ROYAL BOROUGH OF KENSINGTON & CHELSEA

DOCUMENT SEPARATOR

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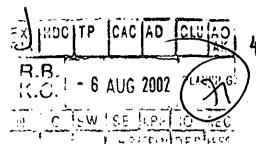






THE ROYAL BOROUGH OF KENSINGTON AND CHELSE.
THE TOWN HALL KENSINGTON W8 7NX

Tel: 020 7937 5464 Fax: 020 7938 1445



Dear Mr French,

I enclose copies of letters I have just received (Prawing been away on holisay) from interested ponties regarding the dist Road Sower Station development proposals—currently proposed by Circadian. It is highly likely that you already have copies. I trust you will take them into account although it is after the end of fully.

Then convenient I would appreciate acknowledgement of receipt.

Thank you very much for your consideration.

your sincerely,

Coucillor Mrs Jennifer Kingsleg

M. freuch Esq Executive Director Planning & Communition RBK+C

encs. Julia Polak, Imperial Pollege address (letters)
Keith Hoog Kinson Chebra Houbour NesiJent
Frank Presland "
J. Maherahi" "
JP Doyle "
Holy Cato
C. Wilkingon Jas Road resident

* originals- I have copies

ENVIRONMENTAL SERVICES

INTERNAL MEMORANDUM

TO:

John Thorne

ROOM NO:

Planning

CC:

FROM:

Richard Case

ROOM NO:

richard.case@rbkc.gov.uk

TELEPHONE:

020 7361 3747

EMAIL:

REF:

DATE:

SUBJECT:

05 August 2002

Lots Road Power Station

August 2002

John

In preparation for the meeting on Thursday to discuss the revised planning application for the power station I thought it may be useful to outline some of the outstanding issues, as of today.

My assessment will focus on the following elements:

Can the highway network cope with the traffic impact from the development?

Will the development have an adverse impact on the operation of the CPZ?

Are the transport mitigation measures proposed desirable?

Are the transport mitigation measures proposed adequate for the scale of the development?

Initial indications are that we may have a conflict with TfL over the public transport measures proposed and the level of car parking provided.

Use of Consultants

Consultants will not be required to assess the impact of the proposal. The use of consultants to assess the traffic modelling of the junction performance may be necessary.

Junction design

Transyt work to be assessed. May need Linsig of Cremorne Road Junction. TfL satisfaction does not guarantee RBKC satisfaction as TfL could require all traffic to queue on RBKC highway.

Extent of highway boundary at Cremorne Road to be verified.

Desirability of segregated cycle track to be considered (TfL suggestion)

Bus Priority

Need for relocation of P&D parking on Lots Road is questioned. (TfL suggestion?). Arrangements for relocation unsure at present.

AVL beacons required on Embankment and RBKC roads. These will have an impact on streetscene. No details at present. (TfL request)

Car Parking

Arrangements on Lots Road unsure.

Car free- currently unable to modify TMO. Unenforceable without this. Applicant should provide adequate parking, so as not to add to demand. (TfL indicated likely to be conflict with Mayor of London)

Geometric design and access arrangements yet to be assessed

Bus improvements

Impact of relocation of C3 yet to be addressed

No 'Filling the Gap' type service any more to increase North-South services in RBKC. How Embankment service will attract executives yet to be demonstrated.

Rail

WLL, an additional £500,000 now promised (Total £1 million). Is this really needed for Orbitall of will this be only large station on the route?

C-H Line: What can applicant do to assist RBKC position?

River

Question enforceability of continued subsidy?

Phasing

Phassing for this application yet to be seen. Should have PT available at start of development.

Trip Rates

Revised rates received, based on RBKC ccalculation. To be assessed
Traffic distribution agreed, less over river than previous application
No allowance for PT improvements (ie worst case) but impact of Imperial Wharfe not currently seen on the ground. Residents perception will be that things get a lot worse.

Environmental Cell

All detail should be reserved until after PP. S106 should only indicate extent of funding available. Relocation of P&D will increase traffic speeds in Lots Road, if unmitigated. Design of site accesses yet to be assessed

Travel Plan

The 'Stick' for developer still to be developed. I.e. targets, penalties etc.

Car Club

How the City Car Club can be located on site to be addressed rather than a developer only scheme. RC awaiting guidance from operator.

Construction

Impact of construction traffic, staff etc still to be considered.

PTAL

I will not be assessing the application solely on the basis of existing and proposed PTAL levels as these are primarily useful to commercial uses, as for the journey to work people are prepared to walk longer distances.

The above is a very quick and rough assessment of the areas that still require work prior to being able to prepare an assessment of the development. So far my assessment has concentrated on the entire site. Is it necessary to also assess the element within RBKC and the transport measures necessary for this scenario?

I hope this helps

Richard

PLANNING AND CONSERVATION

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

Mr. Keith Hodgkinson, 25 The Quadrangle, Chelsea Harbour, LONDON, SW10 0UG. Switchboard: Extension:

Extension: 2944
Direct Line: 020 7

Facsimile: Web: 020 7361-2944 020 7361 3463

020 7937 5464

www.rbkc.gov.uk

6 August 2002

KENSINGTON AND CHELSEA

HE ROYAL

My reference: EDPC/MJF

Your reference:

Please ask for: Mr. French

Dear Mr. Hodgkinson,

Lots Road Power Station

Councillor Barry Phelps thanks you for your kind letter of 26 July regarding the new application for the above development; however, he is now Cabinet Member for Planning and Conservation Policy and so your letter has been forwarded to Councillor Tim Ahern, Chairman of the Planning Services Committee, for his attention. I would assure you that your objections will be very carefully considered and reported to the Committee when the application is determined.

Yours sincerely,

M. J. French,

Executive Director, Planning and Conservation.

c.c. Councillor Tim Ahern – Chairman, Planning Services Committee.

Councillor Barry Phelps – Cabinet Member for Planning and Conservation Policy

PLANNING AND CONSERVATION

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

Ms. Holly Cato, 13 Chelsea Crescent, Chelsea Harbour, LONDON, SW10 0XB.

0/51

Switchboard:

Direct Line:

020 7937 5464

Extension: 2944

020 7361-2944

Facsimile: Web: 020 7361 3463

www.rbkc.gov.uk

6 August 2002

KENSINGTON AND CHELSEA

THE ROYAL
BOROUGH OF

My reference: EDPC/MJF

Your reference:

Please ask for: Mr. French

6/8

Dear Ms. Cato,

Lots Road Power Station

Councillor Barry Phelps thanks you for your kind letter of 21 July regarding the new application for the above development; however, he is now Cabinet Member for Planning and Conservation Policy and so your letter has been forwarded to Councillor Tim Ahern, Chairman of the Planning Services Committee, for his attention. I would assure you that your objections will be very carefully considered and reported to the Committee when the application is determined.

Yours sincerely,

2194

M. J. French,

Executive Director, Planning and Conservation.

c.c. Councillor Tim Ahern – Chairman, Planning Services Committee.

Councillor Barry Phelps – Cabinet Member for Planning and Conservation Policy



French, Michael: PC-GrpSvc

From:

French, Michael: PC-GrpSvc

Sent:

٠,

06 August 2002 15:35

To:

Cllr-Kingsley

Subject:

Lots Road Power Station

Dear Councillor Mrs. Kingsley,

Thank you for your letter of 4 August enclosing copies of correspondence you have received from local residents regarding the above development. I have passed this correspondence to the case officer, Mr. Thorne, for careful consideration and reporting to Committee when the application is considered.

M. J. French, Executive Director, Planning and Conservation. 020 7361 2944

1

Royal Borough of Kensington and Chelsea rectorate of Planning Services - Policy Observations

	Directorate of Planning Services - Policy	Observ	<u> </u>		
TP No: PP/02/1324	Address: Lots Road Power Station and Chelsea Creek,	Date Received		Date of Ols. 7/8/02	
UDP Prop Alts Paras/Policies	SW10.	Obj.	_	No obj.	
	Development: Revelopment of powerstation to	HMO?	No. of Dwelling Units		
	provide a mixed use scheme including residential units,		Existing	Proposed	
	retail, offices, light industrial units and ancillary	D.C. Officer		Policy Officer	
	residential units with works to Chelsea Creek.			CT/MS	

Site:

This new application relates to an enlarged 'Site A', covering 1.53 ha, including an area of land to the north of Chelsea Creek and Basin. The application includes the Generating Building and the East Yard. The new application now includes development of the West Yard Pump House Building, but not the West Yard itself or the Bulk Supply Unit. The Bulk Supply Unit will still be retained by L.U.L. to run the Underground from the National Grid. Access to the Bulk Supply Unit will be via the West Yard.

Business use and social-economic uses

General mix of commercial/housing uses

The development remains a predominantly residential scheme with 'supporting' commercial and community uses. However, as requested the applicants have revised the proposals to increase the amount of business floor space within 'Site A'. A total of 12,446 sq. m. of non-residential accommodation (not including 17,624 sq. m. of car parking) is proposed rather than the 12,129 sq. m. of the original application. However, the applicants have increased the amount of amount of business floor space. (In this context business floor space relates to Class B1(a) office, and Class B1(c) light industrial uses.)

The applicants propose a total of 6459 sq. m. of business floor space. (an increase of 1626 sq. m. or 33% over the original application which included 4833 sq. m. of business space). This includes 4888 sq. m. of office space, located on the first floor of the generating building. The remaining 1571 sq. m. of the business space is made up by light industrial units. These will be located on the ground floor of Blocks KC2 and KC4 and the basement of KC3. The increase of business floor space is largely at the expense of the proposed museum and the unspecified 'community uses'.

Whilst the increase in floor space is a relatively small increase in terms of the total floor space of the entire development of Site A, it is significant in relation to existing floor space within the Lots Road Employment Zone. The applicants have carried out a survey of the Lots Road Employment Zone, and have concluded that the Employment Zone currently provides approximately 38,000 sq. m. (GIA) of floor space and approximately 1090 jobs. (Section 10.3.3). The proposed 6,459 sq m. of business floor space (which equates to a GIA of 5,403 sq. m.) is estimated to result in the creation of 315 jobs. The estimated 45 jobs created in the light industrial sector and the 270 jobs in the office and light industrial sectors are considered to be particularly desirable as will meet the specific employment needs of the Borough's residents. The applicants estimate that these business jobs will be augmented by 44 jobs created by an additional 1,777 sq. m. of retail floor space; 15 jobs created by the 338 sq. m. restaurant, 10 jobs created by 1,200 sq. m. of gym floor space and 10 jobs created by the 217 sq m. of the estate management office. (Table 10.1 of the Environmental Statement).

