

# Chelsea Barracks Planning Brief Chelsea Bridge Road SW1



adopted planning brief

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# Executive Summary

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Chelsea Barracks was the home of the Queen's Guard and provides administrative offices and armouries, and until recently, residential quarters for approximately 1300 people. It also includes a large parade ground and underground parking facilities. The Ministry of Defence (MoD) is proposing to dispose of this site in 2007/8 and relocate to Woolwich. This will therefore release this 5.18 ha. site for disposal and re-development.

Chelsea Barracks occupies a significant length of the City's boundary with the Royal Borough of Kensington and Chelsea (RBK&C). The site is bounded by Ebury Bridge Road, Pimlico Road, and with a long frontage onto Chelsea Bridge Road. The site is in a substantially residential area and abuts residential properties, many listed, on its north boundary. It is also flanked by two conservation areas and on its western boundary faces the Grade II registered Ranelagh Gardens, which is within RBK&C.

The Chelsea Barracks Brief is part of a family of briefs for the Victoria Area. The other briefs currently being prepared for the Victoria Area are the Victoria Area Planning Brief, covering the Station, other related sites, and the Pimlico School Planning Brief. The relationship between all these sites is particularly important in terms of transport issues and traffic generation, and also in terms of provision of social and community facilities.

This planning brief has been prepared by the City Council, in consultation with key stakeholders, in order to provide a planning framework for the future development of the site. The brief aims to ensure an integrated approach to the redevelopment of the site to maximise townscape, amenity, sustainability, and community benefits. The brief has been subject to extensive consultation and was agreed for adoption on 5 October 2006. It is a material consideration in the assessment of any planning application received.

The brief sets out the relevant City of Westminster Unitary Development Plan (UDP) policies which will affect the type of development, in terms of form and uses, that will be expected on this site. It is in general conformity with the Mayor's London Plan. The site lies outside the Central Activities Zone, and therefore commercial uses such as offices and hotels will not be acceptable. This site offers a unique opportunity in the City for a major residential development with substantial affordable housing, and associated community uses, in particular, an area of open space.

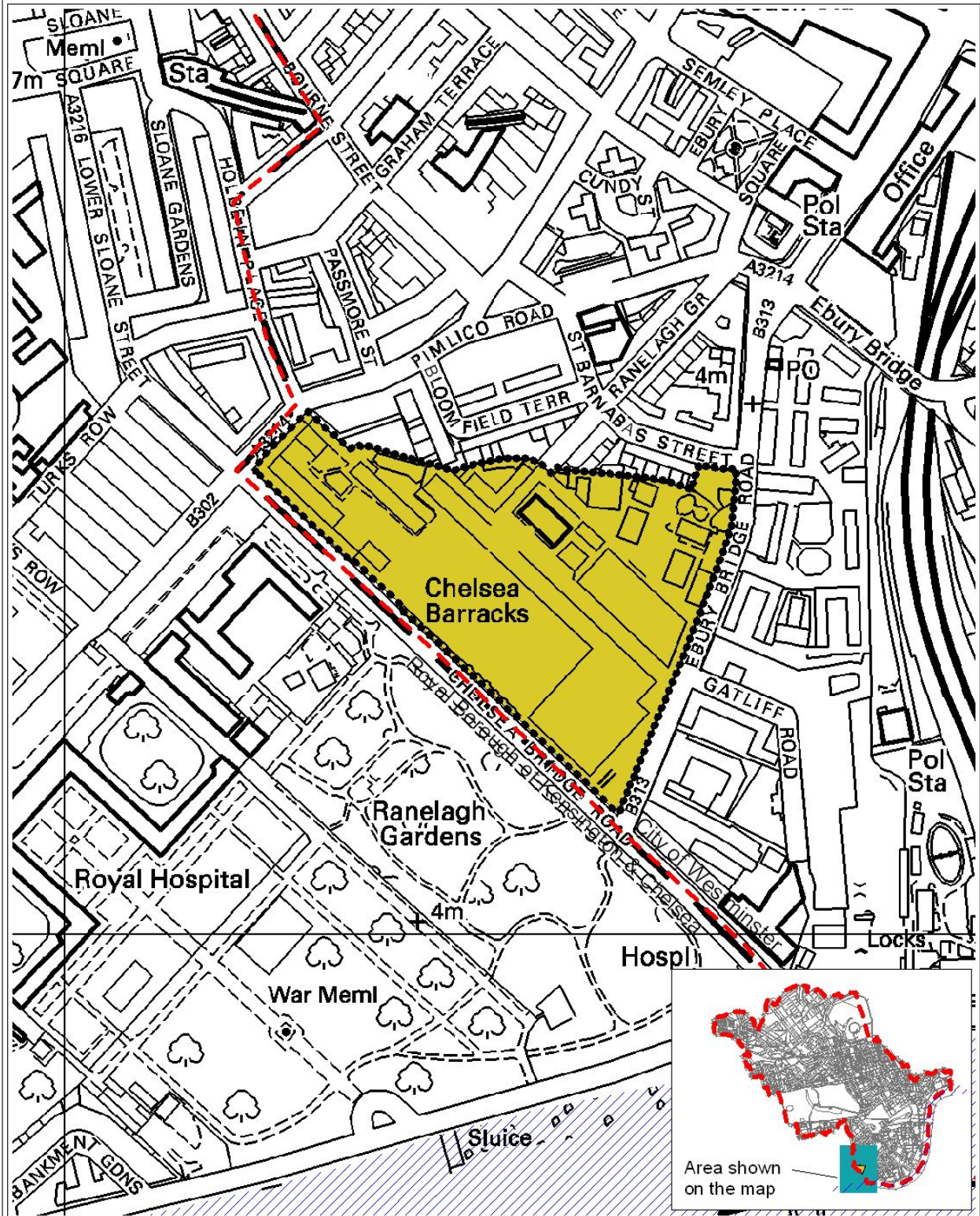
This is an important site and possibly one of the last major sites to come forward for redevelopment in the City. As such it represents a significant opportunity for a landmark residential development, which relates sensitively to the surrounding historic townscape context, and exemplifies good and sustainable design practice.

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# Chelsea Barracks: Site Plan

# Map 1



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-  Area covered by planning brief
-  River Thames
-  Council Boundary





**View from barracks tower looking south, with Ebury Bridge Road and Chelsea Bridge Road in the background**



**View of main barracks building looking South West to Chelsea Hospital**

# 1. Introduction

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- 1.1 Chelsea Barracks was the home of the Queen's Guard (part of the Household Division). The barracks provides administrative offices and armouries, and until recently, residential quarters for 1,284 people. It also includes a large parade ground and underground parking facilities. The Ministry of Defence (MoD) is proposing to dispose of this site in 2007/8 and relocate to Woolwich. This would therefore release this site for re-development.
- 1.2 The City Council, in consultation with key stakeholders, has produced this planning brief for the site in order to provide a planning framework for the future development of the Chelsea Barracks site (bounded by Chelsea Bridge Road, Ebury Bridge Road, Ranelagh Grove and Pimlico Road). The brief provides guidance to potential developers on the uses and form of development that may be considered acceptable. This brief sets out the planning policies and other material considerations relevant to the development of the site, which will be taken into account by the City Council in considering planning applications. Proposals will be judged on their merits against the criteria set out in this planning brief, The London Plan, the current UDP, and any emerging Local Development Framework (LDF) policies.
- 1.3 The site is in a substantially residential area and abuts residential properties, many listed, on its north boundary. It is also flanked by two conservation areas and on its western boundary faces the Grade II registered Ranelagh Gardens, which is within the Royal Borough of Kensington and Chelsea (RBK&C). It will be essential that new development responds to this historic townscape context. The City Council considers this a very important site in terms of its size and location, and will therefore seek to ensure that new development responds to the opportunity provided, and contributes positively to the character and appearance of the area.

## 2. Planning Policy Framework

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- 2.1 The statutory development plan for Westminster is the Unitary Development Plan adopted in 1997. However, the City Council's Replacement UDP is at a very advanced stage and is being used for development control purposes by the City Council. This planning brief has therefore been prepared within the context of the policies in the Westminster Replacement UDP approved by Full Council in December 2004 and the revised affordable housing policies STRA 14 and H 4 agreed 26 April 2006.
- 2.2 The Replacement UDP is the subject of a Direction under section 17 of the Town and Country Planning Act 1990, issued by the First Secretary of State on 9 December 2004. The Direction required the City Council to modify its policies relating to Affordable Housing so that developments of 10 or more units would be required to provide affordable housing, and that outside the Central Activities Zone there will be a 50% requirement for affordable housing on any schemes which include residential accommodation. The Council therefore modified its affordable housing policies to seek to secure a proportion of affordable housing which varies according to the number of residential units in the proposed development, and its location. These have been applied for development control purposes from 6th January 2006, the date on which they were placed on Deposit. GoL have indicated that the new policies would be sufficient to enable them to recommend to the Secretary of State that he lifts his Direction. A final decision will not, however, be made until the modifications are closer to adoption. Further modifications to the UDP relating to policy TRANS 18 (road improvements) and Map 4.7 in so far as they relate to the widening of Edgware Road have also been subject to formal modifications procedure and will be considered by Cabinet on 16 October 2006. All other policies in the UDP are being treated as adopted for the purposes of assessing planning applications. It is anticipated that the Replacement UDP (UDP) will be formally adopted in early 2007.
- 2.3 The London Plan (February 2004) is the Spatial Development Strategy for Greater London and together with City of Westminster Unitary Development Plan (UDP) forms the development plan for the City. Draft alterations to the London Plan, including the Central London Sub-Regional Development Framework, are currently being proposed. When these proposals are more certain and are adopted, revisions to this planning brief may be required. Any new London Plan policies which are formally published, will need to be taken into account in proposals for this site. In addition to the strategic policy framework set out in the London Plan, the following Supplementary Planning Guidance supporting policies in the London Plan will also be pertinent to the development of this site:
- Sustainable Design and Construction (May 2006)
  - Accessible London: Achieving an Inclusive Environment (April 2004)



- London View Management Framework (draft issued April 2005)
- Housing (November 2005)
- Integrating renewable energy into new developments: Toolkit for planners, developers and consultants (September 2004)
- Adapting to Climate Change: A Checklist for Development, November 2005
- Best Practice Guide: Control of Emissions from Construction and Demolition (draft issued March 2006)

2.4 The brief will be a material consideration in the assessment of any planning application and will be used for development control purposes.



**Barracks tower blocks from main internal road looking east**



**The 19<sup>th</sup> Century Chapel, looking south from northern site boundary**

# 3. Summary of Development Opportunities

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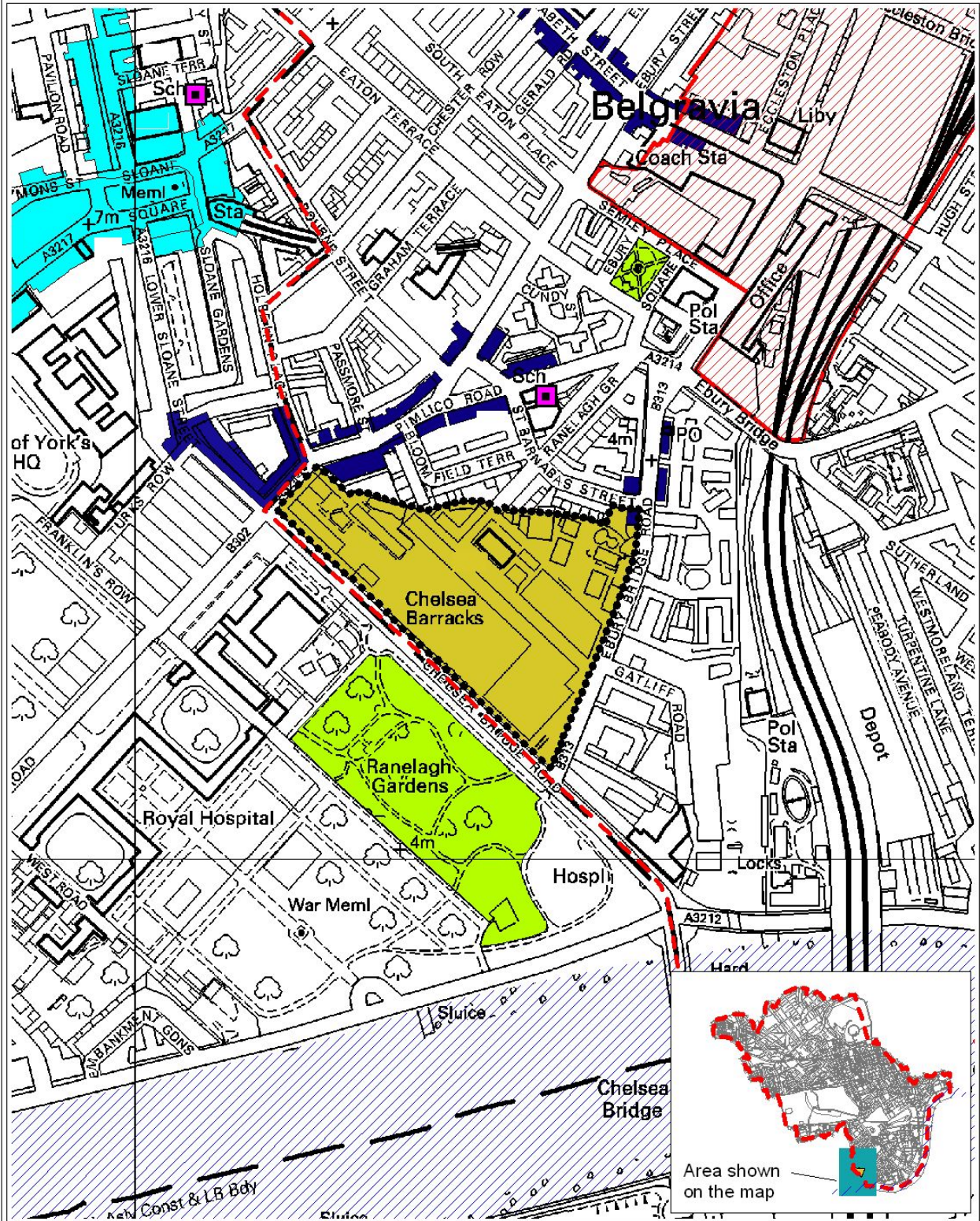
- 3.1 In view of the size and importance of the site, the City Council will seek to ensure that new development responds to the opportunity provided, and contributes positively to the character and appearance of the area. At the same time the site lies in a substantially residential area and abuts residential properties, many listed, on its north boundary and it will be essential that new development responds to this context. Redevelopment, whilst seeking to maximise the amount of residential accommodation, will need to be of the highest architectural and urban design qualities.
- 3.2 The City Council will expect any scheme to:
- (i) Ensure that all new development should achieve an architectural and public realm/townscape standard worthy of the site's importance. At the same time it should relate sensitively to the context provided by the surrounding townscape.
  - (ii) Provide the maximum amount of residential accommodation, including 50% affordable housing (including residents in housing need and key workers) on the site, reflecting needs across the market and affordable housing sectors
  - (iii) Achieve a sustainable development in terms of design and construction, community facilities, waste, water and energy use, and other environmental considerations, utilising the very latest environmental and sustainability practices and technology. It should also incorporate best practice in terms of adaptation to climate change.
  - (iv) Ensure that any adverse effects on the amenity of the surrounding area are minimised, with particular regard to the existing residential accommodation abutting and facing the site.
  - (v) Take into account the City Council's Open Space Strategy (currently in draft) by providing a substantial element of public open space, reflecting local need and deficiency and the large proportion of open space currently on the site.
  - (vi) Ensure that any impacts of the development, for example, utility, transport, and social and community infrastructure to meet the needs and impact of the development, are provided as part of the development itself, or, in appropriate circumstances, off-site through a Section 106 agreement.

