

# News from Ladbroke

The Newsletter of the Ladbroke Association

SUMMER 2019



*Magnolia trees in Elgin Crescent*

## STREET TREES

The Ladbroke Association was founded 50 years ago this year, by local residents who objected to a Council plan to fell every other plane tree in Ladbroke Grove because they were “nearing the end of their life”. Things have moved on since then, the trees are still in place and the Council is now much more careful of our trees and indeed does a lot of planting of new trees. Altogether there are some 7,000 street trees in the borough, and the Council’s policy is not to fell street trees unless the tree is dead, dying or dangerous or it is causing significant damage to adjacent structures. The importance that residents attach to street trees has been demonstrated by the outcry over the TfL plan to fell 25 trees in Notting Hill Gate and the two mature plane trees at the bottom of Campden Hill Square as part of their cycle highway scheme.

It is not always obvious to non-experts that a tree is diseased. Our

members quite often express concern, therefore, when an apparently healthy tree suddenly disappears. This is something where we feel that we have to trust the experts (and the Council has four trained arboriculturalists in its tree section), not least as if the Council knows that a tree is diseased, and it then damages somebody or

something, the Council would be liable. However, we do ask that the Council give due warning, so that local residents are not taken by surprise. They now put notices on trees that are about to be felled, explaining their decision. The notices give a number that people can ring if they have any questions about the

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## THE LADBROKE ASSOCIATION ANNUAL GENERAL MEETING 2019

The AGM of the Association will be held on Tuesday 16th July 2019 at 7.00pm for 7.30pm at St Peter’s Church, Kensington Park Road.

### AGENDA

1. Minutes of last meeting  
(see <http://ladbrokeassociation.info/NEWSVIEWSANDEVENTS.htm>)
2. Matters arising from the minutes;
3. Chairman’s Report;
4. Treasurer’s Report and adoption of accounts;
5. Election of officers;
6. Election of committee;
7. Any other business.

Nominations for Officers and Committee Members, proposed and seconded, should have reached the Hon Secretary at 19 Stanley Gardens, London W11 2NG at least two days before the meeting.

felling. The Council also notifies local councillors and the Ladbroke Association about fellings in our area.

The situation is more complicated where there is an alleged risk of damage from tree roots undermining neighbouring houses. There is no doubt that the roots of in particular plane trees can extend over a wide area and have the capacity to cause damage when they go under houses. This is a particular problem where, as on the Ladbroke estate trees, they are planted on clay. As a result, when insurance companies are faced with a claim for subsidence or similar damage, they immediately look to see if they can blame it on tree damage, so that they can seek to recover their outlay from the Council. The Council requires evidence that a tree is responsible (it asks, for instance, for cracks to be monitored; if they widen in summer, when trees take most moisture from the soil, and lessen in winter, that is a fairly clear sign that the tree is causing the problem). Where evidence does exist, it has to pay up. All London boroughs are expecting a surge of claims after the recent exceptionally dry weather.

Many residents are concerned about the fairly vicious pollarding of some street trees, especially planes and limes. This is, however, mainly to avoid damage claims. If trees are pruned only occasionally, their roots grow freely, thus worsening any subsidence problems. If they are pruned regularly, however, the energy of the tree is put into producing new branches rather than new roots. The present Council policy is to prune large street trees on clay, like those in Ladbroke Grove and Ladbroke Road,

every two years. It says that since it began doing so over 15 years ago, the number and size of claims against the Borough have both reduced.

Both planes and limes are tolerant of pollarding at whatever time of year it is done, although they look pretty awful immediately afterwards. People are particularly concerned when trees are pruned in full leaf. Cllr Catherine Faulks, who lives in the Ladbroke area and is one of our committee members, went out last summer and physically made a pruning team stop work on the plane trees in Ladbroke Grove while she called Council officers and persuaded them to put off pruning until the trees were dormant. These trees are in their full beauty during the growing season and also give welcome shade. So even if they are not damaged by pollarding in summer, we think that the Council should prune only after the leaves have fallen.

