

City of Westminster
Claire Berry (15/06138/Full)
Development Planning
Westminster City Hall
64 Victoria Street
London
SW1E 6QP

Our Ref: **2015/4220/P**

Please ask for: **Hugh Miller**
Telephone: 020 7974 **2624**

9 October 2015

Dear Sir/Madam

DECISION

Town and Country Planning Act 1990 (as amended)

Request for Observations to Adjoining Borough - No objection

Address:
Carlton Court
120 Maida Vale
WESTMINSTER
London

Proposal:

Demolition of existing 5- storey hotel (Use Class C1) and single storey ancillary buildings to the rear; and erection of 5-storeys plus lower ground floors and basement level building comprising 9 serviced apartments (TSA) and two detached family dwelling to the rear (Use Class C3) including landscaped amenity area, together with basement leisure facilities, 11 car parking spaces, 26 cycle stands and plant

Drawing Nos:

The Council, as a neighbouring planning authority, has considered your request for observations on the application referred to above and hereby raises no objection.

Conditions and Reasons:

Informative(s):



1 Reasons for granting permission.

Redevelopment comprising demolition of the existing 5-storey Hotel (Use Class C1) on Maida Vale and single storey ancillary buildings to the rear, provision of a five storeys plus lower ground floors and basement level building comprising 9 serviced apartments (TSA) on Maida Vale and two detached family dwelling to the rear (Use Class C3) set within a landscaped amenity area, together with basement leisure facilities, 11 car parking spaces, 26 cycle stands and plant as replacement for existing 18 car parking spaces; with hard and soft landscaping.

No objections raised to the contemporary design replacement building due to its matching scale and bulk to the existing building; and the mix designed form of the adjacent buildings. In design terms, the proposal would have no impact on the nearest residential development at Vivian Court north of the site at Greville Place / Maida Vale within Camden's borough; neither would it have any adverse impact on the amenity of Camden residents; the neighbouring conservation area or the local businesses. In terms of transport, the site is easily accessible by public transport with a PTAL rating of 5.11 car spaces are proposed, however due to its good transport accessibility the proposal should have less car parking spaces and be 'car free' development is welcomed so too cycle parking facilities. Notwithstanding, the proposal would appear to be acceptable in transport terms subject to the following recommendations: 1] a detailed Construction Management Plan should be secured to demonstrate how a development will minimise impacts from the movement of goods and materials during the construction process (including any demolition works) if planning permission is granted; 2] Highways contribution to be secured by S106 to allow the City of Westminster to repair any damage to the public highway; 3] Permit free agreement to be secured by S106; 4] cycle storage/ parking spaces to be secured by condition.

In addition, the project should be registered with Transport for London's Standard for Construction Logistics and Cyclist Safety (CLOCS).

" <http://www.clocs.org.uk/>

As such, the proposed details are in general accordance with policies CS1, CS3, CS5, CS6, CS9, CS11, CS13, CS14, CS18, of the London Borough of Camden Local Development Framework Core Strategy, and policies DP2, DP5, DP6, DP14, DP17, DP18, DP19, DP20, DP22, DP24, DP25, DP26, DP27 of the London Borough of Camden Local Development Framework Development Policies. The proposed development also accords with policies 5.1, 5.2, 5.3, 5.10, 6.3, 6.9, 6.13, 7.2, 7.4, 7.5, 7.6 and 7.15 of the London Plan 2011; and paragraphs 14, 17, 18-21, 35, 56-66, 93-98, 126, 137 of the National Planning Policy Framework.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Ed Watson', with a stylized, cursive script.

Ed Watson
Director of Culture & Environment