3.3 In 2005 the City Council established an independent Housing Commission, which was charged with the task of identifying new and creative ways to combat the City's shortage of affordable housing. The Commission's findings are published in 'The Report of the Westminster Housing Commission – finding future opportunity for housing in Westminster' (September 2006). The City Council has yet to consider the implications for housing and planning policy of the Report, but there may well be implications for the development of this site. The importance of this site for Westminster and in particular its unique opportunity to yield much needed affordable housing for the City is recognised in Chapter 4 of the report – Finding Solutions: increasing supply;

*'iii) The release of public sector land – as with the Chelsea Barracks site – opens hugely important opportunities for affordable housing. To ensure these are maximised, a planning requirement for developers to engage with English Partnerships, or other public delivery organisations, may be an important ingredient. And in setting the rules on the selling price for land in the ownership of public bodies, including local authorities, government needs to be explicit in recognising that value-for-money includes the social and economic value which affordable housing brings.'*

# Chelsea Barracks: Neighbouring Uses

# Map 2



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Chelsea Barracks brief	Central Activities Zone (CAZ)	School
Principal Shopping Centre	River Thames	Parks & Gardens
Local Shopping Centre	Council Boundary	

## 4. The Site and Surrounding Area

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### The Site

- 4.1 Chelsea Barracks occupies a significant length of the City's boundary with the Royal Borough of Kensington and Chelsea (RBK&C) in this area. The Barracks have an area of 5.18 hectares (12.8 acres). The Barracks dates from the 1850's, but was redeveloped in the 1960s, with the exception of the chapel, which was retained. The disused petrol station at Ebury Bridge Road has been included as part of the site for the purposes of this brief to ensure a comprehensive treatment of the area. However, this is in separate ownership from the Barracks and may ultimately be developed independently.
- 4.2 The site is bounded by Ebury Bridge Road, Pimlico Road, and with a long frontage onto Chelsea Bridge Road. The site has vehicular access from Chelsea Bridge Road and Ebury Bridge Road, and also to Ranelagh Grove to the north-east; but only the Chelsea Bridge Road access has been used in recent times.
- 4.3 The site's major street frontage is onto Chelsea Bridge Road. This part of the site is notable for its very strong linear character. Chelsea Bridge Road is flanked by a high security fence, and along side this and within the site by a long but incomplete avenue of mature plane trees. The very large rectangular parade ground lies adjacent to this frontage and is flanked by a five storey building 230 metres long, lying parallel to Chelsea Bridge Road. Buildings at either end of the parade ground also reflect this alignment.
- 4.4 The site includes a 19C chapel (used exclusively by the military), designed by George Morgan in 1855, but the remainder of the buildings date from the 1960s, and are considered of little architectural merit. The parade ground provides a central feature and this is faced by generally low rise buildings. The Barracks include two 15 storey residential tower blocks, with 52 (2 and 3 bedroom) flats in each; two 4 bedroom bungalows; and a low rise residential building containing 1,016 bedspaces. The site does not contain any listed buildings and is not within a designated conservation area, but abuts conservation areas in both Westminster and Kensington and Chelsea on two sides, and on its western boundary faces the Grade II registered Ranelagh Gardens, which is within the RBK&C.

### Surroundings

- 4.5 The site lies on the City's western boundary with the Royal Borough of Kensington and Chelsea, and is bounded on three sides by main thoroughfares. It has a very long frontage onto the tree lined Chelsea Bridge Road, and, because of the site's size and prominence, any development will have a major

impact on the character and appearance of this part of both Westminster and Kensington and Chelsea.

- 4.6 The site is surrounded by areas of widely differing character, from the grand scale of the tree lined Chelsea Bridge Road on the south-west boundary, to the domestic scale of the houses on the northern boundary. These areas are described below.
- 4.7 To the south-west Chelsea Bridge Road is a straight avenue notable for the flanking lines of mature plane trees which extend for much of its length. On the opposite side of this road lies Ranelagh Gardens, a partly formal open space with mature trees included in English Heritage's Register of Parks and Gardens of Special Historic Interest, to which the public are admitted at prescribed times; and the grade 1 and 2\* Royal Hospital complex and the Royal Hospital Conservation Area, which includes the west side of Chelsea Bridge Road.
- 4.8 The site has a short frontage on Pimlico Road on its north-west boundary (also the boundary with RBK&C) faced by brick buildings with a general height of six to seven storeys (but nine storeys on the corner). These are in use generally as shops at street level with residential accommodation above. Adjacent to the barracks site, on the south side of Pimlico Road is a Victorian brick terrace with shops and services at street level. Buildings in this section are generally of ground and two upper storeys, with additional accommodation within the roof.
- 4.9 On the north boundary the site abuts a mainly residential area, which lies within the Belgravia Conservation Area. This comprises largely 19C houses of generally two or three storeys, in either terrace or villa form, whose gardens abut the Barracks' boundary. This area includes the Grade I St Barnabas Church with its distinctive spire and associated buildings. These buildings and the houses in Bloomfield Terrace are listed. On the Barracks boundary at the junction of St Barnabas Street and Ebury Bridge Road there is a former petrol station, now operating only as a car wash.
- 4.10 The south-east boundary on Ebury Bridge Road is occupied mainly by residential buildings. The residential buildings include a recent residential redevelopment of up to eight storeys, and older residential buildings of 4-6 storeys. On the south side, the junction of Ebury Bridge Road with Chelsea Bridge Road is occupied by residential buildings (Wellington Buildings) of 6 and 7 storeys. Buildings beyond Wellington Buildings on Chelsea Bridge Road are of generally similar height and scale.
- 4.11 Facing the site is Gatliff Road Grosvenor Waterside, which is currently being redeveloped for residential and other related uses up to 12 storeys. The development is being completed in stages, with an expected final completion date of 2012. The site will eventually contain 850 new homes.
- 4.12 The surrounding area includes the open space of Ranelagh Gardens and the Royal Hospital, home to the Chelsea Pensioners, and on Pimlico Road, an area associated with fine art, with a range of shops and art-design related activities; but apart from this it is predominantly residential. Currently under construction, the Chelsea Hospital Infirmary will provide residential nursing care for 125 ex-

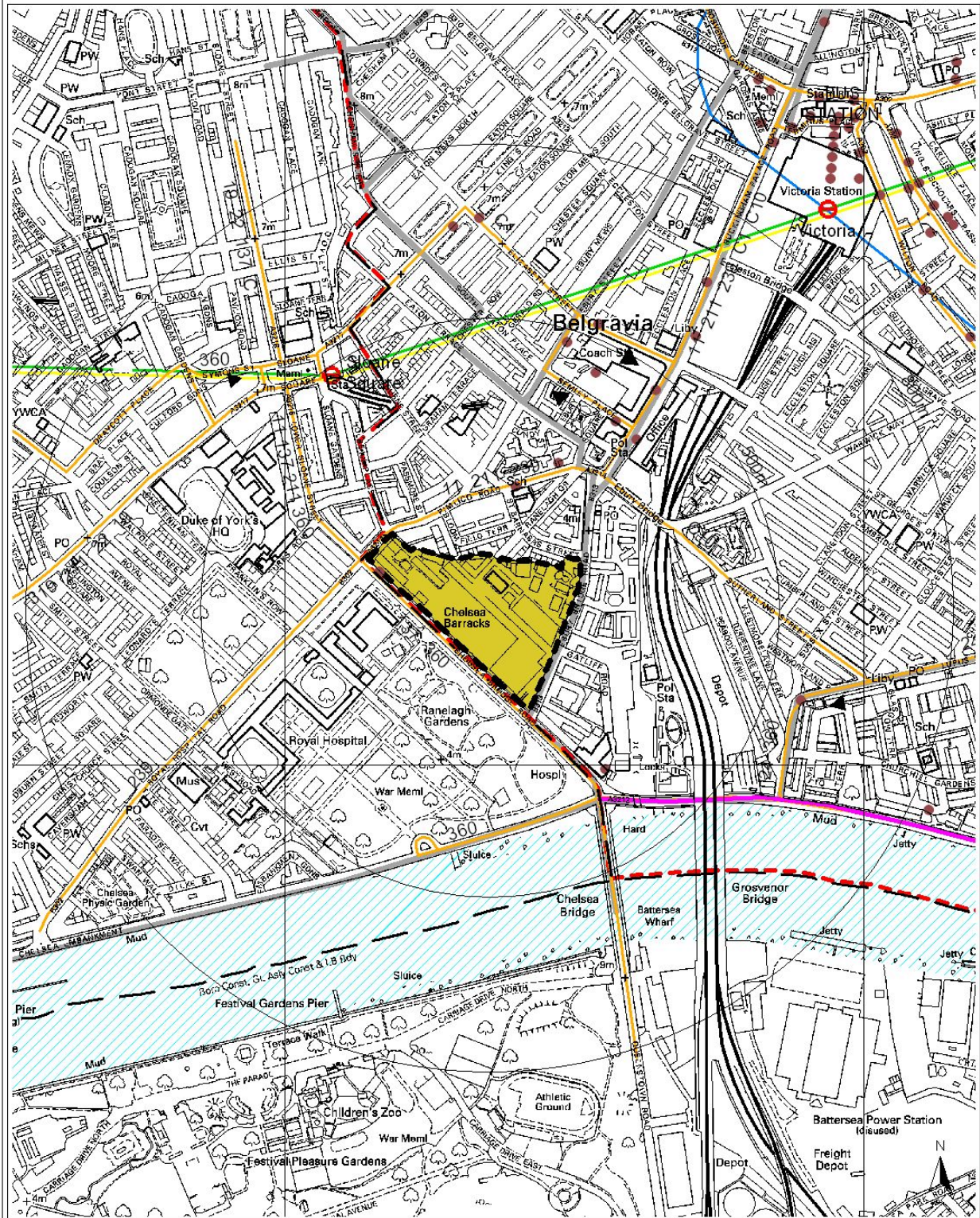
servicemen, an outpatients facility, staff accommodation and a chapel. Designed by Quinlan Terry, the infirmary is in a classical revival style and will complement the adjacent Royal Hospital's grade I and II\* listed buildings by Sir Christopher Wren (grade 1) and Sir John Soane. The ridge line height of the new building will be 17m (excluding chimneys).

- 4.13 To the north east lies Victoria, designated as an 'Area for Intensification' in the London Plan. The extensive redevelopment potential of sites in the Victoria area are the subject of the City Council's Victoria Area Planning Brief (2006).
- 4.14 The site is well served by public transport and has a public transport accessibility level (PTAL) ranging from 4-6. There are 8 bus routes within 500m of the site, and Victoria Station, serving the Circle, District and Victoria Lines as well as mainline destinations, is about 900m from the site. Within the Royal Borough of Kensington and Chelsea, Sloane Square station serving the Circle and District Lines is within 500m of the site. The Royal Borough is currently working in partnership with Transport for London to re-establish Sloane Square as one of London's pre-eminent public spaces by revitalising the public realm and improving pedestrian access. The project features in the Mayor of London's 100 Public Spaces Programme, launched in July 2002.



