

**ROYAL BOROUGH
OF
KENSINGTON & CHELSEA**

DOCUMENT SEPARATOR

DOCUMENT TYPE:

PUBLIC COMMENT



PBC

cabe



19 November 2001

Sir Terry Farrell
Terry Farrell and Partners
7 Hatton Street
London
NW8 8PL

DRL/13/A

Dear Terry,

**HAMMERSMITH & FULHAM/
KENSINGTON & CHELSEA:**

LOTS ROAD PROJECT

The design review committee of the Commission for Architecture and the Built Environment (CABE) considered this scheme at its meeting on 7 November. The committee is grateful for the trouble which was taken in preparing the presentation material. Having considered the scheme, the committee's views are as follows:-

The committee continues to offer general support and enthusiasm for this scheme and for its central propositions. We think that, in general, the developing scheme is moving in the right direction; there are, however, a number of aspects of it that we think will require further careful thought.

We very much welcome the acquisition of the adjoining two-acre site for inclusion in this scheme. In the context of the other major developments along this part of the river, the public space proposed as a result of this is generous and is to be applauded. However, we think that this space will need to be carefully thought out in relation to the rest of the site if it is to work successfully as an attractive and useful public area. More generally, the urban design strategy for the development will require a clear understanding of the types of space being proposed and how the public, semi-public and private space will be used, managed and will relate to each other if the desired sense of integration is to be achieved.

We think that the proposals for the detailed design of the towers - the cladding of the towers in terracotta, the further articulation of the differences between the two halves of the towers and the insertion of balconies - hold out the prospect of a rich resolution of these elevations. There is a possible danger, however, in an architectural approach to the modelling and the elevations which is poised somewhere between the rigorous and formal on one hand and the varied and informal on the other - it may end up appearing to have tried, but failed, to be rigorously, or informally, composed.

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& the Built Environment

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Although we think that a mainly stainless steel and glass cladding could have been developed successfully, we think that that terracotta has the potential to provide a more attractive alternative, and we would like to see further work proceed on this option.

On the whole, we think the calmer architectural language proposed for the lower level accommodation on the site is likely to form an appropriate setting for the towers. However, in some views of the scheme from the other side of the river, the composition of the towers on either side of the creek creates considerable pressure on the secondary building located immediately behind the smaller of the towers - we have not seen anything to suggest that this has been acknowledged and satisfactorily resolved.

We are pleased that extensive wind studies are being carried out - we hope that this will address any potential for problems which we feel might arise in the area between the towers and along the riverside.

Please keep the committee in touch with the progress of this scheme. If there is any point on which you would like clarification, please telephone me.

You sincerely,
Peter Stewart

Peter Stewart
Head of design review

cc

Jim Pool
Philip Davies
Peter Bishop
Steve Davies

Montagu Evnas
English Heritage
Hammersmith & Fulham LBC
Kensington & Chelsea LBC

417

Montagu Evans
Chartered Surveyors
Premier House
44-48 Dover Street
London W1S 4AZ

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Your ref: JWP/ns/PD-5824
Our ref: BO5/7-4

11th February 2002

Dear Sir/Madame,

LOTS ROAD POWER STATION DEVELOPMENT, LAND AT THAMES AVENUE, AND COMBINED IMPACT REPORT, LONDON SW10.

Thank you for consulting English Nature, as a statutory consultee under the Environmental Impact Assessment Regulations 1999, on the Lots Road EIA. English Nature has previously been consulted with regard to the scoping of the impact assessment for both the residential development and the Lots Road Power Station. Our response to these consultations is attached for your information.

English Nature advice that an EIA should follow best practice survey methodology details of this should be outlined fully in the text. If it is not explained in full in the text, then methodology and analysis should be made available at a named source. This information was not provided in appendix G1/2 where other ecological survey/analysis information was provided.

We must highlight that as a result this EIA falls short of best practice recommendations, by only providing detail of the preliminary invertebrate survey and not outlining detail of other surveys carried out. We further note that the detail of the preliminary invertebrate survey has been edited by CPMI and is not the original report. This is somewhat misleading, as it is stated that full details of the survey are included in Appendix 2 (p96 Environment Statement).

The results from the preliminary invertebrate survey displayed habitats on site to be of "medium interest" (36 species of terrestrial invertebrates, including 1 nationally rare, 1 nationally scarce species and 4 uncommon species), however, these same habitats are then judged to be of "low local ecological value". This seems to be contradictory, especially as the edited survey highlights the importance of urban ruderal habitats in the maintenance of nationally important invertebrate faunas.

The current EIA makes no attempt to mitigate for the loss of habitat, bar the suggestion that as a similar area of ruderal habitat exists locally means that the loss of this habitat is of minor significance. This is an unsustainable approach, the fact that

there is similar habitat in the locality does not mitigate for its loss on this site. Indeed this is especially relevant in relation to terrestrial invertebrates, which are often considered to be relatively immobile.

We welcome the provision of gravel mulch and other planting for invertebrates and proposed measures for other fauna on this site (i.e. bat/bird boxes), however the extent of these proposals are not outlined in any detail. The EIA states: "the majority of the terrestrial habitats on the site that will be lost will be replaced as part of the overall landscape strategy for the site development" (p96 Environmental Statement). Without site of this Landscape Strategy it is impossible to assess whether this will mitigate for habitat loss on the site, enabling a sustainably led development.

English Nature advises that all surveys should be carried out at an appropriate time of year for the group being surveyed. The detail of reptile survey methodology was found to be lacking. Reptiles enter hibernation between October and February, as such; October is not the most appropriate time to carry out reptile survey. I have enclosed a copy of a table taken from Protected Species in London (London Ecology Unit, 1999) this outlines the distribution of reptiles and amphibians in Greater London. It is incorrect to suggest that no reptiles exist within inner London Boroughs (p96 Environment Statement).

Further, we note that a recent bat survey has not been undertaken as part of this EIA.. Reference was made to the RBKC survey carried out in 1994. As the information from the 1994 survey has not been included, it is not possible to evaluate this in relation to the current EIA. We would suggest, in view of the proposed tree works, that it would be prudent to undertake another bat survey, to ensure that the findings from the 1994 are still valid.

We welcome the proposals to extend the Thames Path National Trail. However it is of concern to note that the proposed development includes limited foreshore encroachment, through the construction of a walkway along the Thames supported by wooden piles. This appears to run contrary to the Environment Agency's policy regarding foreshore encroachment and established best practice for Thames riverside developments (e.g. Greenwich Peninsula) in which provision is made for the setback and extension of foreshore habitat.

It is of concern that no provisions have been put in place to limit disturbance to foraging birds on the intertidal foreshore. Indeed, it is stated, that this increase in disturbance will be compensated for by, the birds utilising other foraging opportunities further along the Thames foreshore. English Nature objects to such an unsustainable approach.

We suggest that advice is taken from the Environment Agency on riverbank design options. The EA can assist with development of detailed plans for the set back of river walls. This approach has many benefits such as the creation of foreshore habitat, the reduction of disturbance and increased recreational benefits, whilst still maintaining flood defence.

A large-scale development such as this, offers considerable potential for environmental mitigation. The current proposal and associated planning application

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does not currently represent a truly sustainable approach to development, an approach that ensures effective protection of the environment and prudent use of natural resources (HMSO 1999).

Please do not hesitate to consult me should you require further information on the points raised.

Yours faithfully

Alex Machin
Conservation Officer

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2002/3132/FUL

ENVIRONMENT DEPARTMENT
DEVELOPMENT CONTROL

25th June 2002

Planning & Cons Royal Borough of
Kensington and Chelsea
The Town Hall
Hornton Street
London
W8 7NX

Application Number:

~~2002/1368/P~~

~~2002/1368/P~~

Dear Sir/Madam

Town and Country Planning Act 1990

Address: LAND ADJACENT TO SOUTH SIDE OF CHELSEA CREEK, AND LAND AT
THAMES AVENUE, CHELSEA HARBOUR DRIVE, LONDON, SW10

Proposal: Demolition of buildings ancillary to the Lots Road Power
Station and redevelopment of all unbuilt land to provide 444
units of residential accommodation (comprising 32 studio
units, 135 one bedroom units, 209 two bedroom units, 68
three bedroom units) together with 296 car parking spaces, a
restaurant (832 sq.m) and associated works to Chelsea Creek
and Chelsea Basin, including the construction of three
bridges over the creek.

I enclose details of a duplicate application for planning permission for the
development described above.

This planning application is a resubmission of previous applications, which were
considered by the Council in April this year.

The application is part of a larger proposal for the redevelopment of the entire
power station site, incorporating the conversion of the existing power station
building. The same developer is seeking planning permission from the Royal
Borough of Kensington and Chelsea for the adjacent Power Station in Lots Road
(land adjacent to the north side of Chelsea Creek).

The application is accompanied by an Environmental Statement, which covers the
development site with both Boroughs.

The proposed development does not accord with the provisions of the adopted
Unitary Development Plan 1994.

**Hammersmith
& Fulham**

Serving our Community

**LONDON BOROUGH OF
HAMMERSMITH & FULHAM**

Town Hall, King Street
Hammersmith, London W6 9JH

WEB www.lbhf.gov.uk

TEL 020 8753 1084

FAX 020 8753 3485

Extension: 3472

The officer dealing with this
application is:
Paul Entwistle
/John Sanchez

TP/Obs/SW

The propose development may affect the character or appearance of a conservation area.

I shall be pleased to receive any observations you may wish to submit on this application by 19th July 2002. Please mark all your correspondence to Paul Entwistle, Development Control Division, Environment Department, London Borough of Hammersmith and Fulham, Town Hall, King Street, London W6 9JU.

If you would like to discuss any aspect of this application in more detail please contact wither Paul Entwistle or John Sanchez on 0208 753 3472 or 3346.

Yours sincerely
Stephen Moralee
Head of Development Control.

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Health & Safety Executive
Hazardous Installation Directorate
Head of Unit – Mr R Woodward

MR
The Royal Borough of Kensington and Chelsea
Planning Department
The Town Hall
Hornton Street
LONDON
W8 7NX

S/JT

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Date : 27 June 2002

Your Ref : JWP/jb/PD5824
Our Ref : 8011-4D-02

Dear Sirs,

CONSULTATION WITH HSE UNDER DETR CIRC 04/2000
ENVIRONMENTAL STATEMENT FOR LOTS ROAD POWER STATION AND LAND
AT THAMES AVENUE DEVELOPMENT LONDON SW10

I refer to the letter of 12 June 2002 regarding the above development, which was received direct from Montague Evans Chartered Surveyors.

In my opinion there are no reasons on major hazard grounds for advising against the granting of planning permission in this case.