When trees are felled, it is Council policy to replace them, normally by a tree of the same species. However, where they think that that species makes a bad street tree, e.g. because it is short-lived or too big for the site, the Council may go for something else. For instance, the section of Kensington Park Road between Ladbroke Gardens and Elgin Crescent used to be lined with cherry trees. These are, however, notoriously short-lived and the Council has been replacing them with silver birch, an attractive tree on which there has apparently been positive feedback from residents. It has also planted a London plane at a point where the street passes the side of a communal garden. The

pavement is narrow at this point and it seemed a pretty dotty choice to us given the size to which planes grow. The Council says, however, that it seizes every chance it can to plant planes as they are among the best trees for controlling pollution, but dare not do so in front of houses lest the tree be blamed for subsidence. The Council has also been experimenting with trees that have not normally been used as street trees in this country, such as magnolias.

If you feel strongly about what replacement trees should be planted, it is well worth telling the Council, as this is an area where it will take residents' views into account.

## ERRATUM

In the article in the last newsletter on the London Surgical Home, we gave the wrong numbers for the houses in Ladbroke Grove occupied by the Home. It should have been Nos. 64, 66 and 68. At the time the Home was operating, these three houses were known as 16, 17 and 18 Stanley Terrace.



## BICYCLE HANGARS



*Bicycle hanger*

The Council has been installing "cycle hangars" (secure units where bicycles can be parked) in various parts of the borough. It says that they have been very popular with places in them quickly booked up. A few months ago, they told us of plans to install two units in the Ladbroke area, one at the eastern end of Blenheim Crescent next to the modern housing block; and one in Kensington Park Road near the junction with Ladbroke Gardens. We raised no objection to the one in Blenheim Crescent, and that has now been installed. But we expressed concern about the Kensington Park

Road one. Although the Council has done its best to make these units look reasonable, they remain basically unattractive and we were worried about their effect on the conservation area and the setting of the nearby Grade II\* listed St Peter's church. Also, we were not convinced that there would be tremendous demand in an area of large houses where bikes can be stored in halls and basement areas and where we suspect bicycle theft has not been a major problem compared, for instance to the streets east of Portobello Road. For the moment, a decision on that unit has been deferred.

## GRAFFITI

Fortunately, we are not too plagued by graffiti in our area. The only major problems are in the Portobello area and round Ladbroke Grove Underground Station. But during carnival, graffiti artists do venture further south and west, especially where residents and shops have put up hoardings to protect their properties.



*Graffito (with additional posters) that appeared overnight outside 4 Ladbroke Grove, Carnival 2018*

Graffiti (the word means “scratchings”) have a long history. There are graffiti at Pompeii, and Roman graffiti also survive on Egyptian temples, along with ones added by Napoleon’s troops. Byron famously scratched his initials on the temple at Sounion in Greece. Since the 1950s, however, graffiti have taken on a new and more energetic - and imaginative - form, often associated with protest movements. Political graffiti were very much present in North Kensington at the time of the Notting Hill race riots, and some say this area is the cradle of modern graffiti. In the 1980s, with the import of hip-hop and an urban youth culture from the USA, a new style of graffiti emerged, and the Westway was one of the perfect backdrops for this new youth movement, still prevalent today. Carnival is now seen as an opportunity for both young graffiti artists and some of the veterans from those early days to meet up with old friends and go on a spree, decorating the hoardings over the shopfronts. Graffiti have also grown in size and extent as material as such as aerosol or spray-paint have become available and a new “stencil graffiti” genre emerged (as used often by Banksy). And there is no denying that some, such as Banksy’s, are interesting works of art.

The question of whether graffiti are art or vandalism is now hotly debated. Today’s graffiti can be roughly divided into a number of categories. There are those that are intended or perceived as genuine works of art or to convey a political message, which tend to be few and far between in our area, although the two below from Portobello Road last year might be said to have pretensions. The more complex ones are known as “pieces”, short for masterpieces.



