

**ROYAL BOROUGH
OF
KENSINGTON & CHELSEA**

DOCUMENT SEPARATOR

DOCUMENT TYPE:

PUBLIC COMMENT



PBC



City of Westminster

Carl Powell: Director of Planning and Transportation

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

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

Client Director and Head of Service:
Gordon Chard

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

Your ref: J THORNE
My ref: PT/02/05056/OBS
TP/6172
Date: 3 September 2002

Dear Sir

TOWN AND COUNTRY PLANNING ACT 1990

The City Council has now considered the proposals described below and has decided to RAISE OBJECTION for the reasons stated.

SCHEDULE

Date of Consultation: 2.7.2002

Date Received: 04.07.2002

Date Amended: 02.09.2002

Application No: PT/02/05056/OBS

Plan Nos: LRTW3/PA/01-001-002 , LRTW3/PA/03-001-003 , LRTW3/PA/04-01-06 ,
LRTW3/PA/06-001B2 , LRTW3/PA/06-001B1 , LRTW3/PA/06-002-033 , LRTW3/PA/07-
001-002 , LRTW3/PA/08-101-111 , 557/01 - 013

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

Proposal: Conversion and demolition of power station buildings to provide residential accommodation, ancillary car parking, restaurant, retail, ancillary and community uses, erection of 3 bridges and other works to Chelsea Creek and basin.

See next page for reasons for objection.

Yours faithfully

Carl Powell
⑦ *not*

Carl Powell
DIRECTOR OF PLANNING AND TRANSPORTATION

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DIR						AK
R.B.		16 SEP 2002		PLANNING		
K.C.						
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Reason(s) for Objection:

- 1 Objection : The proposal will harm views out of the Churchill Gardens Conservation Area, in particular from vantage points on Chelsea Bridge looking westwards. From this point, the two proposed towers, by reason of their height, bulk and design will represent a visually intrusive element on the skyline detracting from the subdued view of the mature planting along the banks of the Thames, obscuring the distinctive two chimneys of the power station and harming the setting of the listed Albert Bridge.

Your Reference: 02/1324 & 02/1325
Our Reference: P&E/Plans/DC382/NM02

11 September 2002

John Thorne
The Royal Borough of Kensington & Chelsea
Planning & Conservation
The Town Hall
Hornton Street
London
W8 7NX



DIRECT LINE: 020 7743 7944
E-MAIL: neil.mcclellan@pola.co.uk

EX DIR	HDC	TP	CAC	AD	CLU	AO AK
R.B. K.C.		13 SEP 2002		PLANNING		
N	C	BA	BE	AP	IO	REG
		ARB		EP	RES	FEES

0/57

Dear Mr Thorne,

LOTS ROAD POWER STATION

Motagu Evans has provided the Port of London Authority with details of amendments to the current scheme for the redevelopment of the above site. Your council originally consulted the PLA on this application on the 2nd July this year.

The PLA's concerns regarding the amendments to the scheme remain the same as those expressed in our letter dated the 10th July. The Lotts Road Power Station site abuts Cremorne Wharf, a statutory safeguarded wharf to the east of the former power station. Cremorne Wharf is owned by Royal Borough of Kensington and Chelsea and is currently operated as a waste recycling facility by Sita. At present the site is not serviced from the river and all material enters and leaves the site by road. However Cremorne Wharf has excellent navigational and berthing characteristics and the PLA is confident that it will be brought back into operational use. Therefore while the Port of London Authority has no objection to the development proposals in principle it is concerned that the development of Lotts Road Power Station not prejudice the potential for future water transport into and out of Cremorne Wharf.

The greater use of the River Thames to transport freight including waste and recyclates is supported in RPG3B (Strategic Planning Guidance for the River Thames), PPG 13 (Transport), PPG 10 (Planning and Waste Management) and forms a key part of the Mayor's Transport Strategy published in July 2001, and receives further and more detailed consideration in the Mayor's Waste Strategy. Policy BR18 of the Mayor's draft London Plan states that development next to or opposite safeguarded wharves should be designed to minimise the potential for conflicts of use and disturbance.

It is the PLA's experience that the introduction of residential uses in close proximity to working wharves inevitably results in noise complaints from residents. In a recent example a long established working wharf in the middle reach of the Thames had a noise abatement order served on it following complaints from the residents of a new development on the opposite bank of the river. You should note that working wharves normally operate on a 24-

Website: www.portoflondon.co.uk



470

hour basis, in order to fit in with the Thames tides. Consequently any redevelopment of Lots Road Power Station should take account of the potential for noise and other nuisance from the adjoining site. Consideration should be given to siting residential elements of the scheme as far from Cremorne Wharf as is practically possible, keeping the height of the closest buildings to a minimum and avoiding the siting of balconies that overlook the wharf. At the very least the PLA urge the Council to impose a planning condition requiring the installation of appropriate sound insulation, for example triple glazing and acoustic ventilators.

I can advise you that the PLA has no jurisdiction over Chelsea Creek except in regard to oil pollution. Therefore the proposed bridges and other works to the creek do not require a PLA river works license. The developer should be advised that any works that extend in, on or over the Mean High Water mark of the Thames will require licensing. This includes temporary construction works such as scaffolding and crane over-sails.

The PLA would strongly recommend, through an appropriate condition, the provision of riparian life saving equipment (such as grab chains, access ladders and life buoys) along the proposed Thameside path to a standard recommended in the 1991 Hayes Report on the Inquiry into River Safety.

The Lots Road site is ideally located for using the Thames to take demolition spoil out and bring construction material in, thus overcoming the worst of the problems likely to be caused by the enormous amount of construction traffic a development of this size generates. The PLA suggest that a condition be attached requiring the developer, prior to the commencement of the development, to assess (in conjunction with the PLA) the feasibility of transporting construction material into and out of the site by river.

If you require any further information or seek clarification on any of the points raised please do not hesitate to contact me on the above number. I should be grateful if you could inform me as to the progress of this application.

Yours sincerely



NEIL MCCLELLAN
SENIOR PLANNING OFFICER

Our ref: NE/2002/008039-1/3
Your ref: DPS/DCSW/PP/02/1324 & 1325/JT



ENVIRONMENT
AGENCY

Date: 14th October 2002

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

S/JT

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EX	HDC	TP	CAC	AD	CLU	AO
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R.B.		16 OCT 2002			PLANNING	
K.C.						
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F.A.O: Mr J Thorne

Dear Mr Thorne

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

The Environment Agency has been in discussions with Waterman Environmental regarding our objection number 1 (our letter dated 29th July 2002). Subject to the proposals being collated and submitted to you as an amendment to the application, the Agency is minded to withdraw this objection to the application provided that the following condition is attached.

CONDITION: The proposals shall not result in a net loss of tidal flood storage volume. This volume is to be calculated as that below the flood defence level of 5.41 metres ODN and above an accepted silted profile of the Creek. Prior to development commencing, both the degree of siltation and methodology for calculating the volume shall be agreed by the Planning Authority.

REASON: To prevent the increase of water levels upstream and downstream of this site and an increase in the risk of flooding due to a reduction in flood storage capacity.

(The Environment Agency asks to be consulted on any details submitted pursuant to this condition).

