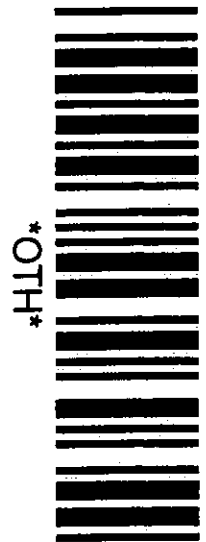


**ROYAL BOROUGH  
OF  
KENSINGTON & CHELSEA**

**DOCUMENT SEPARATOR**

**DOCUMENT TYPE:**

**OTHER**



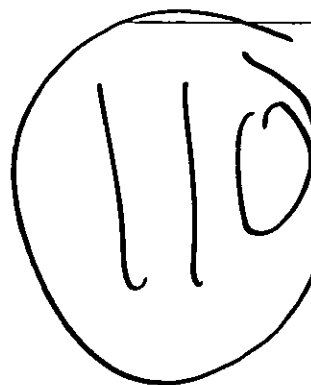
**\*OTH\***

- City of London
- Glasgow
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JWP/jb/PD5824

30 August 2002

Bill Woodward, Licensing Officer, Port of  
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Dear Sirs

**LOTS ROAD POWER STATION AND LAND AT THAMES AVENUE**

**PLANNING APPLICATION REFERENCES:**

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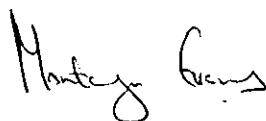
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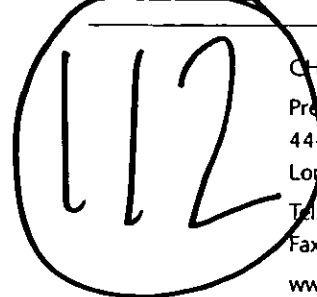


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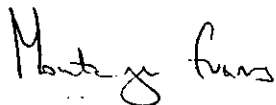
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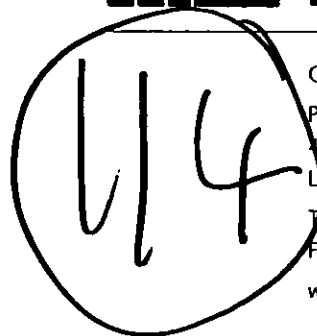
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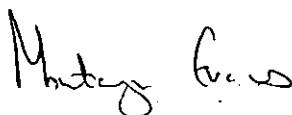
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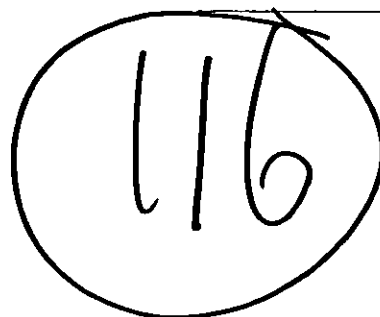
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J W Pool

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**SECRETARY**  
S M Wilson

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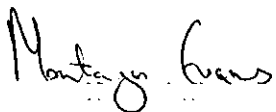
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If you would like to discuss any aspect of these proposals in more detail please feel free to contact Jim Pool of this office.

Yours faithfully



**MONTAGU EVANS**

Cc: John Thorne – Royal Borough of Kensington and Chelsea  
Paul Entwistle - London Borough of Hammersmith and Fulham

Enc.

- City of London
- Glasgow
- Edinburgh

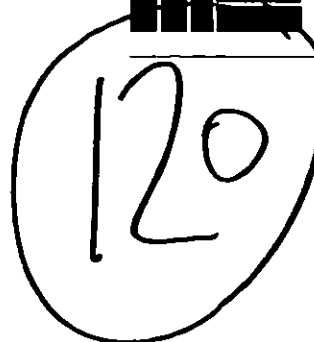


**MONTAGU  
EVANS**

JWP/jb/PD5824

30 August 2002

Civil Aviation Authority  
Aerodrome Safeguard, Aerodrome Standards  
Department  
Aviation House  
Gatwick Airport South  
West Sussex  
RH6 0YR



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Dear Sirs

**LOTS ROAD POWER STATION AND LAND AT THAMES AVENUE**

**PLANNING APPLICATION REFERENCES:**

**LONDON BOROUGH OF HAMMERSMITH AND FULHAM: 2002/1366/P & 2002/1368/P  
(duplicate)**

**ROYAL BOROUGH OF KENSINGTON AND CHELSEA: 02/01324 & 01/01325 (duplicate)**

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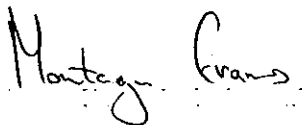
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**MONTAGU EVANS**

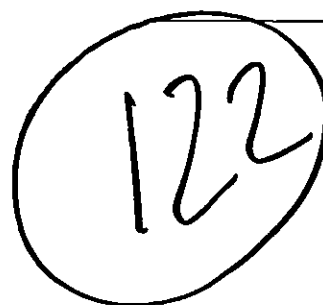
Cc: John Thorne – Royal Borough of Kensington and Chelsea  
Paul Entwistle - London Borough of Hammersmith and Fulham

Enc.

JWP/jb/PD5824

30 August 2002

Government Office for London  
 Planning Department  
 9th Floor Riverwalk House  
 157-161 Millbank  
 London  
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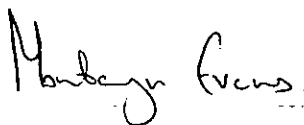
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**MONTAGU EVANS**

Cc: John Thorne – Royal Borough of Kensington and Chelsea  
Paul Entwistle - London Borough of Hammersmith and Fulham

Enc.

JWP/jb/PD5824

30 August 2002

Corporate Affairs Team  
Hammersmith & Fulham Primary Care Trust  
5/7 Parsons Green  
London  
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FAO: Peter Osborne Esq

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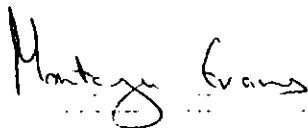
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**MONTAGU EVANS**

Cc: John Thorne – Royal Borough of Kensington and Chelsea  
Paul Entwistle - London Borough of Hammersmith and Fulham

Enc.

GREATER LONDON AUTHORITY  
Policy & Partnerships Directorate

John Thorne  
Kensington & Chelsea Council  
Planning and Conservation  
The Town Hall  
Hornton Street  
LONDON W8 7NX

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London SE1 2AA  
Switchboard: 020 7983 4000  
Minicom: 020 7983 4458  
Web: www.london.gov.uk

Our ref: PDU/CW0066/07

Your ref: 1324 & 1325 JT

Date: 30 August 2002

Dear Mr Thorne,

**Town & Country Planning Act 1990 (as amended); Greater London Authority Act 1999; Town & Country Planning (Mayor of London) Order 2000**  
**Lots Road**

I refer to your letter of 2 July 2002 consulting the Mayor of London on the above planning application. On 28 August 2002 the Mayor considered a report on this proposal, reference PDU/066/02. A copy of the report is attached, in full.

Having considered the report, the Mayor's conclusions are as follows.

The site is one of a few large opportunity sites within central London, which could deliver a significant contribution to the draft London Plan's housing targets. Although the site has relatively poor public transport accessibility at the moment, improvements could be achieved in the short term through enhanced bus services and in the long term through improvements to the West London line and "Orbi-Rail". The developer would be expected to make a significant financial contribution to these projects through S.106 contributions in order to mitigate the movement impacts on the surrounding area. Consideration should also be given to further reducing on-site car parking.

Given the proposed improvements to public transport, the density of development proposed for the site is considered to meet the guidelines set out in the draft London Plan. The density of development proposed also allows for the delivery of a significant level of affordable and private housing on the site. The design of the scheme is considered to be of a high quality with the towers contributing positively to the London skyline and the setting of the River Thames and the Lots Road Power Station. It is regrettable that one of the towers has been reduced in height and the opportunity for a taller, elegant tower foregone. The accessibility into and through the site and the creek is considered to be a significant urban design gain. The legibility and permeability of the

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scheme could be enhanced by some amendments to the layout of the block plan, but overall the design is of a high quality.

The increased levels of affordable housing provide on the site are closer to meeting the requirements of the draft London Plan, although at just over 34% the affordable housing provide on the site continues to fall short of the London Plan target of 50%. This lower figure may be justifiable given the exceptional costs of decontaminating this part of the site and decommissioning the power station. However, additional viability information would be required in order to fully assess the impact of these factors. Subject to this caveat the overall development is considered to be in the interest of good strategic planning in London.