# Chelsea Barracks Transport Links

# Map 3



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Chelsea Barracks	<b>Underground Train Lines:</b>	Bus Stops	<b>0 100 200 Meters</b>
WCC Boundary	Circle Line	Bus Routes	
Thames	District Line	A3212 Chelsea Embankment/ Grosvenor Road	Does not show information in R B Kensington & Chelsea
	Victoria Line	Cycle Network	
	Underground Station		

## 5. Potential Uses

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- 5.1 The following section indicates the range and type of uses likely to be acceptable to the City Council on this site. The uses included are not exhaustive and all schemes submitted will be judged on the overall balance of uses proposed and the effect on the townscape and amenity of the nearby residential communities. All redevelopment proposals should accord with the relevant criteria as set out in the Replacement Unitary Development Plan (UDP).

### **Appropriate Uses outside the Central Activities Zone**

- 5.2 The site is outside the Central Activities Zone as defined in the UDP (see Map 2) and not in any designated special policy area or opportunity area. It is therefore not considered suitable for commercial development. It is the City Council's aim outside CAZ to maximise the amount of new residential accommodation, safeguard residents' amenities, protect residential uses from being encroached upon by commercial activities, and encourage a full range of accessible local services, including shopping facilities. Accordingly the site should be developed primarily for residential purposes. The provision of facilities intended to serve the nearby residential population, as well as the new residents of the site, including social/community facilities would also be likely to be considered appropriate.

### **Residential**

- 5.3 The City Council's policies for housing are contained in Chapter 3 of the UDP. Policy STRA 14 of the UDP (agreed 26 April 2006) states that the Council will seek to maximise the amount of new housing and to seek that 50% of new housing shall be affordable. The City Council seeks to maximise the amount of land or buildings in residential use (Policy H3). In redevelopments where non-residential buildings or land becomes surplus to requirements, the City Council will seek to secure these sites for housing. Para. 3.15 states: The City Council will expect developers to consider the sustainable design principles set out in policy ENV 1 when proposing housing developments.
- 5.4 In accordance with these policies the City Council considers that development of this site offers an ideal opportunity to achieve a sustainable development, which provides a substantial number of new residential units with a high quality environment.

### **Affordable Housing**

- 5.5 The London Plan states that affordable housing comprises:– social housing; intermediate housing (sub-market housing which is affordable by households on incomes of less than £49,000 as at September 2005); and in some cases, low-cost market housing, and specialist provision such as workers' hostels and Houses in Multiple Occupation (HMOs). In Westminster the supply of affordable intermediate housing for households on incomes of less than

£40,000, compared to demand, is very small, so the Council has to prioritise households within this group. It has defined key workers as the element within this group as those most in need of affordable housing in Westminster and will seek a percentage of housing for this group as set out in policy H 4. Some general Intermediate Housing may also be acceptable, but low cost market housing is not generally feasible in Westminster. The City Council will expect the majority of affordable housing, (at least 70%) provided to be for residents in housing need i.e. social housing.

- 5.6 It is the City Council's policy (H 4) (agreed 26 April 2006), to expect affordable housing to be provided as part of housing developments over 0.3 hectares or 10 units. The City Council will require that the affordable housing be provided on-site. In accordance with the London Plan, UDP policy H 4 requires that 50% of units on this site to be for affordable housing. The City Council is seeking a sustainable housing development and the expected tenure split should therefore be: 50% market housing; at least 35% affordable housing for residents in need; and 15% intermediate housing for key workers (and other target groups which may be determined by the City Council). The most recent Housing Needs Study (due to be published October 2006) and viability considerations will be taken into account when deciding the final tenure split. The affordable housing should include housing for those with special needs (see para. 5.13 below). Where possible affordable housing should be designed and located to avoid polarisation. Applicants are also referred to the Housing Federation publication 'Higher Density Housing for Families: a design and specification guide'. Affordable housing should also meet 'excellent' eco homes standard.
- 5.7 The City Council will require developers to meet the equivalent of the land cost element of the affordable housing rather than the total cost of the completed affordable housing units where Housing Corporation funding can be secured. This will have the added benefit of requiring the affordable housing to meet the rules and regulations of the Housing Corporation and will require a much simpler legal agreement between the developer and the City Council to ensure the provision, management and retention in perpetuity of the affordable housing. Affordable housing could be provided via an RSL, rented or shared ownership or discounted home ownership schemes. Both social and intermediate housing must be affordable to those for whom it is intended. Developers need to be aware of the current rent regimes operated by RSLs as permitted by the Housing Corporation. To ensure affordability and avoid the addition of high service charges resulting in poverty trap, there will be a requirement for a lettings and management plan for the affordable housing, to include addressing how service charges can be affordable for residents. Advice regarding affordability is provided in *The London Plan Supplementary Planning Guidance : Housing (November 2005)*.
- 5.8 It is essential that affordable housing issues be discussed with officers and potential RSL partners at the earliest stage. The developer should have entered into an agreement with an RSL partner at the point of signing the S106 agreement. The S106 agreement will include the details of the affordable housing provision, including tenure, number and size of units required by the City Council; design (all units will need to be compliant with Scheme Design Standards specified by the Housing Corporation); and the timing of delivery and

occupancy of the affordable housing units, which needs to be linked to the delivery of other elements in the scheme.

- 5.9 Attention is also drawn to 'The Report of the Westminster Housing Commission – finding future opportunity for housing in Westminster' (September 2006), which may have implications for this site.

### **Housing Mix / Family Housing**

- 5.10 An appropriate mix of unit sizes should be provided. The City Council wishes to encourage families to live in Westminster, and to provide appropriately sized accommodation for those in housing need, including those households that are currently overcrowded. In accordance with UDP policy H 5(B), the City Council will require a range of unit sizes and that at least one in three residential units should be of family size (4+ habitable rooms providing 3+ bedrooms) and will require 5% of this family housing to have five or more habitable rooms. Though this mix will need to be reviewed upon publication of the latest Housing Needs Study (2006).
- 5.11 With regard to affordable housing, the mix of units will need to be agreed with the Director of Housing. The Director of Housing has advised that the greatest need in this area is for two and three bedroom units. Accordingly, the majority of affordable units should be of this size, but a proportion of larger family sized units will also be required. The latest City of Westminster Housing Needs Study (expected to be published in October 2006) and the most up to date Council assessment will inform the dwelling size mix which will be requested. Current analysis indicates that the proportion of 4+ bedroom accommodation needed in the social sector forms more than 5% of family-sized units. One bedroom dwellings may be suitable for the Intermediate housing units, but accommodation smaller than two bedrooms is unlikely to be suitable for residents in housing need. The affordable housing mix and tenure split will be assessed taking into account viability and local need at the time of consideration of any planning application.
- 5.12 High quality, accessible, and safe communal amenity space should be included. Private open space should also be provided, particularly in association with family housing. In addition to gardens this could include balconies and roof level gardens which would also contribute to the greening of the site, provided these are well designed and form an integral part of the architectural approach. These should be designed to avoid loss of privacy, both within the new development and to existing residential accommodation, particularly the houses and their gardens which adjoin the site. Policy H 10 refers to the provision of amenity space, gardens, balconies, and roof gardens. General open space requirements are set out in paragraphs 5.16 - 5.19 below.

### **Special Needs Housing**

- 5.13 The Director of Housing has stated that there is an identified need for 'extra care' housing for older people in South Westminster. This reflects the findings of a recent study undertaken by Ridgeways on behalf of the City Council. The requirement would be for a development of 50-60 self contained homes built to

lifetime home standard and all ground floor units should be wheelchair accessible. At least 40 of the units would be for affordable rented accommodation; and would contribute towards the 50% affordable element required by this brief. The extra care homes will need associated support facilities. Details will need to be discussed with the Director of Housing.

### **Lifetime Homes/Mobility Housing**

- 5.14 In accordance with policy H 8, the City Council will require that all new housing units meet the Lifetime Homes Standard, and that 10% of the dwellings should be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users. This percentage applies to both the market and affordable housing elements of the scheme. Dedicated off-street parking spaces must be provided in association with these units. New dwellings are required to have access and facilities for disabled people under Part M of the Building Regulations. The Council expects dwellings to be designed to the Lifetime Homes Standard to provide housing that is more flexible and adaptable than that required under Part M and so is more suitable for older or disabled people. Further advice can be found in the Joseph Rowntree publication 'Meeting Part M and designing Lifetime Homes' (1999). All special needs housing, including wheelchair accessible homes, should be fitted with assistive technology. It may be that contemporary best practice will advise that all new residential units should be equipped with assistive technology, if so this will need to be incorporated at the design stage.

### **Housing Density**

- 5.15 The site lies in an area with a zoned density range of 250-500 habitable rooms per hectare (H 11 (A)). The location of this site in a built up residential area, close to public transport facilities (PTAL ranges between 4 and 6), would indicate that a density at the upper end of this density range is likely to be acceptable. However, development proposals for this site will be assessed primarily having regard to the proposed mix, bulk, layout and compliance with other relevant standards and policies set out in the UDP, including in particular the provision of public and private amenity space, design and conservation policies and sunlight/daylight controls. Proposals which satisfy these considerations may achieve the higher densities set out in the Mayor's London Plan.

### **Public Open Space/Playspace**

- 5.16 Policy H10 (A) states 'As part of housing developments, the City Council will normally expect the provision of amenity space. Outside the CAZ, this will normally include the provision of open space.' Policy ENV 15 (B) states 'The City Council will ... in appropriate circumstances ... require public open space as part of new developments in Priority Areas for Additional Open Space...'. Policy SOC 6 (A) of the UDP requires children's play space and facilities to be provided as part of new developments which include 25 or more family housing units. Policy ENV 15 (A) protects public and private open space in the City (the barracks contains some 1.2 ha. of open space in the parade ground and the playground). Open Space provision (including playspace) is addressed in the

Council's Open Space Strategy (2006). The Open Space Strategy (currently in draft) identifies this area as an area deficient in open space, and in play facilities. The Open Space Study used to inform the Strategy, found that In the South Area Forum, which included the wards of Churchill, Warwick, Tachbrook, and Vincent Square, the amount of publicly accessible space (excluding housing estate space) was low – 0.28ha per 1000. The Strategy notes that 'Small Local Parks provide the majority of green space in terms of area, and only 30% of the space categorised in the smallest category; Pocket Parks are publicly accessible. This Forum Area has a very dense urban fabric.' It goes on to say in para. 4.13 'The redevelopment of Chelsea Barracks represents a potential opportunity for improving the provision of green space and strengthening the open space network.'

- 5.17 The Council will therefore expect a minimum of 0.8 ha. of public green open space incorporating play facilities to be included within the development of this site.
- 5.18 Play facilities should cater for both toddlers (under 5s) and older children 5-13 years old. In terms of both functional separation and design and townscape considerations, two separate spaces, one on the eastern side of the site for more active use including the play area, and a quieter garden area taking the form of a formal square fronting Chelsea Bridge Road, will be required. In order to ensure that the recreational spaces are safe and well used, they should be adjacent to a public route, and be well designed so as to achieve maximum surveillance from surrounding dwellings. Access to the more active recreational space from the north end of Ebury Bridge Road would help ensure that it is well used by the local residents and visible. This location is also furthest from the public entrance to Ranelagh Gardens. The location of the play area needs to be sensitive to the potential impact on existing residents adjoining the site. The public open spaces should visually read as such and not be over-shadowed or annexed by the private realm which may adjoin it.
- 5.19 Sustainability should be considered in designs for open spaces, by taking into account future management, e.g. by reducing the need for fertilisers, pesticides, and irrigation; by the materials used; and disposal of surface water (Sustainable Urban Drainage). A green open space could provide the opportunity for enjoyment of nature conservation by introducing a habitat for wildlife including song birds. Matters of nature conservation are addressed in the City Council's Nature Conservation Strategy (1997) and the Westminster Biodiversity Action Plan. Other use of open space which could be considered is a 'community garden' where residents work together to grow fruit and vegetables and other plants.

### **Indoor Sports and Swimming Pool Facilities**

- 5.20 In respect of this part of the City (South Westminster) and in the adjacent Royal Borough of Kensington and Chelsea, there is a need for an additional public Sports Centre with Swimming Pool to meet present and expected future demand. The Queen Mother Sports Centre, Vauxhall Bridge Road, nearest to this site is operating at capacity and is turning away many potential users and groups, and schools can't secure the space that they need to easily deliver their

teaching programmes without travelling substantial distances (which is itself a limiting factor in the school day).

- 5.21 Westminster is presently publicly consulting on its Draft Sports Strategy which highlights many of these concerns and at a later stage will be developing action plans to propose improvements for the future. The main deficiency in the wider area of this part of the City is in the lack of locally accessible facilities therefore this issue should be considered in relation to the initial consideration for future uses on this huge site.
- 5.22 The facility required should comprise of a double court sports hall, a 25m 8 lane swimming pool with variable floor and separate teaching pool, health and fitness rooms, martial arts rooms, health and beauty spa, treatment rooms, dance studios, changing rooms meeting rooms, climbing wall, offices, foyer and circulation areas. The complex could link with other complimentary services and could be provided below and above ground to reduce building footprint, with total area of approximately 5000m<sup>2</sup>. The facility should be designed to ensure diverse community requirements are met along with appropriate activity programming which is relevant to the local community. It is possible that contributions may be made to this facility as part of a pooled fund.