*A “political” stencil graffiti*



*Somebody has taken real trouble over this one, rather spoiled by scrawled tags.*

The most common form of graffiti are “tags” or stylised signatures. Sometimes these are just scrawls, but they can be very large and elaborate, like the one in the photo of 4 Ladbroke Grove at the top of this article. The

challenge for many taggers is to leave their signature in as many places as possible, and they are the real menace on the Portobello Road.

We suspect that few people see problems with putting graffiti on temporary hoardings, as these can be decorative and will disappear with the hoardings. But the graffiti that appear on shop-fronts, walls, railings etc. are a blight on our area. Because graffiti attract other graffiti, it is important that they are removed as soon as possible. So who is responsible for removing them? If they are on Council property (including lamp-posts, bollards, street-signs etc.), or on e.g. telephone installations, the Council or service provider is responsible and should be contacted if you see any graffiti.

The situation is more complicated for graffiti on private property. The Council offers a free graffiti and fly-poster removal service to private residents if the graffiti are on an elevation fronting the highway, AND are at ground floor level, AND there is permission from the owner of managing agent of the property - for further details see

[www.rbkc.gov.uk/parking-transport-and-streets/your-streets/street-cleaning/graffiti-and-fly-posting/graffiti-and-f-0](http://www.rbkc.gov.uk/parking-transport-and-streets/your-streets/street-cleaning/graffiti-and-fly-posting/graffiti-and-f-0).

It will also remove any graffiti that are offensive, although it is somewhat reluctant to do so for fear of damaging the property. Otherwise, however, private residents and shopkeepers and other commercial premises are on their own.

Unfortunately, removing graffiti is not straightforward. On stucco, which is easily damaged, it is usually easiest to paint over the graffiti, although it is advisable to use a surface preparatory spray product like Polycell Stainblock which prevents dark or bright colours from leaching through the new paintwork. Hardware firms like Tylers and Nu-line also stock special graffiti removal products for use on brickwork and other surfaces, and there are specialist private firms which will undertake graffiti removal.

## PORTOBELLO GOLD

We have reported in a previous newsletter on the takeover a couple of years ago of this old Portobello Road pub (between Chepstow Villas and Westbourne Grove) by a consortium headed by Nick House, an entrepreneur who is the co-founder of a number of high profile late-night venues. Since then, there have been a series of problems, including disregard for planning rules by the new owners. They applied for permission to make various alterations to the premises, some of which were accepted and others of which were not. Even where permission was refused, however, they have gone ahead regardless.



*The pub in earlier times*

One of the alterations for which they sought permission was to cover the whole top of the front of the pub with a strange and - in the view of many - sinister and ugly mural. The Ladbroke Association opposed their application, both because we thought the mural a discordant blot on the streetscape, and because it covers a handsome 1920s brick façade that is itself of historic interest. Planning permission was unanimously refused by the RBKC Planning Applications Committee. The applicants, however, did not even wait for the committee decision before starting work on the mural, which is now in place, although

in a slightly different and if anything worse form than originally applied for. They have appealed against the committee's decision and the matter will now be decided by a government planning Inspector. In the meantime, the mural remains in place.

The mural is not painted directly onto the brickwork. The technique of this particular artist is to apply a coat of cement render, then to paint a design onto the render. He then (in theory) chips away the render between the elements of the design, so that what is left is a raised painted design showing the brickwork in between. What he has actually done, however, is minimal chipping away at the render, so that between the design elements there is now ugly chipped raw render revealing very little brickwork.

The matter that particularly concerns us is that, if the Inspector decides that permission should not be granted, it is going to be extremely difficult to remove the mural and render without

damaging the brickwork. There is a period of six months before render is "cured" when it can be removed relatively easily. But the developers waited almost six weeks before lodging their appeal and the Planning Inspectorate is likely to take many more months (although we have impressed upon them the need for urgency). So all-in-all, we see the owners as having acted irresponsibly in going ahead before obtaining planning permission.