The application represents EIA development for the purposes of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999. The Mayor has taken the environmental information made available to date into consideration in formulating his comments.

If Kensington & Chelsea Council decides in due course that it is minded to approve the application, it should allow the Mayor fourteen days to decide whether or not to direct the Council to refuse planning permission (under article 4(1)(b)(i) of the Town & Country Planning (Mayor of London) Order 2000). You should therefore send me a copy of any officer's report on this case to your planning committee (or its equivalent), together with a statement of the permission your authority proposes to grant and of any conditions the authority proposes to impose, and a copy of any representations made in respect of the application (article 4(1)(a) of the Order).

Yours sincerely,



**Giles Dolphin**  
Planning Decisions Manager

cc London Assembly Constituency Member  
Bob Neill, Chair of London Assembly Planning and Spatial Development Committee  
Hammersmith & Fulham Council  
Andrew Melville, GoL  
Sam Richards, TfL  
Anne Crane, LDA  
Jim Pool, Montagu Evans



# City of Westminster

Carl Powell: Director of Planning and Transportation

957 (12/9/02)

**Please reply to:** Gwyn Richards  
Direct Tel. No: 020 7641 2450  
Direct Fax No: 020 7641 2339

**Client Director and Head of Service:**  
Gordon Chard

Kensington And Chelsea (RB)  
c/o Kensington And Chelsea (RB)  
Director Of Planning  
The Town Hall Hornton Street  
London W8 7NX

**Development Planning Services**  
Westminster City Hall  
64 Victoria Street  
London SW1E 6QP

Your ref: J THORNE  
My ref: PT/02/05056/OBS  
TP/6172  
Date: 2 September 2002

Dear Sir/Madam

**TOWN AND COUNTRY PLANNING ACT 1990  
PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) ACT 1990**

**PREMISES:** Land At Lots Road Power Station And Chelsea Creek Lotts Road Kensington & Chelsea London

I acknowledge receipt of the information/ revisions submitted relating to the above premises, application reference number 02/05056/OBS. Your submissions are noted and have been passed on to the case officer, Gwyn Richards, to consider in dealing with your application.

Yours faithfully

on behalf of  
AREA PLANNING OFFICER (SOUTH TEAM)

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City of London  
Glasgow  
Edinburgh



**MONTAGU  
EVANS**

AMA.PD5824

05 September 2002

Planning Department  
Royal Borough of Kensington & Chelsea  
Town Hall  
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London  
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FAO: John Thorne Esq.

→ JT

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Dear Sir

# **LOTS ROAD POWER STATION DEVELOPMENT – AMENDMENT TO PLANNING APPLICATIONS**

**PLANNING APPLICATION REFERENCES: 02/01324 & 02/01325 (duplicate)**

Further to the submission of amendments to the above planning applications submitted on the 30 August 2002, please find enclosed an extract from the Kensington Informer with press notices informing the public of the amendments to the scheme. As you will note, a press notice has been published for the planning application 02/01324 and the duplicate planning application ref: 02/01325.

These notices were published in the Kensington Informer on the 30 August 2002, not the 6 September 2002 as stated in our letter of 30 August 2002. As a consequence, the 21 day consultation period (as required by Regulation 14 of the Town and Country Planning (Environmental Impact Assessment) Regulations 1999) for responding to the newspaper notice and the site notice (erected on the 22 August) will run concurrently.

If you have any queries regarding the notices please do not hesitate to contact Jim Pool or Archie Avery of this office.

Yours faithfully

*Montagu Evans*

**MONTAGU EVANS**

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- City of London
- Glasgow
- Edinburgh

PP/02/1324



**MONTAGU  
EVANS**

JWP/jb/PD.5824

09 September 2002

Royal Borough of Kensington & Chelsea  
Planning Department  
Town Hall  
Hornton Street  
London W8 7NX

FAO: John Thorne Esq

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TO INFORMATION  
OFFICE PLEASE

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C			10 SEP 2002		10 SEP 2002	

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Dear Sirs

**LOTS ROAD POWER STATION DEVELOPMENT - AMENDMENT TO PLANNING APPLICATIONS**

**PLANNING APPLICATION REFERENCES: 02/01324 & 02/01325 (duplicate)**

Further to the submission of amendments to the above two current applications submitted on the 30 August 2002, please find enclosed four separate drawings intended to supersede the drawings of the same reference submitted on the 30 August and one additional drawing.

In accordance with the number of copies initially submitted, please find enclosed 10 sets at size A3 and 5 sets at size A0 of the following drawings:

Drawing Reference	Amendment
LRTW-3/PL/00-01_A	New coversheet correctly refers to the complete set of amended plans.
LRTW-3/PA/06-011_A	This drawing contains reference to the correct scale for the drawing, 1:250 rather than 1:400.
LRTW-3/PA/06-016_A	This drawing correctly makes reference to the drawing referring to floors 11 - 29 rather than 14 - 29.
LRTW-3/PA/08-101_A	This drawing correctly refers to the illustrated building as being KC1, not HF1.
WE/SA/80/22/RevA01	This drawing was omitted from the set submitted on the 30 August 2002.

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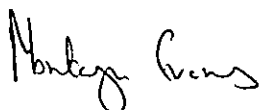
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We trust this provides you with sufficient information with which to consider the amendments. However, if you would like to discuss any aspects of the submissions in more detail please feel free to contact Jim Pool of this office.

Yours faithfully



**MONTAGU EVANS**

Enc.

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# PLANNING AND CONSERVATION

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

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THE ROYAL  
BOROUGH OF



KENSINGTON  
AND CHELSEA

19/09/2002

My reference: DPS/DCSW/JT    Your reference: JWP/ns/PD5824    Please ask for: John W Thorne  
/PP/02/1324

Dear Mr Pool

## Town & Country Planning Act 1990 Lots Road Power Station SW10

I write with reference to your major planning application for redevelopment of the above site.

The purpose of this letter is to summarise conclusions reached following initial assessment of your proposals by the Council's Project Team and responses to statutory notification. It would be helpful if you could give a detailed response on behalf of your clients to each of the matters set out below.

The points which follow fall into three broad categories. First are aspects of the proposals which, in my view are unacceptable and which therefore would need to be the subject of revisions in order for there to be any likelihood of a recommendation for the grant of planning permission. Second are matters which require further submissions in order for the Council to be in a position to determine those aspects of the application, and third are matters which, in the event of a recommendation for the grant of planning permission being forthcoming, I would expect to be included in a planning obligation under Section 106 of the above act. The topics are numbered for ease of reference in future correspondence

I would advise you that any requests for additional information or supporting plans and documents specified in this letter should be treated as a direction under Regulation 4 of the Town & Country Planning (Applications) Regulations 1988.

### Matters for Revision

#### 1. Affordable Housing

In order to meet the requirements of the Council's UDP policies, a minimum of one third of units provided on sites with a capacity of 15 units or more must be affordable. Furthermore this proportion should be higher (Rising to 50%) in developments of land indicated in the schedule of major development sites (Lots Road is listed therein as site 17). The submitted arrangement featuring 55 of the 146 'affordable' units as 'Key Worker' accommodation is not acceptable. I consider that a minimum of 35% of the total number of housing units within the RBKC site should be low cost rental accommodation provided in conjunction with an RSL, and available persons on the Council's Common Housing Register. I am minded to expect you to exceed figure in order to address the requirements of UDP Policy H23. However as an alternative seeking an increase in the proportion of low cost rental accommodation above 35%, I am

prepared to consider the provision of a 'category 2½' elderly persons facility to accommodate 20-40 units.

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2. Chelsea Creek

I am in receipt of comments from the Environment Agency to the effect that your current proposals for the creek are unacceptable. These include issues regarding flood storage capacity, flood defence, insufficient information on alterations to the river/creek walls and tidal flood defences, the concrete raft within the creek bed, the riverside/creekside park and the space given to the Thames Path and Chelsea Creek pathway. I understand discussions are continuing to resolve all these issues, together with other issues regarding wildlife/conservation, groundwater and landscape/recreation and I assume this will be the subject of revised submissions. The revised details should clarify the potential for continuation of watersports use.