### **Education Facility**

- 5.23 There is already considerable pressure on the demand for primary school places in Westminster. Though demand is currently static, the impact of new residential development in the area is likely to lead to a shortfall of places in the south of the City, as continued population growth in child numbers is forecast. On the basis of GLA population and school roll projections undertaken in August 2006 (which did not include the proposed Chelsea Barracks development) plus child yield projection for the site, it is likely that there will be a demand for additional school places from 2090/10. The level of additional demand does not appear great enough to sustain the build of a new primary school but potential demand could be met by adding places at existing schools, eg St Barnabas or Millbank. Funding will therefore need to be secured for additional school provision (for early years, primary, and secondary age children) by applying the formula set out in the (currently emerging) SPG on Planning Obligations.

### **Primary Health Care Facility**

- 5.24 The Westminster Primary Care Trust have requested a health and social care facility to be included at this stage. The facility would require a ground floor space, not less than 850 sq m.. If such a facility is not provided on site, a contribution towards additional primary and community health care facilities in the area will be requested.

### **Other Social and Community Facilities**

- 5.25 Policy H 10 (B) states that 'On sites suitable for large housing developments, the City Council will require in appropriate circumstances the provision of a community facility as part of the development.' The City Council will require a

Community Centre, incorporating a hall, on this site in response to the identified need in this area, reiterated in the consultation exercises, for a new purpose designed and built community centre, with arts provision, and provision for services such as a toy library (to replace premises in Pimlico Toy Library which are now unsuitable), youth club, and facilities for Friday prayer. In addition to the community centre, the Director of Specialist Social Care Services and Development has identified a need for small office accommodation, to enable the voluntary sector to provide local services such as childcare, family support and advice, and access to training and employment.

5.26 The City Council recognises that the provision of childcare is vital in enabling people, especially women, to take up paid work. For this reason, in line with policy SOC 2, the City Council will encourage the provision of nursery/childcare facilities to meet current identified and future demand. Provision for childcare such as an after school club could be integrated into the community centre.

5.27 The retention of the chapel will provide a facility for social and community use.

### **Shops and Services**

5.28 The City Council's policies for the provision of shops and services are contained in Chapter 7 of the UDP. This site is not considered suitable for a superstore or other major retail development as it is not within a town centre and is considered to be 'out-of-centre' in terms of PPS 6.

#### Pimlico Road

5.29 In line with policy SS 10, the provision of retail uses on this site may be acceptable on the Pimlico Road frontage at street level. Pimlico Road is a designated local shopping centre in the UDP and is characterised by small traditional shop units. A small number of additional small shop units for A1 use could complement the existing shops in Pimlico Road by providing additional local shopping facilities, but will only be considered subject to policy, servicing etc.. Shop units should be designed so as to be suitable for convenience shop use. A4 - 5 uses are unlikely to be acceptable (see policies TACE 8-10 of the UDP) due to concerns regarding servicing and residential amenity. Any A3 use that is proposed should be a small scale restaurant or cafe, as these are characteristic of the Pimlico Road Local Centre.

#### Chelsea Bridge Road

5.30 Shop units will not be appropriate along the Chelsea Bridge Road frontage.

#### Ebury Bridge Road

5.31 The site is close to the Ebury Bridge Road Local Centre. Any proposals for retail uses along part of the Ebury Bridge Road frontage of the site would need to be small scale and compliment rather than threaten the existing facilities in the Ebury Bridge Road Local Centre. Consultation revealed strong support for a small supermarket selling affordable groceries. A small supermarket (without customer parking) may be acceptable at the northern end of Ebury Bridge



Road. Any proposal would need to provide a Traffic Impact Statement and servicing details; and a retail impact study referring to the effect on the Ebury Bridge Road Local Centre.

### **Other Uses**

- 5.32 The Metropolitan Police Service have notified the City Council that they are in need of a new premises in this area to house the Diplomatic Protection Team, currently based at Walton St/Yeoman's Row (in RBK&C). The new premises would require offices, a briefing room, locker/changing facilities, and parking/garage facilities. Please contact the Director of Asset Management, Metropolitan Police Property Services (020 7161 2223).
- 5.33 As stated in para 5.2 above, the site is outside the Central Activities Zone (CAZ) and is not suitable for Central London activities such as hotels or entertainment uses. Policies on cultural and entertainment uses are set out in Chapter 8 of the UDP. These policies apply to A3, A4, A5, nightclubs, D2 uses and casinos. With the possible exception of a small restaurant/cafe, entertainment uses will not be acceptable in this predominantly residential area outside the CAZ, as these would be contrary to policies TACE 8-10 of the UDP. Office development will also not be appropriate, other than small-scale offices which can be shown to provide a local service to residents (A2 uses), to support the Pimlico Road local centre.
- 5.34 If uses are proposed other than the uses described in paras 5.3 – 5.26 above, they should be appropriate to the locality and consistent with the character of this site and the residential areas which adjoin it. This would generally mean social and community uses. In considering such uses the City Council will also take account of the likely servicing requirements, the additional traffic which the proposed use would generate, highway considerations, and the overall effect on residential amenity.

## 6. Planning Obligations

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- 6.1 The City Council considers that in order to maintain vibrant and viable local communities, it is essential to make adequate provision for the varied infrastructure needs, and social and community facilities required by residents, workers and visitors. Appropriate infrastructure, transport or environmental improvements, and social and community facilities, to address, in particular, the needs of local residents, may be sought as planning benefits in conjunction with a development, especially when the development itself gives rise to the need for facilities. Relevant UDP policies on planning obligations are: STRA 7, STRA 20, STRA 21, H 10, and SOC 1(A). If impacts directly related to the site occur in the Royal Borough of Kensington and Chelsea, it may be appropriate for planning obligations to include sites in the Royal Borough.
- 6.2 The City Council is currently considering the representations received during the 10 week consultation for the Draft Supplementary Planning Guidance on planning obligations and the levels of contribution are set out in the draft, which can be viewed at: <http://www.westminster.gov.uk/environment/planning/sitesandprojectspolicies/planning-obligations-spg.cfm>. The SPG will be revised in taking into account the results of consultation. It is anticipated that SPG will be adopted by the City Council later in 2006. In accordance with policy STRA 7, and in addition to the other policy requirements set out in this brief, the City Council may seek to use conditions on any grant of planning permission or may use its powers under Section 106 of the Town and Country Planning Act (1990) to require the following matters to be covered by planning obligations:
- Timing and securing of the affordable housing provided as part of residential elements of the development
  - Highway and footway improvements to Ebury Bridge Road (including possible pavement widening), Pimlico Road, and Chelsea Bridge Road (see VATEMS para. 6.7 below)
  - Improvements to public transport (see VATS para. 6.6 below)
  - Environmental improvements, including street furniture, repaving, lighting, and safety/crime prevention improvements and public recycling site
  - Public access through the site
  - Public open space and its long term management
  - Community facilities, e.g. a new community centre, toy library, and nursery/childcare provision
  - Contributions to primary and community health care facilities

- Tree planting and landscaping on the site and in nearby streets
- Public Art
- Employment and Training
- Contributions to Victoria Social and Community Fund
- Education contribution for additional school places (see para 6.10 below)
- Funding of Environmental Inspectorate to operate Code of construction Practice (see 12.5 below)

6.3 The Council's draft SPG on planning obligations (2006) details formulae to calculate planning contributions and allows for the pooling of contributions from several sites to address cumulative impacts of development, and in this area the Victoria Area Planning Brief (agreed 30 March 2006) Implementation Mechanisms are also relevant.

6.4 The government is currently reviewing the system for planning obligations and as part of the Barker Review is examining the feasibility of Planning Gain Supplement, which would retrieve some of the uplift in value accrued to sites as a result of planning permission. This would be in addition to S106 contributions for matters directly related to the site. If this new system is adopted, it will not be implemented until 2008 at the earliest. In this event, the City Council will update the system as necessary.

### **Transport and Street Environment Improvements**

6.5 This site is within the SW1 Victoria area where the Victoria Area Transport Schemes (VATS) and Victoria Area Traffic and Environmental Management Schemes (VATEMS) operate. Further details can be found in the Victoria Area Planning Brief 2006 <http://www.westminster.gov.uk/environment/planning/sitesandprojectspolicies/victoria-area-planning-brief.cfm>

### **Victoria Area Transport Studies (VATS)**

6.6 VATS is to be a fund or collection of in kind works provided through section 106 planning obligations to address the public transport requirements at Victoria. The VATS Steering Group (City of Westminster, TfL, Network Rail, British Airports Authority) will:

- a) consider the scale of financial contribution or type of in kind benefit appropriate from each development proposal;
- b) consider which transport improvements should be funded by financial contributions from each development; and
- c) consider how and when contribution should be spent.

## **Victoria Area Traffic and Environmental Management Studies (VATEMS)**

- 6.7 VATEMS is proposed to address the street level relationship between traffic and parking pressures on the street environment and amenity. It could support actions related to, for example, street furniture, lighting, parking and loading, and environmental improvements.

### **Open Space/Playspace**

- 6.8 There is a lack of public open space in this part of the City and the nearest public gardens do not provide children's play areas. The site is about 200m from the Pimlico Priority Area for Additional Public Open Space, one of five areas designated in the UDP for this purpose. The Council's draft Open Space Strategy (2006) also highlighted this fact. The site is also 150m from an area deficient in playspace. Opportunities for development of sites of sufficient size to provide opportunities for inclusion of public open space are rare and, in addition, the provision of a substantial residential development on this site will increase the need for open space for recreational purposes. The Council will therefore require the provision of new open space in line with policy ENV 15 (see paras. 5.16 – 5.18 above). Policy SOC 6 (A) of the UDP requires children's play space and facilities to be provided as part of new developments which include 25 or more family housing units.
- 6.9 The City Council will need to agree maintenance funding for the public open space.

### **Education**

- 6.10 If it is feasible to add sufficient places to meet demand by an expansion at existing schools within reasonable walking distance, a contribution from developers, either through S106 or any other valid mechanism, could be earmarked to meet the costs of enhanced education provision (see para. 5.23 above). If this is not feasible, however, a school may need to be included on the site. In either case guidance on the level of contribution towards these additional facilities will be set out in the Council's SPG on planning obligations. <http://www.westminster.gov.uk/environment/planning/sitesandprojectspolicies/planning-obligations-spg.cfm>.

### **Health**

- 6.11 A contribution from developers, either through S106 or any other valid mechanism, will be earmarked to meet the costs of enhanced health provision. Guidance on the level of contribution is set out in the Council's draft SPG on planning obligations.

## **Environmental Improvements**

- 6.12 The City Council considers that the development of this site offers the opportunity to seek environmental improvements within and in the vicinity of the site. The development should make provision for environmental improvements, such as improved pedestrian facilities, street furniture, improved lighting, and CCTV cameras. Improvements to the carriageway and footway around the site area should form an integral part of the redevelopment proposals, this would include a review of all roads passing or leading to the site. Where appropriate pavements should be widened, in particular, the opportunity should be taken to widen the pavement along the western side of Ebury Bridge Road. A review of signal operations along Chelsea Bridge Road will be necessary. The improvement of pedestrian crossing facilities to make better and safer pedestrian access to the site (particularly to facilitate use of public facilities) will be required.
- 6.13 Any new hard or soft landscaping works should be carefully designed taking into account the existing trees which will need to be retained and the 'avenue' completed. Both hard and soft landscaping should use, traditional materials of high quality. Developers should refer to the Council's emerging guidance on street furniture - "the Westminster Way" (draft 2004). This sets out detailed standards for environmental improvements and street furniture appropriate to the City. The document is already being applied as a design guide but will be re-issued to form part of a wider Public Realm Strategy.

## **Public Art**

- 6.14 Public art can play a valuable role in improving the fabric of the physical environment and in promoting the cultural image of Westminster. Policy DES 7(A) of the UDP encourages the provision of suitable public art in development schemes and the City Council's booklet, "Public Art in Westminster" (1994) should be referred to for guidance.
- 6.15 Works of public art should be fully integrated with the design of new buildings. Free standing public sculptures may be acceptable within public open space created within the site. All works should be of the highest quality. It is desirable to include some physical reminder of the use of the site for military purposes. This could take the form of a plaque or a more elaborate work of public art. The City Council's Public Art Advisory Panel should be consulted on the commissioning and use of public art. Consideration will need to be given to maintenance funding.

