrictions apply between the hours of 08.30-18.30 weekdays and 08.30-13.30 on Saturdays. There are no restrictions on Sundays.

2.4.4 In order to establish how many members of the tennis club currently drive to the club and therefore require parking spaces nearby, RBKC instructed the London Research Centre (LRC) to interview members on Saturday, 8 May and Wednesday, 12 May 1999. The results of this survey are summarised in Appendix A.

2.4.5 The results show that the maximum parking demand on Saturdays occurs between 10.00 and 11.00 when some 20 members were parked spaces. During the weekdays the peak parking demand occurs between 19.00 and 20.00 when coincidentally some 20 members were also parked in the vicinity of the site.

2.4.6 I comment further on the results of these surveys in Section 3.5 of my proof.

2.4.7 Postcode information from the surveys shows that on Saturdays and Wednesdays some 56% and 72% respectively of car drivers are local residents, who are likely to have residents' permits, and therefore able to park in nearby residents' parking bays.

2.4.8 To establish whether the existing demand for parking spaces by members is causing difficulties on streets around the site, I arranged for a parking beat survey to be carried out on Wednesday, 9 June and Saturday, 12 June. The results of this survey are summarised in Appendix B and the area covered by

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the survey is shown on Figure 3. The results of this survey show that on both the Wednesday and Saturday there are ample empty spaces on surrounding streets including both residents' parking bays and parking meters. In the evening and on Saturday afternoons, even more spaces are available when the yellow line waiting restrictions no longer apply.

2.5 ACCIDENTS

2.5.1 Data supplied by RBKC show that there have been four personal injury accidents at the junction between Aubrey Walk, Campden Hill Road and Kensington Place in the three years from 1 January 1996 to 31 December 1998. This is the most recent period for which data are available. These data are included as Appendix C. The first involved a stolen vehicle, the second involved a cyclist, the third involved a pedestrian crossing Campden Hill Road and the fourth involved a motorcyclist. All four accidents were classified as 'slight'. There is no particular pattern to these accidents which might indicate a common cause. This number of accidents is typical for an urban area.

2.6 CURRENT AND POTENTIAL USE OF THE EXISTING BUILDINGS

2.6.1 The site at Campden Hill has been used for a reservoir for almost 150 years, although recently the level of operations has been scaled down. Apart from the reservoir, existing buildings include:

Industrial:	625sqm GFA
Office:	702sqm GFA
Water Tower House and Aubrey Walk:	15 flats
Outdoor tennis courts:	12

2.6.2 The use of the industrial and office buildings by Thames Water is no longer related to the use of the reservoir. The buildings have the potential to operate on a more intensive basis without the need for planning consent. No records

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of historic traffic movements to/from the site are available, so trip generation rates have been obtained from the TRICS database. Details of the calculations are set out in Section 3.0 of the Traffic Impact Assessment dated 16 March 1999. Estimated traffic flows for two scenarios are set out below; the figures quoted for the tennis courts are taken from the May 1999 tennis club survey by the London Research Centre.

**Traffic Movements From Existing Site Uses**

	08.00-09.00			17.00-18.00		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Flats	1	4	5	3	2	5
Tennis Courts	0	0	0	5	4	9
<b>Total</b>	<b>1</b>	<b>4</b>	<b>5</b>	<b>8</b>	<b>6</b>	<b>14</b>

**Potential Traffic Movements From Existing Plus Potential Site Uses**

	08.00-09.00			17.00-18.00		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Flats	1	4	5	3	2	5
Tennis Courts	0	0	0	5	4	9
Industrial/Depot	6	2	8	1	5	6
Offices	11	0	11	0	10	10
<b>Total</b>	<b>18</b>	<b>6</b>	<b>24</b>	<b>9</b>	<b>21</b>	<b>30</b>

Traffic associated with the existing tennis courts and flats is included in the observed flows described in Section 2.3. Tennis club traffic does not enter the site.

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**3.0 DEVELOPMENT PROPOSALS**

**3.1 PROPOSED DEVELOPMENT**

3.1.1 The development proposals include:

- 48 flats
- 19 houses
- 6 indoor and 6 outdoor tennis courts and a practice court

**3.2 ACCESS**

3.2.1 It is proposed to close the two existing access roads from Aubrey Walk and replace them with a single access as shown on Figure 4. A 5m wide, shared surface, private drive is proposed with kerb radii of 4.0m. The access is approximately 7m to the west of the existing entrance to Water Tower House. Visibility splays of 4m x 15m are proposed in accordance with RBKC standards (Figure 5.3 of the adopted UDP 1995).

3.2.2 The proposed access represents a significant improvement over the existing site access arrangements, particularly in respect of junction visibility which is severely constrained at the existing access points.

**3.3 PARKING**

3.3.1 The access proposals will necessitate the relocation of three on-street parking spaces. These can be relocated adjacent to the existing reservoir site access opposite Hillsleigh Road, as shown on Figure 4.

3.3.2 On-site car parking provision will be in accordance with the parking standards set out in the adopted RBKC Unitary Development Plan (1995). It will