Environmental Impact Assessments are concerned with projects which are likely to have significant effects on the environment. HSE's principal concerns are the health and safety of people affected by work activities. HSE has no comments on this environmental statement.

If you have any queries please contact Paul Ventom at this address.

Yours faithfully,

NR Marsh
HM Principal Inspector.



GOVERNMENT OFFICE
FOR LONDON

PLANS & CASEWORK SOUTH
Room 9.29
Riverwalk House
157-161 Millbank
LONDON SW1P 4RR

Telephone: 020 7217 3456
Direct Line: 020 7217 3118
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MR J THORNE
PLANNING AND CONSERVATION
THE ROYAL BARRONS OF KENSINGTON
THE TOWN HALL
HORNSEA STREET
LONDON W8 7NX

Your Ref: 083 / 0414 / 01 / 02 / 1324
1325 / 01
Our Ref: LRP 13 / K5600 / 120
Date: 3 JULY 2002

Dear Sir

RE: LOT3 ROAD POWER STATION, LOT3 ROAD, LONDON SW10

Receipt is acknowledged of your letter (and enclosures) dated 26.07.2002. The contents are noted. We have no comments at this stage

Yours sincerely

J C Q Rowett

J C Q ROWETT

EX DIR	HDC	TP	CAC	AD	CLU	AO AR
R.B. K.C.		04 JUL 2002				(PLANNING)
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CPREPatron
Her Majesty the Queen

LONDON BRANCH

Your countryside
Your voice

0/5T
Jenny CAN YOU PHONG & ASK
FOR THE ENCLOSURE PL

Central District Committee

As from 20(B) Philbeach Gardens London SW5 9DY 020 7373 1124

MJ French
Executive Director
Planning and Conservation
The Town Hall
Hornton Street
LONDON W8 7NX

7 3 7 3 - 1 1 2 4

July 17th 2002

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range 24/17

REVISED SCHEME AT LOT'S ROAD POWER STATION SW10

Original ref: DPS/DCSW/PP01/01627/JT

As Chairman of the Central District Committee I enclose a letter with comments on the revised scheme written to LB Hammersmith and Fulham.

The objections to any revised scheme sent to the Royal Borough are in the same terms but in reference to the tower block GG by Counter's Creek and the car parking provision on Royal Borough part of the site

Please can I have acknowledgement of receipt of this letter.

Yours sincerely,

John Drake
Chairman of Central District Committee

EX DIR	HDC	TP	CAC	AD	AO
R.B. K.C.	23 JUL 2002		18		
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CPRE London Branch, a registered charity (No. 802622), is working to improve Londoners' environment and to protect the countryside beyond. It is active throughout Greater London and also promotes CPRE's national objectives. Membership is open to all. Recycled paper.

Central District Committee

As from 20 (B) Philbeach Gardens London SW 5 DY 020 7373 1124

FAO Paul Entwistle
Environment Department, Development Control Division
LB Hammersmith and Fulham Town Hall
King Street
LONDON W6 9JU

July 17th 2002

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Dear Sir,

**LAND AT THAMES AVENUE AND CHELSEA HARBOUR DRIVE LONDON
SW10** Ref: 2002/1366/P & 2002/1368/P

The Central District Committee has commended the conservation and adaption of the Lot's Road power station but is concerned about the site being overdevelopment.

There are TWO major objections to the revised scheme in Hammersmith and Fulham:
a) **Tower block HF1.** Despite the cosmetic reduction in height, it's impact contradicts the requirements of the Draft London Plan Policy BR25. It will cause overshadowing, effect the hydrology, the biodiversity of the waterspace, including the nearby heronry, the public realm of the waterside, wind turbulence and the visual appearance of canyonisation along the riverside.

While the London Plan is not yet finalised, it is encumberent on London Boroughs to take into account its implications. The impact of new development on the Thames has in the past been badly neglected including in Hammersmith and Fulham.

b) **The impact of traffic movement and carparking on the surrounding area.** In addition to traffic movements from this site, are those from the Royal Borough part of the site and the Imperial Wharf scheme, causing additional strain on ... already overburdened local roads. The public transport system is poor and will remain so unless: Railtrack or its successor allows a station to be built on the West London Line, Cross Rail 2 is routed to this area and there is provision of a subsidised ferry service to the City using the existing facilities at Chelsea Harbour.

While we commend much of the overall scheme we would like to see the reduction in height of Block HCF1 to that of the neighbouring buildings and a large reduction in car parking.

Yours faithfully,



John Drake
Chairman CPRE Central District Committee.

Our ref
Your ref
Date 23 July 2002

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5 JUL 2002

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John Thorn
Royal Borough of Kensington & Chelsea
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S/JT

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marilyn.rawson@countryside.gov.uk

**TOWN & COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT)
(ENGLAND & WALES) REGULATIONS 1999
ENVIRONMENTAL STATEMENT FOR LOT'S ROAD POWER STATION AND LAND
AT THAMES AVENUE DEVELOPMENT, LONDON, SW10**

Thank you for your letter dated 12 June inviting the Countryside Agency to comment on the above, proposal and apologies for the delay in replying.

The Countryside Agency is a strategic organisation, and rarely as a matter of policy comments on individual planning applications except on those proposals that:

- set a national precedent where government advice is lacking; or
- have a major impact on an important Countryside Agency initiative; or
- have a fundamental effect on the intrinsic character of a National Park, Area of Outstanding Natural Beauty, or Heritage Coast.

For your records the Countryside Agency has **no formal comments** to make regarding this matter. We would like to stress that the absence of comment or direct involvement by the Agency is simply an expression of our priorities. It should not be taken as implying a lack of interest, or indicate either support for, or objection to, any proposal.

The Agency does however, welcome the riverside walkway. I enclose a copy of guidance relevant to the walkway and would draw your attention to pages 6 to 8 on footpath standards.

If you wish to discuss this matter further, please do not hesitate to contact me at the above address.

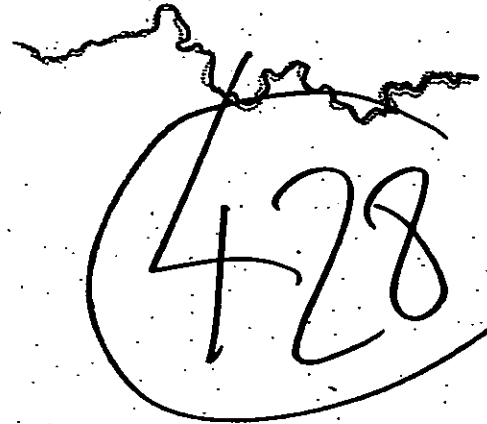
Yours sincerely

M Rawson

MARILYN RAWSON
Director - London Region

THAMES PATH
RIGHTS OF WAY OFFICER
ANITA 01865 815403





Development Plan Policies:

A Good Practice Guide

November 1998

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INTRODUCTION

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The Countryside Commission recommends that the example policies outlined in this document are used as practical guidelines to assist planning authority officers in the formulation of policies for the Thames Path National Trail.

The main aim of this document is to help ensure that the Thames Path National Trail is implemented, protected and enhanced for future generations to enjoy. The role of the 'plan led' development control system is crucial in achieving our overall aim and this document provides practical guidance to assist planning authority officers in the formulation of local plan and unitary development plan policies.

This good practice guide contains example policies which are specific to both the Thames Path and the unique River Thames corridor through which the National Trail runs. The Countryside Commission recognises that the style of policy writing within development plans varies considerably, therefore the example policies for the Thames Path are presented in two alternative styles along with a short justification statement. People's enjoyment of the Thames Path is significantly affected by the quality of surrounding landscape and townscape through which the Trail passes. Example policies for the River Thames corridor are included to highlight the key issues which impact on the user's enjoyment. It is hoped that this guidance will help in the refining of existing policies and, where necessary, assist in the formulation of new policies during the review of development plans. Where it will be some years to wait until the next development plan review, local authorities may wish to consult this guidance in relevant development control cases.

In 'Modernising Planning' (March 1998) the Government indicated its intention to introduce measures which will 'promote shorter, clearer plans' and enable 'better targeted consultation'. The example policies in this document are in accordance with this objective and provide clear guidance which can be easily interpreted by both developers and the public.

The guidance provided in this document has been prepared by the Countryside Commission in conjunction with Government Office for London and the Environment Agency. The London Planning Advisory Committee (LPAC) have also been consulted

This document has been produced with the advice and assistance of a small working group including representatives from the London Boroughs, Thames Landscape Strategy, the Ramblers Association, the Environment Agency, Government Office for London along with the Thames Path National Trail Officer.

Background

The route of the Thames Path National Trail was approved by the Secretary of State for the Environment in 1989 and officially opened in 1996. The Thames Path is unique among the family of National Trails in its endeavouring to give continuous access along a major river and passing through the heart of major towns and cities, including London. It is expected to become England's most used National Trail. Following publication of the approved route in 1989, local planning authorities have formulated a range of planning policies and worked diligently with the Countryside Commission to safeguard and implement the Thames Path National Trail through the development control system.

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With increasing pressure for new development along the length of the River Thames, it is vitally important to ensure that this work to protect and enhance both the National Trail and the river corridor continues through strong strategic policies in all relevant development plans. In London, fully completing the approved route to secure a continuous and uninterrupted path along the riverside on both banks will take many years. This relies upon new riverside access opportunities being created by appropriate new development and the redevelopment of existing riverside properties. Unfortunately a number of recent developments have failed to make provision for riverside access for the National Trail.

An Interim Development Strategy for the Thames Path National Trail 1998 - 2001 has been produced following extensive consultation and clearly identifies priorities for the development and management of the Trail. Copies of this document are available from the National Trails Office. The Interim Development Strategy document will guide the work of the Management Group and National Trails Officer over the following three year period and assist the Countryside Commission and its key partners to effectively target resources. The Development Strategy identifies that a clear and consistent approach to policies within development plans along the length of the Thames Path is essential to ensure the future of this nationally important recreational asset.

Legal status of a National Trail

Sections 50-55 of the 1949 National Parks and Access to the Countryside Act provide the statutory mechanism for the establishment of National Trails (note: prior to 1989 National Trails were referred to as long-distance routes). Under this Act the Countryside Commission is given a specific duty to research and propose suitable routes and then, once approved by the Secretary of State

for the Environment, to assist local authorities in the implementation and management of the Trail.

Under Section 55 of the Act, the approved line of the National Trail can only be moved following the preparation and submission of a Variation Order by the Countryside Commission and subsequent approval by the Secretary of State. This specific requirement for National Trails is in addition to all the necessary creation, diversion and extinguishment orders also required to move a public right of way. Developers should be made fully aware of the legal status of the Thames Path as one of the 13 established National Trails. Additional copies of OS maps showing the approved line of the Thames Path are available to local authorities from the Countryside Commission.