## **Employment and Training**

- 6.16 SW1st is an employment and training organisation based on the successful Paddington First model. Its remit is to ensure that local people can benefit from the job opportunities that arise from the building and subsequent operation of new development, by ensuring they are trained and then placed in jobs. The City Council will expect developers to:
1. make a contribution to SW1st

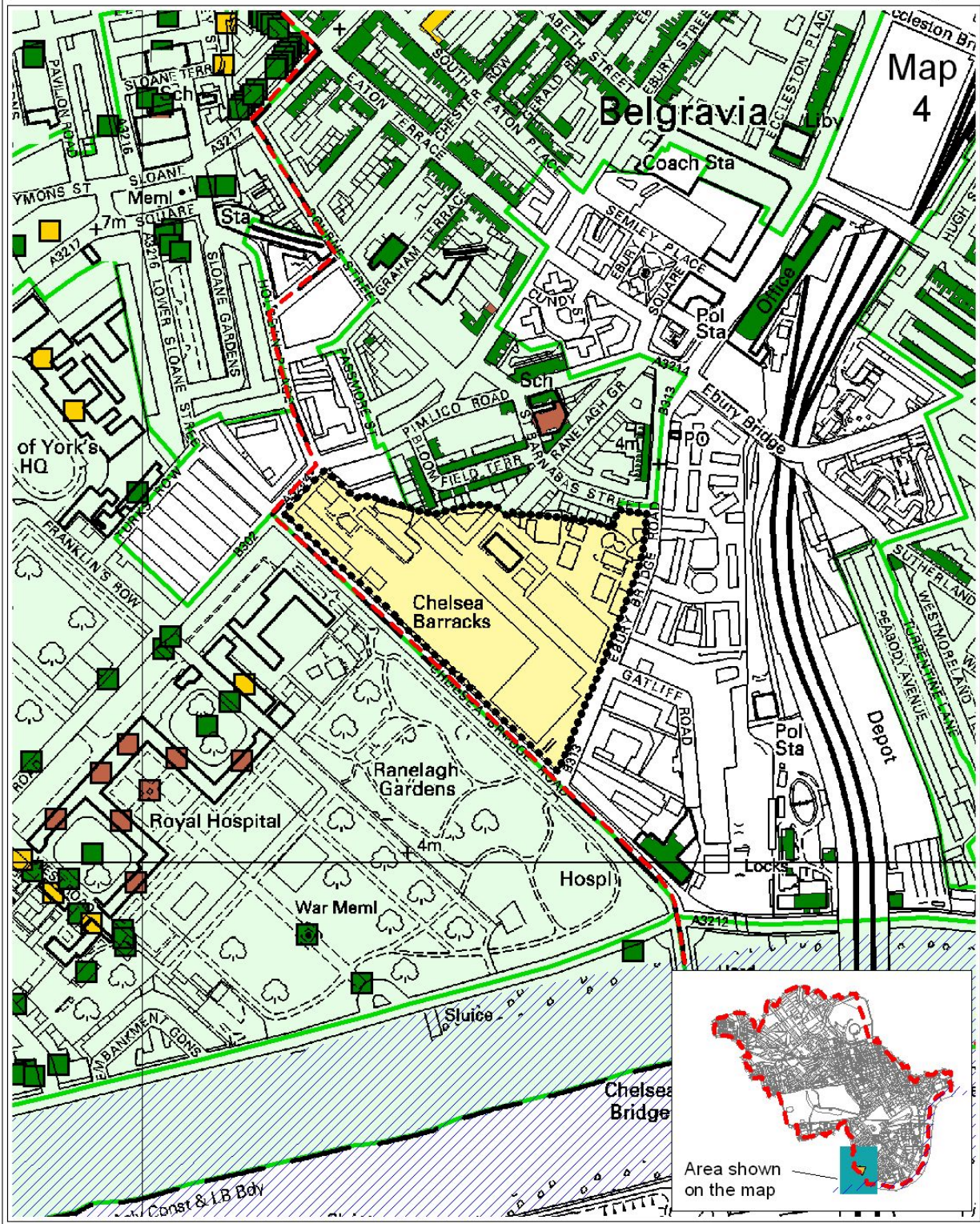
2. use SW1st for recruitment of construction workers.

**Victoria Social and Community Fund: A fund to facilitate the integration of developments with the local community**

- 6.17 The Victoria Social and Community Fund will work in the same way as the Social and Community Fund Account in Paddington.
- 6.18 The aim of the Paddington Social and Community Fund is to lessen the impact (or enhance the benefits) of new developments in the area and to help integrate the developments into the local community. The owners and developers of the major development sites around the Paddington Special Policy Area and its vicinity make financial contributions towards this account. The level of contribution is set out in legal agreements.
- 6.19 Local community groups and voluntary organisations have been involved in two bidding rounds for grants from the Social and Community Fund in 2001 and 2002. Nearly £3 million has been allocated to social and community projects in the area. One of the principles for development at Victoria as set out in section 3 of the Victoria Area Planning Brief is: *"Proposals must not harm the residential amenity of the Victoria Area, and the integration of developments with the local community should be facilitated"*
- 6.20 The residential amenity will also be protected through the Code of Construction Practice and Environmental Inspectorate mechanism as set out in Appendix 1.
- 6.21 The Victoria Social and Community Fund would operate in a similar way to the successful fund in Paddington, and its aim would be to facilitate the integration of developments with the local community.
- 6.22 The South Westminster Renewal Plan and South Westminster Steering Group have already identified many of the needs of the community in South Westminster. This work will be used to identify whether in kind contributions towards community benefits, or financial contributions from developments will be required.
- 6.23 The South Westminster Steering Group will be consulted on major developments in the Victoria Area.
- 6.24 The Cross River Partnership is a public, private and voluntary sector run regeneration agency that has been working to spread physical, economic and social wealth across the boroughs of Westminster, the City, Lambeth and Southwark since 1995. The Cross River Partnership is represented on the South Westminster Steering Group. As well as its physical environmental and transport regeneration programmes, Cross River Partnership runs a number of highly successful economic and social programmes. These are targeted at increasing employability, improving skills, strengthening business and education links, supporting businesses, fostering start up enterprise.
- 6.25 A site of this scale and relatively unique character raises the opportunity for the location, or relocation of other major land uses that are either requiring to be relocated or provided to meet city/area wide demand. It is open to consideration

as to whether any party can seek, within the policies set out in the brief, to accommodate such uses. In the event of such proposals being made it would be expected that planning conditions or Section 106 agreements could assist in securing such packages.

# Chelsea Barracks: Conservation Areas & Listed Buildings



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	Chelsea Barracks brief		Grade I		River Thames
	Conservation Area		Grade II*		N
	Council Boundary		Grade II		0 100 Meters



## 7. Design and Conservation

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- 7.1 This section sets out the main issues that need to be addressed regarding the siting, layout, and design of buildings and landscape on the site.
- 7.2 The development of this exceptionally large site offers a rare development opportunity close to central London. With the exception of the Chapel the existing buildings are not of historic or architectural value and do not reflect the site's importance; the two tower blocks are considered overbearing and obtrusive and are of poor design quality. The opportunity should therefore be taken to provide new development which responds to and contributes towards the local architectural character and townscape. The main objective of any design should be to create a high quality designed scheme in terms of both architectural and urban design qualities, which integrates sensitively into the surrounding areas. Of these, Ranelagh Gardens and the Royal Hospital Conservation Area to the south-west and the Belgravia Conservation Area to the north, containing listed buildings, will need special consideration.



**Chelsea Bridge Road (looking south)**



Pimlico Road (looking north east)



Pimlico Road (looking south west)



**Ebury Bridge Road (looking south east)**



**St Barnabas Street (looking west)**

## **Surrounding Townscape Character**

- 7.3 The site is not in a conservation area but it does abut the Belgravia Conservation Area on its north boundary, and to the south-west on its boundary with Royal Borough of Kensington and Chelsea, their Royal Hospital Conservation Area.

### **Belgravia Conservation Area**

- 7.4 The larger part of this conservation area comprises a formal grid of streets. The southern part, which borders the Barracks is a smaller area of simple, linked houses in 'villa' form and small scale terraced houses of the late 18th and early 19th centuries. Houses in Bloomfield Terrace are listed Grade II.
- 7.5 Ranelagh Grove provides a vista through this area, creating a visual link between larger scale buildings fronting main roads to the east and the Barracks. A group of buildings centred on St Barnabas Church with its distinctive spire situated between Pimlico Road and Ranelagh Grove, form an important and prominent landmark. These buildings are constructed of stone and all are listed; the Church at Grade I and the adjacent St Barnabas' CE Primary School and Presbytery, Grade II.

### **The Royal Hospital Conservation Area (RBK&C)**

- 7.6 This area contains the Grade I listed Royal Hospital, built in the late 17th Century to the designs of Sir Christopher Wren. The Royal Hospital forms the centre part of a formal and symmetrical layout of buildings and open spaces which extend to the Chelsea Embankment and contain the Grade II registered Ranelagh Gardens. Between this formal layout and Chelsea Bridge Road lies a large area of heavily wooded informal open space as well as some low rise brick buildings, and along Royal Hospital Road a former burial ground. This Conservation Area comprises townscape of a high quality with numerous listed buildings and the Duke of York's Headquarters.
- 7.7 The Council recognises that buildings adjacent to the boundaries of conservation areas are important and may affect the character and appearance of conservation areas. Policy DES 9 (F) states that the City Council will seek to secure the preservation and enhancement of the character or appearance of conservation areas.

## **Development Proposals**

### **Policy Background**

- 7.8 Development proposals for the site will be considered in the context of Central Government advice as set out in Planning Policy Statement 1 (PPS 1). Further, in view of the immediate relationship of the site to listed buildings and conservation areas, particular weight will be given to the advice in Planning Policy Guidance Note 15 (PPG15), in particular paragraphs 2.16 and 2.17 and Section 4.

- 7.9 The City Council's policies relating to Urban Design and Conservation are set out in Chapter 10 of the UDP, and more detailed design guidance is set out in 'Design Matters in Westminster' (2001).
- 7.10 Policy DES 1 states that the City Council will expect the highest standards of design and sets out criteria for extensive development. The height, massing and scale of any new buildings should respect the prevailing character of the surrounding conservation areas and the settings of adjacent listed buildings.
- 7.11 Policy DES 3: High Buildings sets out the City Council's policy on high buildings. The City Council considers that high buildings are not in keeping with the established scale and character of this locality. The existing two tower blocks are considered excessive in terms of their height, and are considered to be intrusive and damaging, and negative elements in the townscape. The City Council will therefore expect the two tower blocks to be demolished, and replaced by residential buildings whose height relates in an appropriate way to the context provided by buildings already bordering the site. The removal of the tower blocks will be viewed as a positive element of a scheme.
- 7.12 The site abuts the Thames Policy Area (TPA) -see UDP Map 11.1. Although outside the TPA, some of the policies in UDP chapter 11: River Thames, need to be considered in the development of this site. In particular, policy RIV 1 regarding the design of development, the setting of listed buildings, and improving public access to the riverfront; and policy RIV 2 regarding protection of views from, of, across, or along the river, are considered important.

### **Retention/Demolition of Existing Buildings**

- 7.13 With the exception of the chapel, none of the buildings on the site are considered to be of any particular historic or townscape interest. The chapel, though not considered by the City of Westminster or English Heritage, of sufficient standard to warrant protection by listing, is considered to be a local landmark, and of sufficient interest and townscape value to warrant its protection. Consultation revealed strong support for retaining this building on the site. With this exception, the existing buildings will be expected to be replaced with buildings of a higher architectural quality, reflecting the site's surroundings and townscape.

### **Height, Bulk and Scale**

- 7.14 The need to respond to its context will be a major influence on the form of a successful development, and will result in development of differing form and scale in the various parts of the site. In particular the following should be noted:
- (i) Development must make an effective transition between the 'grandiose' tree lined Chelsea Bridge Road and the intimate domestic scale of the two and three storey terraced houses, some listed, within the Belgravia Conservation Area, on the north/north-east boundary of the site. The primary scale of the new buildings will be the buildings at Pimlico Road.

- (ii) Development proposals will need to demonstrate that the height of new buildings relate to the established townscape context. High buildings will therefore not be considered appropriate.
- (iii) Local views in the Belgravia, Pimlico, and Royal Hospital conservation areas need to be protected (see Pimlico Conservation Area Audit, CoW 2006)
- (iv) It will be essential to maintain meaningful, wide, linear and coherent open space linkages at grade through the site, which also ensure un-obscured views through the site.
- (v) Raised podiums or decks will not be acceptable.
- (vi) Building heights must take account of the need to protect sunlight/daylight to residential accommodation facing the site.

Para. 7.25 below sets out design guidelines which will need to be adhered to in order to ensure a high quality design which relates well to the nearby listed buildings and adjacent conservation areas.

### **Chelsea Bridge Road and Pimlico Road**

7.15 The site has a long boundary with RBK&C, and will be prominent in views from Ranelagh Gardens, and along Royal Hospital Road. The site makes the transition from the Royal Hospital Conservation Area to the established residential areas to the north and east. It will be of particular importance that new development on the Chelsea Bridge Road and at its junction with Pimlico Road reflects the importance of the site's location and its prominence in views particularly from the west. The design of the buildings should aim to strengthen the townscape character of the junction and complement the architectural character of the buildings in the vicinity of this junction. The heights of buildings along the Chelsea Bridge Road frontage should be comparable to the buildings they will face across Pimlico Road to the north west and Ebury Bridge Road to the south east (subject to justified exceptions as described in para. 7.22).

7.16 Development on the Chelsea Bridge Road frontage should take account of the following:

- (i) Given the length and scale of the frontage, there should be a cohesive architectural approach to the design of this frontage, but with a sense of rhythm of individual frontages to create visual interest and compact urban grain and not a single monolithic frontage. Particular attention should be paid to the form, scale and spatial character of buildings facing Chelsea Bridge Road. Buildings fronting Chelsea Bridge Road should be set back in order to maintain the open character and appearance of the streetscape.
- (ii) Development should acknowledge the formal composition of the listed buildings and parkland setting, including views of the mature tree canopy, of the Royal Hospital Conservation Area to the south-west, and

the listed buildings within it. Development should take account of the open space within Ranelagh Gardens, and its setting, and provide an appropriate boundary to the open space.