Note: unless demonstrated otherwise, allowable siltation is considered to be that due to very short term effects following the discontinuation of pumping from the power station and in broad terms is that which would fill any obvious depressions in the Creek bed. Calculations shall be prepared using a consistent approach for the whole of the tidal flood plain and Creek area and shall be sufficiently detailed to identify all changes in topology.

The Agency's other comments on the application remain as before.

With regard to the amended plans submitted in August 2002, the Agency has not yet given its response. Once the proposals relating to our earlier Objection 1 are submitted to you, the Agency's response will include the above condition.



This information is being sent to the London Borough of Hammersmith & Fulham
and Waterman Environmental.

472

Yours sincerely

Deborah Simons

DEBORAH SIMONS
Planning Liaison Officer

cc: P Entwistle, London Borough of Hammersmith & Fulham
J Marsh, Waterman Environmental

Your reference: PP/02/01324

Our reference: GD/02/01

Date: 12th November 2002

0/55



473

Mr John Thorne
Royal Borough of Kensington & Chelsea
Planning Office
Kensington Town Hall
Hornton Street
London W8 7NX

METROPOLITAN POLICE SERVICE

Chelsea Police Station
CRIME PREVENTION OFFICE
2 Lucan Place
London
SW3 3PB

Telephone: 020 7376 1212
Facsimile: 020 8246 0326
Direct: 020 8246 0405
Metphone: 40405 Metfax: 40326
Email: glenn.duggan@met.police.uk

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K.C.						
N	C	SW	SE	APP	IO	REC
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Dear Mr Thorne,

Re: Lots Road Power Station and Chelsea Creek SW10

The applicant for the above major development has consulted me. I have had one meeting at their office to discuss the revised scheme from a designing out crime perspective and to appraise them of my concerns regarding the overall impact of this development

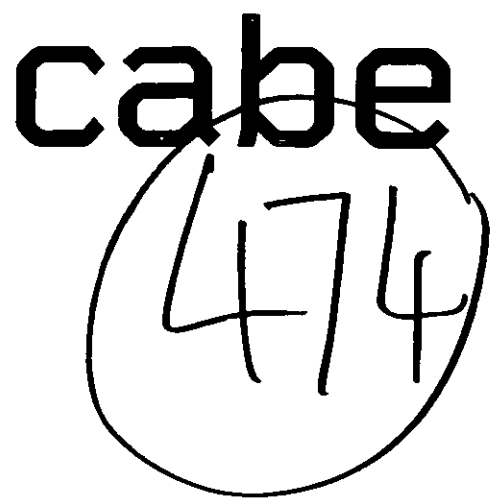
My concerns about this development remain the same as detailed in my letter of 23/08/2001 with the proviso that local crime issues have become more important due to the impact of disorder and vehicle (mainly scooter related) offences.

I note that there is also an application for redevelopment at Chelsea Wharf (PP/02/01996). My main concern here is the riverside walkway, which will also form part of the Lots Road Power Station development. A number of crime related issues have arisen along the existing section of the walkway west of Wandsworth bridge which I hope can be minimised locally. I understand that residents at Chelsea Harbour have also expressed concern about the walkway being extended behind their estate to link up with the above development.

If you wish to discuss this with me please contact me at the above address.

Yours sincerely,

Glenn Duggan, Crime Prevention Design Adviser
Kensington and Chelsea Division



13 December 2002

Aidan Potter
Terry Farrell Partnership
7 Hatton Street
London
NW8 8PL

DR/L/20&13/A

Dear Aidan,

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

Thank you for coming to the meeting of CABE's design review committee on the 4 December in connection with this scheme. We are grateful for the trouble that was taken in preparing the presentation material and for the presentation itself. Having considered the scheme in the light of the presentation and the discussion which followed it, the committee's views are as follows:-

We welcome the changes which have been made to this scheme, which we think have improved it, although the broad principles of the project which we supported are still in place.

The changes to the site layout have in our view resulted in a successful sequence of open spaces each with a distinct character. We think that the relative heights and locations of the towers work well. The new D-shaped block, providing accommodation with a clear distinction between fronts and backs, is also welcomed,

Noting that there will be considerable numbers of children living in the housing provided in this project, we would like more thought to be given to the question of how children of all ages will spend their time, and what provision can be made for them - particularly for teenagers, where good solutions are harder to find.

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. 3831652
Registered Office The Tower Building
11 York Road London SE1 7NX

cabe

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.

Yours sincerely

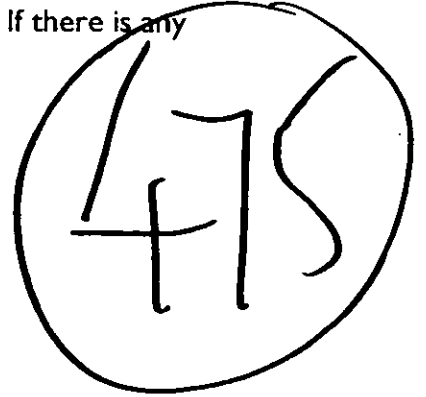
Peter Stewart

Peter Stewart
Director of design review

cc

Malcolm Kerr
Steve Davies
Paul Entwistle
Philip Davies

Montagu Evans
London Borough of Kensington & Chelsea
London Borough of Hammersmith & Fulham
English Heritage



THE WESTMINSTER SOCIETY

Registered Charity No 235400

Patron: H.R.H The Duke of Gloucester KG GCVO

President: The Dean of Westminster

Chairman: Mrs Mair Garside

Hon. Secretary: Peter Handley, The Clergy House, Hide Place, London, SW1P 4NJ

020 7592 9852

From The Honorary Secretary

J W Pool Esq
Montagu Evans
Premier House
44-48 Dover Street
LONDON
W1S 4AZ

Our ref:
02664/1202

Your ref:
AMA/jb/PD.5824

December 24, 2002

PROPOSED DEVELOPMENT OF LOTS ROAD POWER STATION AND LAND AT THAMES AVENUE, CHELSEA HARBOUR DRIVE

Thank you for your letter of December 18 and the accompanying material setting out Circadian Ltd's latest proposals for the redevelopment of the Lots Road power station site and land at Thames Avenue. The Westminster Society contains to be grateful for continuing to be part of the consultation process regarding this development opportunity.

The new proposals contain at least one element that we welcome as a step in the right direction, namely the reduction in height of building KC1 from 30 to 25 storeys. However and regarding that part of the development that lies within the London Borough of Hammersmith and Fulham, we regard the proposed increase in height of building HF1 from 25 storeys to 37 as totally unacceptable.

The Society accordingly maintains its objection to the scale of the redevelopment proposals. I am sending copies of this letter to John Thorne at the Royal Borough and Paul Entwistle at LBHF with the request that they take this letter as a formal objection.


PETER R HANDLEY
HONORARY SECRETARY

ISSUES16/LOTSROAD5

R	HDC	TP	CAC	AD	CLU	AO
R.B.	K.C.	30 DEC 2002	PLANNING			
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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

Fax: 020 7217 3471

Your Ref: DPS/DCSW/PP/02/01324 &

1325/JT

Our Ref: LRP13/K5600/0/20

Date: 14 January 2003

Mr M J French
Executive Director, Planning and Conservation
The Royal Borough of Kensington and Chelsea
The Town Hall
Hornton Street
LONDON W8 7NX

Dear Mr French

TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT
ASSESSMENT) (ENGLAND AND WALES) REGULATIONS 1999
PLANNING APPLICATION ON LAND AT LOTS ROAD POWER STATION AND
CHELSEA CREEK, LONDON SW10 (RB KENSINGTON AND CHELSEA)

Thank you for your letter dated 10 January 2003 concerning the latest revised
above-mentioned applications. The contents are noted. We have no comments at
present.