3. Design Matters

The height of the proposed tower remains inconsistent with the advice in the planning brief for the site and may be considered to contravene the provisions of UDP Policies CD4 and CD31. You will be aware that this aspect of the proposal is a matter of great concern to Councillors and local residents. I would therefore ask that you consider a reduction in height to no more than 25 storeys reflecting that of the tower proposed for the Hammersmith and Fulham site and the heights of the buildings identified in the 'Cluster Diagram' on page 6 of the Environmental Statement Appendix A2.

In more general terms, the layout does not appear to make the most of the potential of the RBKC part of the site. The square fronting the power station is likely to suffer from a sense of enclosure because of its size relative to the height and orientation of buildings. The public spaces abutting the River Thames are not defined by building frontages, as such they may suffer from a lack of surveillance and could be regarded as "left over" spaces. The built frontages should seek to provide greater surveillance over the whole of the public realm through elevation design and arrangement of uses. The combined effect of the buildings and open space should be to define a clear link from Lots Road to the River Thames.

4. Parking

Whilst I am aware that a number of matters of detail are in discussion between your consultants and the Director of Highways and Transportation, the matter of 'car free' elements within the scheme is one which I do not consider justifiable, given the Council's current eligibility criteria for residents' permits. Provision for off street parking should therefore reflect UDP standards for all elements of the proposal.

**Matters for Additional Submission**

5. Air Quality

The air quality assessment must be resubmitted taking full account of the air quality consequences of construction and construction/demolition traffic. The assessment must also include validation results, to show the accuracy of the dispersion model predictions.

6. Archaeological Investigation

An archaeological investigation should be carried out as recommended by English Heritage. I believe this correspondence has been copied to you.

7. Colour Drawings

Large scale colour drawings of the proposed towers in context would be of assistance at this early stage. In particular I would wish to see axonometric representations of the buildings, and your latest models to assist in evaluating the quality and function of the proposed open spaces, along with clarification of the proposed active frontages (Shop fronts and principal entrances) in



the context of the master plan. It would also be helpful to see the 'wire lines' drawn in relation to Brompton Cemetery from a viewpoint not obscured by trees. . Later in the process, colour presentation drawings may be needed.

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8. Commercial Units

Large scale sections of the proposed light industrial units indicating ceiling heights and level access.

9. Community Facilities

Clarification of shop/doctors surgery/dentist/bank provision.

10. Construction Materials

Details of maximum possible use of recycled and sustainable construction materials

11. Construction Traffic

A plan for transportation of spoil and contaminated material out/building materials in should be set out with the emphasis on river transport.

12. Environmental Management Plan

A comprehensive Environmental Management Plan covering all works of decontamination, demolition and construction which should include provision for a point of contact on-site to provide information and deal with queries from the public.

13. Green Roofing

Clarification of the extent of green roofing and plant types in the context of landscaping proposals.

14. Land Contamination

The site investigations, risk assessment and outline remediation strategy, which were submitted as part of the planning application covering areas in LB Hammersmith and Fulham as well as the Royal Borough, should be reformatted detailing only issues which are applicable to the Royal Borough of Kensington and Chelsea. It is currently difficult to determine what is applicable to the site falling within this Borough, and it is important to ensure that the relevance of details is not overlooked. It should also be noted that we are unable to accept an 'outline remediation strategy'. A full detailed remediation strategy must be submitted as part of the application in order that it can be agreed and approved in the event of planning permission being granted. Regard should also be given to the comments made in the Environment Agency letter dated 29<sup>th</sup> July with reference to groundwater.

15. Landscaping and Surface Access

Details, including plans at 1:200, of the landscaping of the public areas of the site. Including the type of traffic to be allowed in different areas, in particular taxis, service traffic and bicycles.

16. Lighting

Provision of Floodlighting and Development lighting strategies. The first to deal with provision of floodlighting on the site during construction, and the second to deal with the details of lighting on the site when complete, including street lighting and any proposed floodlighting of the buildings. This should demonstrate that the amenity of neighbouring residential property will not be adversely affected by light pollution from the construction works or the completed scheme.

17. Neighbourhood Shop

Details of the size and proposed location of the neighbourhood shop/convenience store

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18. Phasing  
Phasing of various stages in construction and occupation with particular regard to the relationship with decontamination works.
19. RSL  
Confirmation that, in respect of the affordable housing, you will work with an RSL partner selected in conjunction with the Royal Borough in its capacity as the Housing Authority.
20. Renewable Energy  
Details of plans for renewable energy generation within the development- use of solar panels etc reflecting Government targets under the climate change programme which advises that electricity suppliers will be obliged to increase the proportion of electricity provided by renewable sources to 10% by 2010.
21. Thames Path  
Detailed design, surfacing treatment & system of gating between the public path and the development when the commercial areas are closed, including any shutters etc on the entrances to the power station buildings. In addition, a feasibility study for a new Thames pedestrian and cycle river crossing is currently being undertaken by the Royal Borough, LBHF and LBW. One potential site is adjacent to the Creek and a revision to the scheme should be made to incorporate the allocation of land for a future new Thames Crossing in this location.
22. Security and Crime Prevention  
Details of measures for 'designing out crime' and proposals for security within the completed development site.
23. Sunlight & Daylight  
Further information on sunlight & daylight impact as previously discussed prior to submission for assessment by out consultants.
24. Transformer  
It is understood that the transformer equipment will become operational following the shut down of the power station in October and therefore an assessment of the health implication of the transformer station in proximity to residential units at the Lots Road site must be submitted. Details should show how the development design will be changed, or preventative measures included, if electromagnetic radiation is found to be a problem. The application of the precautionary principle has become more significant since the introduction of residential accommodation located closer to the transformer station in this latest scheme.
25. Waste Management  
Clarification of commercial and domestic waste management, particularly the segregation of recyclable material through the provision of split bins in units and the provision of dual chutes for recyclable and non-recyclable waste. Storage and disposal arrangements within the development.
26. Water Management  
A plan for the collection and use of grey (waste water and runoff) on site and details of flood management strategy.
27. West London Line Station Proposals  
Clarification of the actual railway station proposals to which you indicate a contribution would be made, in particular its consistency with the Council's (and others') aspirations for services on the line and the additional benefits that this significant investment will accrue to the

development and the local area. This should assist in establishing whether there is a realistic prospect of the project proceeding and whether it would be consistent with other aspirations for services on the line.

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#### Section 106 Matters

28. Affordable Housing Mix/Tenure/Cost
29. Commercial unit tenure (low cost startups)
30. Contribution to education requirements which may arise as a result of the development.
31. Convenience shop/Bank/Dentist/GP Surgery (As referred to at 5.3.1 of the Environmental Statement)
32. Delivery Hours during demolition and construction
33. Implementation & provision for creek works in perpetuity
34. Implementation of Environmental Management Plan with on-site contact/information facilities.
35. Land decontamination and certification in accordance with approved remediation strategy, and funding of an on-site independent supervisory consultant (Figure to be capped for each week of the works)
36. Proposals to ameliorate parking stress in the vicinity and its impact on surrounding properties.
37. Provision of space on-site for community facilities.
38. A Public space management plan for the completed development detailing measures for litter collection and graffiti prevention/removal.
39. Monitoring of Electromagnetic radiation from bulk supply transformer and remediation measures.
40. Public access to sport and recreation facilities
41. Public Art provision and financing for installations both on and off-site.
42. Restriction of B1 units within use class to light industrial
43. Skills Training and Enterprise Support (As set out in Vera Gajic's letter dated 14th May 2002)
44. Thames Path public access, maintenance and security.
45. Transportation Measures
46. Vehicular access to the adjacent Cremorne Wharf site via the underground car park.
47. Water borne spoil/building material transport
48. Working Hours during demolition and construction
49. Other community benefits

I look forward to your response on these various matters following which a meeting with members of the project team can be arranged for further discussion and clarification. Please contact John W Thorne if you wish to discuss any points in the interim. You will appreciate that I write without prejudice to any future decision of this Council's Planning Services Committee.

Yours sincerely

M J French  
Executive Director, Planning & Conservation

F

■ Association  
for Cultural  
Advancement  
through  
Visual Art



John Thorne  
Planning Dept  
RBKC  
Town Hall  
Hornton St  
London W8 7NX

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→ JT*

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Dear John,

**Re. Public Art Commissions, Lots Road Generating Station development**

As we discussed, I am sending a brief statement explaining the background and proposals developed by Stephen Skrynka and ACAVA for public art commissions at the Lots Road Generating Station site in Chelsea.

I have discussed this with Stephen Skrynka, who was previously selected as Lead Artist and he is happy to be as flexible as possible and look at a range of approaches to the kind of artworks that could be adopted, including commissions from other artists and further community based arts activities.