The neighbours have also reported numerous problems with noisy out-of-hours working and even damage. Work is now more or less complete and the pub reopened in early June. Problems are however, already being reported over inadequate sound-proofing and after-hours operation. We regret the way these developers have behaved, not least because we understand the company has well-run establishments and we cannot see what they have to gain by flouting planning rules and alienating the neighbours in this particular case.



## **NOTTING HILL DEVELOPMENT**

Ownership of Notting Hill Gate is divided between a number of different property companies (including one belonging to the grand-daughters of Paul Raymond of Raymond's Revue Bar, who was a canny property developer). Most of them are pursuing projects of some kind.

### **Marks & Spencer Block**

On the northern side, Frogmore, who own 146-164 Notting Hill Gate, the block at the western end that includes Marks & Spencer, have plans to demolish the whole block and replace it with a big hotel. In March they held public displays of their plans at St John's church, which some of you will have been to. They have, incidentally, promised to relocate Marks & Spencer, who still have some years on their lease to run, and recognise its importance to the local community.

Your committee is not against the idea of a hotel, as this end of Notting Hill Gate has long been a dead area for retail. Frogmore say they are planning a mid-range hotel aimed at reasonably well-off tourists rather than the business or luxury market. Such a hotel could even serve to revitalise our local shops. We are not happy, however, with their plans in their present form. They are proposing a monolithic building, covering the whole site and higher - albeit by not much - than the buildings on either side. The architecture is monotonous, which we think will add to the effect of bulk. We have, therefore, supported the Kensington Society in urging them to go for something more imaginative, involving different levels. We have also said that we would like them to include a canopy along the Notting Hill Gate frontage to protect pedestrians from the rain.

There are concerns that the transport aspects have not been fully thought through. Frogmore say they expect most of the hotel's clientele to travel by public transport. We think this is unrealistic, and that many will use taxis or Ubers at least sometimes. The entrance is near the junction

with Campden Hill Road and cars stopping outside are likely to cause traffic chaos. The obvious thing would be to bring vehicles in to an entrance at the back, via the service road that runs behind the shops on this side of Notting Hill Gate.

### **Other development on the north side**

Frogmore also own the rest of the north side as far as Pembridge Road, to part of which they are adding a couple of extra floors. The rest of the work going on is refurbishment. Sadly, Tylers are finding their current large premises unaffordable, chiefly they say because of the huge business rates that they are having to pay. They are moving to smaller premises on the same side near Marks and Spencer, where they hope to remain at least until the end of the year. But they say they are not sure they can continue after that.

The block on the other side of Pembridge Road, by the Underground Station, is in different ownership (Stranton Properties). They obtained planning permission in 2016 to rebuild the corner building (where the Book Warehouse used to be) and to refurbish the three Victorian houses next to it, retaining the façades and the old marmalade advertisement on the side of the end one. The aim is to create a mixed development of small flats with shops and restaurants on the ground floor.

### **Newcombe House**

Meanwhile, uncertainty continues to reign over the future of the Newcombe House block on the corner of Notting Hill Gate and Kensington Church Street. As our readers will recall, the plans were for a tower block combined with a number of desirable features - a plaza, a state-of-the-art doctors' surgery, step-free access to part of Notting Hill Underground Station and a number of badly needed extra housing units. An application for planning permission was made in September 2017. In January 2018, the Council's planning committee turned the proposal down. In March 2018, the Mayor of London then "called it in" - i.e. used his powers to take over

the decision on the project himself. In September 2018, he gave his approval to a slightly revised scheme with extra affordable housing units.