I consider that this estimate of the creation of 400 jobs on Site A is realistic. This compares to an estimated total of 1090 jobs currently operating within the Employment Zone.

Para 6.4.16.x of the UDP recognises that this site, as a Major Development Site within the Lots Road Employment Zone, has the potential for both business development as well residential development.

Royal Borough of Kensington and Chelsea Directorate of Planning Services - Policy Observations

The site should make an important contribution to the stock of business premises, employment and activity within the Zone. I am satisfied that the proposed creation of 6459, sq m. of class B1 business use, the 2115 sq. m. A1 and A3 class uses and the 1764 sq. m. of ancillary residential (gym, estate management etc.) is in keeping with the function and purpose of the Employment Zone and does make an "important contribution" to the function of the Zone. The proposed 12,440 sq. m. of non residential accommodation, and the estimated 400 jobs created, equates to approximately a third of current floorspace/current jobs of the existing Employment Zone.

I consider that it would be difficult to justify a refusal on the grounds of the provision of inadequate commercial space. The applicants have stated in section 10.4.1 of the Environmental Statement that "it is considered that the proposed scheme will have a moderate, beneficial impact upon employment through the creation of approximately four times the employment currently present on the site. This is considered to be the maximum level of new employment appropriate for the Lots Road Employment Zone." Whilst it is likely that further employment floorspace could be created without jeopardising the current function of the Employment Zone I would concur with the applicants conclusions in this case. The total amount of employment floor space will have a beneficial impact on the nature of the Employment Zone. Therefore, I consider that the proposal will comply with policy E23h.

I note that the ground floor of all the blocks within Site A are occupied by non residential functions. In particular the Lots Road frontage is commercial in nature. Block KC2 and KC4 have a light industrial frontage whilst the Powerstation Block KC has a retail frontage. This commercial frontage of Lots Road is seen to be significant as will contribute to the character and function of the Employment Zone.

Light industrial uses

A condition or S106 agreement would be appropriate to retain the supply of light industrial floorspace, and preclude it from changing to a B1(a) use. It is acknowledged that under the current use classes order light industrial uses can change to office uses without the need for planning permission. The use of a S106 agreement of relevant condition would accord with Policy E23d.

The proposed light industrial space would appear to have been appropriately designed, with a range of unit sizes provided. They should be designed to allow future flexibility with regard to unit sizes. A diagram illustrating how the applicants intend to service all the light industrial units would be useful. Similarly a section illustrating the floor ceiling heights, access to the light industrial units would also be useful.

Paragraph 5.3.1 of the applicant's Environmental Statement state that light industrial workshops of various sizes will be available a reduced rates to local businesses on the ground floors of Blocks KC2 and KC4. This is welcomed and accords with the suggestion made by Vera Gajic in her letter to the applicants of 14 May 2002. Further clarification/quantification from the applicants would be useful. These units should be sucured using a S106 agreement.

Gym use

The development proposes the creation of a gym, with a floor area of 889 sq. m, on the ground and first floors of Block KC1. The Council's Lots Road planning brief seeks public access to any sport and leisure use provided on the site. This would be in line with Policies LR4 and LR5 of the UDP. Para 11.2.8 of the UDP states that S106 planning obligations should be used to ensure public access to sports and recreation facilities. A S106 agreement ensuring an opportunity for public access at reasonable times would be appropriate in this case.

Retail uses

Retail uses do provide an employment function and are considered to be appropriate as part of a mixed used scheme. The Lots Road area is recognised as an area deficient in local shopping facilities

Top copy DC case file; Second copy to Policy Obs. file; third copy to be retained by Policy Officer

Royal Borough of Kensington and Chelsea Directorate of Planning Services - Policy Observations

(Retail Capacity study, 1999). The Council would encourage the provision of a small convenience store as part of the proposals. The amended proposal reflect this need and includes this use. The applicants have indicated that the unit will be provided within Block KC2. A \$106 agreement may be necessary to ensure that this use is provided.

The submitted plans and table 4.3 of the submitted environmental statement indicate some of the proposed retail units as being within class A1/A2. Clarification is required.

Other non-residential uses.

Section 5.3.1 of the applicant's Environmental Statement states that a number of commercial and community uses will be provided which are intended to complement those which already exist in the area. In particular the applicants intend to provide banking facilities, a doctor's and a dentist's surgery. There is a recognised shortage of these facilities in the South West Chelsea Area, as highlighted by para. 8.5.4 of the UDP. Policy S20a specifically seeks to encourage banks in the South West Chelsea Area. SC4 and SC5 seeks to encourage new social and community uses which meet local needs. Para. 6.6.17 highlights the shortage of NHS GPs in the Chelsea Area.

However, the applicants have not indicated where or how they intend to provide these facilities. They should be provided at the expense of a retail or ancillary residential use rather than a residential or a business use. A S106 agreement may be an appropriate mechanism for ensuring that these facilities are provided. Special attention will be required to ensure that the doctor's surgery complies with those standards set out by the local health authority. Have the applicants been in discussion with the local health authority?

Thames Path

The applicants intend to extend the Thames Path alongside the river on both Site A and Site B. The two stretches will be connected by a new bridge across Chelsea Creek. The continuation of a riverside walk is welcomed and accords with Policy CD5. However, the applicants have not supplied any details of the intended form of the path. I understand that Hazel Fleming of the Countryside Agency has already contact the applicants to discuss the form of the path. Guidance is given in the Thames Path Good Practice Guide, 1998.

Environmental Impact Assessment.

The applicants have prepared an Environmental Statement with regard to the EIA Regulations, 1999. The Environmental Statement is similar to that submitted with the original 2001 application. Concern was raised regarding exposure to exposure to non-ionising electromagnetic radiation generated by the adjacent bulk supply unit. I note that in section 14.8.4 the applicants have stated that the levels will be monitored once the bulk supply unit has become operational. A S106 agreement may be appropriate to ensure that this monitoring does occur.

I understand that discussions regarding the provision of the residential accommodation form a separate observation.

Possible contents of a S106 agreement.

In summary the following aspects could be included within a S106 agreement:

- The retention of the supply of light industrial floorspace, and preclude it from changing to a B1(a) use;
- the provision of a local convenience shop;
- the provision of banking facilities;
- the provision of dentist's and GP's surgery;
- · reasonable public access to the gym;
- the provision of light industrial units at reduced rents; (speak to Vera Gajic)

Top copy DC case file; Second copy to Policy Obs. file; third copy to be retained by Policy Officer

Royal Borough of Kensington and Chelsea Directorate of Planning Services - Policy Observations

- contribution to the neighbourhood renewal strategy, to assist local people access jobs and services; (speak to Vera Gajic)
- the provision for construction training; (speak to Vera Gajic) and
- the monitoring of non-ionising electromagnetic radiation generated by the bulk supply unit.

Further information required.

In summary I would suggest requesting:

- a large scale section of proposed light industrial units, giving details of floor/ceiling heights, level entrance etc;
- details of servicing of the light industrial units, including details of service lifts where necessary, access doors etc;
- details of the applicants proposed treatment of the riverside walk; and
- clarification about the proposed A1/A2 use, local convenience shop, doctor's and dentist's surgery and banking facilities.

Enclowed.

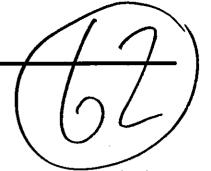
Thorne, John W.: PC-PlanSvc

From: I Sent: (

Logan, Stanley: HS-PlanRes

09 August 2002 14:36

To: Subject: Thorne, John W.: PC-PlanSvc new Application: Lots Road



John, with reference to the new application and the project team meeting yesterday. From Housing's perspective the current application is an improvement on the first application. They have offered 35%, which meets the UDP requiement of 33%, though should we not be seeking more as endorsed by the UDP as this is a "major development site"? It is worth noting htat they have offered 50% on the site in H&F Setting aside the question on the amount of the provision of affordable housing, they have, in part, addressed some issues concerning mix and size of units. However, almost 40% of the proposed affordable units are single person "key worker"units. They have been in to see me and I told them point blank we would not agree an element of the affodrable requirement being "key worker". The Council's position, as outlined in the response to the Mayor's proposals, is that any key worker accommodation should be over and above the UDP requirement. The units designated for key worker housing are those immediately adjacnt to the private residential tower, what I would describe as a "barrier block". Basically they don't want their perception of Social Housing Tenants living next door to private residential owners.

I had a very frank discussion with them and told them honestly that with this number of units we would be looking at a lettings plan and it was unlikely that we would want to refer only all homeless families. We would be attempting to create a balanced community which would involve transfer tenants and others from the housing register not clased as in "acute housing need". With that in mind, Terry Fuller, from Taylor Woodrow, raised the question on accommodation for the elderly. I told him it might be a runner (our members are concerned about the lack of residential beds available for frail elderly in the Borough) and that we might consider some of the requirement be met in this way. I have subsequently met with colleagues in Social Services and we would like to pursue the provision of some "extra care" units (min. in the model is 20 units). These would basically be high standard 1 bedroom units designated for use by the elderly with a range of support needs from very low levels (as in sheltered housing) to the higher end (almost nursing levels). The units would be flexible enough to be used for others eligible for social housing (should there be a drop in demand from elderly residents). I got a clear steer yesterday at the project team meeting that it would be acceptable to pursue this option with the developer and perhaps to also explore some affordable ownership options which would retain any such units as affordable in the future.

I will continue discussions with the developers to address the mix and tenure and will keep you informed of those discussions. I would appreciate views on the % amount we should be pursuing.

Stan Logan

Housing Initiatives Manager Royal Borough of Kensington and Chelsea Tel. 0207 361 3181

Fax. 0207 361 3861

E-mail: stan.logan@rbkc.gov.uk

Memorandum

The Royal Borough of Kensington and Chelsea - Planning Services

To: of:

Room:

Jacky Griffin

From:

Michael French

Executive Director, Education & Libraries of: Room: Executive Director, Planning &

Ext:

Conservation 2075

Your ref:

My Ref:

DPS/DCSW/JT/PP/02/1324

cc:

Derek Myers

Date:

12 August 2002

Re: Lot's Road Power Station

You may be aware that a planning applications for redevelopment for the Power Station site which involves land both in RBKC and Hammersmith and Fulham, were refused permission by both authorities earlier this year. I enclose correspondence from the history file relating to the possible impact on education provision. It is noteworthy that the refusal by Hammersmith and Fulham included a reason relating to education provision. That by RBKC did not.