We would be happy to come and address you and your colleagues, or relevant committees, about these ideas whenever it might be suitable.

Yours sincerely,

Ben Eastop, Project Manager, ACAVA

cc: Bill Mount, RBKC Transport and Highways Dept.  
Amanda Smethurst, RBKC Arts Service  
Jim Pool, Montegue Evans  
Andrew Lock, Taylor Woodrow  
Stephen Skrynka



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### **Public Art Commissions, Lots Road, Chelsea**

The proposed development of the Lots Road generating station site and the surrounding river frontage, together with Lots Road itself, present an ideal opportunity to incorporate public art into the re-configured urban landscape. A series of art commissions could greatly enhance the environment, creating aesthetically stimulating, contemplative places for local people, workers, passers-by and users of the area.

There is huge scope for wide ranging artworks of a variety of scale and complexity drawing on the fascinating history of the Lots Road Generating station and the special qualities of the area with its aspects along the Thames and local facilities such as the waste recycling depot and Heatherly School of Fine Art. With preparations and consultation previously carried out by ACAVA, a programme of public art commissions would further help to engage the local community in the process of renewal through associated arts activities.

Public art commissions could be located in three areas, each with a different character and suggesting their own response relating to the specific qualities and nature of the sites. These are:

- Lots Road, the street and pavement surfaces on the route of the Thames Cycle Route. The proposals for artworks previously developed may be incorporated depending on suitability and the relationship with the new development;
- The Generating Station, internal malls and semi-public spaces;
- Public open space and landscaping along the river front, including the Thames Path and proposed new bridges over Chelsea Creek.

### **Background**

As a key arts organisation located in the Royal Borough, ACAVA was commissioned by Sustrans and RBKC in 1998 to research and develop proposals for public art works to enhance the Thames Cycle Route which passes through Lots Road, Chelsea.

Extensive research and consultation was carried out amongst local community groups, schools and residents by the project development manager, Ben Eastop, with the support of the then arts officer, Gabby West. A lead artist, Stephen Skrynka was selected who developed proposals for integrated artworks along the cycle route in Lots Road called Borderline. Stephen Skrynka was awarded a grant from the Royal Society of Arts, Art and Architecture scheme to work as artist-in-residence in the RBKC Transportation and Highways Department with the then Principal Engineer, Tom Mansfield, to further research and develop the proposals. To date, these haven't been implemented due to lack of funding - an earlier application to the National Lottery was unsuccessful, despite being well-received. It was also felt that because of the proposed development of the generating station and disruption during construction, any artworks installed in Lots Road would have a limited life: it would be far better to integrate artworks with the new development.

### **Original proposals for Lots Road**

The Borderline proposals remain part of an important environmental strategy for promoting sustainable transport in London through the establishment of the Thames Cycle Route, and set a new precedent in transport and environmental development by integrating an artist's vision in the design and building of the cycle route. A series of art and environment projects were run aimed at encouraging greater awareness about the urban environment, conservation, recycling and issues around transportation in the city.

Through consultation and interaction with the local community the artist designed a series of integral artistic elements to enhance the cycle route. Using glass, lighting, sound and new media technology, these elements would trace the cycle route, appreciated primarily by those in motion, creating a memorable dynamic to the Lots Road section of the route.

The proposed artworks will take the form of discrete elements integrated into the fabric of the street. As well as being intrinsically beautiful, appealing to the senses in a variety of ways, they will also function as markers delineating the borders of the cycle route. Key to these elements are 'intelligent' cats eyes which collect solar energy during the day and emit light at night marking the route. 'Glass

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breadbins' fitted into the road-kerbs will also act as illuminated capsules for tiny exhibits of other artworks and for preserving fragments of the area's history. Marks, like the tracks of a cycle wheel, will be reproduced as filigree lines of fibre-optic cable on parts of the route, illuminated by green laser light triggered by passing bicycles.

In addition to the permanent works, a series of community based arts activities have been suggested by the artist, some of which have been undertaken, including a project tracing the discarded objects which end up at the Royal Borough's waste recycling facility in Lots Road.

These proposals were developed in response to the site at the time, and can be re-thought in relation to the new developments, in liaison with the developer, architects and the Royal Borough.

### **Three areas for new public art commissions**

#### **1. Lots Road**

Stephen Skrynka's original proposals could be re-examined in the light of the proposed development - but the intention to enhance the cycle route and promote sustainable transport could remain an important theme, and may link to other transport issues in the area. The suitability of these proposals would depend on the status and nature of the Thames Cycle Route and the extent of changes to the street as a result of the development and disruptions caused during construction.

#### **2. Internal malls and semi-public space in the Generating Station**

The internal malls and linking routes through the generating station would offer opportunities for artworks responding to the architectural space, creating a unique and special environment. These could employ media more suitable to internal installation, such as glass and lighting, and may draw on references relating to the history of the generating station. They may also provide points of focus for the interior from the street outside.

#### **3. Public open space by the river frontage and Thames Path**

Artworks located in new public open space and river frontage areas would help to enhance these spaces, creating elements of variety and interest along the riverbank as well as places of contemplation where people would sit and rest.

### **New strategy for art works associated with the generating station site**

The Royal Borough's planning brief includes provision for future art commissions and extending public access to the river frontage when the Lots Road Generating Station site is redeveloped. An art programme associated with the development would raise positive issues concerning the use of riverside public space, river transport and nature conservation in this densely populated part of the capital.

It is proposed that Stephen Skrynka is retained as lead artist to advise on the integration of artworks either based on the original proposals, or new proposals in response to the development plans. He would also advise on the selection of other artists to be commissioned in the different locations. The artist, with ACAVA, would develop a strategic framework for commissioning public art coordinated with the design team and project timetable.

Ben Eastop, ACAVA, Sept 2002



**Waterman Environmental**  
Consulting Engineers & Scientists

Our Ref: G/EN1493/333JM/JMcN  
Your Ref: 10 October 2002  
Date:  
Direct Fax: j.r.marsh@waterman-group.co.uk  
Direct email:

Amanda Hughes  
Environmental Services  
Royal Borough of Kensington & Chelsea  
Council Offices  
37 Pembroke Road  
London W8 6PW

Dear Amanda

**Re: Lots Road**

Further to our recent telephone conversation and the RBKC Planning Department letter Reference DPS/DCSW/JT/PP/02/1324, dated 19 September 2002, and with respect to point 5 (Matters for Additional Submission) Air Quality, we would have the following comments.

Whilst we note your comments, as stated in the Environmental Statement (ES), we consider the modelling that has been undertaken to date to be a worst-case assessment. At the time of air quality modelling undertaken during the ES preparation, a number of uncertainties existed in relation to construction issues. These included the exact demolition and construction methods to be employed. For this reason, the transport consultants were unable to provide detailed information on the numbers and routes of construction vehicles for the purpose of assessing air quality impacts in 2004/5, the years to which the current PM<sub>10</sub> and NO<sub>2</sub> objectives relate.

Waterman Environmental, however, recognised the importance of assessing quantitatively the potential air quality impacts during these years, and therefore undertook an assessment based on reasonable yet worst-case assumptions. This approach is recognised as EIA best practice in the absence of detailed information.

Essentially, it was assumed that the development would be fully operational by 2004/5, several years before the programmed year of operation, and therefore predicted operational vehicle movements were modelled at this time rather than construction vehicles. Table 8.4 of Appendix H of the ES presents predicted operational AM and PM peak flows of 124 and 97 cars respectively for the completed development. In comparison, during the construction period, Figure 6.10 of the ES presents a peak of just less than seven two-way trips per working hour and an average of four two-way trips per working hour of construction lorries (up to 2006).

Whilst the operation of the development is predicted to result in significantly more vehicle movements than during its construction, vehicle type is also an important factor. The National Atmospheric Emission Inventory (NAEI) provides information on pollutant emissions for a range of road vehicle types. The highest NO<sub>2</sub> emission rate for cars driving in urban environments in 2005 is 0.54 g/km for diesel cars. This compares

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with 6.96g NO<sub>2</sub> per km for urban-driving rigid HGVs in 2005. Based on these figures, a total of 66.96g NO<sub>2</sub> per km would be emitted from the 124 peak hour car movements predicted, compared to a total of 48.72g NO<sub>2</sub> per km from the seven HGV movements.