It should be noted that approval was given for the Thames Path National Trail to enable extensive journeys by foot only. Unlike some of the other National Trails, approval has not been given for the Thames Path to enable extensive journeys on a bicycle or on horseback.

Strategic planning framework

The example policies recommended in this document are based upon current planning guidance and have been developed following a review of best practice in existing local plans and unitary development plans along with advice from Government Office. Strategic Planning Guidance for the River Thames RPG3B/9B produced by the Government Office for London (Feb. 1997) provides a clear strategic framework for these policies within London. Strategic Guidance for London Planning Authorities (RPG3) specifically refers to the London Walking Forum's 2,000 km network of strategic walks (paragraph 7.12) which includes the Thames Path National Trail.

THE THAMES PATH: EXAMPLE POLICIES

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Page 4

The Thames Path National Trail

As the rights of way and public rights of access over land along the Thames river side will be subject to public approval of the Thames Path National Trail, development will only be permitted if it is demonstrated that the proposals would not involve narrowing or obstructing public rights of access.

Opportunities offered by development to provide new public footpaths and along the river frontage will be sought where such public footpaths currently exist. Development which occurs on the approved line of the Thames Path National Trail should provide continuous high quality public footpaths along the river frontage.

New sections of the Thames Path National Trail created through development should incorporate the following features:

- Minimum footpath width of three metres, with a distance of at least five metres from the edge of the river bank or flood defences.
- Adequate width to meet the public needs of everyone without adversely affecting local landscape character.
- Links to public transport and other strategic facilities.
- Waymarking, signposting and information which draws local distinctions and is in accordance with the design guidelines adopted for the Thames Path.

Where a new section of the Thames Path is created on the approved line of the Thames Path National Trail, separate provision should be made for walkers and cyclists. New sections of the Thames Path created through development should be clearly established as public footpaths.

Note:- Policy 3 Footpath Width - * Developers should be encouraged to make greater provision for the route of the Thames Path than the minimum width and use the highest possible quality of design and materials which incorporate opportunities to create new 'greenspace' for public recreation as well as new wildlife habitats where appropriate. In some cases, where the Thames Path runs through historic areas in London, a narrower width may be more appropriate and authentic. Additional width for the Thames Path should not be achieved through encroachment by way of boardwalks etc.

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Additional Notes on Style A Policies for clarification purposes:-

(Policies 1, 2, 4) The 'approved line' referred to in policies 1, 2 and 4 is defined as the line of the Thames Path National Trail as approved by the Secretary of State for the Environment in 1989.

(Policies 2, 4) A 'Public footpath' as referred to in policies 2 and 4 is defined as a public right of way over which the right of way is on foot only.

(Policy 2) By using the word 'should' rather than 'will' within example policy 2 it is possible for planning authorities to consider exceptional local circumstances, such as issues of public safety, where it may be necessary to establish the route of the Thames Path away from the river frontage.

(Policy 3) The Countryside Commission has produced design guidelines for the Thames Path (CCP 342 - 1991) - these guidelines are likely to be updated in 1999. Local authorities may wish to adopt these guidelines as Supplementary Planning Guidance.

(Policy 3) Provision should be made for temporary waymarked routes for the Thames Path during development where it becomes necessary to close the existing path for public safety reasons.

Style B

Policy XXX: The Thames Path National Trail

The Council of Senior Citizens the Thames Path National Trail, which runs along the river, is the approved route of the Thames Path National Trail.

By Order of the Council of Senior Citizens the Thames Path National Trail, which runs along the river, is the approved route of the Thames Path National Trail.

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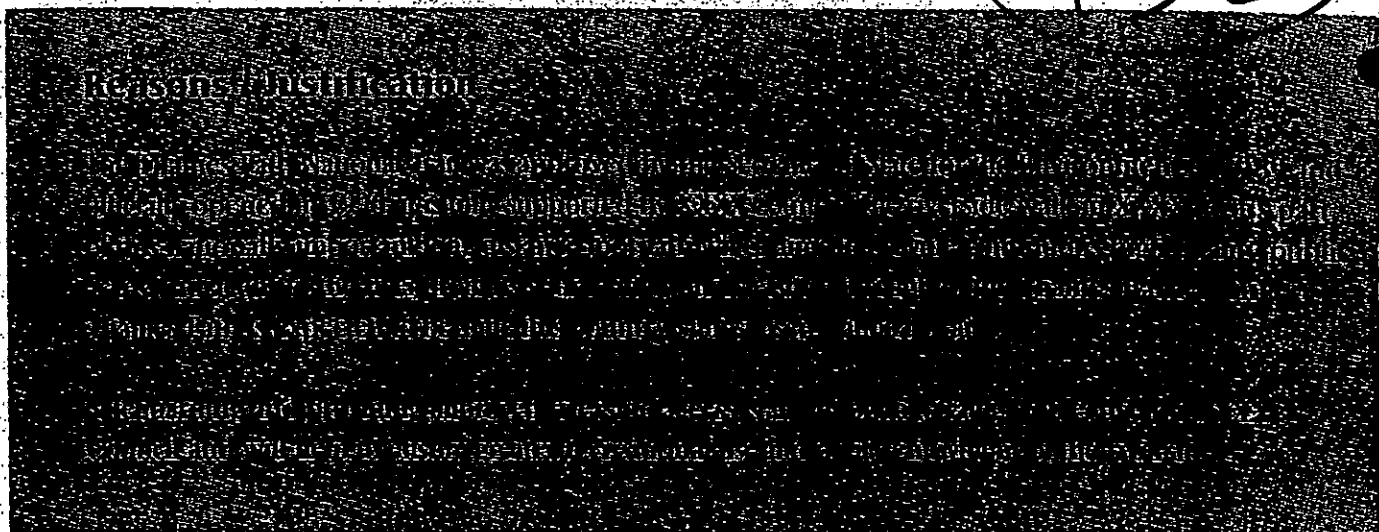
Note:- (Policy XXX-iii) - *developers should be encouraged to make greater provision for the route of the Thames Path than the minimum width and use the highest possible quality of design and materials which incorporate opportunities to create new 'greenspace' for public recreation as well as new wildlife habitats where appropriate. In some cases, where the Thames Path runs through historic areas in London, a narrower width may be more appropriate and authentic. Additional width for the Thames Path should not be achieved through encroachment by way of boardwalks, etc. In some urban locations, where the objective is to bring people closer to the river, it may be more appropriate to have the footpath immediately adjacent to the river and a distinct strip behind the footpath.

Additional Notes on Style B Policy:-

(Policy XXX-ii) above - planning authorities may wish to include *exceptional* local circumstances, such as issues of public safety, where it may be necessary to establish the route of the Thames Path away from the river frontage. However particular care should be taken to avoid weakening this important policy.

Example Reasoned Justification

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THE RIVER THAMES CORRIDOR

Providing an experience of the highest quality for users is the primary objective in the development of the Thames Path National Trail. People's enjoyment of the Thames Path is significantly affected by the quality of the surrounding rural and urban landscape through which the Trail passes.

To meet this objective, the Interim Development Strategy for the Thames Path recognises that local planning authorities should include policies to protect and enhance the unique landscape qualities of the River Thames corridor. Most local and unitary development plans currently contain general policies for the River Thames within several different sections of the plan. In order to highlight the development issues of greatest importance to the Thames Path user, a number of example policies are proposed.

The Countryside Commission recommends that, where similarly worded policies do not currently exist within development plans, new policies are formulated to cover these key issues which significantly affect people's enjoyment of the Thames Path National Trail.

Development on Thames Riverside sites Example Policies

14. Where development occurs on Thames riverside sites, opportunities to enhance the riverside environment and the Thames Path will be encouraged, particularly the creation of new wildlife habitats and green spaces.
15. Particular attention will be given to the visual impact of any development proposed near to the River Thames and its effect on long distance and local views and landscapes. Development will only be permitted if it can be demonstrated that the proposal would not have an adverse impact on the unique visual quality and character of the river corridor.
16. Development which occurs along the river side should be consistent with the distinctive architectural character and historic interests of the adjoining locality and of its scale, design and appearance.
17. Development will only be permitted on the riverside if it can be demonstrated that the proposal would not have an adverse impact on existing natural and cultural features and the landscape quality of the area.
18. In order to protect the unique character of the Thames foreshore and river banks, development will only be permitted if it can be demonstrated that the proposal would not extend into the river, whether by reclamation, infilling, the provision of moorings, or other methods.
19. Existing views of the river and the opposite bank will be protected, maintained and where possible enhanced. Opportunities to create attractive new views of the river for public enjoyment will be encouraged within development proposals.
20. Where development proposals are considered to have a significant environmental impact, the planning authority will seek a declaration as to the likely effect on the landscape and ecology of the river and its corridor.

Further strategic guidance on development policies for riverside sites and the river corridor in London is included within RPG3B/9B 'Strategic Planning Guidance for the River Thames' and also 'Thames Environment 21' which has been produced by the Environment Agency. Specific advice to assist policy development for Unitary Development Plans within London is available from the London Planning Advisory Committee (LPAC).

RESPONDING TO DEVELOPMENT PROPOSALS

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The Countryside Commission considers it most effective to make our input through development plans rather than respond to all development proposals which impact upon the Thames Path and the river corridor.

It is our intention to continue working through established partnerships with local authorities and the Environment Agency and to rely upon strong and effective policies within all development plans to safeguard the future of the Thames Path National Trail.

The Countryside Commission will only consider direct involvement in individual development control cases where a proposal would:

- set a national precedent where national government guidance is lacking; or
- have a major impact on the Thames Path National Trail; or
- have a fundamental effect on the intrinsic character of the Thames Path National Trail

Contacts

The Countryside Commission can be contacted at the following address;

Countryside Commission
SE Regional Office
4th Floor
71 Kingsway
London WC2B 6ST
Tel: 0171 831 3510
Fax: 0171 831 1439

Note - from April 1999, the Countryside Commission and the Rural Development Commission will come together to form a new agency. It is likely that the South East Regional Office of the new agency will move to a new London location by the end of 1999.