Revised planning applications are now before both authorities. I enclose also an extract from the environmental statement giving a breakdown of the elements proposed on both sites.

The initial meeting of the K&C project team took place on 8th August. I will forward the minutes when they are available.

It was suggested at the meeting that it would be appropriate to re-examine the issue of impact on education provision. Consequently I would welcome your initial views on the matter and invite your representation at future project team meetings. If you wish to discuss the application or examine the submitted details, please contact John W Thorne the project team leader on extension 2467.

M J French

FILE



Education, Libraries and Arts Business Group

Date: 14 August 2002

To:

Mike rench

Executive Director

Planning & Conservation

ccs.

Jill McAleer

Gail Elrick (for information)

From:

Jacky Griffin

Executive Director

Education, Libraries and Arts

Subject:

LOTS ROAD POWER STATION DEVELOPMENT

Thank you for your memo of 12 August 2002 about this and the copies of correspondence relating to the impact on education provision. I see from the copy of the memo from Roger Wood, that you attached, that it is suggested that there are sufficient primary school places. No mention is made in Mr Wood's memo of the need for secondary school places.

I will ask Jill McAleer, Head of Research and Information, to attend future project team meetings, as you suggest. I think she will be best placed, at least initially, because she is responsible for information on pupil places and demand for future school provision. It may, however, be that subsequently additional or alternative representation is needed, but we can consider that at the time.

JACKY GRIFFIN

Executive Director

Education, Libraries and Arts

ref: ...\memos\august\french



THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA
THE TOWN HALL KENSINGTON W8 7NX

Tel: 020 7937 5464 Fax: 020 7938 1445

From: Councillor Daniel Moylan, Deputy Leader of the Council

DM/sm

Ben Eastop, Esq.,
Project Manager,
Association for Cultural Advancement through Visual Art,
54, Blechynden Street, S.W.6.

Dear Mr. Eastop,

Thank you for your letter of 11th July and I am sorry for the delay in replying but it has taken me a little time to make myself familiar with the background to your letter.

As I believe you will recall, the possibility of introducing public art in connection with the establishment of the Thames Bicycle Route in the Lots Road area was deferred pending proposals from the developers of the Lots Road Power Station. The developers' proposals are now well advanced and I understand that you are in touch with the Executive Director of Planning and Conservation to see what can be achieved on that front. I shall leave him to reply to you directly on those discussions.

This letter is solely a response therefore, to your request that Mr. Stephen Skrynka's bronze "ear" sculptures, incorporating low level sound recordings of voices and stories recorded amongst residents of the World's End estate, be introduced permanently into Cremorne Gardens.

I think the sensible way to take this forward would be for you to send to the Director of Waste Management and Leisure (Mr. Norman Cook, who is responsible for parks and open spaces) either an image or a maquette of the works so that we may consider the proposal in greater detail. Depending on our initial reactions, a meeting and presentation might then be sensible.

Mr. Cook will look forward to hearing from you.

Yours sincerely,

p.p. Daniel Moylan

cc. Cllr. B. Phelps

Mrs. A. Stamatiou

Mr. M.J. French, F.R.I.C.S.

Mr. M.J. Stroud, B.Sc., etc.

Mr. N.W. Cook, B.Eng., etc.

Mr. P. Ramage

Mr. R. Mount

PLANNING AND CONSERVATION

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

Ben Eastop **ACAVA** 54 Blechynden Street London W10 6RJ

Switchhoard:

020 7 937 5464

2467 Extension:

020 7361 2467

Direct Line: Facsimile:

020 7361 3463

Email:

johnw.thorne@rbkc.gov.uk

KENSINGTON AND CHELSEA

THE ROYAL

20/08/2002

My reference: DPS/DCSW/JT

/PP/02/1324

Your reference:

Please ask for: John W Thorne

Dear Mr Eastop

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

Thank you for your letter of 11th July 2002 regarding public art installations on the Thames Path.

Policy LR30 of the Unitary Development Plan for the Royal Borough encourages the provision of public art as follows:

'LR30 - TO SEEK PROVISION OF ARTS, CULTURAL AND ENTERTAINMENT FACILITIES, NEW WORKS OF ART OR PERFORMING ARTS SPACE IN ASSOCIATION WITH DEVELOPMENT PROPOSALS WHERE APPROPRIATE.'

I have given notice to the developers at a recent meeting that the Council would be likely to seek funding for public art in the context of the above redevelopment by means of a Section 106 agreement if a satisfactory scheme can be negotiated. Their representatives did not express opposition in principle and stated they had some ideas of their own regarding public art works.

The riverside walk and some public open spaces are included in the revised scheme currently before this authority and the London Borough of Hammersmith and Fulham.

In order to progress this matter it would be appropriate if you could provide a short prospectus illustrating and describing the scheme to which you refer, and give an indication of the likely cost of implementation.

Please contact me on the above telephone number if you wish to discuss the proposals.

Yours sincerely

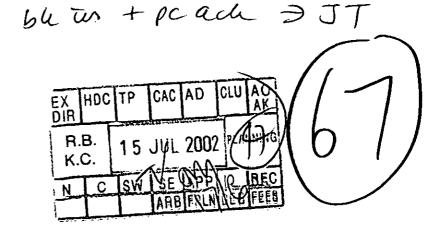
John W Thorne

cc. Bill Mount Amanda Smethurst

Association for Cultural Advancement through Visual Art



John Thorn
Planning Office
Kensington Town Hall
Hornton Street
London W8 7NX



11.7.02

Dear John Thorn

re Lots Road Generating Station development

I am writing to raise with you proposals developed by ACAVA for the inclusion of public art commissions as part of the planned development of the Lots Road generating station.

Some three years ago we undertook extensive research and consultation on behlaf of the borough and Sustrans to develop integrated art commissions as part of the Thames Cycle Route which passes along Lots Road. This led to the appointment of a lead artist, Stephen Skrynka, who developed a series of proposals for permanent works to be installed into the fabric of the street and pavements, and a programme of arts activities in the local community and schools.

Unfortunately our lottery application for funding the art programme wasn't successful and the project has been parked since then. The artist did however win an RSA award for a residency in the Transportation and Highways department working with Tom Mansfield and Bill Mount to develop the design ideas further.

Since then we have met with the architects for the development, Terry Farrells, who were, and still are, keen to see the inclusion of art as part of the overall scheme.

I understand that the plans for the scheme have been resubmitted for planning permission. We would like to pursue the inclusion of art commissions with the architects but this can only be achieved on any significant scale with the support of planning gain funds through a Section 106 or similar, perhaps less rigid, agreement. We also feel that the developers are much more likely to look at proposals for art commissions if this has the backing of the council, especially through the planning process.

kara teregi ili jiki kari ili tengan labih Jagan pengan

ACAVA 54 Blechynden St London W10 6RJ

telephone 020 8960 5015

facsimilie

We fully appreciate that the plans for the area may have altered considerably, and the artist's original proposals would need to be revisited. There is also the possibility of including other artists and perhaps looking at other sites apart from the street itself, such as the proposals for a riverside walk and public open space (if these are still in the plans).

We would be grateful if you could advise us on the best way to proceed with these proposals and would be happy to come and meet you or present the ideas to others in the council if appropriate at this time.

Many thanks for your consideration.

Yours sincerely,

Ben Eastop, Project Manager, ACAVA mobile - 07803 725 706

cc. Amanda Smethers, Arts Officer RBKC

cc. Bill Mount, Transportation and Highways, RBKC

Thorne, John W.: PC-PlanSvc

From:

Denington, Guy: ES-EnvHlth

Sent:

20 August 2002 12:10

To:

Thorne, John W.: PC-PlanSvc

Subject:

FW: Lots Road

John

Rather belatedly I realise the message below from Thomas Peel-Yates was not copied to you. Anyway I hope this is helpful in compiling comments for the response to the developer.

I assume from the meeting on the 8th that we are not expecting an immediate appeal on the expiry of the statutory period.

Regards

GUY.

----Original Message-----

From: Pe

Peel-Yates, Thomas: ES-ClnRecyc

Sent:

24 July 2002 15:34

To: Denington, Guy: ES-EnvHlth

Subject:

Lots Road

Guy,

As discussed on the phone earlier I have a couple of points to raise about the Circadian Planning Application for Lots Road, specifically Chelsea Creek.

The following comments are from Appendix E.

They favour 'Option C' (fully tidal, with artificially created flow during low tide). We agree.

However:

- Is there a way of checking flow rates and width of channel? The amount of potential scour, sedimentation and the size of particles resting on the bed depends on the quantity and velocity of the channel flow these are things that I now nothing about, and things that effect fish fry, invertebrate numbers etc.
- While they talk at great length about the creation of this channel flow and suggest sources for the water (including pumping ground water) I saw no long term commitment...this must go on FOREVER! not just for the next twenty years. While I realise that 'forever' is to long, can we guarantee a sufficient length of time that this channel will be maintained?

Ecological Value of the Creek:

- I could see no clear reference or plan of action about what Circadian really plan to do to the creek to enhance its
 Ecology value. They refer to correspondence with the Environment Agency (EA) and refer to recommendations
 made by the EA, but I saw no point where they say 'we will do as the EA recommend' or words to a similar effect.
- Once we have established exactly what they intend doing, we also need to be sure that they have suitable long term management plan of the creek and sufficient monies to maintain it (can we recommend that they pay a conservation organisation monies to maintain it for the next x years?).

It seems to me that they are trying to sound green and ecologically aware without actually committing to anything.

Please let me know if you require more information,

Thomas Peel-Yates Ecology Service Manager

ENVIRONMENTAL SERVICES INTERNAL MEMORANDUM

TO:

Rebecca Jane

ROOM NO:

Pembroke Road

CC:

John Thorne

FROM:

Richard A Case

ROOM NO: EMAIL:

richard asso@rbka accumb

TELEPHONE:

020 7361 3747

richard.case@rbkc.gov.uk

DATE:

22 August 2002

REF:

Lots Road

SUBJECT:

Traffic Generation

Rebbecca

Traffic Flows for Air Quality Work.

Please see attached letter from Symonds dated 5 July. I suggest that you use these traffic flows for your Air Quality work. I still have a concern that the traffic generation from the commercial element of the scheme is underrepresented, in the Transport Assessment (Appendix H). This is because it has been constrained by the spaces allocated, and some visitors will use the public car park and/or on-street parking. However, I think that this is likely to be a small proportion, especially during the peak periods, and in the interest of expedience the attached range flows should be used.

