ROYAL BOROUGH
OF
KENSINGTON & CHELSEA

DOCUMENT SEPARATOR

DOCUMENT TYPE:

OTHER

LOTS ROAD
CHELSEA
LONDON SW10

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

103

DEC 2002

Room	Room Use	Window	EXISTING VSC	PROPOSED VSC	LOSS VSC	%LOSS VSC	Room	Room Use	Window	EXISTING ADF	EXISTING TOTAL	PROPOSED ADF	PROPOSED TOTAL	TOTAL LOSS	%LOSS ADF
74 Lots Road							**74 Lots Road**								
R15/10	HALLWAY	W29/10	14.64	9.94	4.70	32.10	R15/10	HALLWAY	W29/10	0.39	0.39	0.31	0.31	0.08	19.74
R16/10	LIVING ROOM	W30/10	17.44	15.41	2.03	11.64	R16/10	LIVING ROOM	W30/10	0.84		0.78			
R16/10	LIVING ROOM	W31/10	24.79	20.20	4.59	18.52	R16/10	LIVING ROOM	W31/10	1.82		1.59			
R16/10	LIVING ROOM	W32/10	23.26	19.98	3.28	14.10	R16/10	LIVING ROOM	W32/10	1.00	3.65	0.91	3.27	0.38	10.43
R9/11	BEDROOM	W17/11	28.00	22.41	5.59	19.96	R9/11	BEDROOM	W17/11	1.53		1.32			
R9/11	BEDROOM	W18/11	28.29	22.67	5.62	19.87	R9/11	BEDROOM	W18/11	1.55	3.08	1.33	2.64	0.44	14.22
R9/12	BEDROOM	W15/12	30.46	23.99	6.47	21.24	R9/12	BEDROOM	W15/12	1.41		1.19			
R9/12	BEDROOM	W16/12	30.71	24.29	6.42	20.91	R9/12	BEDROOM	W16/12	1.42	2.84	1.20	2.39	0.45	15.76
76 Lots Road							**76 Lots Road**								
R13/10	HALLWAY	W25/10	13.87	9.48	4.39	31.65	R13/10	HALLWAY	W25/10	0.38	0.38	0.31	0.31	0.07	19.31
R14/10	LIVING ROOM	W26/10	16.66	14.88	1.78	10.68	R14/10	LIVING ROOM	W26/10	0.81		0.76			
R14/10	LIVING ROOM	W27/10	23.91	19.77	4.14	17.31	R14/10	LIVING ROOM	W27/10	1.77		1.57			
R14/10	LIVING ROOM	W28/10	22.97	20.01	2.96	12.89	R14/10	LIVING ROOM	W28/10	0.99	3.57	0.91	3.23	0.34	9.55
R8/11	BEDROOM	W15/11	27.18	21.85	5.33	19.61	R8/11	BEDROOM	W15/11	1.50		1.29			
R8/11	BEDROOM	W16/11	27.53	22.16	5.37	19.51	R8/11	BEDROOM	W16/11	1.52	3.02	1.31	2.60	0.42	13.79
R8/12	BEDROOM	W13/12	29.66	23.35	6.31	21.27	R8/12	BEDROOM	W13/12	1.39		1.17			
R8/12	BEDROOM	W14/12	30.04	23.71	6.33	21.07	R8/12	BEDROOM	W14/12	1.40	2.78	1.18	2.35	0.43	15.59
78 Lots Road							**78 Lots Road**								