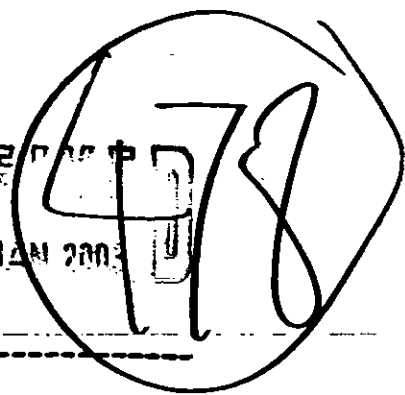
Yours sincerely

J C Q Rowett
J C Q ROWETT

EX DIR	HDC	TP	CAC	AD	CLU	AO AK
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RECEIVED
21 JAN 2003



Richard Case
Environmental Services
Royal Borough of Kensington and Chelsea
The Town Hall
Hornton Street
LONDON
W8 7NX

Direct line: 020 7941 4617
E-mail: richardcarr@tfl.gov.uk

20 January 2003

Dear Richard

Lots Road planning application

Thank you for your letter of 08 January 2003. Dan Fisher in London Buses will be responding separately regarding local bus service provision.

In response to your query about the contributions towards Chelsea Harbour station, TfL needs to ensure that provision is made in designs for new stations on the West London Line to allow for the expansion of services envisaged in the Mayor's Transport Strategy. The objective is to provide a much needed increase in capacity, enhanced frequencies and services to a wider range of destinations as part of an enhancement programme for orbital rail routes.

Although the four-car station funded by the Imperial Wharf development would allow introduction of an initial service at Chelsea Harbour station, it would be short sighted, mindful of the current level of overcrowding on London's National Rail Network, to preclude future service enhancements by failing to make provision at this stage for eight-car working. If provision is not made now it is likely to be far more difficult and more costly to introduce this at a later stage, bearing in mind the SRA's affordability and value for money criteria.

However, I recognise the Royal Borough's concerns that there are additional local priorities for the use of Section 106 funds from the Lots Road development. Subject to agreement with all parties it may be appropriate to make passive provision for future platform extensions as an alternative to full construction at this stage.

I hope we will have the opportunity to discuss this issue further at the meeting now arranged for 23 January at Symond's offices.

Yours sincerely

Richard Carr

Richard Carr
TfL Planning & Partnerships

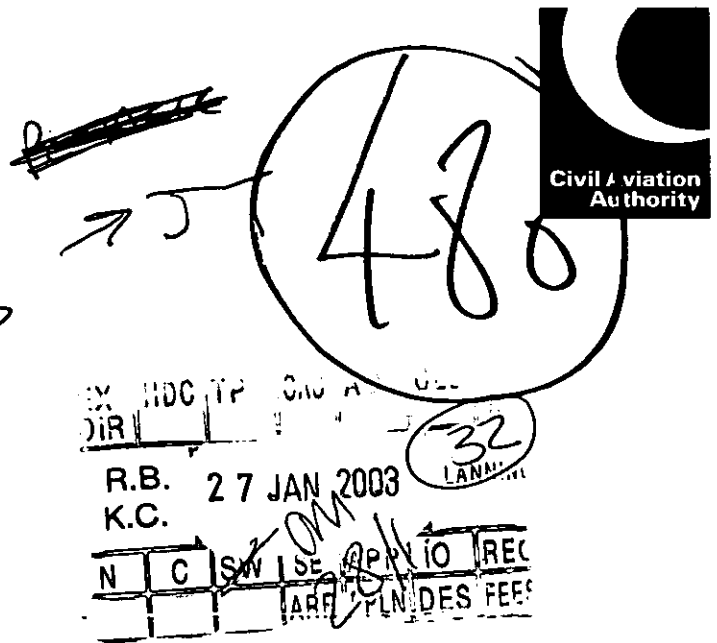
cc. Neil Roth – TfL Integrated Transport Programme
Anthony Davies – TfL Integrated Transport Programme
Dan Fisher – London Buses Network Development
Janet Archer – TfL Rail Services
Michael Lewin – Symonds

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**Safety Regulation Group
Aerodrome Standards**

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

Your Ref: DPS/DCSW/PP/02/01324 & 1325
Our Ref: 10F/MISC/076 Enc 120
22 January 2003



Dear Sirs

LOTS ROAD POWER STATION AND CHELSEA CREEK, LONDON, SW10

Thank you for your letter dated 10 January 2003 regarding Lots Road Power Station.

We received the accompanying paperwork from Montague Evans on 19 December 2002 and responded on 6 January 2003. As the site of the development lies outside the safeguarded areas for both London City and Heathrow Airport, we do not have any comment on the proposal, although there are other bodies who may wish to see the details. It is therefore our advice that you contact the following:-

Mr D Cutler
Directorate of Airspace Policy
Civil Aviation Authority
K6 Gate 3
45-59 Kingsway
London WC2B 6TE

Defence Estate Organisation
Safeguarding & Bylaws
Blakemore Drive
Sutton Coldfield
West Midlands
B75 7RL

Infrastructure Services
National Air Traffic Services
Spectrum House
Gatwick Airport South
West Sussex
RH6 OLG

We trust the above is of assistance but please do not hesitate to contact the undersigned if you require any additional information.

Yours sincerely

Mrs I Bartolo
Technical Safeguarding

Civil Aviation Authority

Aviation House Gatwick Airport South West Sussex England RH6 0YR www.caa.co.uk
Telephone 01293 573523 Fax 01293 573971 inez.bartolo@srg.caa.co.uk

CPREYour countryside
your voicePresident
Harley Sherlock

CPRE London

Central District Committee

From: 20(B) Philbeach Gardens London SW5 9DY 0207 373 1124

Mr M J French
Executive Director Planning and Conservation
The Town Hall, Hornton Street
LONDON W8 7NX

January 30th 2003

Dear Mr French,

REVISED SCHEME: LOT'S ROAD POWER STATION PP/02/1324 & 1325

I am writing as Chairman of Central London District Group of the CPRE with the following points.

Despite the improving changes put forward we still have FOUR principle objections:

The **FIRST** is to site overdevelopment. The site is still being overdeveloped but more affordable housing will help create a mixed community in the Chelsea Harbour area and go some way towards a Compact Sustainable Community as put forward by the CPRE London. But it is disappointing that there are no distinct communal facilities provided to help integrate this development into the existing local community and to enhance the community.

The **SECOND** is that the parking provision will encourage car use, over-loading local roads. The reduction in parking is helpful but the proposed transport improvements implementation timescale is protracted. The Council should use its planning powers under Section 106 to insist that these improvements are carried ahead of the scheme to show Circadian's commitment.

