



Planning Department

Old Town Hall
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1970

B. Schlaffenberg, Dr. Arch. (Rome), Dip. TP,
Planning Officer MTPI

Sir Basil Spence, Bonnington & Collins,
Adam House,
1 Fitzroy Square,
W1P 6DL.

Date Dec 17th 1970

Your reference 295/ITL/SAC

Our reference R7/8X/A/9876

Telephone inquiries to:

47 or
Ext. 105

Dear Sirs,

**COUNCIL'S OWN DEVELOPMENT
TOWN AND COUNTRY PLANNING GENERAL REGULATIONS 1969**

Address Stage I of Swiss Cottage Civic Centre Development

For the purposes of the deemed permission granted by the Minister of Housing and Local Government by virtue of Regulation 11 of the Town and Country Planning General Regulations, 1969, the Council approves the undermentioned development, shown on the drawings submitted, Registered No. **9876** (Your Nos. **295/8/18A, 19A, 20A, 21A, 22-25, 26A, 27A, 28-30, 295/1/140-158, 133A, 159 & 298**) and forwarded under cover of your letter dated **23rd October, 1970.** subject to the conditions referred to:

Development:

See attached.

Conditions:

See attached.

Yours faithfully,

Planning Officer

All correspondence to be addressed
to the Planning Officer.

Development:

The provision of a 560 bedrooomed hotel, ground floor shops, retail store and bank, a part 2, part 3 storey underground car park for 650 cars, a 15 bay coach park and service area, taxi area, covered public concourse and arcades on that part of the island site bounded by Avenue Road, Winchester Road, Eton Avenue and the present library and baths.

Conditions:

1. The development shall be sited behind the improvement line for Avenue Road.
2. Full details of the following shall be submitted to the Council for approval before any work on the site is commenced:-
 - (a) Surface treatment of the car park.
 - (b) Treatment of all unbuilt areas and retaining walls.
 - (c) Details of the proposed setting down and picking up points for taxis and coaches serving the hotel.
 - (d) All temporary facing to ends of buildings, shop fronts, advertising etc.
 - (e) All facing materials proposed.
3. A pedestrian route shall be provided and retained across the site to ensure as little interference as possible with pedestrian movement.
4. The proposed shop frontages to Avenue Road are considered undesirable, but in the event of their proving unavoidable, full provision of trees and planting shall be made, and details of this shall be submitted for approval before work is commenced.
5. The bridge ^{head} leading to Avenue Road shall be increased to allow 16'6" clearance, and details of this including abutments, alignments and design shall be submitted for approval before details of Stage II are submitted.
6. 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.
7. No loading or unloading of goods, including fuel, by vehicles arriving at or departing from the premises shall be carried out otherwise than within the curtilage of the building.
8. The shops shall not, except with the prior permission of the Council, be used for any purpose other than that specified by Class I of the Schedule of the Town and Country Planning (Use Classes) Order, 1963.
9. All vehicular access shall be from Winchester Road.
10. There shall be no pedestrian access to individual properties from Avenue Road or Finchley Road, but only from the concourse.

Informative:

1. It is considered that single escalators would be insufficient to carry the anticipated pedestrian flow, and further research should be carried out with a view to the provision of double escalators.
2. The absence of ramps to allow prams, invalid carriages, etc., to benefit from the uses on the site is noticeable, and the provision of steps and ramps in strategic positions on the site is considered desirable.
3. As the proposed buildings abut a public transport system, it is felt that greater emphasis could be placed on the important rapid traffic interchange which will operate at Finchley Road, and close co-operation with London Transport on this point is welcome.
4. Every endeavour should be made to plant green areas on this site, to enhance the overall amenities on the site.
5. The top of the roof slab of the underground concourse of the Swiss Cottage Tube Station shall be at such a level as to allow a minimum of 3 feet of cover between it and the footway level of Avenue Road to provide for statutory undertakings.