This was not the end of the affair, however, as in November 2018 the Secretary of State for Housing, Communities and Local Government decided that the project should be put on hold while he mulled over whether to exercise his powers to call it in. Finally, in March 2019 - after four months of mulling and eighteen months after the original application was made - he decided that he would indeed call it in. It will now be reconsidered by one of his planning inspectors at a public enquiry in November 2019, i.e. more than two years after the original application. It is ironic that this decision has been taken by a government that usually complains bitterly about delays in the planning system. In the meantime, Kensington Place restaurant and fish shop, whose lease was at an end, has closed and we have lost one of the best fish shops in London before we needed to, and that corner of Notting Hill Gate gradually gets shabbier and shabbier.

## **STREET BENCHES**

The Council looks every year at whether to install new benches on our street. As those of you signed up to receive our email alerts will be aware, in the last year three were proposed in the Ladbroke area, two in Ladbroke Grove by the 228 bus stops on either side of the road by Ladbroke Square and the other on the other side of Ladbroke Square in Kensington Park Road. We were concerned that the proposal was proposing to site two of the benches right next to the railings of the square garden, making it easy for people to climb over. We are happy to say that the Council decided not to go ahead with the bench in Kensington Park Road, and to put the bench on the eastern side of Ladbroke Grove near the kerb, rather than by the garden railings.

The Council seems to have a budget for benches, and says it welcomes suggestions from residents for new benches.

## ASPHALT STEPS

The traditional Ladbroke estate house has steps up to its front door, originally paved, we believe, with stone slabs or, from the 1850s often with tiles. The gaps between paving stones or tiles mean that they are not really waterproof, and the rain tends to drip down to the cellar below - now often transformed into a utility room, entrance hall to a basement flat or other living area. One of the most efficient methods of waterproofing the steps in such circumstances is to cover them with a coat of asphalt or bitumen. It looks quite good after it has been applied, being smooth and dark grey. But this does not necessarily last.



*Drooping asphalt steps*

Asphalt has been used for waterproofing for thousands of years - the name is Greek and ancient Middle-Eastern texts report its use as caulking for ships and to waterproof tunnel under the Euphrates at Babylon, among many other things (including embalming Egyptian mummies). It is basically a form of very heavy petroleum, so viscous that it appears solid. Therein lies the problem. If the weather is hot, it begins imperceptibly to flow downwards - and in very hot weather in the sun can even get sticky. Over the years the asphalt become wrinkled and uneven, as in the photograph above.

Apart from the practical side, asphalt is not a material that is in keeping with the Victorian character of the estate. We would recommend using stone slabs or tiles over a suitable water-

proof base. Retrofitting stone or tiles on top of asphalt is possible, but could be problematic, even if the asphalt is in good condition. Even under tiles or stone, thick layers of asphalt may still move in hot conditions. Where asphalt has reached the state shown in the photo, there is no real alternative to removing the asphalt and starting again. Removing asphalt is, however, relatively simple, as it can be blow-torched away.

## COLOUR OF WINDOW FRAMES

We are sometimes asked what colour window-frames should be painted to fit in with our Victorian heritage. We know from old leases from the 1820s to the 1860s that the lessor was required to paint their windows every few years in good oil paint, but we have yet to see a lease of a house on the Ladbroke estate that specified the colour. As almost all the original wooden window-frames rotted away a long time ago, we cannot be sure of the colours used, but the experts think that the most popular colours were purple-brown or dark green or brown (for railings an "invisible" or Brunswick green to blend in with the foliage was used, and some windows were probably painted the same colour) Black did not come into use before the 20th century. White was seemingly avoided both because the paint was made with linseed oil which tended to go yellow very quickly, and also because in those days stucco was mainly coloured to imitate stone and white would have shown up harshly against it. There are still three houses in our area that have stone-



coloured stucco, and it noteworthy that they have all gone either for dark green or for a yellowish-white for their window-frames.

From old photographs, although one cannot tell the colour, it is clear that window-frames continued to be painted a dark colour well into the 20th century.