The **THIRD** is the tower block and its positioning. CPRE has strong reservations about the building of tower blocks close to the Thames riverside. The proposal is not in line with The Mayor's Draft Plan regarding the Blue Ribbon policy for the Thames. Circadian previously stated that the height of the two tower blocks were carefully decided to fit into the pattern of existing towers therefore the interchange of heights of the tower blocks seems to be an arbitrary change.

The **FOURTH** is the environment, particularly the protection of the heronry by Cremorne Wharf and to maintain the present water conditions in Chelsea Creek. We still have to be convinced that the proposals will meet the prescribed environmental standards.

We hope the Council will take cognizance of our objections in its planning decision.

Yours sincerely,

John Drake

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copy to AO Aca/SW

CPRE London (registered charity no. 802622)
is working for policies to improve the London
environment both for its own sake and to relieve
development pressure on the countryside and on
valued urban open space.

2044

S/JT

cabe

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31 January 2003

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

Our Ref: DR/L/13&20/532

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Dear J Thorne

KENSINGTON AND CHELSEA/ HAMMERSMITH AND FULHAM : LOTS ROAD

YOUR REF : DPS/DCSW/PP/02/01324 & 1325

Thank you for consulting the Commission for Architecture and the Built Environment (CABE) about the revisions to this proposal.

As you know, CABE's Design Review Committee last considered this scheme in December 2002. A letter of 13 December 2002, containing the Committee's views of the scheme, was copied to The Royal Borough of Kensington and Chelsea at that time.

We understand that the scheme forming this planning application is the same as that seen by the Committee in December; our letter of 13 December therefore represents our formal comments on this scheme. I attach a copy of this letter for your convenience.

Yours sincerely



Dan Thomson
 Programme Officer

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

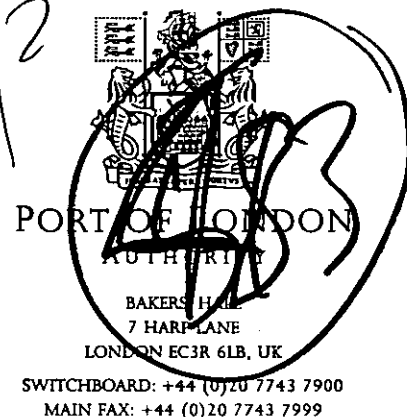
Registered in England No. 3831652
 Registered Office The Tower Building
 11 York Road London SE1 7NX

Your Reference: DPS/DCSW/PP02/01324 & 1325JT
Our Reference: P&E/Plans/DC382/NM03B

31 January 2003

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

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K.C. 3
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ARB FPLN DES FEES



DIRECT LINE: 020 7743 7944
E-MAIL: neil.mcclellan@pola.co.uk

Dear Mr/Ms Thorne,

LOTTS ROAD POWER STATION

Thankyou for consulting the Port of London Authority on the latest amendments to the scheme for the redevelopment of the above site. I apologise for the delay in responding.

The PLA's concerns regarding the amendments to the scheme remain the same as those expressed in our letters dated the 10th July and 11th September last year. The Lotts Road Power Station site abuts Cremorne Wharf, a statutory safeguarded wharf to the east of the former power station. Cremorne Wharf is owned by Royal Borough of Kensington and Chelsea and is currently operated as a waste recycling facility by Sita. At present the site is not serviced from the river and all material enters and leaves the site by road. However Cremorne Wharf has excellent navigational and berthing characteristics and the PLA is confident that it will be brought back into operational use. Therefore while the Port of London Authority has no objection to the development proposals in principle it is concerned that the development of Lots Road Powers Station not prejudice the potential for future water transport into and out of Cremorne Wharf.

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The Lots Road site is ideally located for using the Thames to take demolition spoil out and bring construction material in, thus overcoming the worst of the problems likely to be caused by the enormous amount of construction traffic a development of this size generates. The PLA suggest that a condition be attached requiring the developer, prior to the commencement of the development, to assess (in conjunction with the PLA) the feasibility of transporting construction material into and out of the site by river.

If you require any further information or seek clarification on any of the points raised please do not hesitate to contact me on the above number. I should be grateful if you could inform me as to the progress of this application.

Yours sincerely

Neil McClellan

NEIL MCCLELLAN
SENIOR PLANNING OFFICER

Our ref
Your ref
Date 04 February 2003



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

London Regional Office
Dacre House, 19 Dacre Street
London, SW1H 0DH

Telephone 020 7340 2974
Switchboard 020 7340 2900
Fax 020 7340 2999
valerie.woodfield@Countryside Agency
www.countryside.gov.uk

Dear Mr. French

LOTS ROAD POWER STATION AND CHELSEA CREEK, LONDON SW10

Further to our letter dated 23 July 2002. The Countryside Agency has no formal comments to make on this proposal. However, the Agency does see the riverside walkway as important and the potential impact on the Thames Path National Trail.

Yours Sincerely,

V. Woodfield

VALERIE WOODIFIELD
Countryside Officer – London Region

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City of Westminster

Carl Powell: Director of Planning and Transportation

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

Client Director and Head of Service:
Gordon Chard

Attn: J Thorne
Kensington & Chelsea (RB)
Director of Planning
The Town Hall
Hornton Street
London W8 7NX

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

Your ref: DPS/DCSW/PP/02/01324
&1325/JT
My ref: PT/03/00321/OBS
TP/6172

Date: 11 February 2003

Dear Sir

TOWN AND COUNTRY PLANNING ACT 1990

The City Council has now considered the proposals described below and has decided to **RAISE OBJECTION** for the reason(s) stated.

SCHEDULE

Date of Consultation: 9.1.2003

Date Received: 13.01.2003

Date Amended:

Application No: PT/03/00321/OBS

Plan Nos: LRTW4/PA/00 - 000, 03-001 - 003, 04-001 - 007, 05-001 - 019, 06-020 - 033, 07-001 - 006, 08-101 - 111, 589/-1 - 21

Address: Land at Lots Road Power Station & Chelsea Creek, Lots Road, Kensington & Chelsea
London SW10

Proposal: Revisions to scheme 02/05056/OBS namely, Block KC1 reduced to 25 storeys, affordable housing units increased to 166, private units reduced to 254, design changes to Blocks KC1, KC2, KC4 and alterations to configuration of public open space.

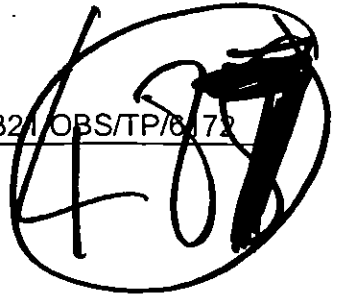
See next page for reasons for objection.

Yours faithfully

Carl Powell
DIRECTOR OF PLANNING AND TRANSPORTATION

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Reason for Objection:

- 1 Objection: The proposal will harm views out of the Churchill Gardens Conservation Area, in particular from vantage points on Chelsea Bridge looking westwards. From this point, the tower (alongside the proposed tower in the London Borough of Hammersmith and Fulham) by reason of its height, bulk and design will represent a visually intrusive element on the skyline detracting from the subdued view of the mature planting along the banks of the Thames, obscuring the distinctive two chimneys of the power station and harming the setting of the listed Albert Bridge.