Even using the worst-case traffic data, the dispersion modelling for 2004/5 has predicted only very minor increases in pollutant levels at locations close to the site. It follows that even smaller impacts would have been predicted for 2004/5, had detailed construction traffic data been available. Furthermore, traffic impacts at the actual year of operation will also be smaller than those predicted for the earlier 2004/5 scenario because of the continuous improvements in vehicle emissions technology that are predicted.

With respect to the validation of the model used, Waterman Environmental proposed the reuse of the Royal Borough of Kensington & Chelsea's (RBKC) existing 'Stage 3' air quality model, since this model had already been constructed and validated. Furthermore, any effects from the scheme on local air quality (and objective exceedences in particular) could be more directly and readily established than if a different model had been prepared using different baseline traffic flows, meteorological data, assumptions etc. This approach was agreed with RBKC.

The Stage 3 modelling was undertaken by Cambridge Environmental Research Consultants (CERC) using their ADMS-Urban package. ADMS-Urban has been comprehensively validated in a large number of studies, including comparisons with monitoring data from the UK's Automatic Urban Network (AUN) and specific validation exercises using standard field, laboratory and numerical data sets. CERC is also involved in European programmes on model harmonisation, and their models have been compared favourably against other EU and US EPA systems.

The entire Stage 3 model was reused, the only difference to the Stage 3 run being that traffic flows generated by the scheme were added to a relatively small number of road links (when compared to the total number of modelled links), and these predicted flow increases were relatively minor. CERC therefore consider the validation undertaken for the Stage 3 work to apply equally to the Lots Road modelling, with additional validation not required.

I trust this is acceptable but should you require further information, please do not hesitate to contact me.

Yours sincerely



**James Blake**  
**For and on behalf of Waterman Environmental**

cc John Thorne RBKC



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THE TOWN HALL HORNTON STREET LONDON W8 7NX

**Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS**

Deborah Simons  
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The Environment Agency  
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## KENSINGTON AND CHELSEA

21/10/2002

My reference: **DPS/DCSW/JT**    Your reference: **NE/2002/008039-**    Please ask for: **John W Thorne**  
/PP/02/1324    1/3

Dear Ms Simons

**Town & Country Planning Act 1990**  
**Lots Road Power Station SW10**

Thank you for your letter dated 14<sup>th</sup> October 2002 concerning the above development proposal. Further to the letter to yourselves from Montagu Evans dated 30<sup>th</sup> August 2002 and your discussions with Waterman Environmental, please find enclosed a complete set of the amended application plans at A3 and A0 size, and an addendum to the applicants' Environmental Statement.

Please treat this letter as a formal consultation on the amended proposal. I would appreciate your response within one month of the above date.

Yours Sincerely

Am. J. French.

M J French  
Executive Director, Planning & Conservation

cc Montagu Evans

f

Our Ref: G/EN1493/350JM/JMcN  
Your Ref:  
Date: 23 October 2002  
Direct Fax:  
Direct email: j.r.marsh@waterman-group.co.uk

John Thorne  
Royal Borough of Kensington & Chelsea  
Council Offices  
Thornton Street  
London W8 7NX

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K.C. 25 OCT 2002 PLANNING  
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ARB FPLN DES FEES

**Waterman Environmental**  
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www.waterman-group.co.uk

Dear Mr Thorne

**Re: Lots Road Chelsea Creek Watersports Use**

Further to the recent RBKC Planning department letter dated 19 September 2002 (RefDPS/DCSW/JT/PP/02/1324) and with respect to point 2 (Matters for Revision) Chelsea Creek, we would have the following comments.

The primary constraint for the proposals for Chelsea Creek has been that following the closure of the Power Station by LUL, scheduled for later this month, the discharge of cooling waters will cease and this will (in the absence of any intervention) result in the long term siltation of Chelsea Creek. The ultimate end-point of this siltation would be a creek bed that remains dry for the majority of the time and most of its length that has significantly reduced ecological potential, no flood storage capacity and no watersports use.

The current watersports activities that take place in the Creek include the use of the discharge waters by canoeists who take advantage of the high water flow velocities passing over existing weir structures, which in effect create 'white water' conditions. In addition, the margins of the creek have a hard, near horizontal compacted surface ('campshead') that is also occasionally used, at low tide, as a safe resting place for canoes and other small craft. The upper reaches of the creek are not currently used for any watersports probably because of the narrow gap and low headroom under the Lots Road bridge and the relatively shallow depth of water (even at high tide) due to the existing degree of siltation.

As described in Section 13 and Appendix E of the ES there are a number of potential options for the management of the Creek including doing nothing, complete impoundment (provision of lock gates), frequent dredging and the continuation of an artificially created flow in the creek. A wide range of issues have been considered including the potential impacts on flood storage capacity, ecology, recreation, visual amenity, sustainability issues, and safe public access. The views of a number of organisations including the West London Rivers Group, have been taken into consideration. In addition, whilst the Thames Strategy Kew to Chelsea was published after the planning applications were made, the objectives of this document have all been addressed. A summary of this (previously sent to the Environment Agency) is attached to this letter for your information.

**Directors:**

Robert H. Campbell  
BSc CEng MICE MIStructE  
Simon Handy (MD)  
BSc(Hons) CEng MICE  
Alistair M. A. Dalziel  
BSc MBA CDipAF MCIM  
David R. Thomson  
BSc(Hons) MSc AIEMA  
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Graham R. Hiscocks (Financial)  
BA(Hons) ACA

**Regional Directors:**

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David Hobson  
BTech CEng MICE MIHT  
John Whitham  
MMS MIEM

**Associates:**

John R. Marsh  
BSc(Hons) MSc FGS

**Consultants:**

Ann Heywood  
BSc(Hons) FRICS FRGS MIMgt


Taking all these issues into consideration, we believe that the design proposals confer the best overall solution; specifically with regards to watersports, these are as follows:

- The continuation of a low tide flow will maintain a tidal creek resource that would otherwise be progressively lost through siltation.
- The creek will continue to be navigable by recreational craft along its length, with a minimum of 10m wide channel at the base.
- The bridges (that are required to provide permeability across the site and for the continuation of the Thames path) provide the maximum headroom that is practical taking into consideration site levels and allowable gradients. The headroom will not be less than is currently provided by Lots Road bridge and will therefore not further restrict potential access by craft to the upper creek.
- Whilst the low tide flow does not create 'white water' for canoeists, the terraced structure will provide more interest than a rectilinear progressively silting creek. We do not consider it to be sustainable to create the extremely high velocities that are required. The proposed relatively low volume discharge is, however, considered preferable to the regular dredging of the creek.
- The terrace structures will provide safe access and egress points to the creek base. There is no current public access from the landward side.
- The lower creek terraces will provide suitable safe areas at low tide for canoes and other small craft to rest.
- The creek and Thames frontages will be provided with suitable safety equipment such as grab chains, lifebuoys etc.
- The proposals do not conflict with proposals by others (e.g. West London Rivers Group) to re-open the upper reaches of the Creek that were previously in filled by RBKC.

In our view the proposals are the best overall balanced solution giving a creek that has a long term continued use, has a good visual amenity, new public access provision, a retained watersports amenity whilst taking into consideration the sensitivities of potential ecological impact and the need to maintain flood storage capacities.

I trust this is acceptable but should you require further information, please do not hesitate to contact me.