In addition, the residential trip rates used in Appendix H are low, and at my request the analysis has been revised using trip rates found at sites in the Royal Borough. I would expect the actual traffic generation from the site to be somewhere within the range of these two estimates.

I am satisfied by the distribution of this traffic.

No allowance has been made for the traffic reduction caused by other residents of the area transferring to the improved public transport services introduced as a result of the development. The area currently has higher than average car use. I would suggest that this impact can't be modelled and your assessment will therefore be a worst case.

This assumes that the LBHF devlopment proceeds.

If you need to discuss further please call me on 3747.

Richard/Case

Principal Engineer- Transportation and Road Safety

JEMMY

PLEASE SEND

HER A COPY OF

THE NOTIFICATION THAMES VALLEY HOUSING Mr French Thames Valley Housing Planning and Conservation Department **Association Ltd** CACTAD Premier House RB Kensington & Chelsea - 2 SEP 2002 PLANHIN 52 London Road The Town Hall Twickenham TW1 3RP **Hornton Street** Tel: 020 8607 0607 R.B. London Fax: 020 8607 9923 e-mail: info@tvha.co.uk **W8 7NX** K.C. Customer Service Centre Tel: 0845 607 7766 30th August 2002

Dear Mr French

Proposed Development at Lots Road Power Station, Chelsea

Thames Valley Housing owns properties at 11-34 Thorndike Close, London, SW10 OST.

I have recently been contacted by one of our tenants, Mr Desmond North of 29 Thorndike Close, regarding his views on a proposed development at the Lots Road Power Station. I believe Mr North has also written directly to you on this matter.

I wonder whether you could provide me with some details of the proposed development in order that Thames Valley Housing Association can consider the impact this development may have on our properties at Thorndike Close.

I look forward to hearing from you.

Yours sincerely

Tracey Lees
Housing Director

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From:

Logan, Stanley: HS-PlanRes

Sent:

30 August 2002 12:07

To:

Thorne, John W.: PC-PlanSvc

Subject:

Project Team Notes

John, I have looked at the notes you produced and wanted to clarify some of the points to avoid any misinterpretation of what was said and meant around the housing issues.

- 1. The note should make clear that I actually asked how much (what percentage) of affordable housing we were seeking, it just notes that I mentioned the UDP allows us to ask for more.
- 2 Re the next point in the notes, the concern was that the proposed mix which included a large number of studios designated for key workers was unacceptable as these units did not address our housing needs.
- 3. Re public subsidy from the Housing Corporation for the affordable housing on the site, I pointed out that the HC were now looking at strategic allocations on a regional and sub-regional basis and that this site could fall into that category. (RBKC is in the west London region) Ultimately that could mean that funding for this site might require us to provide referrals to some other boroughs.
- 4. Finally, when DM mentioned that developers were implying that 35% was a done deal I made it clear that I had not said anything to them which would give them that impression. This is overlooked in your notes.

Thanks

Stan Logan

Housing Initiatives Manager Royal Borough of Kensington and Chelsea Tel. 0207 361 3181 Fax. 0207 361 3861

E-mail: stan.logan@rbkc.gov.uk

PLANNING AND CONSERVATION

Your reference:

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

Lance Harris Anstey Horne 31 Newbury Street London EC1A 7NE

Switchboard:

020 7 937 5464

Extension: 2467

Direct Line: 020 7361 2467

Facsimile: Email:

020 7361 3463 johnw.thorne@rbkc.gov.uk

> **KENSINGTON** AND CHELSEA

HE ROYAL

04/09/2002

My reference: DPS/DCSW/JT

/PP/02/1929 &

Please ask for: John W Thorne

Dear Mr Harris

81-87 Ifield Road SW10

Lots Road Power Station SW10_

Further to our conversation following the public inquiry on 225 Earl's Court Road, I write in connection with two planning applications in respect of which I wish to seek your advice.

With regard to the Ifield Road site, please find enclosed application plans/sections and a sunlight/daylight report prepared by Malcolm Hollis in respect of a redevelopment to provide 23 flats. The particularly contentious issue in this case is the impact on the basement and ground floor flats at the rear of the site. This is a revised scheme submitted following withdrawal of an earlier application.

My view is that infill redevelopment of this site for residential accommodation is acceptable in principle.

I would be most grateful if you could carry out an analysis of the Malcolm Hollis report and its conclusions. I am reasonably favourably inclined towards the current scheme in terms of its design and townscape impact but wish to be satisfied with regard to amenity impact. It is my intention to make the scheme the subject of a report to this Council's Planning Services Committee in October 2002.

Please contact me on the above number if you wish to discuss the matter further or to arrange to meet on site. Please also indicate your estimated fee for this instruction.

The other application to which I refer is a major redevelopment of the Lots Road Power Station site. I am currently awaiting further submissions from the applicants' consultant Gordon Ingram prior to instructing you, however the site is close to Ifield Road and it may be useful to take the opportunity to visit it at the same time.

Yours sincerely

John W Thor Area Planning Officer For Executive Director, Planning & Conservation

French, Michael: PC-GrpSvc From: Corbett, Nicholas: PC-PlanSvc arwe d Sent: 06 September 2002 12:11 To: Thorne, John W.: PC-PlanSvc Bennett, Mark: ES-SSDD; Booth, Nick: PC-Plansvc; Case, Richard: ES-HwayTraf; Denington, Guy: ES-EnvHlth; Doolan, Ian: CP-Val; French, Michael: PC-GrpSvc; Gajig Cc: Vera: CP-Comm; Hughes, Amanda: ES-EnvHith; Jackson, John: PC-BigCtrl; Logan, Stanley: HS-PlanRes; McAleer, Jill: EL-ManagPR; Mcdonald, David: PC-PlanSvc; Mcgarvey, Joan: ES-SSDD; Morse, Paul: CP-Gov; Myers, Derek: CP-ChiefExec; Çotbet Nicholas: PC-PlanSvc; Rust, Tracey: PC-PlanSvc; Souch, Malcolm: PC-PlanSvc; Swinburne, Graeme: ES-HwayTraf; Turner, Chris: PC-RlanSvc Subject: RE: Project Team Meeting John: urban design input below for inclusion in your letter:

Layout:

In comparison with the formality of the layout upon the LBH&F part of the site, the proposed RBKC layout lacks coherence and appears fragmented. To ensure the master plan is coherent and consistent, there should be the same degree of formality in the layout for all parts.

The layout does not appear to make the most of the unique-qualities-and potential of the RBKC part of the site. Specifically, the square fronting the power station is likely to suffer from too-great a sense of enclosure, this is because of the height of buildings, positioning of buildings, and the small size of the open space.

The open spaces abutting the River Thames do not define the Thames Path in an appropriate way. For example, the open spaces abutting the River Thames become very narrow. Also, the public spaces abutting the River Thames are not defined by building frontages, as such they will suffer from a lack of surveillance and could be regarded as "left over" spaces.

Anew-layout is required which provides an active built-frontage onto the Lots Road, and which draws-pedestrians-from the street into a well-proportioned formal public space that extends to the River Thames. The revised layout should provide for a continuous built-frontage opposite the power station, one that defines the new public space and the Thames Path. The built frontage should provide surveillance over the whole of the public realm through elevation design and arrangement of uses.

The combined affect of the buildings and open space should be to define a clear link from Lots Road to the River Thames. A curved-terrace that progresses from Lots Road to the Thames Path is an option worth pursuing, especially because this could reflect the sinuous building lines that are proposed on the LBH&F side of Chelsea Creek.

Building Scale:

With regard to building heights, there are two main constraints. One-relates to respecting to the existing residential amenity of houses on Lots-Roads, and the other-relates to respecting the height of the parapet exall-of-the power-station. If new development exceeds the height of the parapet wall, it will subordinate the power station, a cherished local landmark. To respect the height of the power station's parapet, new development should not exceed 9/10 stories. However, new development should be considerably lower-than this fronting Lots Road.

Further Information required:

It needs to be clearly indicated where active building frontages are included in the master plan; active

frontages would be those with shop fronts or principal entrances into buildings.

We need 3D information to illustrate the sense of enclosure, and sense of place, within proposed open spaces, (sketches and models acceptable).

We need clarification of how the view photomontages have been produced and verified. For example, have site surveys been measured? How accurate are the images intended to be?

The produced and verified. For example, have surveys been measured? How accurate are the images intended to be?

The produced and verified. For example, have been produced and verified. For example, have surveys been measured? How accurate are the images intended to be?

We need to see the wire lines drawn in Brompton Cemetery/without trees in-place.

It would be helpful-to-have user-friendly drawings with their titles included in the bottom right hand corner so that titles can also be read when the drawings are folded. All layout plans should also have north points.

The following should be considered for inclusion in any section 106 agreement:

Design and implementation of a new stretch of Thames Path from Chelsea Creek to Cremorne Gardens, where access is currently denied, a cantilevered pathway over the river should be pursued.

Design and implementation of environmental improvements to Chelsea Greek all the way up to floodgates.

Design (in close collaboration with RBKC) and funding of environmental improvements to Lots Road and the area around the junction with Cremorne Road.

Provision of publicant Consul

Consideration should also be given to including improvements to the neighbouring boat yard and the environment of the houseboats.

-----Original Message-----

From:

Thorne, John W.: PC-PlanSvc 05 September 2002 16:25

Sent: To:

Bennett, Mark: ES-SSDD; Booth, Nick: PC-PlanSvc; Case, Richard: ES-HwayTraf; Denington, Guy: ES-EnvHlth; Doolan, Ian: CP-Val; French, Michael: PC-GrpSvc; Gajic, Vera: CP-Comm; Hughes, Amanda: ES-EnvHlth; Jackson, John: PC-BlgCtrl; Logan, Stanley: HS-PlanRes; McAleer, Jill: EL-ManagPR; Mcdonald, David: PC-PlanSvc; Mcgarvey, Joan: ES-SSDD; Morse, Paul: CP-Gov; Myers, Derek: CP-ChiefExec; Nick. Corbett (E-mail); Rust, Tracey: PC-PlanSvc; Souch, Malcolm: PC-PlanSvc;

Swinburne, Graeme: ES-HwayTraf; Thorne, John W.: PC-PlanSvc; Tumer, Chris: PC-PlanSvc

Subject:

Project Team Meeting

I am awaiting confirmation of availability of a committee room for a meeting next Thursday 12th or Friday 13th. I will circulate details when known.

Attached is a first draft of a letter to the applicants setting out wants/concerns/S106 matters based on the responses to consultation so far. Please think about omissions and additions and come prepared to discuss. If you wish to add points it would be helpful if they were in the form of summary paragraphs which will fit the draft format.