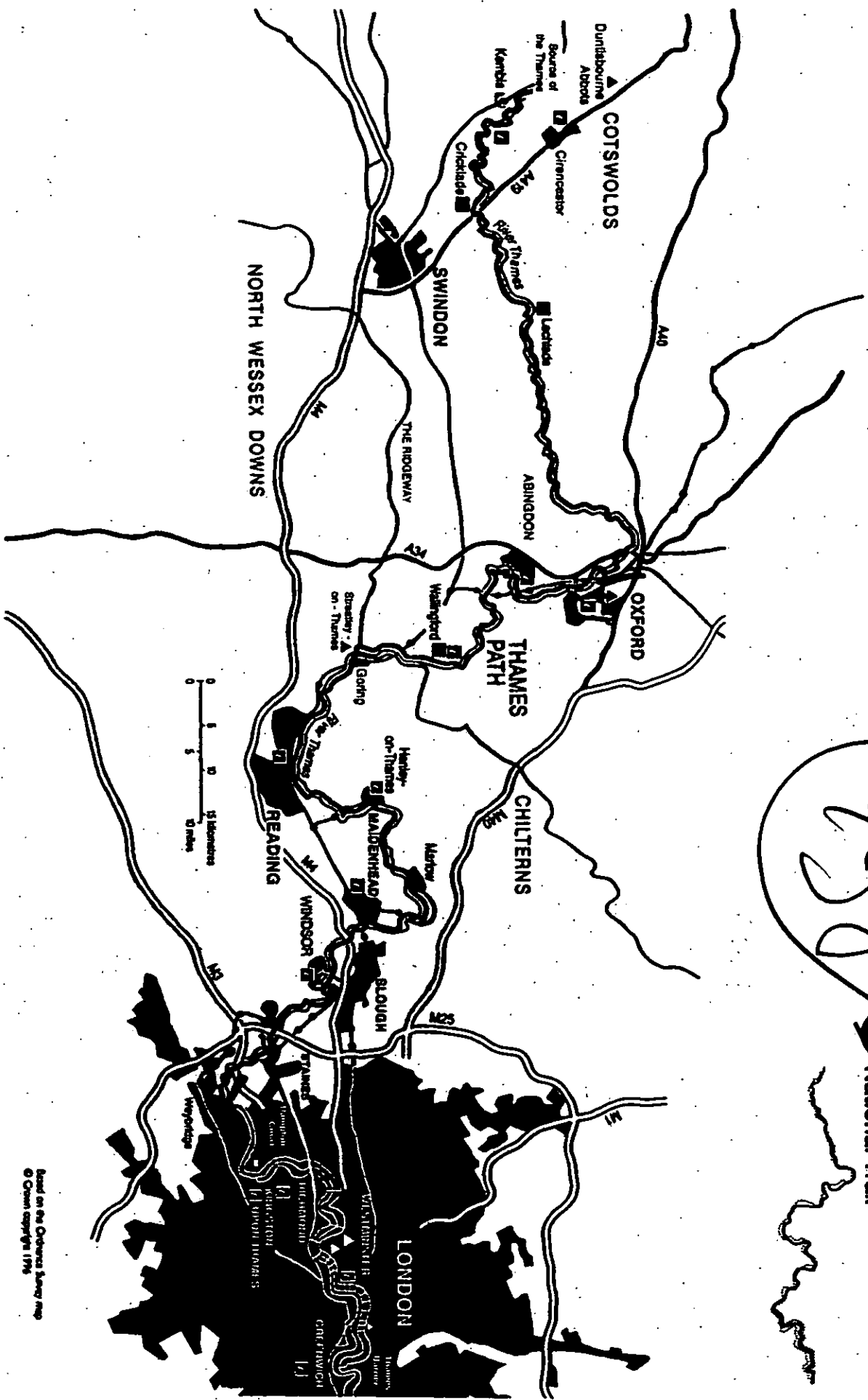
The National Trail Officer for the Thames Path can be contacted at the following address:

National Trails Office
Cultural Services
Holton
Oxford OX33 1QQ
Tel: 01865 810224
Fax: 01865 810207
email: mail@rway-tpath.demon.co.uk

Information on the Thames Path and the three other National Trails within the South East can be found on our new website - www.nationaltrails.gov.uk

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The THAMES PATH
National Trail



Based on the Ordnance Survey map
© Crown copyright 1975

cabe

S/JT

439

26 July 2002

Mr J Thorne
The Royal Borough of Kensington and Chelsea
Planning and Conservation
The Town Hall
Hornton Street
London
W8 7NX

Our Ref: DR/L/20/532

02/1324

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Dear Mr Thorne

KENSINGTON AND CHELSEA : LOTS ROAD

Thank you for consulting the Commission for Architecture and the Built Environment (CABE) about this revised proposal. The scheme has been considered by the Chair of the Design Review Committee, Paul Finch, and Design Review staff and our views, based on the material supplied, are as follows.

We continue to offer broad support to this scheme and do not wish to add to the comments contained in our letter of 19 November 2001, which I attach for your convenience. Following our normal practice, we do not wish to comment on the Environmental Impact Assessment, other than to welcome the view studies which it contains.

Yours sincerely



Dan Thomson
Programme Officer

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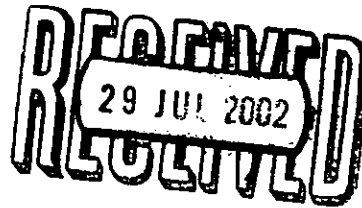
Commission for Architecture
& the Built Environment

The Tower Building
11 York Road
London
SE1 7NX

T 020 7960 2400
F 020 7960 2444
E enquiries@cabe.org.uk
W www.cabe.org.uk

Registered in England No. 3831852
Registered Office The Tower Building
11 York Road London SE1 7NX

Your Ref:
Our Ref: 02/01740/OBS/OWP
Date printed: 25 July 2002



Lambeth
Planning

Montagu Evans
Premier House
44-48 Dover Street
London
W1S 4AZ

Dear Sir/Madam

DECISION NOTICE

TOWN AND COUNTRY PLANNING ACT 1990.

REQUEST FOR OBSERVATIONS

I refer to your application detailed below and have to inform you that this Council has considered the under-mentioned proposal and RAISES NO OBJECTIONS.

Application Number: 02/01740/OBS
Date of Application: 17 July 2002
Date of Decision: 23 July 2002

Proposed Development At:	Adjoining Borough Observations Within Kensington And Chelsea
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For:	Observation of proposed development in the adjoining Borough of Kensington & Chelsea as well as Hammersmith & Fulham for the redevelopment of site at Lots Road Power Station for the conversion of power station building, and the demolition of the existing buildings.
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Approved Plans

Submitted plans and Environmental Statement.

Conditions and Reasons

Notes to Applicant

Lambeth Planning
Development Control
Acre House
10 Acre Lane
London SW2 5LL

Telephone 020 7926 1180
Facsimile -020 7926 1171
www.lambeth.gov.uk

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Yours sincerely

LBrown.

Assistant Director

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Our ref: NE/2002/008039-1/2
Your ref: DPS/DCSW/PP/02/1324 & 1325/JT

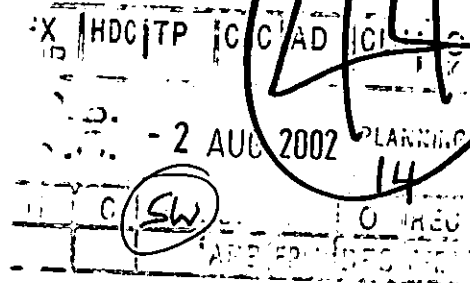


ENVIRONMENT
AGENCY

Date: 29 July 2002

Head of Planning
Royal Borough of Kensington & Chelsea
The Town Hall
Horton Street
London
W8 7NX

0/57



By Fax & Post

F.A.O: Mr J Thorne

Dear Mr Thorne

PROPOSED DEVELOPMENT AT LOTS ROAD POWER STATION, LOTS ROAD, LONDON, SW10

Thank you for your letter dated 2nd July 2002. The Environment Agency has the following comments on the above application.

The Environment Agency **OBJECTS** to the proposed development for the following reasons:

REASON 1: The proposals include encroachment into the Chelsea Creek, which will increase the water levels upstream and downstream of this site and increase the risk of flooding due to the reduction in flood storage capacity.

RESOLUTION: This objection may be overcome by demonstrating that there is no net loss in storage volume due to the proposals taking a Creek bed topography based on sedimentation no greater than the infilling of scour holes associated with the Power Station outfalls.

Note: The Environmental Statement accompanying the application makes mention of a residual impact of 975 cubic metres loss of flood storage capacity. Further correspondence with Waterman Environmental estimate this to be either 1400 cubic metres or 1500 cubic metres. The amount must be clarified. The Agency do not accept that unsustainable means of providing flushing water to reduce sedimentation should be taken into account in assessing the impacts on flood storage represented by Chelsea Creek.

REASON 2 : The proposals include development in close proximity to the Chelsea Creek. This will prejudice flood defence interests and adversely affect the character



of the watercourse, and restrict necessary access to the watercourse for the Environment Agency to carry out its functions.

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RESOLUTION: This objection may be overcome by providing adequate access to the land adjacent to the River Thames and Chelsea Creek in order for the Environment Agency to carry out its functions and allow flood defence interests to be addressed.

Note: It is not clear from the proposals that buildings adjacent to Chelsea Creek are independent of river wall structures. In addition designated routes for plant are not shown. Furthermore, access using waterborne plant on the Creek will be compromised by concrete rafts set in the Creek.

REASON 3: The proposals contain insufficient information describing the alterations to the River/ Creek walls and construction work to the rear of the tidal flood defences. It is therefore not possible to identify the impact of the development on the River/ Creek.

RESOLUTION: This objection may be overcome by submitting further information detailing the works described in the above objections.

Note: The drawings only include information on a small number and scale of items such as existing positions and levels of the Creek / river walls, Creek bed and adjacent land, proposed dependence / independence of structures on the Creek walls, access widths gradients and routes for plant, bridge headrooms, Creek bed levels, in Creek obstructions. Further detailed information should be submitted.

(Note to Local Planning Authority : Under the Water Resources Act 1991 and the Land Drainage Byelaws 1981, the prior written consent of the Environment Agency is required for any works in, over, under or within 8 metres of a main river, or 16 metres landward of a main tidal river flood defence structure, irrespective of any planning permission granted. It is likely that such consent will be withheld in this case).

REASON 4: The proposal for a concrete raft within the Creek bed encroaches on an area of inter-tidal foreshore, and would therefore be detrimental to the ecology of the River Thames including its invertebrate community and result in a subsequent reduction in available food sources for fish.

RESOLUTION: This objection may only be overcome by the removal of the proposal for a concrete raft within the Creek bed.

Note: The river wall and adjacent riverside is all part of the River Thames corridor with the river designated as a Site of Metropolitan Importance by the London Ecology Unit. The river corridor is of both a local and regional important habitat and thus should be treated sensitively when considering planning issues.

REASON 5: There is a significant opportunity to create an impressive open space adjacent to the River and Creek by the creation of a River side/ Creek side park with

terraces down to the Thames. The positioning of the Towers on the corners of the Creek do not allow for the creation of such a park.