Yours sincerely

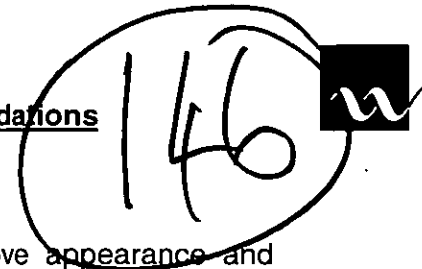


**John Marsh**

cc     Andrew Locke  
         Jim Pool

Circadian  
Montagu Evans

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## The River Channel

- Encourage riparian owners and riverside developers to improve appearance and ecological value of river walls

*The existing vertical river walls have a poor visual appearance and do not offer the same opportunity for a transition of ecological habitats, substrates and planting that the proposed terraces do. The river wall will be reinforced as part of the proposals and untreated timber fenders will be attached to the walls to provide additional and improved habitat for further intertidal vegetation to establish naturally. (See Section 5.4 and Chapter 14 of the ES.)*
- Consider potential for retired defences

*The scheme incorporates a substantial length of retreated flood defences and an increase in foreshore area (inundated by each tide) of 350m will be created. (See Chapter 13.5.4 of the ES, accompanying drawings and clarification letter dated 17 July and 22 July 2002 to Ian Blackburn of the Environment Agency)*
- Review public access to foreshore. Clarify legal position and responsibilities for public safety

*Wherever possible/safe, the developer supports the provision of public access to the foreshore. This will be balanced with the provision of ecological zones where public access will be restricted in order to limit disturbance to wildlife. A minimum of two access points will be provided on the south bank, adjacent to the bridges.*
- Consistent safety approach based on RoSPA guidance

*The paths and public access points will be constructed to provide safe access see page 33 of ES.*
- Protect historic steps, slipways, hard's and drawdowns

*There are no historic steps, slipways and drawdowns. There is a campsite on the southern creek bank. In view of the siltation that is predicted to take place (see Chapter 13 and Appendix E of the ES) this would need long-term regular maintenance to maintain its current condition.*
- Encourage new pontoons and jetties

*No pontoons or jetties are to be provided at the moment due to the proximity of pontoons at Chelsea Harbour and Cremorne Wharf.*
- Upgrade/encourage provision of riverside facilities,

*The proposals provide a significant improvement to riverside facilities including a Creekside Park (0.3ha/0.7 acres) and Riverside Square (0.4ha/1 acre), boat tie points and means of escape (see Chapter 5 of the ES).*
- Rediscover and protect "lost rivers" feeding the Thames

*Considerable work has been done investigating the possibility of reinstating the historic Chelsea Creek. This is not possible for the reasons given in Section 13.3.4 of the ES and Appendix E.*
- Prevent encroachment into river except for improvement of river-related recreational or river transport facilities



*For the reasons given in Appendix E and Chapter 13 of the ES, long-term siltation of the Creek will result in the loss of flood storage capacity and ultimately intertidal foreshore. It is considered that vegetated terraces set back from retired flood defences, together with the maintenance of a low water flow provides the most suitable means of maintaining a tidal creek, the associated ecology, recreational opportunities and visual amenity. The planned works to the creek would not prohibit any future upstream extension of this watercourse if this were shown to be feasible and the current land owner and relevant authorities chose to pursue this option.*

- Prepare river impact statements for new waterfront development schemes and river infrastructure

*The ES has assessed the visual impact (Chapter 11 and Appendix C) of the scheme on the river, the ecological impact (Chapter 14) and the recreational and amenity impacts (Chapters 5, 10 and 13).*

### **Heritage and Conservation**

- One Thames:One Policy approach to management, identification and protection of archaeological resource

*Archaeology is addressed in Chapter 12 and Appendix of the ES. Section 12.9.4 assesses the impact upon Chelsea Creek.*

- Designate foreshore as Archaeological Priority Area

*The impact on the foreshore is addressed in Chapter 12 of the ES.*

- Appoint Thames Strategy Archaeological Officer

*N/A*

- Review and update UDPs to reflect the river's industrial significance. Identify industrial heritage sites

*The industrial heritage of the site has long been recognised by English Heritage, the councils and by the developer (Chapter 11 and Appendix C of the ES) and has been the subject of detailed studies by the Anthony Blee Consultancy as part of the EIA process. English Heritage have confirmed their support for the scheme (see letter of 12 August, 2002).*

- Adopt consistent approach to development of Conservation Area profiles and the funding of enhancements

*N/A*

- Restore integrity of buildings in historic settings

*Fundamental to the development proposals is the retention and renovation of the main power station building. See Chapters 5 and 11 of ES.*

- Conserve and restore historic parks and gardens; reinstate visual and physical connections to the river

*There are no historic parks and gardens on the site but the visual and physical connection to the river have been key to the Master planning, including new public open spaces and landscaping (See Chapters 5, 11 and 16 and Appendix C of the ES).*

- Identify/develop key cultural associations of people, events, places. Connect and interpret historic places

*The Masterplan aims to expand the area as an urban village incorporating a mix of supporting commercial and community uses. The public open space and permeability of the site act as catalysts to bring together surrounding communities (see Chapter 5 of the ES for details).*

- Promote traffic management and street scene improvements in riverside Conservation Areas

*Traffic considerations have been a key consideration in the Master planning and the site will be virtually car - free at ground level (see Chapters 5 and 16 and Appendix H of the ES).*

## Views and Landmarks

- Identify important local views and prospects on UDP maps. Consult on development proposals within viewing cones

*Important local, medium and longer distance issues and prospects are discussed in Chapter 11 of the ES. Extensive consultations were held with the GLA, English Heritage and CABE, all of whom have expressed their support for the scheme, and with both the LBHF and RBKC.*

- Road/railway bridge improvement to include illumination, painting, facilities for pedestrians/cyclists

*The proposal creates three new pedestrian bridges over Chelsea Creek for the safe passage of walkers and cyclists and to extend the Thames Path National Trail and Cycle Route (See Chapter 16 of ES).*

- Redevelopment to include restoration of visually important external features of industrial landmarks

*The external appearance of the power station will be cleaned and restored where required, the two internal chimneys restored and the former windows of the power station fronting Chelsea Creek will be reinstated.*

- Reach character, important local views/prospects/local landmarks to inform siting of landmark buildings

*This has been addressed in Chapters 5 and 11 and Appendix C of the ES and within the master planning for the site.*

- Protect setting, skyline and backdrop of historical waterfronts from adverse impact of new development

*The setting, skyline and backdrop of the development are considered in great detail within Chapter 11 and Appendix C of the ES and within the master planning for the site.*

*Views of the Thames are provided from the proposed residential blocks, the interconnecting pedestrian routes (see Chapter 5 of the ES) and from the public open spaces, in particular, the Creekside Park, Riverside Square and Power Station Plaza.*

- Prepare co-ordinated lighting strategy

*A co-ordinated lighting strategy for the site will be developed in due course, with illumination levels respecting differing priorities for local amenity, site setting, public*

safety, energy conservation and wildlife protection. It is anticipated that the lighting strategy could be subject to a planning condition.



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## Landscape and Open Space

- Prepare open space strategies and integrated land management plans for Metropolitan Open Land (MOL)

*The Developer has made a commitment to providing five areas of open space that will be appropriately maintained for their proposed uses (see Chapter 5 of the ES) together with an ecological and landscaping maintenance strategy that includes Chelsea Creek, the basin and green roofs on new buildings.*

- Establish comprehensive project areas eg Duke's Meadow, to improve appearance and use of MOL

N/A

- Establish more effective controls on covered sports facilities and floodlighting on riverside MOL. Retain playing fields/sports pitches as open recreational land

N/A

- Protect, enhance, manage green chains and corridors

*The proposals identify and enhance the opportunity for maintaining and enhancing the ecological resources within the River Thames and Chelsea Creek. There is also a commitment to enhancing the basin area at the end of Chelsea Creek and providing funding for the long-term management of this feature. The proposals will form a new green chain connecting the Thames with the basin, railway embankment and with potential for future links to the Imperial Wharf site.*

- Work with communities to restore/enhance public riverside parks and gardens. Maintain environmental quality and nature conservation interest of private riverside gardens and grounds

*The proposals for the public open space at the site are fundamental to the scheme as is their long-term management (see Chapters 5 and 14 of the ES).*

- Protect wooded Tow Path to provide diversity of age and structure. Upgrade /enhance riverside walkways

*The Thames Path National Trail will be extended through the site and directly link to the proposed Creekside Park and Riverside Square (see Chapter 5 of the ES).*

- Recognise importance of cemeteries as open breaks in urban fabric. Protect and look at ways to create allotments within river corridor

N/A

## Biodiversity

- Identify and target key polluting discharges and promote sustainable urban drainage systems

*This is addressed in Chapters 9, 13, 14 and 17 of the ES. More detailed information can be found in the corresponding appendices. It should be noted that the power station presently discharges significant volumes of cooling water into the creek and that this source of Thermal Pollution will cease on closure of the power station allowing natural water temperatures to be re-established.*

- Recognise and protect tidal Thames as a fishery

*This has been taken into account within the ecological assessment carried out. The habitat enhancement proposed (see Chapter 14 of the ES for details) takes into account the results of this assessment in terms of fish.*

*In summary, it is anticipated that there would be no significant adverse impact to the Thames or the fishery it supports. An Environmental Management Plan (EMP) will be implemented in order to avoid adverse impacts to the wider Thames during construction. As a result of the decommissioning of the power station there will be an inevitable change in community structure within Chelsea Creek due to cessation of warm water discharge. However, as a result of the scheme a flow of water will be maintained within the creek thereby avoiding excess siltation and retaining the open tidal nature of the creek and it's function as both a valuable tidal refuge and feeding ground as well as a fish nursery and spawning habitat. Through habitat creation such as incorporation of tidal terraces with intertidal planting, new opportunities for fish will be created*