-JT

<< File: Draft J Pool.doc >>

LRPJ MTG 12/8/02
• 57
NJC
RICHARD CHSE
CURIS TURNOR
CITRIS TURNER GUY DONNINGTON
MARK BENNETT SAPE
ATANDA HUGHES
RICHARD CAPOLL - VALUERS - E-MAIL UST
JERA GAJIC
REQUESTES FOR CONSULTATION.
GUY PONINGTON - ENU AGENCY CT NJC RC - MAYAR'S CONTENTS
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3.2.3 The current applications (PP/00/2059 & 2060) seek to change the use of the ground floor to provide a shop unit as described in 3.2.2 above. The unit would have glazed shop windows occupying the King's Road frontage and the first four structural bays on the Manresa Road frontage.

4.0 PLANNING HISTORY

- 4.1 The buildings were constructed on behalf of King's College in the early 1960s.
- 4.2 In view of the programme of disposal of sites within the Royal Borough by King's College, the application site was made the subject of draft planning guidelines. These were approved by the Planning & Conservation Committee for public consultation in October 1999 and again in February 2000 in an amended form. Adoption of an agreed final version was approved by the Committee on 3rd April 2000.

5.0 PLANNING CONSIDERATIONS

5.1 The planning guidelines set out the overview of the Council as follows:

"The overview of the Council is that the existing buildings, by virtue of their appearance and condition, detract from the character, appearance and function of their surroundings: In the long term, a comprehensive and appropriately scaled redevelopment of the site for residential purposes is considered to be the most appropriate outcome. The substantial nature of the existing buildings, along with the uncertainty over the future implementation of the proposed underground route however suggests that, in the interim, the site is most likely to be brought into beneficial use through the adaptation of the existing structures."

- The principal issues raised by the current applications are: the effect of the different composition of retail units within the College House building on the amenities of the area; the effect of the proposed new retail unit within Lightfoot Hall on the King's Road principal shopping centre and local amenity; and the impact on the area of a permanent retail permission rather than the ten year temporary consent granted in July 2000.
- 5.3 On the subject of shopping development, the adopted planning guidelines state that the site offers the opportunity:
 - "...to enhance the vitality and viability of the King's Road (West) Principal Shopping Centre in accordance with STRAT29.."

STRAT29 seeks to enhance the vitality and viability of principal and local shopping centres.

5.4 The King's Road (West) Principal Shopping Centre on its southern side extends to No 219 King's Road, opposite the site.

PP/00/02055: 8

AGENDA

UPDATE ON

bppuch Tian

IT LETTER TO PAVELOPER

- EVERTANG RECEIVED ?

COMMENTS ROWD TABLE.

3.0 PROPOSAL DETAILS

3.1 College House

- 3.1.1 The two pairs of applications relating to the College House building seek to vary and remove two conditions attached to a planning permission granted on 26th July 2000 for alterations and extensions to basement, ground and first floors in conjunction with the change of use to Class A1 (Retail), ancillary storage use, and Class B1 (Office) use. The permission includes the alteration and extension of the building by means of extensions to the basement, ground and first floors at the western end, and the addition of two floors stepping away from the residential properties on Carlyle Square topped by a plant room located towards the eastern end of the new flat roof.
- 3.1.2 The first of these conditions, No12 (The subject of applications PP/00/2055 & 2056) states:

'The retail use hereby approved shall consist of not less than four separate retail units and shall be so maintained.

Reason- To safeguard the amenities of the area.'.

The applications seek to vary the condition to allow a minumum of three rather than four retail units.

3.1.3 The second condition, No14 (The subject of applications PP/00/2057 & 2058) states:

The retail uses hereby permitted shall be retained for a limited period of 10 years, such period to commence from the date of first opening of any of the retail units and the use shall be discontinued at the end of this period unless the Council has, in writing, agreed to its continuing use.

<u>Reason-Permission</u> is granted for a limited period only to allow the authority to reasssess the development in the light of changing circumstances.

The applications seek to remove this condition.

3.2 Lightfoot Hall

- 3.2.1 The applications relating to the Lightfoot Hall tower block relate to the ground floor. Planning permission was granted on 26th July 2000 for refurbishment and upgrading of facade, installation of new glazed canopy over entrance and relocation of LEB sub-station. These works were in conjunction with refurbishment of the building for use as a privately operated students' hostel with 160 lettable rooms, each having en-suite facilities.
- 3.2.2 When originally submitted, the application featured a. retail unit with 220sqm floorspace occupying the corner of King's Road and Manresa Road. This aspect of the proposal was deleted prior to its determination.

ENVIRONMENTAL SERVICES

COUNCIL OFFICES PEMBROKE ROAD LONDON W8 6PW

Executive Director MICHAEL STROUD BSc DipTE CEng FICE FIHT FIMgt Acting Director of Environmental Health Neil Herbert MCIEH

Mr John Marsh Waterman Environmental Versailles Court 3 Paris Garden London, SE1 8ND Switchboard: 020 7937 5464

Extension: 5716

Direct Line: 020 7341 5716 Facsimile: 020 7341 5645

Email: Rebecca.jane@rbkc.gov.uk

Web: www.rbkc.gov.uk

22 October 2002

My reference: PP/02/1324 Your reference: Please ask for: Rebecca Jane

Dear John

Lots Road Power Station, and Chelsea Creek, London. SW10

I am sorry that we have not been in contact with you before now. Amanda Hughes, who was dealing with this application had to go on maternity leave earlier than expected and was unfortunately not able to write you before she left. In her absence, I will be looking after this case and you can contact me on the above telephone number or email address.

Before Amanda left, I understand she was going to write to you to with her comments following her initial assessment of the environmental statement, with regard to air quality, electromagnetic radiation and contaminated land. These conclusions have been sent to the planning department, which have been summarised in a letter sent to Mr J Pool at Montagu Evans on the 19th September 2002.

Air Quality

Construction Traffic

The air quality assessment is still not satisfactory as it has not taken into account the impacts from construction traffic. Construction traffic is a material consideration and therefore must be considered. According to the Environmental Statement, 'detailed estimates of the number and routes of construction-phase vehicle movements were not available at the time of writing, and therefore a quantitative assessment of potential air quality impacts from this source is not possible.' Environmental Health are unable to accept this declaration, as the pollution arising from construction traffic could be significant to the Borough working towards achieving the National air quality standards for the years 2004/2005.

I understand that the development will take approximately 10 years to construct and therefore measuring the impacts of the **development** in the year 2004 is not necessarily appropriate. As the development will not be built by 2004, it is likely that the traffic movements in this area will not be from the development itself, but will be from the **construction traffic** serving the development as it is built. Construction traffic must therefore be taken into account.

Modelling

The air quality assessment has also not reviewed the impact upon air quality in the year the development will be complete. The Environment Statement states that 'although the development will not be completed by 2004, this was chosen for modelling the 'with development' scenario since it is the year to which the Air Quality Strategy PM₁₀ objective relates'. Although, the year 2004 is the current objective for the pollutant particulate matter, a new standard has been set for the year 2010, which is a

î.

lot tighter and therefore should have been considered in this assessment. The year 2010 pig plos provided year when the development should be complete and therefore it should have been undertaken our another scenario.

The air quality assessment does not show whether the model has been validated prior to must future predictions. The model should have been run using the meteorological year, on we emission inventory is based for validation purposes. The results should then have been do against real-time monitoring data undertaken in the borough to show how close the model of the were with monitored results. Because no validation results have been shown in the air capital assessment, I am unable to determine how well the model is predicting.

Mitigation measures

KENSINGTON

Finally, the air quality chapter makes reference to mitigation measures during the demo**AND** GIDELSEA construction phase. I understand a range of control measures will be prepared as part of environmental management plan. This plan will need to be submitted to the Council at the planning application stage and must be comprehensive, covering all works of decontamination, demolition and construction, including a point of contact on-site to provide information and deal with queries from the public.

Electromagnetic radiation

It has been noted from the environmental statement that you will now be demolishing the West Yard Pump House building for the construction of a new affordable housing block (Block KC4). I understand the West Yard Pump House is currently located next to the bulk power supply and therefore by building houses close to the bulk power supply, increases the risks of exposing people to electromagnetic radiation.

I understand from the environmental statement that because the bulk power supply is not operational, you have been unable to determine the level of electromagnetic radiation from the transformers. However, these transformers will become operation after the 11th October and therefore an assessment of the health implication of the transformer station in proximity to residential units must be submitted. Details should show how the development design will be changed, or preventive measures included, if electromagnetic radiation is found to be a problem.

Contaminated Land

Information Handling

The land contamination information within the Environmental Statement has been difficult to review. It is not clear what additional investigative work has been undertaken since the first submission of the application. In fact, it would appear that no further site investigations have been carried out on the RBKC side. If this is not the case, please clearly highlight the additional work, as we do not wish to overlook anything.

It is also becoming increasingly difficult to distinguish between what is happening on our side of the development, and what is occurring on the Hammersmith and Fulham side and this is likely to cause further complications in the future. From now on, please split all works in to the two boroughs so that it is very clear what is happening within each - that way it will be obvious which borough should be dealing with what. Therefore please re-submit all works relating to Kensington and Chelsea in a separate document.

Risk assessment

I note that a risk assessment has now been submitted as an appendix. However, it is only a summary of the results and does not include all the detailed findings. Therefore it is not possible to know if the risk assessment carried out for our side of the development is adequate. Again it is not easy to separate the information provided for the two boroughs involved, so please supply all information for Kensington and Chelsea only.

Please can you also confirm whether the risk assessment has been carried out according to the CLEA model and CLR reports and the methodology used.

BORGUGH

Consultation _

As previously reported, the Environment Agency and Thames Water Utilities will need on this planning application. The Environment Agency because of the implications on and surface water and Thames Water because of discharges to foul sewer. I am aware that Environment Agency have received this application to review, but has Thames Water been

Groundwater

Groundwater will be a particular issue for this development. You refer to a document produced by CIRIA in the Environmental Statement that comments on the 'engineering implications KENSINGTON groundwater levels in the deep aquifer beneath London.' As you know, it places the site ANDIGHELSEA critical area for exceptional structures i.e. structures with basements deeper than about 20m and other structures whose foundations extend to between 30 and 50m below ground level. The ES states that the deep basements on site A will result in a localised diversion of lateral groundwater flow within the Terrance Gravel. This needs to be drawn to the attention of the EA and approved.