RESOLUTION: This objection may be overcome if the Towers were positioned away from the corners of the Creek and consideration given to the creation of a River/Creek side park.

REASON 6: The space given to the Thames path along the frontage and the pathway along the south bank of the Chelsea Creek is too narrow. Along sections of the pathways, the close proximity of the vertical car park wall and overlooking buildings will create a linear space that feels enclosed, private and possibly unwelcoming. The introduction of the bridges over the footpath with steps and ramps, could further add to this sense of enclosure.

RESOLUTION: This objection could be overcome if the pathways were widened. Consideration should also be given to providing a screen of trees between the vertical car park wall and the pathway.

Note: Whilst the Agency wishes to see the presence of these pathways, it is felt that the current design of the Chelsea Creek path does not provide a positive addition to the local path network. The Agency is supportive of the footpath being as close to the water level as possible to achieve maximum visual connection with the Creek, but the space given to path in the current design is too narrow.

If you are minded to grant permission for the proposed development despite the above, it is essential you contact this office before a determination is made. The Agency may wish to request that conditions be imposed on any planning permission granted. These conditions may seek to mitigate the effects identified above, or may be unrelated to the objection.

However, the Agency would request the following conditions, as shown below, and may like to suggest more, should you be minded to grant planning permission.

CONDITION: No development approved by this permission shall be commenced until a scheme for the treatment of the Creek bed is approved by and implemented to the satisfaction of the Local Planning Authority.

REASON: To protect and enhance the ecological value of the River Thames

CONDITION: No development approved by this permission shall be commenced until a scheme for the enhancement of the riverside to include intertidal terraces alongside the River/ Creek has been approved by and implemented to the satisfaction of the Local Planning Authority. This must include the design, method of construction, dimensions, elevation (in relation to tidal levels) and material. Planting should be limited to appropriate native species only.

REASON: To protect and enhance the ecological value of the River Thames

Notes: The Creek side park must be a wetland habitat and not become a reclaimed area from the Creek. This area must be at a low enough level in order that the terrace will become submerged on certain tidal state and not become permanently dry.

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The length of the cantilevered path is also of concern. By placing a cantilevered path over the intertidal terraced this creates shading and reduces the quality of the habitat. This section must remain as short as possible and must not extend further than it is shown on the plans.

CONDITION: The design and location of the green roofs on all the blocks adjacent to the Creek, in order that the loss of wasteland habitat is fully compensated, shall be submitted to and approved in writing by the Local Planning Authority before the development commences. This must include location, design, dimensions and materials.

REASON: To protect/conservate the natural features and character of the area.

Notes: The loss of wasteland habitat at the site is to be replaced through the use of green roof systems on the flat roofs of the buildings. This not only recreates important habitat but can be combined with sustainable drainage and energy conservation.

In the London Biodiversity Audit urban wastelands were recognised as one of the most diverse of London's habitats. With great value for birds and the importance for invertebrates is also becoming increasing apparent.

CONDITION: The design, dimensions, location and construction of the high roost ledges on all the blocks adjacent to the creek shall be submitted to and approved in writing by the Local Planning Authority before the development commences. This must include location, design, dimensions and materials.

REASON: To protect/conservate the natural features and character of the area.

Notes: The information concerning the high roost ledges and green roofs provides no detail and figure 14.6 on page 121 of the environmental statement marking these areas appears to be incorrect as it is a drawing belonging to the previous application.

Part of the compensation for this loss of wasteland habitat and possible significant impact on black redstarts (priority species for the London Biodiversity Action Plan, Bird of conservation concern and as a red data book species) is through the use of green roof systems on the flat roofs of the buildings. These should create the appropriate conditions to encourage natural colonisation by wasteland flora and fauna. This not only recreates important habitat but can be combined with sustainable drainage and energy conservation. The proposed impact of the development at Lots road has a significant impact on grey herons a London BAP species. This must be compensated by high tide roosts appropriately design not to impact on the green roof habitat and to provide enough compensation for the heron's loss of habitat.

CONDITION: No development approved by this permission shall be commenced until a detailed scheme for bridges has been approved by and implemented to the satisfaction of the Local Planning Authority.

REASON: To protect and conserve the character and value of the River/ Creek.

Note: There must be no contamination (e.g. by silt, oil, rubble or any other debris or pollutants) of the adjacent River/ Creek.

CONDITION: A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens shall be submitted to and approved in writing by the Local Planning Authority before the development commences. The landscape management plan shall be carried out as approved.

REASON: To protect/conservate the natural features and character of the area.

Note: Any landscaping on the site should consist of locally appropriate species and selected in line with the environment and climate of the area and should consider local biodiversity. Landscaping should include species of wildlife value that provide seeds, pollen and berries rather than tall trees along the river edge which provides roosts for crows. Consideration should be given to 'habitat enabling' and natural recolonisation on parts of the site in addition to the creation of new landscaped areas. This should include areas of crushed concrete that reflect the urban environment

CONDITION: No development approved by this permission shall be commenced until a planting scheme including suitable marginal and aquatic species for the development, has been approved in writing by the Local Planning Authority. The approved scheme shall be carried out in accordance with a programme for planting and maintenance related to stages of completion of the development.

REASON: To protect, restore or replace the natural features of importance within or adjoining the River/ Creek.

Note: Planting should comprise of native species only. The planting should also be appropriate to the locality and the soil type of the site. Use of locally native species in landscaping plans is essential in order to benefit local wildlife and to help maintain the region's natural balance of flora. It will also help to prevent the spread of invasive, alien species within the region.

CONDITION: There are isolated hotspots, heavy metals and hydrocarbons, shown on previous site investigations, mainly associated with the made ground on the site. It is understood that that the excavation of a basement for car parking will remove the majority of the soil contamination. For those areas which are not to be removed during redevelopment, the intentions regarding these hotspots should be given before development is commenced. There are also proposals to validate any excavation. Remedial target levels should be confirmed.

REASON: To prevent pollution of the water environment

ADVICE

CONSERVATION: CONTACT ANTONIA SCARR ON 01276 454321

* The proposal involves the demolition of buildings which might potentially offer bat roosting opportunities. Buildings to be demolished should be inspected for bats prior to work starting, with English Nature being contacted if any bats are found. All

species of bat in Britain and their roosts are afforded special protection under the Wildlife and Countryside Act 1981.



- * Bird nesting and roosting sites should be built into the development through the incorporation of ledges, crevices and boxes, where possible.

- * Tree and shrub removal from the site should be minimised if works proceed. Professional tree surgery should be carried out in preference to felling wherever possible so that trees can be made safe and retained on site. Any retained trees must be protected during construction. Appropriate replacement planting should be provided for any vegetation lost, disturbed or degraded during works.

- * Tree felling & bird nesting: essential tree felling, branch lopping or scrub clearance should avoid the bird nesting season (generally March to August inclusive). This avoids disturbing wild birds during a critical period and will help to prevent possible contravention of the Wildlife and Countryside Act 1981 which protects nesting wild birds and their nests.

- * Tree felling & bats: trees to be felled should be inspected for bats prior to felling. All species of bat in Britain and their roosts are afforded special protection under the Wildlife and Countryside Act 1981. If bats are found, English Nature must be contacted for advice.

- * The development should incorporate Sustainable Urban Drainage (SUDs) including making use of permeable surfaces and other similar measures to reduce the risk of non-point source pollution or excessive surface water run-off adversely affecting adjacent watercourses. This might include the use of gravel surfaces in paths, parking spaces and driveways.

- * Careful consideration of the type of lighting along the river edge must be given. Any lighting should not over-spill on to the adjacent foreshore areas, to limit disturbance to feeding wildfowl.

**LANDSCAPE AND RECREATION: CONTACT JULIE BAXTER
(LANDSCAPE) ON 0118 953 5572 OR COLIN WOODWARD (RECREATION)
ON 01276 454719**

- * The site is highlighted in the 'Thames Strategy Kew to Chelsea', for development and regeneration hubs/focal points of activity.

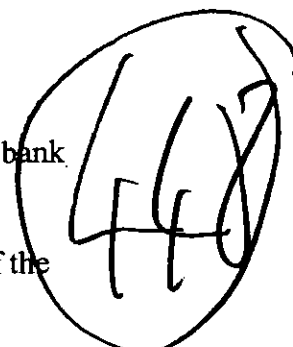
- * At the present time it is difficult to judge from the application whether the design creates a network of vibrant urban spaces that link with the River Thames.

- * The design of the present Public Space adjacent to the Thames Path does not seem to celebrate the riverside setting as there is no integration between the Thames Path and the open space.

- * The Agency would wish to see appropriate mooring and access point on the south side of the Creek linking to the Public Path.

* The latest design of the bridges seem to have less relationship with the south bank than the previous designs.

* The site has two features that will have an interest to the recreational users of the River Thames. Local groups currently use the power station outfalls for canoe-training and the site has an historic use as a wharf. The documents note these interests but do not propose a socio-economic comment on retention or loss of these features. It is likely that the Planning Authority will receive lobbies in relation to such interests. Subject to design detail, the Agency is supportive of such interests.



GROUNDWATER PROTECTION: CONTACT NICOLA FLEMWELL ON 01707 632395

* The Tier 1 Groundwater Risk Assessment does not take into account the groundwater monitoring data from the previous monitoring rounds. Free product has been identified with Total Petroleum Hydrocarbons (TPH) concentrations in the perched water at 28.7mg/l and the River Terrace Gravels at 8.9mg/l. **The Agency could therefore not concur that no groundwater remediation is necessary.** Ideally target concentrations should be met at the point of discharge into the River.

ENVIRONMENTAL PROTECTION(WATER QUALITY): CONTACT DAVE DECOSTER ON 0208 310 5500

* Any above ground oil storage tank(s) should be sited on an impervious base and surrounded by a suitable liquid tight bunded compound. No drainage outlet should be provided. The bunded area should be capable of containing 110% of the volume of the largest tank and all fill pipes, draw pipes and sight gauges should be enclosed within its curtilage. The vent pipe should be directed downwards into the bund. Guidelines are available from the Environment Agency.

* Drainage from covered car parking floors should not discharge to the surface water system. Where roof parking is proposed surface water should pass through an approved oil separator before connecting to the surface water system.

* No sewage or trade effluent, including cooling water containing chemical additives, vehicle wash waters, steam cleaning effluent, or pressure wash effluent, should be discharged to the surface water system.

PLANNING INFORMATIVES

The following planning informatives should be attached to any planning permission granted:

Under the terms of the Water Resources Act 1991, the prior written consent of the Environment Agency is required for any discharge of sewage or trade effluent into controlled waters (e.g. watercourses and underground waters), and may be required for any discharge of surface water to such controlled waters or for any discharge of sewage or trade effluent from buildings or fixed plant into or onto ground or into

waters which are not controlled waters. Such consent may be withheld . Contact Environmental Protection, Water Quality on 01707 632300 for further details.