Note:

- The Plain English Crystal Mark applies to those conditions, reasons and informatives in this letter which have an associated reference number with the prefix C, R, X or I.
- The terms 'you' and 'your' include anyone who owns or occupies the land or is involved with the development.



Registered Charity No 235400

Patron: H.R.H The Duke of Gloucester KG GCVO
President: The Dean of Westminster
Chairman; Mrs Mair Garside

Hon. Secretary: Peter Handley, The Clergy House, Hide Place, London, SW1P 4NJ

~~020-7592-7852~~

From The Honorary Secretary

Mr Jim Pool
Montagu Evans
Premier House
44-48 Dover Street
LONDON W1S 4AZ

March 5, 2003

LOTS ROAD POWER STATION AND LAND AT THAMES AVENUE

Thank you for your letter of March 3 about the addendum to the Environmental Statement that has been prepared in support of the applications for the redevelopment of this site. Would you please note that the Westminster Society has relocated its office to the address at the head of this letter and amend your records accordingly.

The three issues that the addendum seeks to address are not material considerations to the Westminster Society nor do they equally meet the points made in the Society's objections to the applications. The Society accordingly maintains its existing objections to the overall scheme as previously notified.

I am sending copies of this letter to Paul Entwistle at LB Hammersmith and Fulham, John Thorne at RB Kensington and Chelsea and Gwyn Richards at Westminster City Council.

PETER R HANDLEY
HONORARY SECRETARY

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Your Ref:
Our Ref: 03/00364/OBS/MG
Date printed: 5 March 2003

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The Royal Borough Of Kensington & Chelsea
Planning And Conservation
The Town Hall
Hornton Street
London
W8 7NX



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: 03/00364/OBS
Date of Application: 5 March 2003
Date of Decision: 5 March 2003

Proposed Development At:	Adjoining Borough Observations Within Kensington And Chelsea
For:	Observation of the proposed development in the adjoining Borough of Kensington and Chelsea of Lots Road Power Station on the site to the north side of Chelsea Creek to include the conversion of the existing power station, 25 storey tower, 420 residential units with associated car parking and public open space. (Revised Proposal)

Approved Plans

Environment Statement & Environmental Statement Addendum 589-01 - 589-09, 03-001 - 03-003, 04-001-04-007 05-001-05-19, 08-101-08-105.

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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GREATER LONDON AUTHORITY
Policy & Partnerships Directorate

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

S/ST 490

City Hall
The Queen's Walk
London SE1 2AA
Switchboard: 020 7983 4000
Minicom: 020 7983 4458
Web: www.london.gov.uk

Our ref: PDU/CW0066/07

Your ref: 1324 & 1325 JT

Date: 6 March 2003

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ARRIEDNIGS/EE

Dear Mr Thorne,

Town & Country Planning Act 1990 (as amended); Greater London Authority Act 1999; Town & Country Planning (Mayor of London) Order 2000
Lots Road (Your Ref: 1324 & 1325 JT)

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

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

- The site is one of a few large opportunity sites within central London that could deliver a significant contribution to the draft London Plan's housing targets. Although the site has relatively poor public transport accessibility at the moment, improvements could be achieved in the short term through enhanced bus services and in the long term through improvements to the West London line and "Orbi-Rail". The developer would be expected to make a significant financial contribution to these projects through S.106 contributions.
- Given the proposed improvements to public transport, the density of development proposed for the site is considered to meet the guidelines set out in the draft London Plan. The density of development proposed also allows for the delivery of a significant level of affordable and private housing on the site. The design of the scheme is of a high quality with the towers contributing positively to the London skyline and the setting of the Thames and the Lots Road Power Station. Accessibility into and through the site and the creek is a significant urban design gain. The legibility and permeability of the scheme has been further enhanced by amendments to the layout and the overall the design quality is of a high quality.

- The increased levels of affordable housing provide on the site meet the requirements of the draft London Plan. Overall, the development is in the interest of good strategic planning in London.

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

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

Yours sincerely,

Stewart G. Mann

P.P. **Giles Dolphin**
Planning Decisions Manager

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



City of Westminster

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Carl Powell: Director of Planning and Transportation

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

Client Director and Head of Service:
Gordon Chard

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

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

Your ref: AMA/CP-PD5824

My ref: TP/6172

Date: 28 MAR 2003

Dear Mr Pool,

RE : LOTS ROAD POWER STATION

Further to your letter of 3rd March enclosing the Addendum to the Environmental Statement. I can confirm that the City Council have no comments to make on the submission. I would however remind you that the City Council forwarded an objection to the scheme on the grounds of its impact from views out of the Churchill Gardens Conservation Area to both the London Borough of Hammersmith and Fulham and the Royal Borough of Kensington and Chelsea on 11th February of this year.

Yours sincerely

Carl Powell

DIRECTOR OF PLANNING AND TRANSPORTATION

Cc.

John Thorne Royal Borough of Kensington and Chelsea
Paul Entwistle London Borough of Hammersmith and Fulham

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ENGLISH HERITAGE

LONDON REGION

71

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103

S/ST

The Executive Director
Planning and Conservation
The Royal Borough of Kensington and Chelsea
The Town Hall
Hornton Street
London W8 7NX

Your Ref: PP/02/1324 and
PP/02/1325/JT
Our ref: LRS 8100/PS/PT3
Direct Dial: 020 7973 3772
Direct Fax: 020 7973-3792

For the attention of J Thorne

Date: 19 March 2003

Dear Sir

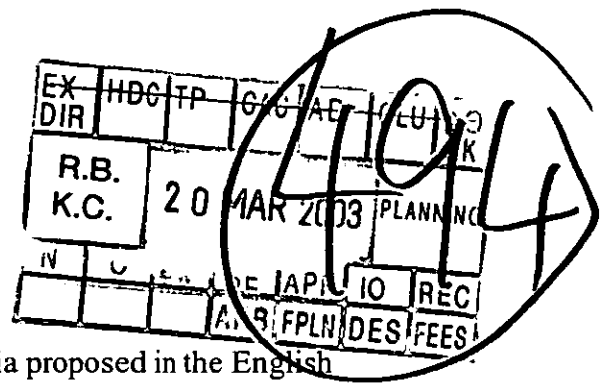
LOTS ROAD POWER STATION, LOTS ROAD, LONDON S.W.10

Thank you for your letter of 9 January 2003 notifying English Heritage of the application for planning permission and also as a Paragraph 98 consultee under the Environmental Impact Assessment regulations 1999. I have received extensive documentation, including the Environmental Statement, direct from the agent Montagu Evans, (their letter 18 December 2002).

These applications, from Circadian Ltd and to the design of Terry Farrell and Partners, replace those rejected by your authority twice last year. English Heritage first considered the scheme in May 2001 and as you know supported it. The reservations that we then had regarding the height of the two towers, and their impact upon views from within Brompton Cemetery were answered by the reduction of the larger tower from 38 to 29 or 30 storeys. This third scheme reduces the tower proposed in Kensington & Chelsea from 30 to 25 storeys, while increasing that in Hammersmith & Fulham from 25 to 37; although this alters the relationship between the towers, and in relation to views from the Cemetery, we did not consider there to be material harm to heritage interests.