- (iii) The development of the frontage should be divided with buildings relieved by three or four streets/pedestrian links into the heart of, and ideally through, the site, so as to avoid a monotonous wall of development. The frontages should be broken up by the inclusion of a formal public open space (see para. 5.17 – 5.18 above). There should be particular attention to the spaces between buildings and their architectural treatment.
- (iv) Views into the site will be important and an alignment with Ranelagh Grove would be appropriate. Development should take advantage of the opportunity to continue and enhance this vista through the site to Chelsea Bridge Road, thus re-establishing the historic vista and integrating the new buildings on the site with Belgravia and the Royal Hospital.
- (v) The Chelsea Bridge Road site boundary will need to be retained due to historic railings and trees.
- (vi) The iron railings which form the boundary of the site along Chelsea Bridge Road and parts of Pimlico Road and Ebury Bridge Road, will need to be retained, and protected during construction.
- (vii) The line of mature plane trees should be maintained and new development including any works below ground should be designed and located so as to avoid interference with either the crowns or roots of the trees.
- (viii) Landscaping should be an integral part of the approach.

### **Ebury Bridge Road**

7.17 Parapet heights should not exceed those of Wellington Buildings, facing the site at the Chelsea Bridge Road/Ebury Bridge Road junction, and should decline in height to the north-east. The boundary wall along Ebury Bridge Road will need to be removed as this is considered a negative element of the site in townscape terms. This will also aid the integration of the site into the local community.

### **North/North-east boundary**

7.18 On parts of the north boundary not facing onto any street the site abuts the Belgravia Conservation Area, a generally residential area of houses, some in villa form, and other small scale activities.

7.19 An appropriate scheme will reflect the domestic scale, 3 (and possibly 4) storeys, of these adjoining areas and effect a gradual transition to the larger and more extensive scale appropriate to Chelsea Bridge Road frontage.

- 7.20 The settings of the listed and unlisted buildings in the Belgravia Conservation Area must be respected. Ranelagh Grove provides a vista leading into the site. Development should take advantage of the opportunity to continue and enhance this vista through the site to Chelsea Bridge Road, thus re-establishing the historic vista and integrating the new buildings on the site with Belgravia and the Royal Hospital. It should also take account of the view of the spire of the listed church.
- 7.21 The northern boundary wall to the back gardens will need to be retained or replaced with a wall of the same height.

### **Guidance for the site as a whole**

- 7.22 Guidance in paras. 7.13 – 7.20 above are general principles. However, an imaginative and outstanding design of greater height and bulk may be acceptable if it can be demonstrated that it enhances the character and appearance of the conservation areas and local views; whilst at the same time protect daylight and sunlight to residential properties and their gardens, avoiding undue overshadowing. The City Council's SPG 'Design Matters in Westminster' (2001) needs to be taken into account in all schemes. In addition, the Royal Borough of Kensington and Chelsea has emerging guidance on high buildings following an EDAW study published in 2000.
- 7.23 The number of storeys referred to above is based on floor-to-floor heights of no more than 3.0m. If lower storey heights are used (and 2.5m may be appropriate for residential floor to ceiling heights) it may be possible to increase the number of storeys – provided that this can be achieved within the heights set out above. The maximum number of storeys referred to should include all plant areas, which should be incorporated within the roof profiles and not as separate elements on the roof.
- 7.24 The City Council is particularly concerned that any redevelopment will not result in a material loss of amenity to existing occupiers of nearby residential buildings. Particular attention is drawn, therefore, to the standards concerning the residential environment, daylight and sunlight. For the detailed design of residential units applicants are referred to policy ENV 13 of the UDP which aims to protect and improve amenities, daylight and sunlight, and environmental quality. Recommended standards for daylight and sunlight for residential accommodation are set out in the Building Research Establishment (BRE) publication 'Site Layout Planning for Daylight and Sunlight' (1991). A full daylight/sunlight assessment will be required in accordance with BRE guidance. There is residential accommodation in close proximity to the site, particularly on the north boundary and further residential accommodation on the south-east boundary, accordingly proposals will be assessed to ensure compliance with the BRE guidelines both in respect of existing residential accommodation and the new development on the site.

### **Urban Design and Materials**

- 7.25 The site's development needs to be fully integrated into the surrounding townscape. The more modest scale of development on the eastern side of the



site should respect the denser grain of residential streets with identifiable terraces with a compact rhythm of individual house facades defining the road frontages; whilst along Chelsea Bridge Road and Ebury Bridge Road larger more imposing blocks of buildings (but not a continuous building line), again defining a road frontage, are more appropriate to reflect the larger scale context of these primary streets.

- 7.26 The Council will expect the highest standards of design so as to preserve or enhance the settings of the nearby listed buildings and conservation areas. The detailed design and the choice of materials in the various parts of the site should be such as to contribute to the integration of the development into its surroundings and should enable the development to relate to the varied townscape character of its surroundings. Facades should exhibit an appropriate level of richness, variety and complexity to echo that of other buildings in the area.
- 7.27 Good modern design may be acceptable, if carried out successfully within the following disciplines:
- a) New buildings should be of the highest design standards.
  - b) They should be of human scale.
  - c) They should respond to and respect the architectural character of the surrounding streets.
  - d) Facades should be balanced compositions in terms of their vertical and horizontal emphases. Their solid : void ratios should reflect the robust masonry qualities of traditional buildings in the area. Predominantly glazed frontages and metal or plastic facades are not considered appropriate to this setting.
  - e) Given the character of the immediate surrounding area, facing materials should be predominantly red or yellow London Stock brick, perhaps with stone dressings. Roofs other than green/living roofs should generally be clad in natural slate or lead. However, other high quality materials which are appropriate to the area, may be acceptable if the buildings are of an exceptional design quality.
  - f) New buildings should be sustainable in terms of their design and construction.
  - g) Building design should incorporate features to enhance biodiversity and the quality of the natural environment (see para. 9.7 below).
- 7.28 Any departure from these guidelines would need to be fully justified in terms of its relationship to, and impact upon, the existing character and appearance of the Belgravia Conservation Area and Royal Hospital Conservation Area.
- 7.29 Further guidance is set out in the Council's supplementary planning guidance 'Design Matters in Westminster' (2001). Reference should also be made to the

Council's supplementary planning guidance on 'Sustainable Buildings' (2003) (see also section 8).

- 7.30 There may be an opportunity to create balconies and/or roof level gardens which contribute to the greening of the site, provided these are well designed, form an integral part of the architectural approach and do not result in a loss of privacy. Roofs designed for water retention, such as one of the types of 'green roof' will be welcomed.

### **Site Layout**

- 7.31 Existing (historic) building lines should be respected especially in regards to the setting of the railings along the southern boundary and along Pimlico Road.
- 7.32 The main entrance both vehicular and pedestrian should be the existing main entrance at Chelsea Bridge Road. A secondary vehicular access at Ebury Bridge Road should be provided. The Traffic Impact Assessment will indicate whether this should be the existing access point or a new location in Ebury Bridge Road. Any additional vehicular access points into the site eg. Ranelagh Grove, should be for emergency use only (ie restricted to police, ambulance and fire access).
- 7.33 A formal garden square fronting Chelsea Bridge Road on the site of the current parade ground would have many benefits in urban design terms, historically denoting the location of the parade ground, creating a pedestrian link and generous vista and views from Ranelagh Grove to Ranelagh Gardens as well as breaking up the frontage on Chelsea Bridge Road.
- 7.34 Car parking should be provided under ground unless it can be clearly demonstrated that surface parking does not conflict with an urban design framework /townscape of the highest quality. Disabled parking facilities should be provided at ground level.
- 7.35 New pedestrian routes will allow the introduction of new frontages, new uses, improve access within the site, and provide the scope to create more compact street blocks. Any proposal must be accompanied by a study into 'Desire lines' and should reflect on the following principal routes so far identified for consideration:
- a new pedestrian and cycle route through the site by continuing Ranelagh Grove south westwards to align with Chelsea Bridge Road;
  - a new pedestrian link from Ebury Bridge Road north westwards through the site;
  - A link from Pimlico Road (opposite Holbein Place) south eastwards through the site

All new routes should relate to the surrounding street pattern and should be defined and endorsed by the front facades of new buildings and relationship to new open spaces.

- 7.36 New public open space should be created on the northeast corner of the site (see para. 5.16 – 5.18 above ). The creation of other green spaces within the site is desirable.
- 7.37 Existing trees within the curtilage of the brief site identified in the City Council's Comprehensive Tree Survey as worthy of protection are now subject to a Tree Preservation Order (TPO) which includes nearly all the trees on the site and these will therefore need to be retained and enhanced. All trees on site subject to the TPO should be adequately safeguarded during development works in accordance with appropriate British Standards. The new development needs to be suitably designed so that these trees are successfully retained.
- 7.38 GVA Grimley, on behalf of Defence Estates have prepared a site capacity exercise for the site, in order to aid the marketing process, and in response to the draft brief. The Site Capacity Exercise (in draft at September 2006) addresses height, bulk, massing, and density, with two options for the site; a medium high density option and a high density option. It is indicative of the likely scale of development and broadly follows the contents of the draft brief as published for consultation.

### **Access for people with disabilities**

- 7.39 The City Council expects all new development to make proper provision for people with disabilities, including residential development (policy DES 1 of the UDP). Central Government standard BS8300 and Part M of the Building Regulations set out the minimum standards for access and facilities for people with mobility and sensory disabilities. An access statement should be submitted with any planning application setting out particular key performance indicators for accessibility of the proposed development. Further information and advice can be found in the Council's supplementary guidance note 'A guide to improving access for all' (1995), the Department for Transport document 'Inclusive Mobility' (2002), Lifetime homes Living Well Together-Habinteg Housing association 2003 and London Plan Supplementary Planning Guidance: Accessible London (April 2004).

### **Crime and Security**

- 7.40 The City Council seeks to ensure high standards of security and crime prevention measures are incorporated into all large developments (policy DES 1). Many crime prevention objectives are easier and less expensive to accommodate at the design stage. Such careful design which can reap wide benefits by helping to reduce the vulnerability of people and property to crime in the built environment, as well as reducing fear of crime. Together with good maintenance, this can also discourage graffiti and litter and make the resulting development more attractive and usable. In the development of this site, the City Council will expect the design to encourage passive surveillance and incorporate the following:
- Separate entrances for different uses and careful design of the fire escape routes.

- Limited numbers of dwellings accessed by a single communal entrance door, unless with concierge service.
- The design of public open space, pedestrian routes and other public facilities to deter crime.

7.41 The City Council will have regard to the advice of the Metropolitan Police Crime Prevention Design Advisor when considering any proposals for the site and seek to incorporate the Advisor's recommendations (including provision of appropriate CCTV systems) into schemes where appropriate.

## 8. Sustainable design and construction

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- 8.1 The design principles listed below reflect Objective 6 of the London Plan: to make London a more attractive, well designed and green city. The measures below will enable natural resources to be used more efficiently, reuse of resources, and a reduction in levels of waste and environmental degradation. Implementation of the Mayor's environmental policies, particularly in the Energy Strategy, will help to mitigate climate change by reducing carbon dioxide emissions.
- 8.2 RUDP policy ENV 1 encourages sustainable and resource-efficient buildings. Developers of this site must apply the following sustainable design principles:
- a) design and orientate buildings for passive solar gain and to minimise energy requirements
  - b) minimise the materials, energy and water needed to construct and operate buildings
  - c) minimise carbon emissions resulting from the operation of buildings
  - d) use materials which are not scarce and which can be obtained without causing damage to important habitats or ecosystems
  - e) avoid use of materials which may cause problems for human health
  - f) re-use materials and components and use recycled components and materials
  - g) enable salvage and collection of waste components and materials for recycling
  - h) prevent pollution to air, land and water so that there is no damage to natural systems
  - i) protect and create wildlife habitats
  - j) use sustainable drainage systems
  - k) design and construct new buildings which can be adapted to different uses and can be maintained with minimal use of resources
  - l) make the best use of existing buildings, by refurbishing, adapting and re-using them wherever possible
  - m) ensure that developments minimise the need for transport and encourage access on foot and by bicycle.
- It is recognised that in this case l) above should not apply as the poor quality of the existing buildings means that re-use is not desirable.
- 8.3 Development of the site should conform to all relevant aspects of the City Council's Supplementary Planning Guidance on Sustainable Buildings. Planning of the development should take full account of those sections of the SPG addressing: design; energy; air quality; water and drainage; land and landscape; wildlife and biodiversity; transport; waste and recycling storage; choice of materials; and noise. Also, construction of the development should be planned to ensure environmentally sustainable site practices.

- 8.4 Appropriate independent environmental appraisal/s should be carried out, such as BREEAM, Eco-Homes, etc. The development should achieve BREEAM 'Excellent' or equivalent. High standards of energy and water efficiency will be needed. Advice should be obtained from the Carbon Trust, and the Energy Saving Trust.
- 8.5 The feasibility of linking the development into the existing Pimlico District Heating System needs to be investigated. If this is not possible, the site would be highly appropriate for a district heating system powered by a tri-generation Combined Heat & Power (CHP) plant. This could be powered from a carbon-neutral source. Advice should be sought from the London Climate Change Agency, which is based at the London Development Agency. The opportunity should be taken to have on-site renewable energy installations. The Mayor's Energy Strategy (2004) states that a minimum of 10% of energy demand must be provided for on-site by renewable energy sources, where feasible. Solar thermal and Photo-Voltaic systems could be appropriate. Consideration should be given to building design to achieve natural ventilation to avert the need for air conditioning. Any potential to optimise solar gain should be applied, to minimise use of energy. Layout of the site should achieve orientation of the developments to optimise solar gain.
- 8.6 The site should be planned to minimise rainwater run-off, by installing an appropriate sustainable urban drainage system (SUDS) to ensure run-off either soaks away on-site or is re-used. Measures could include a roof designed for water retention, such as one of the types of 'living roof' (also known as a 'green roof'). This would also benefit biodiversity.
- 8.7 An assessment should be made of means to achieve high standards of conservation of potable water, through specification of water-efficiency features, or through a grey or black water installation, which would also contribute to SUDS.
- 8.8 Consideration should be given to providing on-site electricity-charging facilities for electric vehicles. Consideration should be given to measures to encourage use of public transport, such as relating pedestrian access points to bus stops and services; providing improvements to bus stopping facilities; and improvements to bus services. Use of cycling and walking should also be encouraged by specific design features. For example, provision should be made for secure off-street cycle parking (see para 10.10 and 10.11).
- 8.9 Choice of materials should be made to maximise their energy efficiency, such as high mass walling materials, while selecting materials that have the least damaging impacts in their production and transport.
- 8.10 Sufficient provision should be made for storage of waste for recycling and residual waste within the development. Some provision will be needed for interim storage in each housing unit as well as at ground level, and potentially in holding areas on each floor. The main criteria are set out in UDP Policy ENV 12. More specific requirements are set out in the City Council's booklet on 'Waste & Recycling Storage Requirements' (March 2005 edition).