- Develop strategies for habitat protection, management, restoration and expansion based on "Tidal Thames Habitat Action Plan"

*The relevant proposals put forward within Chapter 14 of the ES are considered to complement the habitat action plan. As described with Chapter 14 of the ES, provisions have been made within the scheme to retain and enhance key habitats and species described within the London Biodiversity Action Plan (BAP) and Tidal Thames Habitat Action Plan (HAP). In the case of intertidal habitats, there is a significant positive impact through maintenance of an open tidal creek by introducing flows to reduce inevitable silt build up. Constructed intertidal terraces will increase the overall area of intertidal habitat. In accordance with the HAP, management frameworks for the creek and the basin will be set up in order to maintain the value of site habitats for both biodiversity and public amenity in the long term.*

- Protect and manage Oliver's Island and Chiswick Eyot

*N/A*

- Tree planting programme before mature trees die

*The landscape strategy described in Section 5.4 of the ES allows for the retention of existing trees, where feasible, together with planting of a considerable number of new indigenous tree species throughout the site.*

- Research alien species and manage effects/ eradicate

*Japanese Knotweed has been identified and is to be eradicated from the site.*

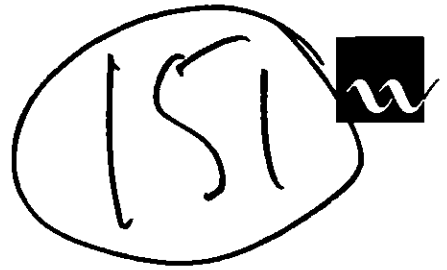
- Promote nature conservation interests, including measures to make sports pitches attractive to wildlife

*It is the intention of the developer to provide long term management funding for ecological improvement to the basin that can be used as an educational resource to local schools (see Section 5.2.6 of the ES).*

- Environmental education programme targeting user groups, those responsible for riverside development sites, schools and general public. Encourage involvement in conservation projects

*As Above*

## Recreation and Tourism



- Encourage rowing, sailing and canoeing

*Continued use of the Creek by canoeists is encouraged.*

- Protect existing riverside facilities and provide well-equipped visitor moorings close to visitor attractions

*There are no existing riverside facilities or visitor moorings at the site.*

- Encourage passenger boats to attract wider public and promote tourist potential of the river

*The developer is committed to subsidising and improving the riverboat service currently stopping at nearby Chelsea Harbour Pier (see Chapter 16, Section 16.5 of the ES for details and the corresponding appendix - Appendix H).*

- Encourage view of Thames as shared resource and need for tolerance of others

*The proposals allow for the creek and River Thames to be accessible to the public, residents and other 'user-groups' for the first time in 100 years.*

- Protect existing rights of way, safeguard Thames Path National Trail. Improve access to and along the river

*The Thames Path National Trail will be extended through the site and directly link to the proposed Creekside Park and Riverside Square (see Chapter 5 of the ES). Access to and along the river is also improved (see Chapter 5 of the ES).*

- Encourage riverside cycling, with the aim of creating traffic-free cycle routes, segregated from pedestrians

*This has been addressed in Chapter 16 and Appendix H of the ES. Details can be found here.*

- Protect historic waterfronts as focus of activity/heritage. Promote arts, culture and entertainment

*It is anticipated that the provision of open space fronting the river and creek will be used to promote local art and culture and provide a location for locally based entertainment events, sculpture and information boards.*

- Promote festivals and events to realise tourist potential and focus for waterside education/community projects

*Circadian are in consultation with Thames 21 about setting up a Lots Road Adopt-a-River group. In collaboration with them, we are planning to run the first clean-up of the foreshore on the river and creek, adjacent to our development, and involving the local community.*

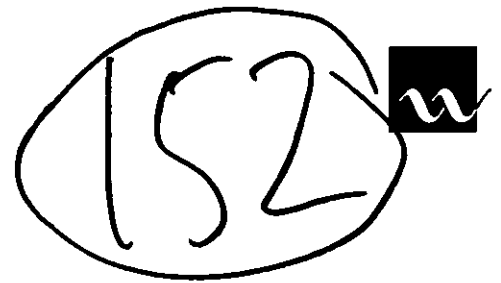
- Promote sustainable "green" recreation and tourism

*N/A*

- Co-ordinate information and publicity material

*The Developer has organised a series of public exhibitions and regularly distribute a newsletter, dedicated to the proposed development at Lots Road, to approximately 4,000 interested parties. Information can also be obtained via Circadian's website - [www.circadian-uk.co.uk](http://www.circadian-uk.co.uk).*

- Develop a co-ordinated recreation and visitor strategy  
N/A



## Movement

- Improve public transport interchanges. Enhance existing facilities, security and passenger information

*Chapter 16 and Appendix H of the ES detail the proposed improvements and enhancements. A number of commitments, in relation to transport, have been made by the Developer. These are summarised in a series of 26 pledges.*

- Improve pedestrian/cycle links

*Chapter 16 and Appendix H of the ES detail the proposed improvements to pedestrian/cycle links.*

- Investigate new river crossings for pedestrians/ cyclists

*Discussions are ongoing with relevant bodies in relation to new river crossings in the vicinity of the site (see Chapter 16 and Appendix H of the ES for details). The proposals incorporate three new pedestrian bridges access the creek.*

- Improve access to river and require high quality public right of way as part of riverside development

*Increased pedestrian permeability and access to the river is provided as well as new areas of public open space located alongside the river and creek (see Chapter 5 of the ES for details).*

- Ensure accessibility to disabled people

*All new access arrangements provide for disabled access.*

- Retain/upgrade existing piers and encourage new piers at focal points of activity subject to navigation impact

*The Developer will fund improvements to Chelsea Harbour Pier.*

- Increase regular river passenger travel. Introduce new services integrated with land-based public transport

*Chapter 16 of the ES and Appendix H detail the proposed provision in relation to these issues. With regard to increasing regular river passenger transport in particular, there is a commitment by the developer to improve the river bus service to the area and fund improvements to Chelsea Harbour Pier.*

- Integrate land/river services - fares/ticketing/ information

*Improvements to signage for public transport links are proposed for land/river services and in the vicinity of the site (see Chapter 16 and Appendix H of the ES).*

- Encourage river transport of spoil and building materials

*The developer intends to use river transport for the movement of spoil and building materials during construction (see Chapters 6 and 7 of the ES).*

- Retain freight handling facilities and safeguard wharves to encourage freight movement by river

N/A

- Retain existing riverside facilities eg boat building sheds, marine services, slipways and docks

N/A

## Shaping Development

- Prepare overall vision, including development sites/areas in transition, design framework and link creation

*The proposed Masterplan set out in Chapter 5 of the ES outlines the overall vision for development at the site.*

- Adopt design guidelines for riverside development as supplementary planning guidance

N/A

- Encourage developers to undertake detailed character assessment and contextual analysis

*Details can be found in Chapters 5 and 11 and Appendix C of the ES.*

- Establish palette of preferred built forms and materials

*Details will be provided as part of the detailed planning conditions.*

- Identify development and activity hubs

*The proposed Masterplan set out in Chapter 5 of the ES identifies activity hubs within the development site.*

- Promote mixed-use and sustainable development

*This underpins the proposals. Details on sustainability issues are covered largely in Chapter 9 of the ES.*

- Retain, replace and provide river-related facilities

*The developer has placed great emphasis on enabling access to the riverside and creek. Open spaces are provided adjacent to these areas and supplemented by amenities as appropriate.*

- Prepare master plans for new open spaces

*The masterplanning of the development has been supported by CABI (see letter of 8 August, 2002) who consider "The masterplanning proposals to create open spaces and permeable routes are welcomed. We are encouraged by the careful attention to the detail now given to these elements of the scheme and believe that they will make a strong contribution to the open space provision for the occupants of the scheme and the residents in the wider area. Opening up the creek and riverside to the public are major benefits of the scheme."*

*We are confident that this project constitutes a residential scheme of the highest quality, and is arguably the best such scheme along this part of the river for 20 years".*



- Consider proposals for high buildings in relation to local context, environmental impact, quality of design, regeneration and sustainable objectives