We therefore remain in support of the proposals by Terry Farrell Partnership. Even though the DCMS have decided not to list the power station, we wish to comment on the works affecting its fabric. The publication of Environmental Statement Appendix C2, Standing Building assessment draws attention to importance of the remains of the steel-skeleton frame in the Turbine or Engine and Boiler rooms which the current scheme strips out; it also removes totally the dividing wall between the two. We hope to see the retention of sufficient elements of both so as to make the presentation of the history of the building the clearer. We may also wish to comment in the future on the 'public realm' relationship of the towers to the sites on which they would sit.

2207.



Our assessment of this scheme is based largely on the criteria proposed in the English Heritage/CABE *Guidance on Tall Buildings* and we have concluded that the two towers would have little or no adverse impact on listed buildings, conservation areas or other heritage designations. We have also had regard to the RPG 3B/9B *Strategic Planning guidance for the river Thames* (1997). We have specifically noted the arguments put in forward in Appendices A2, C1 and C2 and in Chapter 8 and 11 of the Environmental Statement December 2002, while my colleagues in GLAAS are responding to those in Chapter 12 (Archaeology). We note that there are many issues addressed in the Environmental Impact Assessment and its appendices on which your authority will be taking a view, English Heritage does not wish to comment on those further aspects; we have confined ourselves to the aspects cited above. I am copying this letter to the Environment Department of Hammersmith and Fulham Borough Council (their reference 2002/03132) and to Montagu Evans.

Please note, you still address us under the part redundant address 'English Heritage (Built Environment), 23, Saville Row, London W1X 2ET'. Please correct this to English Heritage, London Region, 23 Savile Row, London W1X 2ET.

Yours sincerely

Rory O'Donnell

Dr R McD O'Donnell, FSA
Inspector of Historic Buildings
Kensington & South London Team

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: 2003/0309

Date: 18 March 2003

S/ST

498

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

The Council, as a neighbouring planning authority, hereby raises no objection to the proposal referred to in the schedule below.

SCHEDULE

APPLICATION NUMBER: 2003/0309

LOCATION: Lots Road Power Station Lots Road SW10

DESCRIPTION: Conversion of power station to provide a mix of residential, retail, office, business and restaurant uses, erection of a twenty-five storey residential tower with gym, three to eight-storey buildings for commercial and residential uses, a seven-storey residential building, associated parking, and works to Chelsea Creek, including three pedestrian bridges.

DRAWING NOS: LRTW4/PA/04-001; 003 to 007; 05-001 to 019; 07-001; 002; 004; 08-101 to 105; 589/01 B to 09B

1887

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K.C.						
N	C	SW	SE	INF	ARB	FRUNDES

I. Thompson
Borough Planner

The Royal Borough of Kensington & 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 Bye-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.



ENVIRONMENT
AGENCY

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0/5T

Our ref: NE/2002/008039

Date: 4th April 2003

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

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F.A.O: Mr J Thorne

Dear Mr Thorne

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

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

REASON: The proposals include development in close proximity to the Chelsea Creek. This will prejudice flood defence interests and adversely affect the ecological value and character of the watercourse, and restrict necessary access to the watercourse for the Agency to carry out its functions.

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

Note: the 4 metre access along the south side of the Creek is shown as being diverted away from the edge of the Creek in the latest proposals and building HF3A adversely affects access in that area. The Agency wishes to see an adequate buffer/ access zone established along the full length of the watercourse where the opportunity arises upon redevelopment.

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

If the above objection is overcome, the Agency would also request that the following conditions, as shown below are placed on any planning permission granted.



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CONDITION 1: The proposals shall not result in a net loss of tidal flood storage volume. This volume is to be calculated as that below the flood defence level of 5.41 metres ODN and above an accepted silted profile of the Creek. Prior to development commencing, both the degree of siltation and methodology for calculating the volume shall be agreed by the Planning Authority.

REASON: To prevent the increase of water levels upstream and downstream of this site and an increase in the risk of flooding due to a reduction in flood storage capacity.

Note: unless demonstrated otherwise, allowable siltation is considered to be that due to very short term effects following the discontinuation of pumping from the power station and in broad terms is that which would fill any obvious depressions in the Creek bed. Calculations shall be prepared using a consistent approach for the whole of the tidal flood plain and Creek area and shall be sufficiently detailed to identify all changes in topology.

We understand that monitoring of Creek bed levels will continue on a regular basis after the power station pumps have been switched off and agree that this will give us the opportunity to re-examine the calculations and any variations to the proposals at a later date.

CONDITION 2: A horizontal access strip at least 5 metres wide adjacent to the River Thames frontage shall be provided and shall be left free from any permanent development including ventilation grills, lighting columns and significant planting and changes in level.

REASON: In order for the Environment Agency to carry out its functions and to protect the river environment.

Note to Planning Authority for Conditions 1 & 2: discrepancies exist between the submitted drawing's for matters affecting flood storage calculations and access to the side of the River Thames and Chelsea Creek. The Agency requests that any planning permission granted is carried out in accordance with drawings submitted by Waterman Environmental.

CONDITION 3: No development approved by this permission shall be commenced until a scheme for the treatment of the Creek bed is submitted to and approved in writing by the Planning Authority. The scheme shall then be completed in accordance with the details agreed.

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

CONDITION 4: No development approved by this permission shall be commenced until a methodology for the phasing of works to the Creek has been submitted to and approved in writing by the Planning Authority. Works shall then be completed in accordance with the details agreed.

REASON: The works must be phased and undertaken in sections in order to protect and conserve the conservation value of the Creek and provide refuges for wildlife using the Creek.

CONDITION 5: 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 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.

CONDITION 6: The design and location of the ruderal type habitat, commonly known as 'brown roofs' on all the blocks adjacent to the Creek, shall be submitted to and approved in writing by the Planning Authority before the development commences. This shall include location, design, dimensions and materials. Works shall then be completed in accordance with the approved details.

REASON: To protect/conservate the natural features and character of the area in order that the loss of wasteland habitat is fully compensated.

Notes: The loss of wasteland habitat at the site is to be replaced through the use of brown 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. They are of great value for birds and their importance for invertebrates is also becoming increasingly apparent.

CONDITION 7: 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 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.

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 and a red data book species) is through the use of brown 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 brown roof habitat and to provide enough compensation for the heron's loss of habitat.

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CONDITION 8: 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 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 provide 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.

It was agreed in the letter dated 25th February 2003 from Waterman Environmental Consulting Engineers and Scientists, a copy of which is attached, that planting to the watercourse margins will consist of native species only and there will be no planting of semi-ornamental plants within the creek and the area adjacent to the Creek. Planting in this location must comprise of native species only. The planting should also be appropriate to the riverside 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 9: 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 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 10: There shall be no storage of materials within 8m metres of the Thames and 4m from Chelsea Creek. This area must be suitably marked and protected during development and there shall be no access during development within this area. There shall be no fires, dumping or tracking of machinery within this area.

REASON: To reduce the impact of the proposed development on wildlife habitats upstream and downstream, including bankside habitats.

CONDITION 11: No development approved by this permission shall be commenced until a detailed scheme for the construction and design of the bridges has been approved in writing by the 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 12: No development approved by this permission shall be commenced until a detailed scheme for the retreating of the flood defence line along the Creek by the Creekside Garden area has been submitted to and approved in writing by the Local Planning Authority. The scheme shall then be carried out in accordance with the details submitted.