Under the terms of the Water Resources Act 1991, the prior written consent of the Environment Agency is required for dewatering from any excavation or development to a surface watercourse . Contact Environmental Protection, Water Quality on 01707 632300 for further details.

HA 9

Please contact me on the number shown below if you have any queries.

Yours sincerely

D. Simons

DEBORAH SIMONS
Planning Liaison Officer

tel: 01707 632405

or email: deborah.simons@environment-agency.gov.uk

cc: Mr P Entwistle, London Borough of Hammersmith & Fulham
Montagu Evans
John Marsh, Waterman Environmental

450

Date : 29 July 2002

By Fax & Post

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Dear Mr Entwistle

Thank you for your letter dated 25th June 2002. The Environment Agency has the following comments on the above application.

REASON 1: The proposals include encroachment into the Chelsea Creek, which will increase the water levels upstream and downstream of this site and increase the risk of flooding due to the reduction in flood storage capacity.

RESOLUTION: This objection may be overcome by demonstrating that there is no net loss in storage volume due to the proposals taking a Creek bed topography based on sedimentation no greater than the infilling of scour holes associated with the Power Station outfalls.

Note: The Environmental Statement accompanying the application makes mention of a residual impact of 975 cubic metres loss of flood storage capacity. Further correspondence with Waterman Environmental estimate this to be either 1400 cubic metres or 1500 cubic metres. The amount must be clarified. The Agency do not accept that unsustainable means of providing flushing water to reduce sedimentation should be taken into account in assessing the impacts on flood storage represented by Chelsea Creek.

REASON 2 : The proposals include development in close proximity to the Chelsea Creek. This will prejudice flood defence interests and adversely affect the character of the



watercourse, and restrict necessary access to the watercourse for the Environment Agency to carry out its functions.

451

RESOLUTION: This objection may be overcome by providing adequate access to the land adjacent to the River Thames and Chelsea Creek in order for the Environment Agency to carry out its functions and allow flood defence interests to be addressed.

Note: It is not clear from the proposals that buildings adjacent to Chelsea Creek are independent of river wall structures. In addition designated routes for plant are not shown. Furthermore, access using waterborne plant on the Creek will be compromised by concrete rafts set in the Creek.

REASON 3: The proposals contain insufficient information describing the alterations to the River/ Creek walls and construction work to the rear of the tidal flood defences. It is therefore not possible to identify the impact of the development on the River/ Creek.

RESOLUTION: This objection may be overcome by submitting further information detailing the works described in the above objections.

Note: The drawings only include information on a small number and scale of items such as existing positions and levels of the Creek / river walls, Creek bed and adjacent land, proposed dependence / independence of structures on the Creek walls, access widths gradients and routes for plant, bridge headrooms, Creek bed levels, in Creek obstructions. Further detailed information should be submitted.

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REASON 4: The proposal for a concrete raft within the Creek bed encroaches on an area of inter-tidal foreshore, and would therefore be detrimental to the ecology of the River Thames including its invertebrate community and result in a subsequent reduction in available food sources for fish.

RESOLUTION: This objection may only be overcome by the removal of the proposal for a concrete raft within the Creek bed.

Note: The river wall and adjacent riverside is all part of the River Thames corridor with the river designated as a Site of Metropolitan Importance by the London Ecology Unit. The river corridor is of both a local and regional important habitat and thus should be treated sensitively when considering planning issues.

REASON 5: There is a significant opportunity to create an impressive open space adjacent to the River and Creek by the creation of a River side/ Creek side park with terraces down to the Thames. The positioning of the Towers on the corners of the Creek do not allow for the

452

creation of such a park.

RESOLUTION: This objection may be overcome if the Towers were positioned away from the corners of the Creek and consideration given to the creation of a River/ Creek side park.

REASON 6: The space given to the Thames path along the frontage and the pathway along the south bank of the Chelsea Creek is too narrow. Along sections of the pathways, the close proximity of the vertical car park wall and overlooking buildings will create a linear space that feels enclosed, private and possibly unwelcoming. The introduction of the bridges over the footpath with steps and ramps, could further add to this sense of enclosure.

RESOLUTION: This objection could be overcome if the pathways were widened. Consideration should also be given to providing a screen of trees between the vertical car park wall and the pathway.

Note: Whilst the Agency wishes to see the presence of these pathways, it is felt that the current design of the Chelsea Creek path does not provide a positive addition to the local path network. The Agency is supportive of the footpath being as close to the water level as possible to achieve maximum visual connection with the Creek, but the space given to path in the current design is too narrow.

If you are minded to grant permission for the proposed development despite the above, it is essential you contact this office before a determination is made. The Agency may wish to request that conditions be imposed on any planning permission granted. These conditions may seek to mitigate the effects identified above, or may be unrelated to the objection.

However, the Agency would request the following conditions, as shown below, and may like to suggest more, should you be minded to grant planning permission.

CONDITION: No development approved by this permission shall be commenced until a scheme for the treatment of the Creek bed is approved by and implemented to the satisfaction of the Local Planning Authority.

REASON: To protect and enhance the ecological value of the River Thames

CONDITION: No development approved by this permission shall be commenced until a scheme for the enhancement of the riverside to include intertidal terraces alongside the River/ Creek has been approved by and implemented to the satisfaction of the Local Planning Authority. This must include the design, method of construction, dimensions, elevation (in relation to tidal levels) and material. Planting should be limited to appropriate native species only.

REASON: To protect and enhance the ecological value of the River Thames

Notes: The Creek side park must be a wetland habitat and not become a reclaimed area from the Creek. This area must be at a low enough level in order that the terrace will become submerged on certain tidal state and not become permanently dry.

The length of the cantilevered path is also of concern. By placing a cantilevered path over the

453

intertidal terraced this creates shading and reduces the quality of the habitat. This section must remain as short as possible and must not extend further than it is shown on the plans.

CONDITION: The design and location of the green roofs on all the blocks adjacent to the Creek, in order that the loss of wasteland habitat is fully compensated, shall be submitted to and approved in writing by the Local Planning Authority before the development commences. This must include location, design, dimensions and materials.

REASON: To protect/conserv the natural features and character of the area.

Notes: The loss of wasteland habitat at the site is to be replaced through the use of green roof systems on the flat roofs of the buildings. This not only recreates important habitat but can be combined with sustainable drainage and energy conservation.

In the London Biodiversity Audit urban wastelands were recognised as one of the most diverse of London's habitats. With great value for birds and the importance for invertebrates is also becoming increasing apparent.

CONDITION: The design, dimensions, location and construction of the high roost ledges on all the blocks adjacent to the creek shall be submitted to and approved in writing by the Local Planning Authority before the development commences. This must include location, design, dimensions and materials.

REASON: To protect/conserv the natural features and character of the area.

Notes: The information concerning the high roost ledges and green roofs provides no detail and figure 14.6 on page 121 of the environmental statement marking these areas appears to be incorrect as it is a drawing belonging to the previous application.

Part of the compensation for this loss of wasteland habitat and possible significant impact on black redstarts (priority species for the London Biodiversity Action Plan, Bird of conservation concern and as a red data book species) is through the use of green roof systems on the flat roofs of the buildings. These should create the appropriate conditions to encourage natural colonisation by wasteland flora and fauna. This not only recreates important habitat but can be combined with sustainable drainage and energy conservation. The proposed impact of the development at Lots road has a significant impact on grey herons a London BAP species. This must be compensated by high tide roosts appropriately design not to impact on the green roof habitat and to provide enough compensation for the heron's loss of habitat.

CONDITION: No development approved by this permission shall be commenced until a detailed scheme for bridges has been approved by and implemented to the satisfaction of the Local Planning Authority.

REASON: To protect and conserve the character and value of the River/ Creek.

Note: There must be no contamination (e.g. by silt, oil, rubble or any other debris or pollutants) of the adjacent River/ Creek.

CONDITION: A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens shall be submitted to and approved in writing by

454

the Local Planning Authority before the development commences. The landscape management plan shall be carried out as approved.

REASON: To protect/conservé the natural features and character of the area.

Note: Any landscaping on the site should consist of locally appropriate species and selected in line with the environment and climate of the area and should consider local biodiversity. Landscaping should include species of wildlife value that provide seeds, pollen and berries rather than tall trees along the river edge which provides roosts for crows. Consideration should be given to 'habitat enabling' and natural recolonisation on parts of the site in addition to the creation of new landscaped areas. This should include areas of crushed concrete that reflect the urban environment

CONDITION: No development approved by this permission shall be commenced until a planting scheme including suitable marginal and aquatic species for the development, has been approved in writing by the Local Planning Authority. The approved scheme shall be carried out in accordance with a programme for planting and maintenance related to stages of completion of the development.

REASON: To protect, restore or replace the natural features of importance within or adjoining the River/ Creek.

Note: Planting should comprise of native species only. The planting should also be appropriate to the locality and the soil type of the site. Use of locally native species in landscaping plans is essential in order to benefit local wildlife and to help maintain the region's natural balance of flora. It will also help to prevent the spread of invasive, alien species within the region.

CONDITION: There are isolated hotspots, heavy metals and hydrocarbons, shown on previous site investigations, mainly associated with the made ground on the site. It is understood that the excavation of a basement for car parking will remove the majority of the soil contamination. For those areas which are not to be removed during redevelopment, the intentions regarding these hotspots should be given before development is commenced. There are also proposals to validate any excavation. Remedial target levels should be confirmed.

REASON: To prevent pollution of the water environment

ADVICE

CONSERVATION: CONTACT ANTONIA SCARR ON 01276 454321

* The proposal involves the demolition of buildings which might potentially offer bat roosting opportunities. Buildings to be demolished should be inspected for bats prior to work starting, with English Nature being contacted if any bats are found. All species of bat in Britain and their roosts are afforded special protection under the Wildlife and Countryside Act 1981.

* Bird nesting and roosting sites should be built into the development through the incorporation of ledges, crevices and boxes, where possible.

* Tree and shrub removal from the site should be minimised if works proceed. Professional

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tree surgery should be carried out in preference to felling wherever possible so that trees can be made safe and retained on site. Any retained trees must be protected during construction. Appropriate replacement planting should be provided for any vegetation lost, disturbed or degraded during works.

- * Tree felling & bird nesting: essential tree felling, branch lopping or scrub clearance should avoid the bird nesting season (generally March to August inclusive). This avoids disturbing wild birds during a critical period and will help to prevent possible contravention of the Wildlife and Countryside Act 1981 which protects nesting wild birds and their nests.