Between the 1930s and 1960s, easier-to-use modern white gloss paints using synthetics were developed. Stone colour for stucco fell out of fashion, and white or pastel colours became standard. White windows also became the norm, albeit with a minority still painted black or in another dark colour. There is a certain amount of debate among conservationists as to what colour should now be recommended for window frames. Many people feel black has a certain elegance. But most still go for white. We think it is always better if windows on terraces or trios or duos of houses are of a matching colour, whether it be white or black. Especially given the habit of painting stucco in pastel shades, it is probably better to avoid greens or other colours, even though they may be more authentic.

## RECYCLING POTATO STARCH BAGS

Quite a few magazines and journals now arrive through the post in bags made of potato starch with notices on them that say they can be recycled with either food or garden waste. We have spoken to the Council about this. They responded: 'As with an organic waste the best thing you can do is compost it yourself. If you don't have a home compost but you have a food waste collection, then put them with that. If you would like to put the in with your garden waste then please let the Garden Waste Team know. They will then inform the collecting crew of your address. This needs to happen because the crew are trained to treat plastic as a contaminant and otherwise could mistakenly think the wrong items have been put in with your garden waste. The Garden Waste Team can be contacted either by telephone: 020 7341 5199 or via [gardenwaste@rbkc.gov.uk](mailto:gardenwaste@rbkc.gov.uk).

## THE SHEPPARD TRUST

In 1855, a wealthy spinster called Miss Elizabeth Sheppard founded a charitable trust to provide low cost accommodation for “ladies of gentle birth in reduced circumstances”. There were many elderly women at the time surviving on tiny annuities and its original name was “Miss Sheppard’s Annuitants Homes”. The Trust is still going strong and beneficiaries still have to be women of limited income over the age of 65 and either of Anglican or of another Christian denomination approved by the Trust. In the 1930s, the Trust acquired several houses in Lansdowne Walk and its operations are still based there. The houses (Nos. 2, 3, 4, 12 and 14) have been converted into 29 tiny self-contained flats for the elderly beneficiaries. The flats are popular - this is an agreeable area, with shops nearby and the houses have good gardens. But the conversion was somewhat awkward and the Trust claim that the flats are not well-suited to the elderly - although we understand most residents would contest this.

These are attractive early Victorian stucco houses that, if sold as single family houses, would undoubtedly attract high prices. The trustees have hankered for some time after selling the buildings to finance a purpose-built establishment somewhere further from the centre that could house a greater number of elderly women in more comfortable accommodation, thus better meeting the Trust’s charitable aims.

In 2010, the Trust applied for planning permission to restore the buildings in Lansdowne Walk to single family houses prior to sale. There was, however, considerable local opposition, especially out of concern for the existing residents who would have to be moved and over the disappearance of a local facility for the elderly. The Council was also worried about the loss of housing units and the project ran into the sand. Recently, however, the Trustees have revived the idea. They have negotiated with a care home in East Molesey with large grounds to demolish an existing

building in the grounds and erect a new one. Planning permission was sought from the Borough of Elmbridge (the relevant planning authority). The application aroused a lot of local opposition in Elmbridge because of the size of the building. It has now been withdrawn as bats were found in the existing building, but it is likely that a new application will be submitted once the bats have been relocated.

Not surprisingly, most of the current occupants of the flats in Lansdowne Walk, many of whom have lived there for many years, are devastated at the prospect of a move to a faraway part of the London area, with no shops nearby and apparently inconvenient bus services. We believe that our Council will be very reluctant to see these housing units disappear, but at the end of the day we suspect that it may not be able to refuse planning permission for some sort of reconversion of the Lansdowne Walk houses. We considered applying for “Asset of Community Value” status for the houses, which would have made getting planning permission a bit more difficult. But unfortunately, as the Trust provides no significant care element, we were advised that they are not eligible. So there is as yet no obvious solution that is acceptable both to the Trust and to the elderly occupants.