- 8.11 UDP Policy ENV 12 also requires provision of a public recycling site in some developments. The scale of development at this site, and its location, suggest that such a site should be included within the development. The City Council's Recycling Manager should be consulted (Tel: 020.7641.7962).
- 8.12 The development should be planned and designed to minimise noise transmission and breakout between units in the development and to the surrounding area. Noise standards to be met are set out in UDP Policies ENV 6 and 7. These demanding standards are intended to prevent increases to ambient noise levels and to enable a reduction in ambient noise levels over time, to ensure liveability for those who work or live in the area.

### **Other Standard and Controls**

- 8.13 Policy ENV 2 of the UDP lists a number of developments for which Environmental Impact Assessments (EIAs) are usually required. Major urban development projects (defined as 0.5 ha or more) are included on this list so, an EIA will be required for the proposed development.
- 8.14 The impact of a proposal on human health is a material planning consideration and the developer should consider the health impacts of any proposed scheme on the locality and residents in an Health Impact Assessment (HIA), either as part of the EIA/EPs process or in a separate document. HIA identifies potential environmental and health impacts of a proposal in terms of health improvement and reducing health inequalities, and any mitigation and enhancement measures that could be implemented. Information on using HIA for assessing the potential impacts on health can be found in the ODPM guidance "Creating Healthier Communities: a resource pack for local partnerships" (March 2005). This can also be viewed at [www.neighbourhood.gov.uk/page.asp?id=784](http://www.neighbourhood.gov.uk/page.asp?id=784)

## 9. Greening the Site

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### **Landscaping (UDP Policies ENV 4 and ENV 16)**

- 9.1 The Council will require implementation of a scheme of soft and hard landscaping for all parts of the site not covered by buildings. This should be designed to complement the architectural treatment of the proposed buildings and make a positive contribution to the local environment. The landscaping scheme should include details of proposed trees and shrubs. The species chosen should reflect the diverse range encountered in the City, and adequate space should be incorporated into the scheme (both above and below ground) to allow large growing species of trees to reach their normal mature life expectancies (see para. 9.6 below). The landscaping should be discussed with the City Council at an early stage. The City Council will expect thorough ground preparatory works and aftercare of all landscaping.
- 9.2 The design of the open areas and the landscaping should take account of public safety. Careful attention should be given to maintaining good surveillance and avoiding landscaping which conceals people.

### **Biodiversity (UDP Policy ENV 17)**

- 9.3 This development offers the opportunity to create habitat for wildlife as well as a place of aesthetic appeal to people, reconnecting them with nature. The development should therefore make a positive contribution to biodiversity by integrating, as a part of an application, enhancement to biodiversity identified in the Westminster and London Biodiversity Action Plans<sup>1</sup>.
- 9.4 Chelsea Barracks is both opposite a Site of Borough Importance for nature conservation (Ranelagh Gardens) and near to a Site of Metropolitan Importance for nature conservation (Tidal Thames). Because of this location the site is considered to have potential for bats, the black redstart, the housemartin and swift.
- 9.5 A biodiversity assessment will need to be carried out prior to any work starting on site, including demolition, to investigate the impact on the following (with particular attention to the presence of protected species, including UK Biodiversity Action Plan and London Biodiversity Action Plan species):
- a) Terrestrial breeding and/or roosting birds (especially the black redstart);
  - b) Mammals (especially further consideration given to the requirements of bats);
  - c) Reptiles and amphibians;
  - d) Wasteland habitat including associated invertebrates.



It is recommended that existing data also be researched to support this survey<sup>ii</sup>. Biodiversity information is a material consideration in a planning decision and will therefore need to be submitted at the same time as an application.

9.6 Landscape designs for open spaces should incorporate:

- a) The **diverse planting of native trees and shrubs** with consideration to the provision of fruit and nectar for birds and insects. The planting of non-native invasive plants should be avoided.
- b) **Areas of wildflower meadow planting and/or tall grassland.** Consider the combination of short amenity grassland and natural planting of wildflower areas as a means of offering not only a feature for wildlife but also a vibrant and colourful open space as public amenity.

9.7 Building design should incorporate features to enhance biodiversity and the quality of the natural environment:

- a) Install **living roofs** through naturalistic planting, appropriate to the status of locally important species<sup>iii</sup>. The wider environmental and social benefits of living roofs are wide and far reaching, for example they can:
  - Absorb storm water runoff
  - Reduce the heat island effect
  - Cool buildings in the summer
  - Insulate buildings in the winter and reduce energy consumption
  - Absorb pollutants and help to improve air and water quality

Living roofs can also provide the opportunity for community gardens where local residents can work together to grow fruit and vegetables and other plants.

- b) Create **vertical habitats/green walls** using climbers. Use a range of native and non-native species to provide nesting cover, nectar and fruit to encourage local biodiversity to the site.
- c) Create **nesting sites for swifts** as part of the design of built structures<sup>iv</sup>
- d) Create **roosting sites for bats**. Advice is available on how bats can use roof spaces and what elements they require outside to complement this built environment. Further advice should be sought on this<sup>v</sup>.

# 10. Highway Network, Parking and Servicing

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- 10.1 The City Council seeks to co-ordinate land-use and transport policies so as to reduce the need to travel and to ensure that the most appropriate means of transport is used for each journey. In pursuit of this objective, the Council's transport policies, as set out in Chapter 4 of the UDP, seek to increase accessibility; enhance and improve the environment and maintain and improve the efficient operation of London's road and rail networks so as to ensure the continued attractiveness and economic viability of Westminster.
- 10.2 Any application for development should be accompanied by a detailed Transport Impact Statement (policy TRANS 14 of the UDP). A Transport Impact Assessment, to include implications for the City of Westminster and RBK&C (including Victoria and Sloane Square LUL stations) will be required in order to assess the likely impact of the development and to ensure that appropriate mitigation measures are undertaken. Appendix 4.1 of the UDP sets out what should be included in the Transport Impact Assessment. The developer will be expected to provide the relevant infrastructure to cater for extra trips generated by the redevelopment scheme, or to contribute an appropriate proportion of the cost of the required improvements.
- 10.3 The developer will need to undertake extensive modelling to show the wider traffic impacts of any proposal. This should take into account the westward extension of the Congestion Charge Zone, proposals at Victoria, proposed changes at Sloane Square station, and the the impact of the Battersea Power Station development.
- 10.4 The traffic generated by the present barracks use is relatively low. Residential development will significantly increase the traffic generated, and the Council will wish to ensure that this remains within the capacity of the road network and will require an assessment of the present and proposed traffic generation. This should include consideration of:
- (i) any improvements desirable to the public transport facilities in the area which should be funded by the development.
  - (ii) Any necessary traffic management measures and associated changes to the geometry of the highway.
- 10.5 The development does provide the opportunity for setback to allow for the widening of Chelsea Bridge Road, if required. The Royal Borough, in conjunction with the City Council, will need to assess if there is any scope for improving the operation of the Chelsea Bridge Road/ Royal Hospital Road junction.

- 10.6 The barracks have three vehicular access points. The main access is from Chelsea Bridge Road, with a secondary access from Ebury Bridge Road and a minor access from Ranelagh Grove. The main access should continue to be from Chelsea Bridge Road. The present access point is acceptable. The Ebury Bridge Road access was agreed by the City Council in 2001 solely for the purpose of providing access for residents of the tower blocks. A secondary vehicular access at Ebury Bridge Road should be provided. The Traffic Impact Assessment will indicate whether this should be the existing access point or a new location in Ebury Bridge Road. Any additional vehicular access points into the site eg. Ranelagh Grove, should be for emergency use only (ie police, ambulance and fire access). The Transport Impact Assessment will also inform access issues. Public pedestrian routes through the site should also be planned at an early stage.
- 10.7 The site lies on Westminster's boundary and its development may have implications for the road network and public transport provision beyond the City's boundaries. Accordingly the City Council will consult the Royal Borough of Kensington and Chelsea in respect of the highways aspects and public transport implications of development proposals, the relationships to the strategic traffic network and a variety of issues in and around Victoria. TfL will also be consulted on traffic generation and management of the highway network and bus route issues.

### **Parking and Servicing for specific uses**

#### **Residential**

- 10.8 The Council will apply the car parking standards set out in policies TRANS 21 – 24 and the cycle parking standards set out in TRANS 10 (see appendix 4.2 of the UDP). Policy TRANS 23 applies to parking for residential developments. It states that for residential development generally, the City Council will normally require parking space to be provided on the basis of a maximum of one off-street parking space per residential unit of two bedrooms or less. For residential units of three bedrooms or more, the Council will apply a maximum parking standard of 1.5 off-street parking spaces per residential unit.
- 10.9 A parking standard of 1 space per 10 residential units will normally be applied for special needs housing (e.g. sheltered housing and housing for people with disabilities) but this may be varied to suit particular cases. All such parking spaces should be designed in such a way as to be accessible to wheelchair users.
- 10.10 In order to reduce the number of parking spaces, the City Council will welcome proposals, suitably controlled and governed by S106 agreement or planning condition, for on-site car sharing/leasing such as a 'car club scheme'.
- 10.11 Parking provision should utilise the existing underground car park on the site which has capacity for 30 vehicles. It may also be possible to utilise the underground ammunition bunkers and armoury for parking purposes. In terms of good design, and in order to maximise site coverage, with the exception of disabled bays, parking will be expected to be provided under ground, unless it

can be clearly demonstrated that surface parking does not conflict with an urban design framework/townscape of the highest quality.

10.12 In considering the car parking provision within the site, the City Council will require it to be demonstrated that demand for car parking and any other servicing requirements will be accommodated within the site and will not result in use of residents' or other parking spaces outside the boundary of the site.

10.13 Cycle parking should be provided in accordance with the City Council's standards. For residential accommodation this is generally 1 space per unit.

10.14 The Council is concerned that in mixed use developments, the parking provision for residential development should be kept physically separate in order to ensure that the parking is permanently available solely for residents' use (policy TRANS 24).

10.15 The design of any parking areas should take into account the need for safety, security and lighting, and should consider landscape issues. The use of a CCTV system could be considered.

#### **Other Uses: Shops, and Social and Community Uses**

10.16 The City Council's parking standards for these uses are set out in policy TRANS 22.

##### **Shops**

10.17 The permitted parking provision for staff, visitors and servicing will be a maximum of one space for each 1,500sqm of gross floorspace. One adequately proportioned and positioned space for staff and visitors with disabilities shall be provided for each 6,000sqm. Parking for shop customers will not be permitted. All servicing should be catered for within the curtilage of the site. Due to the highway constraints of the site and potential traffic generation, it is considered that a large retail unit such as a major supermarket would not be acceptable.

##### **Social and Community Uses**

10.18 Parking provision for schools and other social and community uses may be required as determined on the merits of the case.

# 11. Site constraints

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## **Archaeology**

- 11.1 In accordance with policy DES 11 of the UDP, any application for redevelopment of this site should be supported by a desk-based assessment of the impact of development on archaeological remains and of the existing buildings on the site. The results will then be used to make an informed planning decision and to guide further assessment in the form of field evaluation and an appropriate mitigation strategy as necessary. Advice from the Greater London Archaeology Advisory Section of English Heritage in 1996 is provided as a background paper to this brief. The City Council will consult English Heritage on any planning application for the site.

## **Contaminated Land Issues**

- 11.2 The City Council will follow the procedures set out in the Government's Planning Policy Guidance Note on Planning and Pollution Control (PPG23). When in force, Part IIA of the Environmental Protection Act 1990 may be applicable to the site. In considering a planning application for the site, the City Council will wish to be satisfied that the land is not contaminated. Accordingly, the City Council will require an investigation to be carried out before a planning application is submitted. In granting planning permission, the City Council may impose a condition requiring any necessary remedial works to be carried out. In addition, prior to commencement of any development the Environment Agency will require a detailed site investigation to assess contamination and will require details of the drainage system.

## **Crossrail Line 2**

- 11.3 The Chelsea-Hackney Line (now renamed Crossrail 2) route was safeguarded by the Secretary of State for Transport in 1991. This safeguarding will stay in place until it is amended by order of the Secretary of State. A small section of the corner of the site at Ebury Bridge Road, including the former petrol filling station, is safeguarded for tunnels and a vent shaft. More recent discussions indicate that the land required might be more substantial and the Chelsea Barracks site has been identified as a potential surface level work site and vent shaft (further advice is expected to be issued Summer 2006). As a result the City Council will consult Cross London Rail Links in respect of any proposals on the affected part of the site. Prospective developers are also advised to discuss their proposals with Cross London Rail Links. The current safeguarding line as it pertains to this site is shown on Map 5, but this may be reviewed at a later date.