R11/10	HALLWAY	W21/10	13.58	8.84	4.74	34.90	R11/10	HALLWAY	W21/10	0.37	0.37	0.29	0.29	0.08	21.18
R12/10	LIVING ROOM	W22/10	15.97	14.10	1.87	11.71	R12/10	LIVING ROOM	W22/10	0.79		0.74			
R12/10	LIVING ROOM	W23/10	23.32	19.18	4.14	17.75	R12/10	LIVING ROOM	W23/10	1.74		1.54			
R12/10	LIVING ROOM	W24/10	22.74	19.90	2.84	12.49	R12/10	LIVING ROOM	W24/10	0.98	3.52	0.90	3.18	0.34	9.67
R7/11	BEDROOM	W13/11	26.69	21.09	5.60	20.98	R7/11	BEDROOM	W13/11	1.48		1.27			
R7/11	BEDROOM	W14/11	26.80	21.57	5.23	19.51	R7/11	BEDROOM	W14/11	1.49	2.97	1.29	2.55	0.42	14.10
R7/12	BEDROOM	W11/12	29.08	22.57	6.51	22.39	R7/12	BEDROOM	W11/12	1.37		1.14			
R7/12	BEDROOM	W12/12	29.26	23.08	6.18	21.12	R7/12	BEDROOM	W12/12	1.37	2.74	1.16	2.31	0.43	15.81
80 Lots Road							**80 Lots Road**								
R9/10	HALLWAY	W17/10	14.74	10.31	4.43	30.05	R9/10	HALLWAY	W17/10	1.58	1.58	1.29	1.29	0.29	18.27
R10/10	LIVING ROOM	W18/10	15.31	13.28	2.03	13.26	R10/10	LIVING ROOM	W18/10	0.77		0.71			
R10/10	LIVING ROOM	W19/10	23.00	18.40	4.60	20.00	R10/10	LIVING ROOM	W19/10	1.72		1.49			
R10/10	LIVING ROOM	W20/10	23.15	19.81	3.34	14.43	R10/10	LIVING ROOM	W20/10	0.99	3.48	0.90	3.10	0.38	11.02
R6/11	BEDROOM	W11/11	25.76	20.38	5.38	20.89	R6/11	BEDROOM	W11/11	1.44		1.24			
R6/11	BEDROOM	W12/11	26.26	20.60	5.66	21.55	R6/11	BEDROOM	W12/11	1.46	2.91	1.25	2.48	0.43	14.63
R6/12	BEDROOM	W9/12	28.05	21.91	6.14	21.89	R6/12	BEDROOM	W9/12	1.33		1.12			
R6/12	BEDROOM	W10/12	28.52	22.08	6.44	22.58	R6/12	BEDROOM	W10/12	1.34	2.67	1.13	2.24	0.43	15.93
82 Lots Road							**82 Lots Road**								
R7/10	HALLWAY	W13/10	3.39	1.24	2.15	63.42	R7/10	HALLWAY	W13/10	0.59	0.59	0.35	0.35	0.24	40.17
R8/10	LIVING ROOM	W14/10	13.35	12.51	0.84	6.29	R8/10	LIVING ROOM	W14/10	0.71		0.68			
R8/10	LIVING ROOM	W15/10	21.09	17.62	3.47	16.45	R8/10	LIVING ROOM	W15/10	1.63		1.46			
R8/10	LIVING ROOM	W16/10	23.12	19.72	3.40	14.71	R8/10	LIVING ROOM	W16/10	0.99	3.33	0.90	3.04	0.29	8.83
R5/11	BEDROOM	W9/11	23.50	19.57	3.93	16.72	R5/11	BEDROOM	W9/11	1.35		1.20			