Remediation strategy

The remediation strategy submitted as part of the appendix is only an outline. It is too brief and does not go into the level of detail which is required. The environmental statement does state that detailed discussions on the remediation strategy will proceed in conjunction with the detailed design phases, once planning permission has been granted. This is not acceptable and a full detailed remediation strategy must be submitted and approved prior to planning permission being granted. Therefore please submit a detailed remediation strategy to the Council, which is applicable to the Royal Borough only.

Ground gas

Ground gas has been identified on site. Although preventative measures have now been considered for the development, I am concerned that no preventative measures are proposed for the buildings, which are located under basements. As I understand that in 'the area of the site where elevated gas concentrations have been found, gas protection measures comprising a gas impermeable barrier and ventilation layer will be incorporated in the buildings.' If this is happening in the RBKC side of the development (and this needs to be confirmed, as again it is not clear) and it is intended that these preventative measures will be used, we will need to have further details. This should be included in the remediation strategy.

In addition, the environmental statement states that the 'car park construction will remove the majority of the source of the potential ground gas'. This would indicate that not <u>all</u> of it will be removed. Are you relying on the car park ventilation system to vent any potential gas which might be produced? We would need confirmation that the car park ventilation system can be used in this way and is indeed sufficient, as there is no evidence that this would work.

I am also very concerned that the contamination chapter concludes that a more detailed assessment of the risks posed to the development by ground gas needs to be undertake during dismantling, demolition, remediation and construction phases. Therefore how can you decide on preventative measures if you haven't yet finished assessing the risks?

Asbestos

Please confirm that the Health and Safety Executive has approved the methodology to be used in the removal of asbestos.

The Environmental Management Plan

And finally, the Environmental Statement concludes that the implementation of the appropriate procedures and works set out in the environmental management plan (EMP) will ensure environmental

risk is minimised and contained within acceptable limits. However, the EMP will not be produced until after planning permission has been granted. This is not acceptable and a detailed EMP submitted and approved prior to planning permission being granted.

If you have any queries relating to any of the above, please do not hesitate to contact me 5716.

Yours sincerely

KENSINGTON AND CHELSEA

Rebecca Jane

Environmental Scientist

Environmental Quality Unit.



From:

Logan, Stanley: HS-PlanRes

Sent:

31 October 2002 12:43

To:

Thorne, John W.: PC-PlanSvc

Cc:

Wild, Gerald: HS-PlanRes; Baigent, Mark: HS-PlanRes

Subject:

Lots Road

John, regarding the letter from Montague Evans 28th October on the Affordable Housing element. Initial comments are as follows: In terms of ratio of rented to S/O we have previously worked on a 80%/20% split. This proposal represents a 70%/30% split. Our preference would therefore be to have a reduction in the S/O and an increase in the housing for rent, say for example 114 for rent and 30 for S/O. The S/O element contains 3 x 3 bed which we believe could be too expensive (unaffordable) to our priority groups. For pragmatic reasons it's probably better not to have 3 bed for S/O. The sizes of the units, both for rent and S/O appear acceptable, however, the mix on the rent units is poor with 30% being 1 bed. Our preference would be for no more than 10% 1bed units, and the balance 50% 2bed, 20% 3 bed and 10% 4 bed Given that the rent units are in a newbuild block we would expect planning to insist on a %age to be to full wheelchair standards (is it 10%?) Regarding the entry level housing, I have queries about its affordability because of the(potentially high?) service charges(for which they have given no estimate). This may also effect the S/O units. Guidelines within the UDP say ... "The Council has a duty to provide affordable housing to meet the most pressing housing needs and the Council will use the rents set by RSL's working in the Borough as a basis for affordable housing to meet this obligation. Affordability will be assessed to take into account all relevant costs in order to keep outgoings of occupiers at an affordable level"

Stan Logan

Housing Initiatives Manager Royal Borough of Kensington and Chelsea Tel. 0207 361 3181

Fax. 0207 361 3861

E-mail: stan.logan@rbkc.gov.uk



Memo

To:

John Thorne

From:

Chris Turner

CC:

Date:

11/11/02

Re:

Lots Road, Housing.

Dear John

Further to your conversation with Chris Turner I confirm that I do not object to the principle that 35 per cent of the residential units proposed on the above site will take the form of 'affordable housing', with a further 5 percent taking the form of what has been defined as 'entry level housing'. This would comply with the Policies H22 and H23 which require that a significant proportion of affordable housing be provided on major development sites.

However, I am surprised that a significant proportion of the proposed RSL housing will be in the form of shared ownership rather than rented accommodation. My understanding was that the Council has a duty to provide affordable housing to meet the most pressing housing needs. (para. 5.5.11 of the UDP.) My understanding was that these needs are best met by renting from RSLs. However, I do understand that the detailed nature of the housing to be provided is Stan Logan's special expertise who has already been in negotiation with the interested parties.

Turning to the quality of the accommodation provided I am satisfied that the majority of units would comply with the Housing standards as set out in Chapter 13 of the UDP. However, I do note that the indicative unit sizes for the proposed one bedroom flats of the 'entry level housing' fall below these published size standards. The minimum size for flat with two habitable rooms, is 44.5 sq. m. rather than the 40. sq. m. proposed. The applicant needs to amend this accordingly.

Policy Team Leader

John.

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All orean wasts next put Mg Building Negl.

<u>a</u> (84)

Thorne, John W.: PC-PlanSvc

From:

Case, Richard: ES-HwayTraf

Sent:

19 November 2002 14:02 Thorne, John W.: PC-PlanSvc

To: Cc:

Yorke, Rachel: ES-HwayTraf; Campbell, Heather: ES-HwyTraf

Subject:

Lots Road



I have just spoken to Mike.

Just to let you know that last friday I met with Mike Lewin (Symmonds) and TfL (Richard Carr and a gentleman from London Buses) to discuss primarily the role of the West London Line in the Transport measures.

I am now waiting for TfL to provide details of why they think the WLL is essential and how the developers contribution will assist in delivering Orbirtail and other improvements to the WLL. London Buses are also going to review the bus measures to see what other improvements can be secured- if the WLL station is open at the start of the development as it now looks like it will be.

Symmonds intend to produce a supplementary transport report incorporating all of the sensitivity tests. junction modelling and modifications requested over the last year or so. They think this will submitted after the public exhibition nest January.

If you want further information please let me know.

Richard

Richard Case

Principal Engineer - Transportation & Road Safety

Extension 3747

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Embargo: for publication after 00.01hrs Monday February 24th 1997

Lifetime Homes match higher building standards with long term cost-effectiveness

Simple improvements to the design of every new home built in Britain would make them easier to live in for families with children as well as elderly or disabled people while saving money for owners and taxpayers.

Building to Lifetime Homes standards - developed over five years by a Joseph Rowntree Foundation task force - would add between £100 and £300 to the cost of a typical three bedroom house. But this would be offset by long-term savings on adaptations, according to the results of a cost-benefit analysis published

Owners and tenants would, meanwhile, enjoy the advantages of living in homes that were safer and more accessible for children, older people and wheelchair users - and which could be readily adapted if one of the inhabitants became infirm or disabled.

The Lifetime Homes standards identify 16 features designed to make homes more flexible and accessible. They include: level access to front and back doors; a car parking space that can be enlarged if necessary; wider interior hallways and doors; enough turning space for a wheelchair; easy-to-open windows with low sills; and sockets and switches at heights that are convenient to reach. The specification also ensures that handrails, hoists and lifts can be easily installed, if necessary.

Over 50 designs which the Foundation commissioned from architects demonstrate that Lifetime Homes standards can be achieved in almost any type of house, provided the concept is properly understood and applied imaginatively. Also published today, a survey of residents living in some of the 1,000 Lifetime Homes already built finds 90 per cent support for incorporating the same standards into every new home.

The 'ordinary' appearance of properties meant that most occupants had not noticed anything different about their homes. But when the specifications were explained, nine out of ten thought them flexible enough to meet changing needs during their lives.

Step-free paths and level entrances were especially welcome as a contribution to the safety of children and older people.

Nearly all residents agreed that it would be worth paying more in rent or on the purchase price for a property incorporating the Lifetime Homes standards. Most thought an extra 1 per cent would be reasonable - an amount that equals the estimated maximum additional cost to builders.

Cost effectiveness

Estimates by chartered quantity surveyors Walker Richardson, suggest that many of the Lifetime Homes standards - for example, level access and windows at a lower level - could normally be adopted at no extra cost. The additional cost of building a two or three bedroom house would only rise above £300 if a ground-floor toilet was not already part of the specification.

A cost-benefit analysis by Christopher Cobbold of research consultancy Pieda goes on to show how the immediate costs of building all homes to Lifetime Homes standards over the next 30 years would be offset against long-term savings averaging £250 per property.

Over £350 million a year is currently spent in England alone on adapting the homes of people who become disabled - 60 per cent of it from public funds. That figure is expected to rise significantly during the next half century as the elderly population increases. The report finds that future growth in spending on adaptations would be significantly reduced if *Lifetime Homes* standards were introduced as normal.

Calculating the average added value of introducing *Lifetime Homes* features at £248 per dwelling, the report concludes that they should be made mandatory for all new housing where the extra cost of incorporating them is under £250. But it adds that there would be other, unmeasurable benefits, in terms of quality of life, if the standards were adopted for every new home.

Richard Best, Director of the Joseph Rowntree Foundation, said: "France, Italy, the Netherlands, Spain and Sweden have already introduced regulations that require building standards comparable with those for *Lifetime Homes*. Is the United Kingdom prepared to do the same?"

He added: "Developers unfamiliar with the *Lifetime Homes* concept sometimes wrongly assume it adds excessively to space requirements and cost. Today's reports show how far this is from the truth. Not only would it be inexpensive to incorporate these standards into all new homes in the future, but there would be compensating savings for owners and for taxpayers.

"As well as giving a sense of spaciousness, the distinct features of *Lifetime Homes* make them highly adaptable to different needs over time - from parenthood to any temporary or permanent incapacity. With an ageing population, investment in good design at the outset will save heavy expenditure in the years ahead."

Note to Editors

- Designing Lifetime Homes, edited by Julie Brewerton and David Darton (£19.50), Costing Lifetimes Homes by Kim Sangster (£7.50) and A costbenefit analysis of Lifetime Homes by Christopher Cobbold (£9.95) are published by York Publishing Services Ltd., 64 Hallfield Road, Layerthorpe, York YO3 6LP. Residents' perception of Lifetime Homes by David Bonnett and Nicholas Walliman, is available from David Bonnett Architects, 72 Charteris Road, London N4 3AB.
- A six-page Foundations summary of all four reports is available here.
- The reports will be launched on Monday 24th February at an all-day conference at the Orts House Conference Centre, Albert Street, Camden, London NW1. Members of the press are welcome to attend.