*This is addressed in Appendix A1, A2 and Chapter 11 of the ES specifically and is supported by CABI, English Heritage and GLA.*

- Encourage architectural competition

*This development has been designed by Sir Terry Farrell in response to extensive consultation and will make a valuable contribution to the area.*

- Encourage legal agreements from developers for riverside treatment, long term maintenance and new facilities

*The maintenance of the riverside, Chelsea Creek and the basin will be included within the estate management plan for the site.*

### **Local Opportunities**

#### **Chelsea Harbour and Chelsea Creek**

- Extend river walk over creek/under railway bridge

*The proposals enable this to be achieved, as described previously (see Chapter 5 of the ES for details). The development at Imperial Wharf, by developer St George, will open up the railway arch to complete the riverside walkway in this area.*

- Pedestrian link across Battersea Railway Bridge

*Circadian have expressed support for this borough led initiative*

- Chelsea Harbour/Imperial Wharf as leisure/ activity hub

*N/A*

- Increase use of the existing pier/river services

*This is being encouraged by the developer - there is a commitment to improve the river bus service to the area and fund improvements to Chelsea Harbour Pier.*

- Enhance Chelsea Creek environmental / heritage value

*The ecological proposals are aimed at enhancing Chelsea Creek and the basin (see Chapter 14 of the ES for details).*

- Maximise public benefits from new development

*The development will provide significant improvements to public transport, enable the public to access the riverside and creek via pedestrian linkages and bridges, provide five areas of open space for amenity use as well as providing an appropriate mix of community, commercial and retail uses (see Chapters 5 and 10 and Appendix B of the ES for details).*

- New station and public transport improvements

*The commitment of the developer to the above is clearly detailed in Chapter 16 and Appendix H of the ES. The commitments are summarised in a series of 26 pledges.*





# ENGLISH HERITAGE

LONDON REGION

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PC Back  
→ JT

Our Ref: LAG 020/074

Contact: Catherine Cavanagh  
Direct Tel: 020 7973 3732  
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catherine.cavanagh@english-heritage.org.uk

October 23, 2002

For the attention of J Thorne

Dear Sir,

TOWN & COUNTRY PLANNING ACT 1990; DoE PLANNING POLICY GUIDANCE NOTES 15 & 16

Lots Road Power Station, Lots Road, SW10  
Application PP/02/01324 & PP/02/01325

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## Approval of Written Scheme of Archaeological Investigation

Further to my recent letter, I have received copies of the specification for the assessment of the standing buildings prepared by CPM Environmental. This document accords with English Heritage guidelines and I and the Historic Buildings Inspector, Rory O'Donnell have discussed the approach with the buildings analyst.

The assessment report will include recommendations for an appropriate level of building recording on the site. The below ground remains are being addressed separately. I therefore recommend that there should be **no** discharge of conditions until the assessment has been submitted and mitigation measures completed.

Please do not hesitate to contact me should you need further information or assistance. This response relates solely to archaeological issues.

Yours sincerely

Catherine Cavanagh  
Archaeological Advisor, Greater London Archaeology Advisory Service, Room G01

cc Sally Randell  
Rory O'Donnell  
Kim Stabler

cpm environmental  
English Heritage  
English Heritage

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**MONTAGU  
EVANS**

JWP/jb/PD5824

28 October 2002

Royal Borough of Kensington & Chelsea  
 Planning Department  
 Town Hall  
 Hornton Street  
 London W8 7NX

FAO: John Thorne Esq

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STAN LOGAN/CHRIS TUNGER  
31/10/02

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Dear Sirs

# LOTS ROAD POWER STATION - AFFORDABLE HOUSING.

Further to our meeting with your officers on Friday 18<sup>th</sup> October, please find enclosed a series of plans indicating how the site could accommodate 40% affordable housing, based upon 25% RSL rented, 10% RSL shared ownership and 5% entry level housing. We also enclose a paper outlining the financial arrangements associated with the entry level housing, as well as our own thoughts as to how one would qualify for such accommodation and the legal structure which would bind it. At this stage, this information has been submitted for information purposes only, to inform subsequent meetings.

If you would like to discuss the contents of this submissions in more detail please feel free to contact Jim Pool of this office.

Yours faithfully

Montagu Evans

MONTAGU EVANS

Enc.

PC ACK  
→ JT

UDP/RSL SPACE STANDARDS  
- MALB RATED

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## LOTS ROAD – ENTRY LEVEL HOUSING

### QUALIFYING PURCHASER

- To qualify as a purchaser of an entry level housing unit, a purchaser would have to satisfy all of the following:
- Single income of no more than £25,000
- A joint income of no more than £35,000
- Demonstrate a need to live or work in RBKC by either
  - being on the RBKC common housing register
  - or -
  - the purchaser can demonstrate to the RBKC Director Housing, that they work in RBKC (the definition could be extended to certain key employment groups such as teachers).

### LEGAL STRUCTURE

A qualifying purchaser would purchase an entry level housing unit at 50% of the unit's open market value on the basis of a 999 year long lease.

The freeholder would be entitled to receive a ground rent equivalent to 2% of 50% of the open market value of the unit at the time of initial purchase.

This rent would be reviewed annually, based on the RPI in the previous year.

The purchaser would pay 100% of the service charge for the unit.

### ONWARD SALE

The onwads ale of the unit would be permitted at 50% of its open market value at the time of sale, subject to the freeholder's retained interest and ground rent, to another qualifying purchaser.

After a period of five years of ownership, a purchaser would be entitled to buy a further 25% interest in the property from the freeholder.

### AFFORDABILITY

The attached example demonstrates how studio, one and two bedroom entry level housing units are affordable to low – intermediate income groups.

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## ENTRY LEVEL HOUSING

No public financing required. For sale to essential worker lower income groups who can demonstrate a need to reside in the Royal Borough .

Qualifying purchasers should have a deposit of 15 % and an annual income of no more than £25,000 or a joint income of no more than £35,000 p.a.

The following is a comparison of open market values and 40 % discounted sale values.

Type	Size	OMV	50%	Income	Outgoing
Studio	36m	£200 k	£85 k	£25 k	£128 pw
1 bed	46m	£275 k	£117 k	£33 k	£ 177 pw
2 bed	51m	£300 k	£127 k	£ 35 k	£180 pw

Assumes nominee buys long leasehold for (£100 k) with a mortgage , and rents the other half from the freeholder at protected rental level (assumed 2 % pa). The income required for the mortgage are well within low income levels and reflect combined mortgage and rental outgoings (but exclude service charge and ground rent).

eg deposit £15 k on studio, £ 85 k mortgage equates to £90 pw, rent @ 2% on £100 k = £38 pw    Total =£128 pw

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1. Summary of Units and affordable %

Private Units		
KC1 (tower)	Units	
KC2	40	
KC3 (power station)	20	
Total Private Units	194	
Total Affordable Units	166	
Total Units	420	
Affordable %	40%	
RSL Rented	103	25%
RSL Shared Ownership	41	10%
Total RSL	144	35%
Entry Level	22	5%

2. Block by Block Mix and typical sizes

RSL Rented

KC2	Typical Size		Units
	sq m	sq ft	
1 Bed	46-58	500-624	21
2 Bed	65-81	700-870	24
3 Bed	88	945	8
Total KC2			53

RSL Rented

KC4	Typical Size		Units
	sq m	sq ft	
1 Bed	46	500	12
2 Bed	69	730	27
3 Bed	81-97	870-1040	11
Total KC4			50

RSL Shared ownership

KC3	Typical Size		Units
	sq m	sq ft	
Studio	36	385	13
1 Bed	44	470	13
2 Bed	58	620	12
3 Bed	77	828	3
Total KC3			41

Entry Level Housing

KC3	Typical Size		Units
	sq m	sq ft	
Studio	36	385	12
1 Bed	40	435	5
2 Bed	56	600	5
Total KC3			22

3. Unit Numbers and Mixes

RSL Rented	Studio	1 Bed	2 Bed	3 Bed	Units
KC2		21	24	8	50
KC4		12	27	11	53
Total		33	51	19	103
% Mix		32%	50%	18%	

RSL Shared Own					
KC3	13	13	12	3	41
% Mix	32%	32%	29%	7%	

Total RSL	13	46	63	22	144
RSL % Mix	9%	32%	44%	15%	

Entry Level Housing					
KC3	12	5	5	0	22
	55%	23%	23%	0%	

Total Number of Affordable	25	51	68	22	166
All Affordable % Mix	15%	31%	41%	13%	