R5/11	BEDROOM	W10/11	24.82	19.92	4.90	19.74	R5/11	BEDROOM	W10/11	1.41	2.76	1.22	2.42	0.34	12.24
R5/12	BEDROOM	W7/12	26.11	21.15	4.96	19.00	R5/12	BEDROOM	W7/12	1.26		1.09			
R5/12	BEDROOM	W8/12	27.28	21.45	5.83	21.37	R5/12	BEDROOM	W8/12	1.30	2.56	1.11	2.20	0.36	14.11
84 Lots Road							**84 Lots Road**								
R5/10	HALLWAY	W9/10	8.03	7.93	0.10	1.25	R5/10	HALLWAY	W9/10	0.32	0.32	0.32	0.32	0.00	0.63
R6/10	LIVING ROOM	W10/10	10.75	11.55	-0.80	-7.44	R6/10	LIVING ROOM	W10/10	0.63		0.65			
R6/10	LIVING ROOM	W11/10	17.64	16.64	1.00	5.67	R6/10	LIVING ROOM	W11/10	1.46		1.41			
R6/10	LIVING ROOM	W12/10	21.73	19.77	1.96	9.02	R6/10	LIVING ROOM	W12/10	0.95	3.04	0.90	2.96	0.08	2.63
R4/11	BEDROOM	W7/11	19.82	18.44	1.38	6.96	R4/11	BEDROOM	W7/11	1.21		1.16			
R4/11	BEDROOM	W8/11	21.52	18.96	2.56	11.90	R4/11	BEDROOM	W8/11	1.28	2.49	1.18	2.34	0.15	6.06
R4/12	BEDROOM	W5/12	22.59	20.09	2.50	11.07	R4/12	BEDROOM	W5/12	1.14		1.06			
R4/12	BEDROOM	W6/12	24.22	20.57	3.65	15.07	R4/12	BEDROOM	W6/12	1.20	2.34	1.08	2.13	0.20	8.73
R2/13	BEDROOM	W3/13	25.19	21.66	3.53	14.01	R2/13	BEDROOM	W3/13	0.83		0.75			
R2/13	BEDROOM	W4/13	26.44	21.96	4.48	16.94	R2/13	BEDROOM	W4/13	0.86	1.68	0.75	1.50	0.18	10.71
86 Lots Road							**86 Lots Road**								
R3/10	HALLWAY	W5/10	2.05	2.75	-0.70	-34.15	R3/10	HALLWAY	W5/10	0.48	0.48	0.56	0.56	-0.08	-16.39
R4/10	LIVING ROOM	W6/10	9.46	10.39	-0.93	-9.83	R4/10	LIVING ROOM	W6/10	0.59		0.62			
R4/10	LIVING ROOM	W7/10	14.33	15.40	-1.07	-7.47	R4/10	LIVING ROOM	W7/10	1.29		1.34			
R4/10	LIVING ROOM	W8/10	19.37	19.49	-0.12	-0.62	R4/10	LIVING ROOM	W8/10	0.89	2.76	0.89	2.85	-0.09	-3.22
R3/11	BEDROOM	W5/11	16.72	17.14	-0.42	-2.51	R3/11	BEDROOM	W5/11	1.09		1.11			
R3/11	BEDROOM	W6/11	18.03	17.92	0.11	0.61	R3/11	BEDROOM	W6/11	1.15	2.24	1.14	2.25	-0.01	-0.58
R3/12	BEDROOM	W3/12	19.41	18.98	0.43	2.22	R3/12	BEDROOM	W3/12	1.04		1.02			
R3/12	BEDROOM	W4/12	20.78	19.65	1.13	5.44	R3/12	BEDROOM	W4/12	1.08	2.12	1.05	2.07	0.05	2.46