- * Tree felling & bats: trees to be felled should be inspected for bats prior to felling. All species of bat in Britain and their roosts are afforded special protection under the Wildlife and Countryside Act 1981. If bats are found, English Nature must be contacted for advice.

- * The development should incorporate Sustainable Urban Drainage (SUDs) including making use of permeable surfaces and other similar measures to reduce the risk of non-point source pollution or excessive surface water run-off adversely affecting adjacent watercourses. This might include the use of gravel surfaces in paths, parking spaces and driveways.

- * Careful consideration of the type of lighting along the river edge must be given. Any lighting should not over-spill on to the adjacent foreshore areas, to limit disturbance to feeding wildfowl.

**LANDSCAPE AND RECREATION: CONTACT JULIE BAXTER (LANDSCAPE)
ON 0118 953 5572 OR COLIN WOODWARD (RECREATION) ON 01276 454719**

- * The site is highlighted in the 'Thames Strategy Kew to Chelsea', for development and regeneration hubs/focal points of activity.

- * At the present time it is difficult to judge from the application whether the design creates a network of vibrant urban spaces that link with the River Thames.

- * The design of the present Public Space adjacent to the Thames Path does not seem to celebrate the riverside setting as there is no integration between the Thames Path and the open space.

- * The Agency would wish to see appropriate mooring and access point on the south side of the Creek linking to the Public Path.

- * The latest design of the bridges seem to have less relationship with the south bank than the previous designs.

- * The site has two features that will have an interest to the recreational users of the River Thames. Local groups currently use the power station outfalls for canoe-training and the site has an historic use as a wharf. The documents note these interests but do not propose a socio-economic comment on retention or loss of these features. It is likely that the Planning Authority will receive lobbies in relation to such interests. Subject to design detail, the

Agency is supportive of such interests.

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GROUNDWATER PROTECTION: CONTACT NICOLA FLEMWELL ON 01707 632395

* The Tier 1 Groundwater Risk Assessment does not take into account the groundwater monitoring data from the previous monitoring rounds. Free product has been identified with Total Petroleum Hydrocarbons (TPH) concentrations in the perched water at 28.7mg/l and the River Terrace Gravels at 8.9mg/l. **The Agency could therefore not concur that no groundwater remediation is necessary.** Ideally target concentrations should be met at the point of discharge into the River.

ENVIRONMENTAL PROTECTION(WATER QUALITY): CONTACT DAVE DECOSTER ON 0208 310 5500

Any above ground oil storage tank(s) should be sited on an impervious base and surrounded by a suitable liquid tight bunded compound. No drainage outlet should be provided. The bunded area should be capable of containing 110% of the volume of the largest tank and all fill pipes, draw pipes and sight gauges should be enclosed within its curtilage. The vent pipe should be directed downwards into the bund. Guidelines are available from the Environment Agency.

Drainage from covered car parking floors should not discharge to the surface water system. Where roof parking is proposed surface water should pass through an approved oil separator before connecting to the surface water system.

No sewage or trade effluent, including cooling water containing chemical additives, vehicle wash waters, steam cleaning effluent, or pressure wash effluent, should be discharged to the surface water system.

PLANNING INFORMATIVES

The following planning informatives should be attached to any planning permission granted:

Under the terms of the Water Resources Act 1991, the prior written consent of the Environment Agency is required for any discharge of sewage or trade effluent into controlled waters (e.g. watercourses and underground waters), and may be required for any discharge of surface water to such controlled waters or for any discharge of sewage or trade effluent from buildings or fixed plant into or onto ground or into waters which are not controlled waters. Such consent may be withheld. Contact Environmental Protection, Water Quality on 01707 632300 for further details.

Under the terms of the Water Resources Act 1991, the prior written consent of the Environment Agency is required for dewatering from any excavation or development to a surface watercourse. Contact Environmental Protection, Water Quality on 01707 632300 for

further details.

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Please contact me on the number shown below if you have any queries.

Yours sincerely

D. Simons

DEBORAH SIMONS
Planning Liaison Officer

tel: 01707 632405

or email: deborah.simons@environment-agency.gov.uk

cc: Mr J Thorne, Royal Borough of Kensington & Chelsea
Montagu Evans
John Marsh, Waterman Environmental



**LONDON BOROUGH OF
RICHMOND UPON THAMES**

Environmental Protection & Customer Services

Civic Centre, 44 York Street, Twickenham TW1 3BZ

Tel: 020 8891 1411 Fax: 020 8891 7702 textphone: 020 8891 7120 email: envprotection@richmond.gov.uk

Web site: www.richmond.gov.uk

Our ref: 02/1797

Your ref: DPS/DCSW/PP/02
/1324 & 1325/JT

Direct Dial: 020 8891 7472

Contact: Mr G Green

The Royal Borough of Kensington & Chelsea
M J French – Executive Director Planning & Conservation
The Town Hall
Hornton Street
London W8 7NX

S/JT

12 August 2002

Dear Mr Allen

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

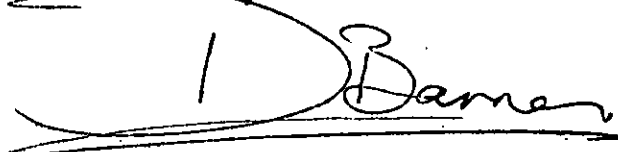
**LOTS ROAD POWER STATION AND LAND AT THAMES AVENUE DEVELOPMENT,
LONDON SW10**

I refer to your consultation regarding the proposed development involving the conversion of the existing power station building and demolition of the existing out buildings to power station to provide residential units, commercial and community uses, including cafes, restaurants, retail units, office accommodation and workshops; open spaces provided inside and outside the retained power station including two public squares, landscaped terraces along Chelsea Creek and the River Thames Walkway, at the above mentioned site.

My Council's observations are as follows:-

That the Royal Borough of Kensington and Chelsea be advised that this Council raise no objection.

Yours faithfully



D Barnes
Development Control Manager

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**ENVIRONMENT
AGENCY**

Our Ref : NE/2002/008039-1/3
Your Ref : DPS/DCSW/PP/01/01627

Date : 19 August 2002

Head Of Planning
 London Borough of Hammersmith and Fulham
 Town Hall
 Kings Street
 Hammersmith
 London
 W6 9JU

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F.A.O: Paul Entwistle

Dear Mr Entwistle

**LAND ADJACENT TO SOUTH SIDE OF CHELSEA CREEK, AND LAND AT
 THAMES AVENUE, CHELSEA HARBOUR DRIVE, LONDON, SW10
 APPLICATION NUMBER: 2002/1366/P & 2002/1368/P**

The Environment Agency has received further information from Waterman Environmental, in letters dated 5, 7 & 13th August 2002, following our objections to the above development. We are unable to fully assess the information provided within the time available to meet your deadline of the preparation of the Committee Report. Our letter of 29th July 2002, still describes the Agency's position unless otherwise specified below. This letter is to assist you in understanding how the information recently provided by Waterman Environmental may alter the Agency's comments.

- Objection 1:** We have received further information on this and may be able to remove the objection subject to further consideration of the details.
- Objection 2:** Further information submitted shows improvements to the proposals, however we still have concerns.
- Objection 3:** We have received further information, but are unable to comment further until we have fully assessed the information.
- Objection 4:** As a result of a letter from Waterman Environmental, dated 5th August 2002, that specifies that the proposed concrete rafts within the Creek bed will be removed and not incorporated into the development proposals, the Agency is satisfied this objection can be removed. The importance of the first condition, that no development be commenced until a scheme for the treatment of the Creek bed is approved, should be noted. The Agency would ask to be consulted on any plans forwarded in relation to this condition.



Objection 5 & 6: Both objections remain.

Conditions:

The suggested wording of the following three conditions should be altered to read as follows

CONDITION: No development approved by this permission shall be commenced until a scheme for the treatment of the Creek bed is approved to the satisfaction of the Local Planning Authority. The development shall only proceed in accordance with the approved scheme.

REASON: To protect and enhance the ecological value of the River Thames

CONDITION: No development approved by this permission shall be commenced until a scheme for the enhancement of the riverside to include intertidal terraces alongside the River/ Creek has been approved to the satisfaction of the Local Planning Authority. This must include the design, method of construction, dimensions, elevation (in relation to tidal levels) and material. Planting should be limited to appropriate native species only. The development shall only proceed in accordance with the approved scheme.

REASON: To protect and enhance the ecological value of the River Thames

CONDITION: No development approved by this permission shall be commenced until a detailed scheme for bridges has been approved to the satisfaction of the Local Planning Authority. The development shall only proceed in accordance with the approved scheme.

REASON: To protect and conserve the character and value of the River/ Creek.

Please contact me if you have any questions.

Yours sincerely

D. Simons

DEBORAH SIMONS
Planning Liaison Officer

tel: 01707 632405

or email: deborah.simons@environment-agency.gov.uk

cc: Mr J Thorne, RBKC
John Marsh, Waterman Environmental



J. Thame

Our Ref: G/EN1493/306JM/JMcN

Your Ref:

Date: 20 August 2002

Direct Fax:

Direct email: j.r.marsh@waterman-group.co.uk

Waterman Environmental

Consulting Engineers & Scientists

James Burstow
Environment Agency
Apollo House
2 Bishops Square Business Park
St Albans Road West
Hatfield
AL10 9EX

By Fax and Post
01707 632500

Versailles Court
3 Paris Garden
London SE1 8ND

tel: 020 7928 7888

fax: 020 7928 0656

environmental@waterman-group.co.uk

www.waterman-group.co.uk

Dear James

Re: Lots Road Development - Environment Agency Points of Objection

Further to our various telephone conversations of last week, I am writing to confirm my understanding of the current situation with regard to your letter dated 29 July 2002. As you know, we have been making great efforts to provide supplementary information to the Agency as points of clarification on each issue. In summary:

Reason 1

Encroachment: We have agreed with Ian Blackburn a basis for measuring the baseline condition of the Creek, against which we have shown a zero net loss and have proposed a possible planning condition for the consideration of the Agency. Whilst Ian Blackburn has intimated to you that he feels the information submitted will resolve the issue, this will be confirmed on his return from holiday today.

Reasons 2 and 3

To date Ian Blackburn has not fully reviewed the information submitted but it is clear that some progress has been made towards resolving these issues. However, he considers that some further, as yet unspecified, information may be required. You indicated to me that Ian had noted that he had not received copies of the architect's drawings. Whilst this was submitted as part of the planning application, we will forward a further set to him for his return on Tuesday.

Reason 4

We have written to you to confirm that these structures will be removed from the Creek bed and you noted that you should be in a position to remove this objection.