REASON: To enhance the landscape, recreational and ecological value of this area.

Note: The flood defence line shall be retreated into a semi-circular form looking towards the Creek and former power station. The Creekside pathway shall remain in its current position and be at the same level as the semi-circular form.

CONDITION 13: An access/ egress boat-landing feature shall be constructed from the path adjacent to the Creekside Park/ Garden to the Creek. The design shall be agreed in writing by the Local Planning Authority before development commences. The scheme shall then be completed in accordance with the agreed details.

REASON: To provide a useable landing point for vessels that are able to navigate under the proposed bridges at various states of the tide.

Note: As discussed in the letter from Waterman Environmental Engineers and Scientists dated 25th February 2003, a copy of which is attached, a series of design options for this feature shall be forwarded to the Planning Authority for consideration. The Agency welcomes this initiative.

CONDITION 14: 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 TO PLANNING AUTHORITY

FLOOD DEFENCE: CONTACT IAN BLACKBURN ON 0208 305 4018

The Agency requests that any planning permission granted is carried out in accordance with the drawings and details on the attached fax from Waterman Environmental Consulting Engineers and Scientists dated 31 March as it contains important details regarding the bridge at area KC1. A copy of the fax is attached to this letter.

CONSERVATION: CONTACT ANTONIA SCARR ON 01276 454321

As agreed to in the letter dated 25th February 2003 from Waterman Environmental Consulting Engineers and Scientists, a copy of which is attached, the solid structure of the proposed groynes shall be removed from the plans. It was confirmed that there will be no interconnecting wooden structure and only the wooden posts would remain. The Agency requested the groynes to be removed as they are not appropriate to the locality and may increase siltation within the creek. The Agency however would support the inclusion of wooden posts which would provide ecological benefits and amenity value.

The Agency would like to support the use of best practice to prevent contamination of the creek and basin during construction and the use of sympathetic lighting adjacent to the foreshore. The applicant should also note that their inclusion of green/ brown roofs will increase energy efficiency within the buildings. The Agency supports the need recognised within the environmental statement for future monitoring of the site after the development has taken place. The Agency supports the inclusion of ledges into the roof design. The inclusion of the high tide roosts along the blocks adjacent to the creek are very important to mitigate the impact of the development on Grey Heron which is a priority species.

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.

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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**

In the previously amended application (dated August 2002) the Agency was concerned about the lack of public space for waterside access and movement through the development. We have encouraged improvements for this interest within the context of the proposed development and see the new Creekside Garden/ Park open space, particularly in its semi-circular form, as a very welcome enhancement of those interests and of the landscape design (see condition 12).

The Agency welcomes the provision for the Thames Path and the Creekside Path. It is noted that the Thames Path has a width of 5 metres and the Creekside Path has a width of 4 metres. Whilst in Landscape terms the Creekside Path of 4 metres with a wall edge is not ideal, the Creekside Gardens feature may have an opening affect. Accordingly the Agency does not object to the width of the path on landscape grounds. However, 4 metres must be a minimum width for the Creekside Path and the Local Planning Authority is advised to consider this width in relation to any aspirations for any shared use (bicycles/pedestrians) of the pathways.

The Riverside Square overlooking the Thames is formed as a horizontal plane, therefore views to and from the river from the back of the space could be restricted. The physical separation of the space from the footpath by steps and trees will act as a visual barrier for Thames path users thus creating the impression of private space. In addition it is possible that wheelchairs users could find the space difficult to access.

The Power Station Main Plaza (on site A) is an important open space leading to the Creekside. The Agency welcomes the round building open at ground level for the interesting feature it creates in this mixed use area of the proposal. The Agency has encouraged Creekside features (plants etc.) which will come together with the edge of the Plaza.

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The bridges "off right angle design" that meets with the Creekside Park is an important design feature that seems to work well with this open space. It is a helpful feature that the middle bridge on the Power Station side of Chelsea Creek provides public access to both the Power Station and the Power Station Main Plaza. The Power Station Main Plaza is now served by two bridges and this is a welcome benefit in terms of public movement.

The Agency has not presumed to comment on the need or not for one or more bridges to be able to be raised. We see this as a matter for the Local Planning Authority to consider in relation to the views of the Port of London Authority and views that may come from River Users to the Boroughs in the course of public consultation.

Having noted the importance of the proposed Chelsea Creek Bridges the Agency expects that in terms of design detail the Local Planning Authority seek the highest standards for the bridges for safety, build quality materials and design. The Local Planning Authority may wish to make a condition to this effect.

In the Agency comments on the previous application mention was made of likely important comments from river interest groups and that subject to detail the Agency finds such views very important and constructive. We would wish that such a reference remains before the Boroughs.

When encouraging features and design within the frame work of this new proposal, the Agency has had in mind the aims of the Thames Strategy - Kew to Chelsea. The Strategy makes a particular reference to this location. Accordingly the Agency expects the Boroughs will take account of the Thames Strategy - Kew to Chelsea when considering the merits of the full proposal.

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.

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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.

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

cabe

506

06 May 2003

John Thorne
Royal Borough of Kensington and Chelsea
Planning Department
Town Hall
Hornton Street
London
W8 7NX

→ 57

Our Ref: DR/L/13&20/532

Dear Mr Thorne

HAMMERSMITH AND FULHAM / KENSINGTON AND CHELSEA : LOTS ROAD

CABE has recently received further information from Montagu Evans in support of the original planning application and accompanying Environmental Statement for this scheme (comprising Air Quality Testing, Transport Sensitivity Testing and River Transport Study).

I am writing to confirm that CABE does not wish to make any comment on this further information.

Yours sincerely

Dan Thomson

Dan Thomson
Programme Officer

cc. Jim Pool, Montagu Evans

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GOVERNMENT OFFICE
FOR LONDON

Planning 9th Floor

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JT

Montagu Evans
Chartered Surveyors
Premier House
44-48 Dover Street
London W15 4AZ

☎: 020 7217 3119

Fax: 020 7217 3471

Email: imcnally.gol@go-regions.gsi.gov.uk

Riverwalk House
157-161 Millbank
London SW1P 4RR

FAO: Jim Pool

Your ref: JWP/jb
Our ref: LRP219/H5390/0/26
Website: <http://www.go-london.gov.uk/>

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12 November 2003

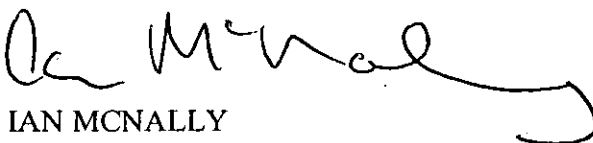
Dear Sir

TOWN AND COUNTRY PLANNING ACT 1990
LOTS ROAD POWER STATION – ROYAL BOROUGH OF KENSINGTON AND
CHELSEA REF: 02/01324
LAND AT THAMES AVENUE, CHELSEA HARBOUR – LONDON BOROUGH
OF HAMMERSMITH & FULHAM REF: 2002/03132 FUL

I refer to your letter of 7 November requesting that the Government Office hold its consideration of the application for development at Thames Avenue, Chelsea Harbour until 15 December pending submission of further representations.