LOTS ROAD
CHELSEA
LONDON SW10

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

104

DEC 20

Room	Room Use	Window	EXISTING VSC	PROPOSED VSC	LOSS VSC	%LOSS VSC
88 Lots Road						
R1/10	LIVING ROOM	W1/10	8.95	8.95	0.00	0.00
R1/10	LIVING ROOM	W2/10	11.54	12.29	-0.75	-6.50
R1/10	LIVING ROOM	W3/10	16.77	17.36	-0.59	-3.52
R2/10	LIVING ROOM	W4/10	12.29	13.06	-0.77	-6.27
R1/11	BEDROOM	W1/11	10.78	10.78	0.00	0.00
R1/11	BEDROOM	W2/11	13.69	14.05	-0.36	-2.63
R1/11	BEDROOM	W3/11	18.98	19.05	-0.07	-0.37
R2/11	BEDROOM	W4/11	14.74	15.01	-0.27	-1.83
R1/12	BEDROOM	W1/12	16.93	16.66	0.27	1.59
R1/12	BEDROOM	W31/12	12.48	12.61	-0.13	-1.04
R1/12	BEDROOM	W32/12	29.86	29.86	0.00	0.00
R2/12	BEDROOM	W2/12	17.41	16.97	0.44	2.53
R15/13	BEDROOM	W1/13	18.72	18.37	0.35	1.87
R15/13	BEDROOM	W2/13	24.99	23.34	1.65	6.60
R16/13	BEDROOM	W5/13	17.79	16.23	1.56	8.77
HEATHERLEY SCHOOL OF FINE ART, LOTS ROAD						
R3/140		W7/140	14.45	12.56	1.89	13.08
R3/140		W8/140	13.60	11.94	1.66	12.21
R3/140		W9/140	11.20	9.72	1.48	13.21
R3/140		W10/140	0.00	0.00	0.00	0.00
R3/140		W11/140	0.00	0.00	0.00	0.00
R4/141		W9/141	15.16	14.85	0.31	2.04
R4/141		W10/141	18.13	16.65	1.48	8.16
R4/141		W11/141	16.99	14.98	2.01	11.83
R5/141		W12/141	16.99	14.99	2.00	11.77
R5/141		W13/141	16.14	14.40	1.74	10.78
R5/141		W14/141	13.52	12.00	1.52	11.24
R5/141		W15/141	25.72	25.72	0.00	0.00
R5/141		W16/141	27.47	27.47	0.00	0.00
R1/151		W1/151	14.59	12.46	2.13	14.60
R1/151		W2/151	11.23	9.13	2.10	18.70
R1/151		W3/151	15.89	13.24	2.65	16.68
R1/152		W1/152	20.67	18.34	2.33	11.27
R1/152		W2/152	26.93	25.06	1.87	6.94
ASHBURNHAM COMMUNITY CENTRE, 69 TETCOTT ROAD						
R1/140		W4/140	35.16	33.13	2.03	5.77
R1/140		W5/140	24.80	22.98	1.82	7.34
R1/140		W6/140	24.73	22.78	1.95	7.89
R2/140		W1/140	21.96	16.72	5.24	23.86
R2/140		W2/140	19.92	15.21	4.71	23.64
R2/140		W3/140	20.33	15.66	4.67	22.97
R1/141		W5/141	35.93	34.06	1.87	5.20
R1/141		W6/141	0.09	0.09	0.00	0.00
R1/141		W7/141	0.07	0.07	0.00	0.00
R2/141		W1/141	25.65	18.81	6.84	26.67
R2/141		W2/141	25.04	18.96	6.08	24.28
R3/141		W3/141	25.38	19.80	5.58	21.99
R3/141		W4/141	24.35	19.29	5.06	20.78
R1/142		W5/142	37.27	35.53	1.74	4.67
R1/142		W6/142	37.94	35.74	2.20	5.80
R1/142		W7/142	37.09	34.68	2.41	6.50
R2/142		W1/142	29.91	22.89	7.02	23.47
R2/142		W2/142	29.29	23.01	6.28	21.44
R3/142		W3/142	29.60	23.90	5.70	19.26
R3/142		W4/142	28.43	23.34	5.09	17.90
R3/142		W8/142	25.53	25.36	0.17	0.67
ASHBURNHAM ADVENTURE PLAYGROUND, LOTS ROAD						
R1/130		W1/130	20.44	12.68	7.76	37.96
R2/130		W2/130	20.10	11.49	8.61	42.84
LOTS ROAD PUBLIC HOUSE						
R1/120		W7/120	22.71	16.45	6.26	27.56
R2/120		W1/120	37.66	37.63	0.03	0.08
R2/120		W2/120	37.34	36.92	0.42	1.12
R2/120		W3/120	35.28	34.17	1.11	3.15
R2/120		W4/120	33.16	30.57	2.59	7.81
R2/120		W5/120	29.45	24.93	4.52	15.35
R2/120		W6/120	26.84	20.85	5.99	22.32
R1/121		W5/121	30.90	25.70	5.20	16.83
R1/121		W6/121	29.00	22.15	6.85	23.62
R2/121		W3/121	36.00	34.75	1.25	3.47
R2/121		W4/121	33.89	31.10	2.79	8.23
R3/121		W1/121	37.84	37.81	0.03	0.08
R3/121		W2/121	37.32	36.95	0.37	0.99
R1/122		W5/122	32.70	25.90	5.80	17.74
R1/122		W6/122	31.31	23.62	7.69	24.56
R2/122		W3/122	36.20	34.94	1.26	3.48
R2/122		W4/122	34.89	31.80	3.09	8.86
R3/122		W1/122	37.46	37.45	0.01	0.03
R3/122		W2/122	37.09	36.79	0.30	0.81