## **Underground Water systems**

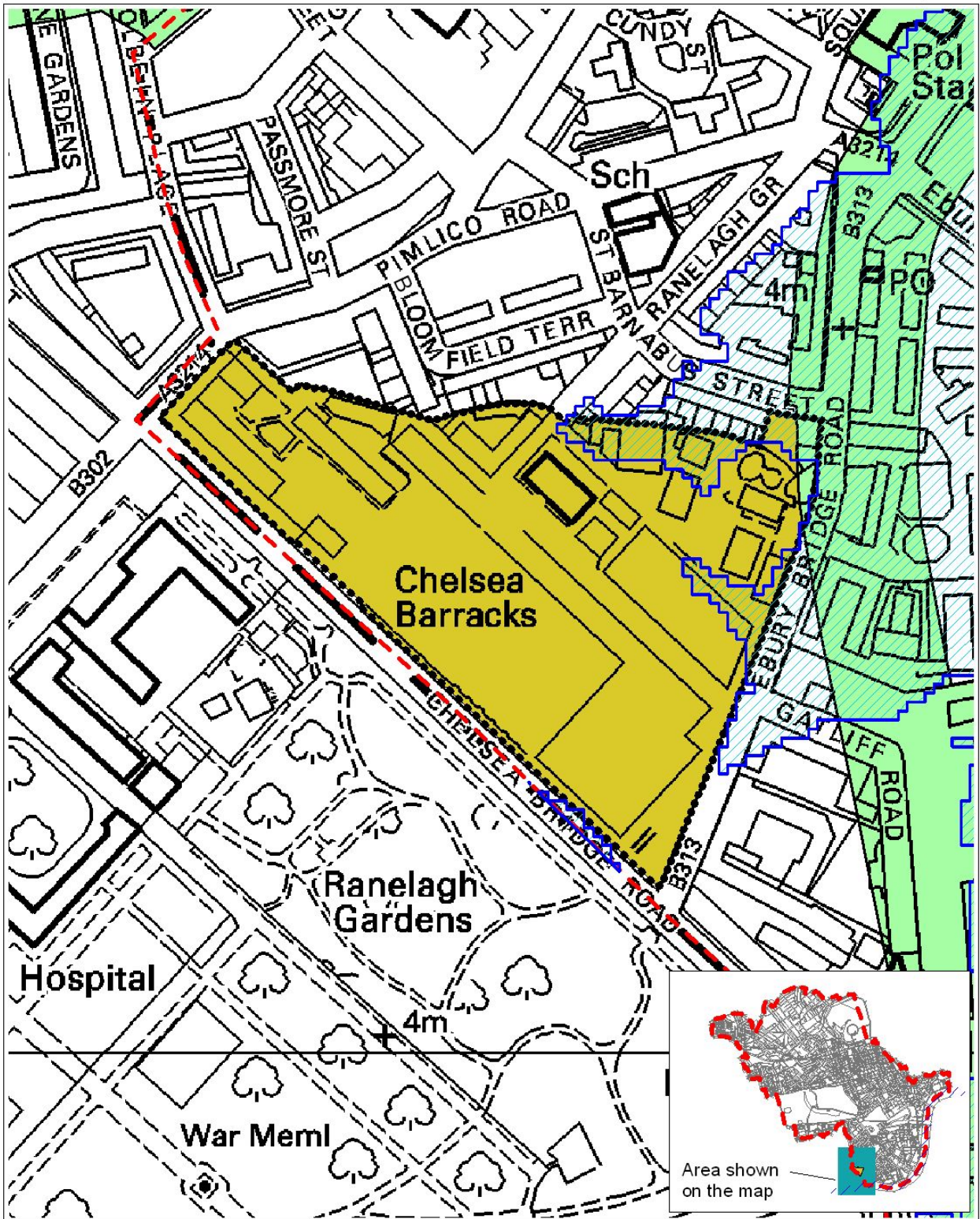
- 11.4 The routes of the Western District Sewer and culverted River Tyburn need to be taken into account.

## **Thames Floodplain**



- 11.5 The north eastern corner of the site falls within the Thames floodplain (see Map 5). Section 4C of the London Plan 'The Blue Ribbon Network' (paragraph 4.87) notes that there is a risk of flooding around the Thames despite the protection of the Thames Barrier. PPG25: Development and Flood Risk (July 2001) states that development plans should take account of flood defences. UDP Map 11.2 shows the indicative flood plain in Westminster, as identified by the Environment Agency, which could be affected, should there be breaching of the flood defence structures. Though only small parts of the site are affected, it is prudent that they be kept free of buildings.



# Chelsea Barracks: Site Constraints

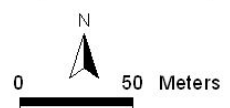
Map 5



Reproduced from Ordnance Survey mapping with the sanction of Her Majesty's Stationery Office, Crown Copyright. Unauthorised reproduction may lead to prosecution or civil proceedings. City of Westminster LA100019597 City Planning Group J:\D\_City Planning Group\gis\One off Maps\chelsea barracks.apr

-  Area covered by planning brief
-  Council Boundary

-  Thames Floodplain
-  Crossrail Line 2 Chelsea to Hackney Line Safeguarding Direction



# 12. Implementation

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- 12.1 Having regard to the size, location and importance of this site it is considered essential that once the site is vacated by the MoD, the agreed development scheme is implemented quickly and in its entirety. The City Council is particularly concerned that the buildings are not left vacant for a long period after the MoD have vacated the site. Vacant buildings on a site of this size would be an eyesore as well as having the potential to be squatted or vandalised. When a development scheme has been agreed, the Council will wish to see it implemented quickly and in its entirety. This will secure the early provision of public benefits and avoid 'gaps' in the townscape. The City Council will impose planning conditions or enter into a legal agreement with developers to secure a proper phased implementation.
- 12.2 Both works of demolition and new building involved in the development of this very large site are likely to result in substantial vehicular traffic. The Council will seek the co-operation of the developers to minimise any adverse effects of this on the surrounding road network and in particular to avoid lorries using the residential streets to the north of the site. The use of the entrances at Ranelagh Grove and Ebury Bridge Road for construction vehicles to serve the development, will not generally be permitted, but essential exceptions may be considered as part of the Code of Construction Practice.
- 12.3 Any phasing of the development needs to ensure that the delivery of the affordable housing units is no later than the delivery of other elements of the scheme.
- 12.4 The developer will also need to agree, via a S106 agreement, the funding of the Environmental Inspectorate to control demolition and construction activity.

## **Code of Construction Practice**

- 12.5 The City Council's Code of Construction Practice is intended to define environmental standards and outline procedures pertaining to major construction works. It covers the environmental and public health and safety aspects affecting the interests of local residents, businesses, the general public and the surroundings in the vicinity of proposed construction sites. Activities and impacts covered by the Code include: site set-up and servicing arrangements, management of construction traffic and highway works, site management, public safety, noise and vibration, hours of working, dust and air pollution, waste disposal and protection of water quality and urban ecology.
- 12.6 The Code is intended to clarify for the developers and their contractors their responsibilities and requirements, as well as providing assurances to residents and others about the standards that they can expect during construction.
- 12.7 The City Council will expect the developer of this site to conform to the Code of Construction Practice. The Code is a two-part document with Part A being generic and applicable to all developments. Part B is site-specific and is drafted



by the City Council usually at tender stage and refined once a main contractor/construction managers have been appointed. Costs will need to be agreed at the scheme stage with the City Council's Construction Manager.

## 13. Contacts

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- For further information about the City Council's policies and to discuss this brief, please contact **Margaret Handovsky (020 7641 1818)**.
- For information of a development control nature or to discuss specific development proposals, please contact **David Horkan (020 7641 2501)**.
- For advice on conservation and design and listed buildings matters, please contact **Mike Gray (020 7641 2931) / Gwyn Richards (020 7641 2450)**

Other useful contacts are:

Fergus Coleman	Affordable housing issues	020 7641 2129
Richard Case	Highways	020 7641 3398
Rachel Yorke		020 7641 3171
Vivienne Lukey	Social, community & health facilities	020 7641 1964
Tony Benton	Schools	020 7641 3222
Rebecca Cloke	Open space	020 7641 3433
David Kerrigan	Leisure Facilities	020 7641 2696
David Ruse	Libraries	020 7641 2496
Sue Hannah	South Westminster Renewal Partnership	020 7222 0303
Vanessa Scott	Biodiversity	020 7641 1951
Mike LeRoy	Sustainable Design and Construction	020 7641 1986
Barbara Milne	Trees	020 7641 2922
Alice Leach	Victoria Area Planning Brief	020 7641 8073
Brent Turton	Code of Construction Practice and Environmental Inspectorate	020 7641 1224
Andrew Grimm	Waste and Recycling	020 7641 7962
Amelia Haskell	Contaminated land	020 7641 1317

Richard Craig (RBK&C)	Planning and Conservation in Royal Borough of Kensington and Chelsea	020 7361 2573
Giles Dolphin Greater London Authority		020 7983 4458
Lee Campbell Transport for London		020 7126 4576
Stephen Brown, GVA Grimley (on behalf of MoD		(0)870 900 89 90
Cross London Rail Links (Line 2)		020 7941 7600

## 14. Further Information

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The following documents are available on the Council's website – [www.westminster.gov.uk](http://www.westminster.gov.uk) – or at One-Stop Services at City Hall, 64 Victoria Street, SW1E 6QP between 8.30am and 7.00pm Monday to Friday and 9.00am to 1.00pm on Saturday.

All documents are City of Westminster – except where stated

- ❑ City of Westminster Unitary Development Plan, approved by Full Council 13 December 2004
- ❑ Revised Affordable Housing policies, approved 26 April 2006
- ❑ Victoria Area Planning Brief, 2006  
<http://www.westminster.gov.uk/environment/planning/sitesandprojectspolicies/victoria-area-planning-brief.cfm>
- ❑ Design Matters in Westminster, 2001
- ❑ Sustainable Buildings, 2003
- ❑ Standards for Residential New Building, Conversion and Rehabilitation Schemes, 1991 (being revised).
- ❑ Belgravia Conservation Area Guide, March 1996.
- ❑ Pimlico Conservation Area Audit, April 2006
- ❑ Trees and Other Planting on Development Sites, 1996.
- ❑ Landscape Design Guidelines for Nature Conservation, 1996.
- ❑ Strategic Views in Westminster, 1994.
- ❑ Westminster City Council, Street Furniture Manual, 1993.
- ❑ Westminster Way (draft), 2004
- ❑ Westminster Biodiversity Action Plan

- ❑ A Guide to Providing Access for All, February 1995.
- ❑ Mobility Guide 1989.
- ❑ Designing for Accessibility - An Introductory Guide, Centre for Accessible Environments, 1993.
- ❑ Public Art in Westminster, 1994.
- ❑ Building Regulations Part M, ODPM.
- ❑ Central Government standard BS 5810 - Disabled Access.
- ❑ Designing Out Crime in Westminster, 1998
- ❑ Draft SPG on Planning Obligations, 2006
- ❑ 'The Report of the Westminster Housing Commission – finding future opportunity for housing in Westminster' (September 2006)
- ❑ Higher Density Housing for Families: a design and specification guide, Housing Federation, 2004
- ❑ Design for Biodiversity ([www.lda.gov.uk/server/show/nav.001005006002](http://www.lda.gov.uk/server/show/nav.001005006002)), LDA
- ❑ Biodiversity by Design – A Guide for Sustainable Communities, 2004. Town & Country Planning Association  
([www.tcpa.org.uk/downloads/TCPA\\_biodiversity\\_guide\\_lowres.pdf](http://www.tcpa.org.uk/downloads/TCPA_biodiversity_guide_lowres.pdf))
- ❑ Greater London Archaeology Advisory Section English Heritage (1996)
- ❑ A Guide to Archaeology and Planning in Westminster, 1995
- ❑ A Guide to the Siting of Security Cameras and other Security Equipment, 1995
- ❑ Royal Borough Kensington & Chelsea Urban Design Strategy (currently in draft)

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<sup>i</sup> Advice should be sought from the:

**Design for Biodiversity Project Manager**

London Wildlife Trust

Skyline House

200 Union Street

London

SE1 0LW

T: 020 7803 4287

F: 020 7633 0811

E: [aingleby@wildlondon.org.uk](mailto:aingleby@wildlondon.org.uk)

Further reading is recommended:

<sup>ii</sup> Advice should be sought from:

**Greenspace Information for Greater London (GIGL)**

*the open space and biodiversity records centre for London*

Based at:

London Wildlife Trust

Skyline House

200 Union Street

London

SE1 0LW

T: 020 7803 4278

F : 020 7633 0811

E: [mrudd@wildlondon.org.uk](mailto:mrudd@wildlondon.org.uk)

<sup>iii</sup> Advice on black redstart should be sought: [www.blackredstarts.org.uk](http://www.blackredstarts.org.uk) &  
[www.livingroofs.org](http://www.livingroofs.org)

<sup>iv</sup> Advice on swifts should be sought: [www.londons-swifts.org.uk](http://www.londons-swifts.org.uk)

<sup>v</sup> Advice on bats should be sought from the Bat Conservation Trust: [www.bats.org.uk](http://www.bats.org.uk)