Directors:

Robert H. Campbell
BSc CEng MICE MStructE
Simon Hardy (MD)
BSc(Hons) CEng MICE
Alistair M. A. Dalziel
BSc MBA CDipAF MCIM
David R. Thomson
BSc(Hons) MSc AIEMA
Alex B. Tosetti
BSc MSc MCIQB IEng AMICE AIEMA
Graham R. Hiscocks (Financial)
BA(Hons) ACA

Regional Directors:

David R. Brown
BSc(Hons) MSc
Robert C. Dodds
BSc CEng MICE
David Hobson
BTECH CEng MICE MIHT
John Whitham
MMS MIEM

Associate:

John R. Marsh
BSc(Hons) MSc FGS

Consultant:

Ann Heywood
BSc(Hons) FRICS FRGS MIMgt

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Part of the Waterman Group

Offices at: Birmingham (0121 454 5858) Bristol (0117 922 6710) Cirencester (01285 750555) Dublin (+353 1 664 8900) Edinburgh (0131 221 7020) Glasgow (0141 221 4333) Harpenden (01582 716800) Leeds (0113 256 3322) London (020 7928 7888) Manchester (0161 839 8392) Moscow (+70 95 168 9525) Newcastle (0191 230 6200) Southampton (023 8063 2195) Warsaw (+48 22 659 4858)

Waterman Environmental Limited Registered in England Number 2537063 Registered Office Versailles Court, 3 Paris Garden, London SE1 8ND

ACE

Reasons 5 and 6

I have discussed this issue with Colin Woodward who formulated this response jointly with Julie Baxter, who is away on leave. We have forwarded to him a letter detailing the ways by which we have addressed the recommendations of the Kew to Chelsea Landscaping Strategy (which was published after the ES was issued) and sent him strong letters of support from CABI (dated 8 August) and English Heritage (dated 12 August). These letters (enclosed) support the masterplanning and design philosophy adopted by Terry Farrell & Partners. However, Colin is still of the opinion that the scheme does not conform to the architectural aspirations of the strategy and various user groups. Nonetheless, putting this opinion of design aside, our review of the strategy (sent to you dated 13 August, 2002) demonstrates that the proposed scheme meets 90% of the aspirations of the document and is therefore substantially compliant with relevant EA policies.

With regard to the proposed planning conditions, you should be aware that before it is possible to commence the creek works, a considerable amount of demolition, site clearance and decontamination works will be required either side of the creek in the Power Station and Oil Storage area.

In recognition of this, we believe it is reasonable to suggest that the site is split into phases and within each phase the initial activity will be decontamination/demolition works and, where appropriate, creek works which we would look to complete prior to occupation of the phase. The detail of this phasing will be a matter to be agreed with the boroughs in the s.106 legal agreement.

Please could you now write to the boroughs in light of these changes and additional information provided.

I trust that this provides a reasonable summary of the current situation.

Yours sincerely



John Marsh

encs

cc	J Thorne	RBK&C	020 7361 3463
	P Entwistle	LBH&F	020 8753 3423
	J Pool	Montagu Evans	020 7312 7548
	A Locke	Circadian	020 7264 5308
	M Stowell	TFP	020 7723 7059
	N Tulley	RSA	020 7627 7201
	S Quayle	Herbert Smith	020 7374 0888



Wandsworth

Wandsworth Council

Technical Services Department
The Town Hall Wandsworth High Street
London SW18 2PU

Telephone: 020 8871 8412

Fax: 020 8871 6003

Email: planningapplications@wandsworth.gov.uk

Minicom: 020 8871 8403
(Service for Deaf People)

Our ref: 2002/2806

Date: 23 August 2002

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Town and Country Planning Act 1990 Consultation in connection with a planning application

The Council, as a neighbouring planning authority, does not wish to comment on the application referred to in the schedule below.

SCHEDULE

APPLICATION NUMBER: 2002/2806

LOCATION: Lots Road Power Station Lots Road SW10
(Site in the Royal Borough of Kensington & Chelsea and the London Borough of Hammersmith & Fulham)

DESCRIPTION: Observations to Royal Borough of Kensington & Chelsea on proposed mixed development including conversion of existing power station building to provide a mix of residential, retail, office, business and restaurant uses, together with erection of a 30-storey residential tower with ground floor gym, a 3-8 storey building incorporating commercial and residential uses, a 7-storey residential building, associated parking, servicing and landscaping, and works to Chelsea Creek, including provision of three pedestrian bridges. (Duplicate application).


I. Thompson
Borough Planner

The Royal Borough of Kensington and Chelsea
The Town Hall
Hornton Street
London
W8 7NX



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www.wandsworth.gov.uk

Director of Technical Services: William G. Myers, OBE
Borough Planner: Ian Thompson



Wandsworth Council

Technical Services Department
The Town Hall Wandsworth High Street
London SW18 2PU

Telephone: 020 8871 8412

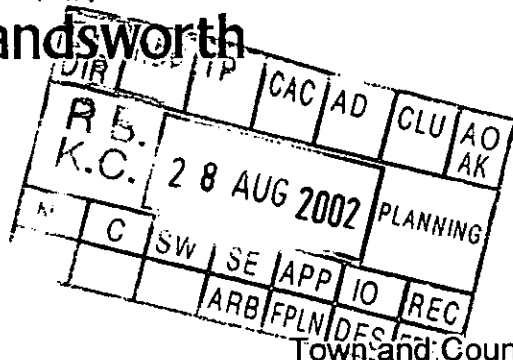
Fax: 020 8871 6003

Email: planningapplications@wandsworth.gov.uk

Minicom: 020 8871 8403
(Service for Deaf People)

Our ref: 2002/2826

Date: 23 August 2002



Town and Country Planning Act 1990

Consultation in connection with a planning application

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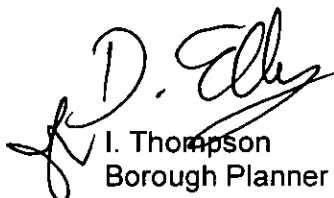
The Council, as a neighbouring planning authority, does not wish to comment on the application referred to in the schedule below.

SCHEDULE

APPLICATION NUMBER: 2002/2826

LOCATION: Lots Road Power Station, Lots Road SW10
(Site in the Royal Borough of Kensington & Chelsea and the London Borough of Hammersmith & Fulham)

DESCRIPTION: Observations to Royal Borough of Kensington & Chelsea on proposed mixed development including conversion of existing power station building to provide a mix of residential, retail, office, business and restaurant uses, together with erection of a 30-storey residential tower with ground floor gym, a 3-8 storey building incorporating commercial and residential uses, a 7-storey residential building; associated parking servicing and landscaping and works to Chelsea Creek, including provision of three pedestrian bridges.


I. Thompson
Borough Planner

The Royal Borough of Kensington and Chelsea
The Town Hall
Hornton Street
London W8 7NX



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Director of Technical Services: William G. Myers, OBE
Borough Planner: Ian Thompson

WANDSWORTH BOROUGH COUNCIL
DEPARTMENT OF TECHNICAL SERVICES

BOROUGH PLANNER'S SERVICE

GENERAL INFORMATION
TOWN AND COUNTRY PLANNING ACT 1990

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This decision does not convey any approval, consent, permission or licence under any other Acts, or By-Laws, Orders or Regulations and nothing in this decision shall be regarded as compliance with or approval, consent, permission or licence under other legislation.

You must ensure that your proposal complies with the Building Regulations. You can obtain advice from Building Control, 5th Floor, The Town Hall, Wandsworth High Street, SW18 2PU (tel. No. 020 8871-7620) to ensure that your proposals comply with the Building Regulations.

You are also reminded that the Council's permission does not modify or affect any personal or restrictive covenants, easements, etc., applying to or affecting the land or the rights of any persons (including the Council) entitled to the benefits of them. If you are unsure whether there are relevant restrictions which might stop the building of extensions, alterations to the property or changing the use (even if you have a planning permission) you should consult a suitably qualified professional advisor.

If the proposed development requires changes to or new street name or numbers you should contact the Council's Street Name and Numbering Section at the earliest opportunity (tel. No. 020 8871-7520).

Statement of Applicant's Rights arising from the refusal of planning permission or from the grant of permission subject to conditions.

Appeals to the Secretary of State for the Environment, Transport & Regions

If you are dissatisfied with the Council's decision to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under Section 78 of the Town and Country Planning Act 1990.

If you want to appeal, then you must do so within six months of the date of this notice, using a form which you can get from The Planning Inspectorate, 3/24, Hawk Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN. Tel. No. 0117 3728 858, Fax. No. 0117 3728 782.

The Secretary of State need not consider an appeal if it seems that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions it imposed, having regard to the statutory requirements, to the provisions of the development order and to any directions given under the order.

The Secretary of State does not refuse to consider appeals solely because the local planning authority based its decision on a direction given by the Secretary of State.

Purchase Notices and Compensation

If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subjects to conditions, the owner may claim that the land cannot be put to a reasonably beneficial use by the carrying out of any development which has been or would be permitted. In these circumstances the owner may serve a purchase notice on the Council requiring the Council to purchase the land in accordance with the provisions of Part IX of the Town and Country Planning Act 1990.

In certain circumstances compensation may be claimed from the local planning authority if permission is refused or granted subject to conditions by the Secretary of State on appeal. These circumstances are set out in sections 169 and related provisions of the Town and Country Planning Act 1990.

3.

PP/02/1324

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Town and Country Planning Act 1990 (as amended)
Town and Country Planning (General Development Procedure) Order 1995
Town and Country Planning (Environmental Impact Assessment) Regulations 1999

PUBLIC NOTICE

Proposed development of land at: Lots Road Power Station, Lots Road Site, London SW10

I give notice that: Circadian Ltd

is submitting amendments to the current application, submitted on the 7 June 2002, to the:
Royal Borough of Kensington and Chelsea

for amendments to: the Creek by way of alterations to the profile of the creek bed and
a reduction in the height of a section of the creek terraces.

These amendments are supported by an Addendum to the existing Environmental Statement submitted with the current application on the 7 June 2002, for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 1999.

The Addendum to the Environmental Statement and the amendments to the scheme are available for viewing by members of the public at all reasonable hours from 30 August 2002 to the 20 September 2002 at the Council offices stated below and the Estate Management Office, The Chambers, Chelsea Harbour.

Copies of the Addendum may be obtained at a charge of £50 per copy from: Circadian Ltd, 4 Dunraven Street, London, W1K 7FB

Any person who wishes to make representations regarding the application and these amendments should write to the Royal Borough of Kensington and Chelsea at Department of Planning, Town Hall Hornton Street, London, W8 7NX within 21 days beginning with the date of service of this notice.

Signed:

Matyja Guss

Date:

30 August 2002

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