Room	Room Use	Window	EXISTING ADF	EXISTING TOTAL	PROPOSED ADF	PROPOSED TOTAL	TOTAL LOSS	%LOSS ADF
88 Lots Road								
R1/10	LIVING ROOM	W1/10	0.58		0.58			
R1/10	LIVING ROOM	W2/10	2.00		2.07			
R1/10	LIVING ROOM	W3/10	0.81	3.39	0.83	3.47	-0.09	-2.60
R2/10	LIVING ROOM	W4/10	1.38	1.38	1.43	1.43	-0.05	-3.48
R1/11	BEDROOM	W1/11	0.54		0.54			
R1/11	BEDROOM	W2/11	1.49		1.51			
R1/11	BEDROOM	W3/11	0.75	2.79	0.76	2.81	-0.02	-0.83
R2/11	BEDROOM	W4/11	1.34	1.34	1.36	1.36	-0.01	-1.04
R1/12	BEDROOM	W1/12	1.62		1.60			
R1/12	BEDROOM	W31/12	0.39		0.40			
R1/12	BEDROOM	W32/12	2.19	4.20	2.19	4.19	0.01	0.31
R2/12	BEDROOM	W2/12	1.28	1.28	1.26	1.26	0.02	1.56
R15/13	BEDROOM	W1/13	0.80		0.79			
R15/13	BEDROOM	W2/13	0.96	1.77	0.92	1.71	0.05	3.00
R16/13	BEDROOM	W5/13	0.34	0.34	0.33	0.33	0.02	5.23
HEATHERLEY SCHOOL OF FINE ART, LOTS ROAD								
R3/140		W7/140	0.74		0.68			
R3/140		W8/140	1.42		1.32			
R3/140		W9/140	0.64		0.59			
R3/140		W10/140	0.00		0.00			
R3/140		W11/140	0.00	2.80	0.00	2.60	0.21	7.39
R4/141		W9/141	1.36		1.35			
R4/141		W10/141	1.51		1.44			
R4/141		W11/141	1.47	4.34	1.36	4.15	0.20	4.56
R5/141		W12/141	0.85		0.79			
R5/141		W13/141	1.62		1.52			
R5/141		W14/141	0.74		0.69			
R5/141		W15/141	2.18		2.18			
R5/141		W16/141	2.29	7.68	2.29	7.47	0.21	2.77
R1/151		W1/151	0.98		0.89			
R1/151		W2/151	1.43		1.27			
R1/151		W3/151	0.73	3.13	0.65	2.82	0.31	9.96
R1/152		W1/152	4.36		4.04			
R1/152		W2/152	2.78	7.14	2.64	6.69	0.45	6.32
ASHBURNHAM COMMUNITY CENTRE, 69 TETCOTT ROAD								
R1/140		W4/140	2.67		2.53			
R1/140		W5/140	0.33		0.31			
R1/140		W6/140	0.33	3.32	0.31	3.15	0.17	5.12
R2/140		W1/140	2.26		1.91			
R2/140		W2/140	1.48		1.25			
R2/140		W3/140	0.65	4.39	0.55	3.72	0.67	15.28
R1/141		W5/141	2.57		2.44			
R1/141		W6/141	0.15		0.15			
R1/141		W7/141	0.09	2.80	0.09	2.68	0.12	4.36
R2/141		W1/141	2.16		1.76			
R2/141		W2/141	2.93	5.08	2.45	4.21	0.88	17.27