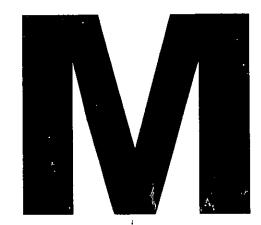
Back to top

Y SWYDDFA GYMREIG WELSH OFFICE



The Building Regulations 1991

Access and facilities for disabled people



José Halifoli

APPROVED DOCUMENT

M1 Interpretation
 M2 Access and Use
 M3 Sanitary conveniences
 M4 Audience or spectator seating

The Stationery Office

Section 6

MEANS OF ACCESS TO AND INTO THE DWELLING

Objective

- 6.1 The objective is to make reasonable provision within the boundary of the plot of the dwelling for a disabled person to approach and gain access into the dwelling from the point of alighting from a vehicle which may be within or outside the plot. In most circumstances it should be possible to provide a level or ramped approach.
- **6.2** On plots which are reasonably level, wheelchair users should normally be able to approach the principal entrance. Exceptionally, for more steeply sloping plots, it is considered reasonable to provide for stick or crutch users (see paragraph 6.9).
- 6.3 On plots where wheelchair users have approached the entrance; they should also be able to gain access into the dwelling house and entrance level flats!

APPROACH TO THE DWELLING

Design considerations

- 6.4 The provision of an approach which can be used by disabled people, including wheelchair users, will often be a matter of practicability. Variations in topography, available plot area, or the distance of the dwelling from the point of access, may all influence the type of approach that can be provided.
- **6.5** Normally, the provisions will apply to the approach to the principal entrance. However, if that is not possible in a particular situation, it would be reasonable to apply them to the approach to a suitable alternative entrance.
- **6.6** The approach should be as safe and as convenient for disabled people as is reasonable and, ideally, be level or ramped. However, on steeply sloping plots a stepped approach would be reasonable
- **6.7** If a stepped approach to the dwelling is unavoidable, the aim should be for the steps to be designed to suit the needs of ambulant disabled people (see paragraph 6.17).
- 6.8 Alternatively, the presence of a driveway might provide a better opportunity for creating a level or ramped approach, particularly if it also provides the sole means of approach for visitors who are disabled. The driveway itself could be designed as the approach from the pavement or footpath or may be the place where visitors park. In such cases, a level or ramped approach may be possible from the car parking space, particularly on steeply sloping plots.

- 6.9 It is important that the surface of a approach available to a wheelchair user be firm enough to support the weight of the user and his or her wheelchair and smooth enough to permit easy manoeuvre. It should also take account of the needs of stick and crutch users. Loose laid materials, such as gravel or shingle, are unsuitable for the approach.
- 6.10 The width of the approach, excluding space for parked vehicles, should take account of the needs of a wheelchair user, or a stick or crutch user (see paragraph 6.13).

NOTE

Account will also need to be taken of planning requirements, such as for new building within conservation areas. Location and arrangement of dwellings on the site is a matter for planning, whereas the internal layout and construction of the dwellings is a matter for building control.

Provisions

- **6.11** The Requirement will be satisfied if, within the plot of the dwelling, a suitable approach is provided from the point of access to the entrance. The point of access should be reasonably level and the approach should not have crossfalls greater than 1 in 40.
- **6.12** The whole, or part, of the approach may be a driveway.

Level approach

6.13 A 'level' approach will satisfy the Requirement if its gradient is not steeper than 1 in 20, its surface is firm and even and its width is not less than 900mm.

Ramped approach

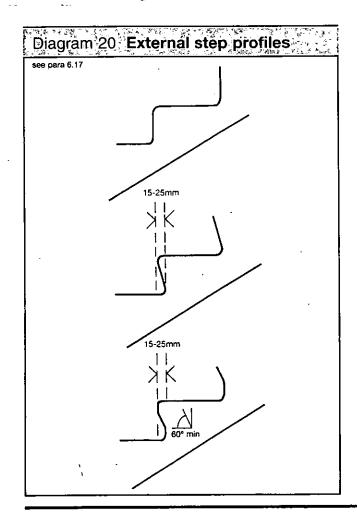
- **6.14** If the topography is such that the route from the point of access towards the entrance has a plot gradient exceeding 1 in 20 but not exceeding 1 in 15, the Requirement will be satisfied if a ramped approach is provided.
- **6.15** A ramped approach will satisfy the Requirement if it:
- a. has a surface which is firm and even;
- b. has flights whose unobstructed widths are at least 900mm;
- c. has individual flights not longer than
 10.0m for gradients not steeper than 1 in 15, or
 5.0m for gradients not steeper than 1 in 12; and
- d. has top and bottom landings and, if necessary, intermediate landings, each of whose lengths is not less than 1.2m, exclusive of the swing of any door or gate which opens onto it.

Stepped approach

6.16 If the topography is such that the route (see paragraphs 6.6-6.8) from the point of access to the entrance has a plot gradient exceeding 1 in 15, the Requirement will be satisfied if a stepped approach is provided.

6.17 A stepped approach will satisfy the Requirement if:

- a. it has flights whose unobstructed widths are at least 900mm;
- b. the rise of a flight between landings is not more than 1.8m;
- c. it has top and bottom and, if necessary, intermediate landings, each of whose lengths is not less than 900mm;
- d. it has steps with suitable tread nosing profiles (see Diagram 20) and the rise of each step is uniform and is between 75mm and 150mm;
- e. the going of each step is not less than 280mm, which for tapered treads should be measured at a point 270mm from the 'inside' of the tread; and
- f. where the flight comprises three or more risers, there is a suitable continuous handrail on one side of the flight. A suitable handrail should have a grippable profile; be between 850mm and 1000mm above the pitch line of the flight; and extend 300mm beyond the top and bottom nosings.



Approach using a driveway

6.18 Where a driveway provides a means of approach towards the entrance, it will satisfy the Requirement if the driveway provides an approach past any parked cars in accordance with paragraphs 6.11-6.17, above.

ACCESS INTO THE DWELLING

Design considerations

6.19 Where the approach to the entrance consists of a level or ramped approach (see paragraphs 6.13-6.15), an accessible threshold at the entrance should be provided. An accessible threshold into entrance level flats should also be provided.

6.20 In exceptional circumstances where the approach to the entrance consists of a stepped approach (see paragraph 6.16), it would still be reasonable to provide an accessible threshold. If a step into the dwelling is unavoidable, the rise should be no more than 150mm.

Provisions

6.21 If the approach to the dwelling or block of flats consists of a level or ramped approach, the Requirement will be satisfied if an accessible threshold is provided into the entrance. The design of an accessible threshold should also satisfy the requirements of Part C2: Dangerous and offensive substances and Part C4: Resistance to weather and ground moisture.

NOTE: General guidance on design considerations for accessible thresholds will be published separately.

Entrance doors

Design considerations

6.22 The provision of an appropriate door opening width will enable a wheelchair user to manoeuvre into the dwelling.

Provisions

6.23 The Requirement will be satisfied if an external door providing access for disabled people has a minimum clear opening width of 775mm.

Thorne, John W.: PC-PlanSvc

From:

Carroll, Richard: CP-Val 29 November 2002 11:42

Sent: To:

Thorne, John W.: PC-PlanSvc

Subject:

Lots Road Power Station Application

John,

As the Council is the adjoining landowner of the Cremorne Wharf site I have a number of concerns about the Circadian scheme.

We will be seeking to develop the Cremorne Wharf site within the next year or two, possibly in partnership with Thames Water. My biggest concern relates to the Circadian tower block which adjoins the site. It appears it will completely dominate Cremorne Wharf and potentially prejudice its development.

I would welcome your views on the impact of the tower on our site and whether we can object as adjoining landowner?

My other concerns mainly relate to the Creek but I will come back to you on these shortly.

Thanks,

Richard Carroll

Head of Valuations,

Valuers Department, The Royal Borough of Kensington & Chelsea, The Town Hall, Hornton Street, London W8 7NX

Tel.

020 7361 3018

Fax. 020 7361 2008 E-mail richard.carroll@rbkc.gov.uk

Please visit our web site at http://intranet/valuersnet/default.htm

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London and Middlesex Archaeological Society

Archaeology Local History Historic Buildings

Head of Planning and Transportation Royal Borough of Kensington and Chelsea Town Hall, Horton Street, London W8 7NX. 65 Carpenders Avenue, Carpenders Park Herts WD19 5BP.

14th December 2002

Dear Sir

Lots Road Power Station Site and Imperial Wharf Development

This Committee acts on behalf of the Council for British Archaeology (CBA) in considering Applications within the Greater London area – referred under the provisions of PPG15. Having considered the above proposals, I attach the Committee's views on the current Application

Yours faithfully

CC:

Lynne Walker Council for British

Archaeology

Bowes Morrell House

111 Walmgate YORK YO1 2UA

Jon M Finney

Chairman
Historic Buildings and
Conservation Committee

CC:

John Clark - Secretary Historic Buildings and Conservation Committee

cc: GLA cc: ODPM cc: London Borough of Hammersmith & Fulham

Thorne, John W.: PC-PlanSvc

From:

Gajic, Vera: CP-Comm 17 December 2002 18:04

Sent:

17 December 2002 18:04 Myers, Derek: CP-ChiefExec

To: Cc:

Redpath, Tony: CP-Comm; Richardson, Colin: CP-Comm; Thorne, John W., PC-PlanSvc

Subject:

Lots Road Planning Gain

Dear Derek

Tony asked me to send you information on the Construction Training we would like in a Section 106

In the letter to Jim Pool (previously sent) I outlined what we would want included for Construction Training - extract below. It is essential we don't miss out on the training opportunity of this development as it is likely to be the biggest building project in the borough for years and the construction phase itself will last for years.

Councillors have always been very keen on the Construction Training Initiative run by NHHT (it has won national awards). It is something we, as a council, are already committed to and have previously reported to Councillors on the NHHT scheme. The Housing dept has incorporated a Construction Training requirement into the funding of RSL developments, however, this alone does not provide enough construction training places in the borough for our residents.

NHHT received Phoenix funding a year ago to work on Section 106s for construction training - they have developed a template for this. The planning policy section (Chris Turner) has used this to produce a draft Supplementary Planning Guidance which I have attached.