I can confirm that the Government Office is content to hold the case in abeyance until 15 December. I am copying this letter to Nigel Pallace at the London Borough of Hammersmith & Fulham and Michael French at the Royal Borough of Kensington & Chelsea.

Yours faithfully


IAN MCNALLY



INVESTOR IN PEOPLE



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FAO: Jim Pool

Your ref: JWP/jb
Our ref: LRP219/H5390/0/26
Website: <http://www.go-london.gov.uk/>

12 November 2003

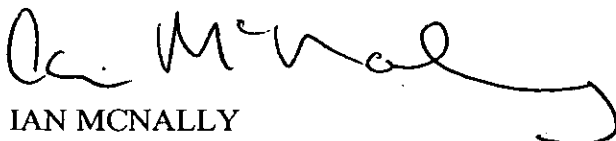
Dear Sir

TOWN AND COUNTRY PLANNING ACT 1990
LOTS ROAD POWER STATION – ROYAL BOROUGH OF KENSINGTON AND
CHELSEA REF: 02/01324
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Yours faithfully


IAN MCNALLY



INVESTOR IN PEOPLE

THE WESTMINSTER SOCIETY

Patron: H.R.H The Duke of Gloucester KG GCVO
President: The Dean of Westminster
Chairman: Mrs Mair Garside

Hon. Secretary: Peter Handley, The Clergy House, Hide Place, London, SW1P 4NJ

Registered Charity No 235400

020 7392 9852

From The Honorary Secretary

Rt Hon John Prescott MP
Deputy Prime Minister
Office of the Deputy Prime Minister
Eland House
Bressenden Place
LONDON
SW1E 5DU

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November 27th, 2003

THE PROPOSED REDEVELOPMENT OF THE LOTS ROAD POWER STATION SITE

The Westminster Society has been a long-standing objector to this proposed redevelopment which straddles the boundary between the Royal Borough of Kensington & Chelsea and the London Borough of Hammersmith & Fulham. Our objection has been focussed on the visual impact that the two tower blocks – one either side of the borough boundary – would have on the view along the River Thames from the south-western fringe of the City of Westminster in the vicinity of Grosvenor Road and Chelsea Bridge.

We have always regarded the proposed development as being two elements within one whole scheme; it is clear that one part cannot stand without the other. We now face a difficult situation whereby one part of the scheme has received planning consent (ie that in Hammersmith & Fulham), whereas the other (within Kensington & Chelsea) has been refused planning consent. This portends either an incomplete development or a botched compromise, unless of course the applicants appeal the Kensington & Chelsea decision, in which the matter will be for the Planning Inspectorate to determine on your behalf.

The Westminster Society submits that it would be in the best interests of all for the overall scheme (ie both applications) to be “called in” for determination by you. I appreciate that this might appear an over-reaction to what some people may regard as a project likely to lead to the regeneration of this part of London, but on balance, we feel that the issues

raised by proposals for what we regard as serious over-development along the banks of the River Thames be given a chance for a more strategic consideration in regard to London's (and the River Thames') wider interests.

I look forward to receiving your views on this issue. I am sending copies of this letter to Rt Hon Michael Portillo MP, Mark Field MP, the Government Office for London and officers at the City of Westminster, the Royal Borough of Kensington & Chelsea and the London Borough of Hammersmith & Fulham.

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PETER R HANDLEY
HONORARY SECRETARY

ISSUES20
LOTSROAD7

Mayor's Office

Rt. Hon. John Prescott M.P.
Office of the Deputy Prime Minister
Eland House
Bressenden Place
London
SW1E 5DU

City Hall
The Queen's Walk
London SE1 2AA
Switchboard: 020 7983 4000
Minicom: 020 7983 4458
Web: www.london.gov.uk
Our ref: PDU/0066TC16
Date: **52 DEC 2003**

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Dear John

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

Lots Road, Hammersmith & Fulham

I write in connection with the referral to you of the planning application by Circadian for the conversion and redevelopment of the Lots Road Power Station and surrounding site for residential use, including a 37 storey tower in the London Borough of Hammersmith & Fulham. This proposal represents a very significant and strategically important planning application for London. It was referred to me under the provisions of the Town and Country Planning (Mayor of London) Order 2000.

I was consulted at the very beginning when the scheme was emerging. I have been closely involved in the appraisal and development of the proposal since that time. At the early submission stage, I supported the proposal, but sought additional consideration of some detailed design issues, an increase in affordable housing provision, and contributions to be made to public transport provision.

I am satisfied that the outstanding issues have been satisfactorily resolved and that the proposal is now consistent with national and regional planning policy and my emerging spatial development strategy (the draft London Plan), which has been through the Examination in Public and is due to be published in January at the earliest. I have therefore decided in this case not to direct refusal of planning permission. I consider the proposal is in the interests of good strategic planning in London, and I support Hammersmith and Fulham Council's resolution to approve the planning application, for the following reasons:

- The site is one of a few large opportunity sites within central London that could deliver a significant contribution to the draft London Plan's housing targets. The developer has contributed significant funding towards public transport improvements to upgrade the current level of public transport accessibility to the site, as considered through the Environmental

Impact Assessment and to the satisfaction of Transport for London. This involves proposed works in both the Kensington & Chelsea and Hammersmith & Fulham and the package as a whole forms a basis for Hammersmith & Fulham Council's resolution. The developer has stated its willingness to commit the full package of transport improvements even if only the Hammersmith & Fulham scheme proceeds.

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- Given the proposed improvements to public transport, the density of development proposed for the site is considered to meet the guidelines set out in the draft London Plan. The density of development proposed also allows for the delivery of a significant level of affordable and private housing on the site. The increased level of affordable housing from the original application meets the requirements of the draft London Plan.
- The design of the scheme is of a high quality, with the tower contributing positively to the London skyline and the setting of the Thames and the Lots Road Power Station, and has the support of CABI and English Heritage. Accessibility into and through the site and the creek is a significant urban design gain. The legibility and permeability of the scheme has been further enhanced by amendments to the layout and the overall design quality is high.
- Overall, the development is in the interest of good strategic planning in London.

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

I understand that Hammersmith & Fulham Council has referred its decision to you, in order for you to determine whether or not to call the application in. A call-in would not in my view enable a more robust planning decision to be made. It would lead to a lengthy public inquiry to rehearse issues already fully considered by Hammersmith & Fulham and the GLA. It would also result in uncertainty and considerable delay in delivering the outcome. Further delay could also jeopardise the whole scheme, which I believe would be detrimental to the interests and economic well-being of London.

As the strategic planning authority for London, I consider that the development proposal is of regional importance, but does not involve national interest.

In the interests of quick and effective planning that will be beneficial to London and in line with your proposals to reform the U.K. planning system to speed up decision making, I urge you to allow Hammersmith & Fulham Council's decision and my decision to stand, and that you reach an early conclusion that you need not intervene further in this planning application.

Yours sincerely,



Ken Livingstone
Mayor of London

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cc Angie Bray, London Assembly Constituency Member
Andrew Melville, GoL
Sam Richards, TfL
Anne Crane, LDA
Jim Pool, Montagu Evans
Paul Calvocoressi, English Heritage
Peter Stewart, CABE
Steve Moralee, Hammersmith & Fulham Council
Michael French, Kensington & Chelsea Council

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