## TFL CYCLEWAY

As most of our members will be aware, TfL recently produced ambitious plans to create a dedicated two way cycleway along Holland Park Avenue and Notting Hill Gate, reducing motor traffic to one lane in each direction. The scheme would have involved cutting down two mature plane trees at the bottom of Campden Hill Square and some 25 other trees in Notting Hill Gate – trees that were financed by public subscription some 25 years ago and which are now having a real effect on reducing the wind tunnel in Notting Hill Gate.

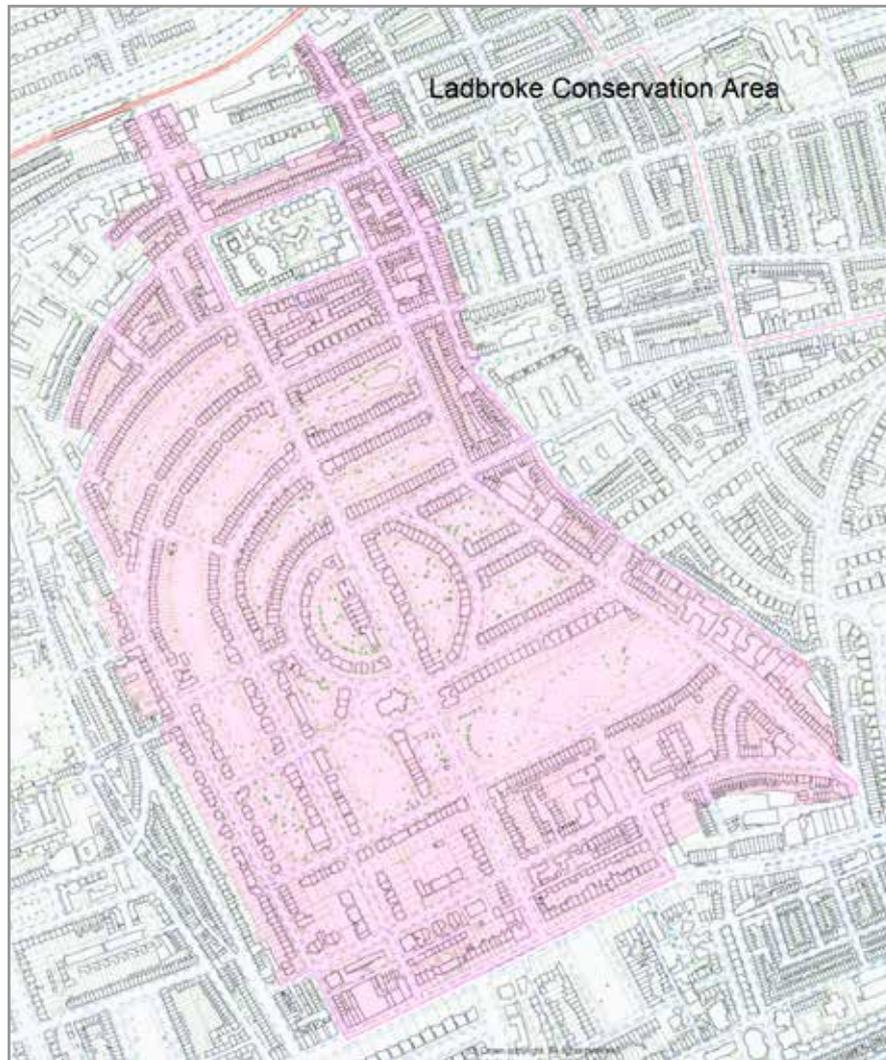
This scheme aroused strong passions, with particular concerns about the loss of trees and congestion as vehicles were funnelled into one lane (as at

Lancaster Gate), with slower buses and more pollution that would offset the beneficial effects of increased cycling. There were also fears of real problems for the less mobile in crossing fast-moving cycle-lanes.