I hope this is enough information and a strong enough case to get construction training included in the Section 106.

One more point - just thought I would mention "percent for art" - not because I am advocating it but because it keeps being raised.

Regards Vera



Extract from letter to Jim Pool:

Construction Training

A provision for construction training would be desirable as part of the Section 106. Notting Hill Housing Trust group have been running a construction training scheme in a number of boroughs including Kensington & Chelsea for a number of years. The formula used to calculate the amount of construction training was devised on much smaller schemes than Lots Road but the list below would be a starting point for negotiation:

- 160 training weeks for every £4m of the construction contract
- 0.25% of the value of the construction contract to fund the construction training programme (including trainee placement and support). There could be some onsite brokerage service
- Trainee wages of £195 per week (as in the Working Rule Agreement)
- Best endeavours to have 20% of the workforce local (Central London)

Vera Gajic
Economic Initiatives Coordinator
Royal Borough of Kensington & Chelsea
Town Hall, Hornton Street, W8 7NX
Tel: 020 7361 3355



... ...

Position

Room Use

Summer Winter **EXISTING**

Total

PROPOSED Summer Winter

Total Summer

SUNLIGHT ANALYSIS

SCHEME RECEIVED 28/11/02 COMPARED TO EXISTING BUILDINGS

	W27/12 W28/12	W29/11 W30/11	W53/10 W54/10 W55/10 W56/10	62 Lots Road	W10/13 W11/13	W29/12 W30/12	W31/11 W32/11	W57/10 W58/10 W59/10 W60/10	60 Lots Road
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COMPARED TO EXISTING BUILDINGS SUNLIGHT ANALYSIS SCHEME RECEIVED 28/11/02

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SUNLIGHT ANALYSIS SCHEME RECEIVED 28/11/02 COMPARED TO EXISTING BUILDINGS

DEC 2002

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CHELSEA LONDON SW10 **LOTS ROAD**

COMPARED TO EXISTING BUILDINGS SCHEME RECEIVED 28/11/02 **SUNLIGHT ANALYSIS**

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Room Use Summer Winter EXISTING Total Summer Winter PROPOSED Total Summer Winter 1901 SE JAPP 10 Winter PROPREDUCTION

W13/12 W14/12	W15/11 W16/11	W25/10 W26/10 W27/10 W27/10 W28/10	76 Lots Road	W15/12 W16/12	W17/11 W18/11	W29/10 W30/10 W31/10 W32/10	74 Lots Road	W17/12 W18/12	W19/11 W20/11	W33/10 W34/10 W35/10 W36/10	72 Lots Road	Position
BEDROOM BEDROOM	BEDROOM BEDROOM	HALLWAY LIVING ROOM LIVING ROOM LIVING ROOM	ad	BEDROOM BEDROOM	BEDROOM BEDROOM	HALLWAY LIVING ROOM LIVING ROOM LIVING ROOM	ād	BEDROOM BEDROOM	BEDROOM BEDROOM	HALLWAY LIVING ROOM LIVING ROOM LIVING ROOM	ad	Room Use
4 4	44	28 30 42 26		44	44 43	28 31 41 27		4 4	43 44	26 30 42 27		Summer
15 16	11 12	шоло		15 14	==	8 7 3		14 14	12 13	; un vo co co		Winter
59 60	56 55	34 35 48 29		59 58	55 54	36 48 30		58 58	5 5	34 38 51 32		Total
42 42	41	23 26 36 21		42 42	42 41	23 28 36 21		43	41 43	22 28 39 24		Summer
7 9	σα	0 2 2		6 9	ហហ	0		8 7	თთ	4 0 2 4		Winter
49 51	46 47	25 28 38 21	 .	51 48	47 46	26 31 39 21		51 50	47 49	26 25 25		Total
2	ωω	v 4 o v		2	2	ை எ ω տ		- -	1 2	4 4 & &		Summer
8 7	თთ	4.04.0		ω σ	ტ ტ	υ44ω		6 7	7	4 4 4		Winter
10 9	99	9 7 10 8		10	∞ œ	10 7 9		8 7	∞ œ	7748	· · · · · · · · · · · · · · · · · · ·	
4.5 4.5	6.8 6.8	17.9 13.3 14.3 19.2		4.5 4.5	4.5 4.7	17.9 9.7 12.2 22.2		2.3 2.3	4.7 2.3	15.4 6.7 7.1 11.1		Total Summer, Winter Total
53.3 43.8	54.5 50.0	66.7 60.0 66.7 100.0		40.0 57.1	54.5 54.5	62.5 57.1 57.1 100.0		42.9 50.0	50.0 53.8	50.0 25.0 44.4 80.0		Winter
16.9 15.0	16.4 16.1	26.5 20.0 20.8 27.6		13.6 17.2	14.5 14.8	27.8 18.4 18.8 30.0		12.1 13.8	14.5 14.0	23.5 10.5 13.7 21.9		Total

... ..

Position

Room Use

Summer Winter **EXISTING**

Total

PROPOSED Summer Winter

Total

Summer

Winter

Summer

Winter

Total

13.8 15.0

11.5 10.9

21.9 14.3 17.4 25.0

COMPARED TO EXISTING BUILDINGS **SCHEME RECEIVED 28/11/02 SUNLIGHT ANALYSIS**

LOSS Total % REDUCTION DEC 2002

	W9/12 W10/12	W11/11 W12/11	W17/10 W18/10 W19/10 W20/10	80 Lots Road	W11/12 W12/12	W13/11 W14/11	W21/10 W22/10 W23/10 W24/10	78 Lots Road
C. S.W	BEDROOM BEDROOM	BEDROOM BEDROOM	HALLWAY LIVING ROOM LIVING ROOM LIVING ROOM	oad	BEDROOM BEDROOM	BEDROOM BEDROOM	HALLWAY LIVING ROOM LIVING ROOM LIVING ROOM	oad
CAC AD CLU AC AK AUG 2003 PLANNING SE APP 10 REC ARB FPLN DES FEES	4 4 44	4 4	31 29 43 28		44	44	28 30 42 27	
	10 12	ထထ	2 5 5 4		14 16	11	4044	
	54 56	52 52	35 34 30 30		60 58	52 55	32 35 46 28	
	42 42	42 42	24 27 36 21		£ £	42 43	24 28 36 21	
ת	σω	2	0		7	6 4	1 2 0	
	45 47	4 43	24 28 37 21		50 51	49 6	25 30 38 21	
	2	2	7 7 7			2	4 4 0 0	
	7	6	4440		7	4 10	μνωω	
	9 9	89	11 6 11 9		ယ ထ _	<u>ი</u> ი	7857	
	4 4 5 5	4.5 4.5	22.6 6.9 16.3 25.0		2.3	4.5 2.3	14.3 6.7 14.3 22.2	
	70.0 58.3	87.5 75.0	100.0 80.0 80.0 100.0		50.0 50.0	50.0 45.5	75.0 60.0 50.0 100.0	

16.7 16.1

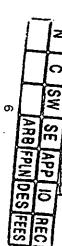
17.3 15.4

31.4 17.6 22.9 30.0

LONDON SW10 CHELSEA LOTS ROAD

COMPARED TO EXISTING BUILDINGS SCHEME RECEIVED 28/11/02 SUNLIGHT ANALYSIS

Summer Winter Total Summer Winter
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80.0 50.0



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DEC 2002

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SCHEME RECEIVED 28/11/02 COMPARED TO EXISTING BUILDINGS SUNLIGHT ANALYSIS

DEC 2002

Position	Room Use	EXI Summer	EXISTING er Winter	Total	PRO Summer	PROPOSED er Winter	Total	Summer	Winter	LOSS Total	Summer Winter		% REDUCTION Total
86 Lots Road	ad												
W5/10	HAIIWAY	00	0	œ	œ		9	0	Ļ	<u> </u>	0.0	0.0	-12.5
W6/10	LIVING ROOM	19	-	20	22	2	24	ယ်	<u> </u>	4	-15.8	-100.0	-20.0
W7/10	LIVING ROOM	28 ,	0	28	30	. ,	3 22	, ' 2	ــــر ،	٠ ٺ	-7.1 5.5	0.0	-10.7
W8/10	LIVING ROOM		: 0	21	21	μ.	22	0	Ļ	<u>ئ</u>	0.0	0.0	<u>4</u> . 0.
W5/11	BEDROOM	34	-	35	36	2	38	-2	<u>-</u> 1	ယ်	-5.9	-100.0	-8.6
W6/11	BEDROOM	38	_	39	38	ω	41	0	-2	-2	0.0	-200.0	·5.1
W3/12	BEDROOM	41	2	43	39	ω	42	2	<u>,</u>	_	4.9	-50.0	2.3
W4/12	BEDROOM	42	,	43	39	(L)	42	c .	-2		7.1	0.002-	2.3
88 Lots Road	bad												
W1/10	LIVING ROOM	17	0	17	17	0	17	0	0	0	0.0	0.0	0.0
W2/10	LIVING ROOM	19	. 0	19	21	. 0	21	o -⊱	o C	o <u>'</u>	-10.5	0.0	0.0 C.DT-
W4/10	LIVING ROOM	23	00	23	24	0 0	24	<u></u>	0 (<u>, i.</u> ,	4.3	0.0	4.3
W1/11	BEDROOM	19	ω	22	19	ω	22	0	0	0	0.0	0.0	0.0
W2/11	BEDROOM	24	, <u>-</u>	25	26	> ⊷	27	. '2		-2	ر م م	0.0	-6.0
W3/11 W4/11	BEDROOM	36 5	⊢ 0	<u>د</u> د	30	- 0	31	0 +	0 (0 1	0.0	0.0	0.0
W1/12	BEDROOM	30	2	32	30	2	32	0	0	0	0.0	0.0	0.0
W2/12	BEDROOM	35	2	37	34	2	36	. js.	. 0	. 1-4	2.9	0.0	2.7
W31/12	BEDROOM	21	0	21	22	2 0	22	, <u></u>	, c	<u>،</u> ک	4. c	0.0	ο . l .
W32/12	BEDROOM	37	`	‡	3/	`	‡	c	c	c	c.		6
W1/13	BEDROOM	44	œ	52	43	6 0	51	· Ի	0	, <u> </u>	2.3	0.0	1.9
W2/13 W5/13	BEDROOM BEDROOM	29 36	ωµ	ఆ ఆ	27 33	ω μ	28 36	3 2	00	ع د	8.3	0.0	7.7
100/ 20			1										
	DIR HUC TP C	CAC AD CLU	AC.										
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SE APP 10 REC