Both TfL and the Council (which had been sitting on the fence) were bombarded with objections, and the Kensington Society decided to organise a meeting at which residents could put questions to TfL about the scheme. This took place on 13 June at the Town Hall, with probably some 500 people attending. The cycling “Tsar”, Will Norman, and TfL experts gave presentations. Then, before questions began, the new RBKC Lead member for Planning and Transport, Cllr Johnny Thalassites, mounted the platform together with the Cllr Elizabeth Campbell, the Council Leader, and dramatically announced, to uproarious applause, that the Council had decided to oppose the scheme. It was far from clear that TfL had been warned in advance, and the TfL team were visibly furious. As the Council is the highway authority for Holland Park Avenue, this effectively stymies the scheme.

Although TfL has a reserve power to take over as highway authority, this would be immensely controversial and we suspect that there would be a high risk of judicial review. We shall need to see what happens; TfL may come back with another scheme; or they may decide to leave RBKC to pursue their own plans for “quiet” cycleways.

Your committee are well aware that, while the majority of people opposed the scheme, there is a minority who feel equally strongly that facilitating cycling is the way of the future and will make London a better place in the longer run. Our initial decision was not to take a public stance, but to leave it to our members to comment individually. However, having looked at the scheme further, we decided that, however good the motives, it had really serious flaws and that we should object to it, while making clear that we remain open to considering alternative schemes that would facilitate cyclists without quite so many downsides for others.



## THE OFFICERS AND EXECUTIVE COMMITTEE OF THE LADBROKE ASSOCIATION

*President:* Thomas Pakenham

***Officers:***

*Chairman:* Sophia Lambert

*Vice Chairman:* Peter Chapman

*Hon Treasurer:* Paul Bastick

*Hon Secretary:* Anne Chorley

***Committee Members:***

Kay Broadbent

David Campion

Tom Croft

Catherine Faulks

Sandra Kamen

David Marshall

Peter Mishcon

Jane Martineau

Malcolm Pawley

Peggy Post

Tony Temple

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## THE OBJECTIVES OF THE LADBROKE ASSOCIATION

The Association is a charitable non-political organisation. Its constitution requires it to promote and encourage the following objectives by charitable means but not otherwise:

- ♦ To encourage and promote high standards of architecture and town planning within the Ladbroke Estate Conservation Area
- ♦ To stimulate and promote public interest in, and care for the beauty, history, and character of the neighbourhood
- ♦ To encourage the preservation, development and improvement of features of general public amenity or historic interest.

The complete constitution of the Ladbroke Association is on its website at:

[www.ladbrokeassociation.info](http://www.ladbrokeassociation.info)

and the website also includes much historical information about the conservation area.

This edition of the newsletter was edited by Sophia Lambert and the printing was done by The London Printing Company.com in Notting Hill Gate.

## MEMBERSHIP

The Ladbroke Association was founded in 1969, in the same year as the designation of the Ladbroke Conservation area. The original impetus for the setting up of the Association was a proposal by the Royal Borough of Kensington and Chelsea to cut down and replace the plane trees along the southern end of Ladbroke Grove. Led by the well-known architect and town-planner Robert Meadows and other local residents, the Association was successful in opposing the proposals, and the trees remain.

The Association is registered as a charity (Charity No. 260627) and is therefore subject to the strict rules governing charities.

The Association receives notices of planning applications and inspects, discusses and comments on those which affect the Ladbroke area in any significant way. In addition, the Association has been involved in (and sometimes initiates) discussion with the planning authorities on wider questions of conservation and planning policy.

We are concerned that we should reflect the views of the broad community who live in the area. Everyone who is a resident of the Ladbroke Conservation Area should be a member of the Association so that their views may be heard in the debate on continuing issues in the area.

The more members we have, the more influential we can be. At present we have under 400, as many people have moved away. If you have new neighbours, please do encourage them to join. Membership for a person or family costs only £15 a year, which is we reckon a bargain in this day and age.

Would-be members can download a membership form from our website:

[www.ladbrokeassociation.info](http://www.ladbrokeassociation.info)

or apply to the Hon Treasurer:

**Paul Bastick, 75A Ladbroke Grove, W11 2PD**