R3/141		W3/141	4.07		3.45			
R3/141		W4/141	2.70	6.77	2.33	5.78	0.99	14.61
R1/142		W5/142	2.66		2.54			
R1/142		W6/142	3.99		3.76			
R1/142		W7/142	2.65	9.29	2.48	8.78	0.52	5.54
R2/142		W1/142	2.40		1.99			
R2/142		W2/142	3.28	5.68	2.77	4.75	0.93	16.29
R3/142		W3/142	4.54		3.90			
R3/142		W4/142	3.02		2.63			
R3/142		W8/142	1.98	9.54	1.97	8.50	1.04	10.90
ASHBURNHAM ADVENTURE PLAYGROUND, LOTS ROAD								
R1/130		W1/130	3.03	3.03	2.28	2.28	0.75	24.72
R2/130		W2/130	3.10	3.10	2.23	2.23	0.87	28.05
LOTS ROAD PUBLIC HOUSE								
R1/120		W7/120	1.47	1.47	1.20	1.20	0.27	18.22
R2/120		W1/120	1.40		1.40			
R2/120		W2/120	1.75		1.73			
R2/120		W3/120	1.38		1.34			
R2/120		W4/120	1.88		1.76			
R2/120		W5/120	1.78		1.58			
R2/120		W6/120	1.25	9.44	1.06	8.86	0.58	6.12
R1/121		W5/121	2.80		2.44			
R1/121		W6/121	2.64	5.44	2.19	4.63	0.81	14.83
R2/121		W3/121	3.38		3.27			
R2/121		W4/121	3.16	6.54	2.94	6.22	0.33	5.01
R3/121		W1/121	3.71		3.71			
R3/121		W2/121	3.51	7.22	3.47	7.18	0.04	0.53
R1/122		W5/122	2.16		1.86			
R1/122		W6/122	2.15	4.30	1.75	3.61	0.70	16.20
R2/122		W3/122	2.43		2.35			
R2/122		W4/122	2.38	4.81	2.20	4.55	0.26	5.43
R3/122		W1/122	2.65		2.65			
R3/122		W2/122	2.52	5.16	2.50	5.14	0.02	0.41

LOTS ROAD
CHELSEA
LONDON SW10

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

DEC 2002

105

Room	Room Use	Window	EXISTING VSC	PROPOSED VSC	LOSS VSC	%LOSS VSC
SITE B						
2 Admiral Square						
R1/60	KITCHEN	W21/60	18.31	9.50	8.81	48.12
R1/60	KITCHEN	W22/60	23.22	14.32	8.90	38.33
R1/61	LIVING ROOM	W22/61	34.37	26.83	7.54	21.94
R1/61	LIVING ROOM	W23/61	34.27	27.02	7.25	21.16
R1/61	LIVING ROOM	W28/61	22.16	21.27	0.89	4.02
R1/61	LIVING ROOM	W29/61	21.36	21.11	0.25	1.17
R1/61	LIVING ROOM	W30/61	20.56	20.56	0.00	0.00
R1/62	BEDROOM	W22/62	34.59	28.61	5.98	17.29
R1/62	BEDROOM	W23/62	34.50	28.74	5.76	16.70
R1/62	BEDROOM	W28/62	22.88	22.29	0.59	2.58
R1/62	BEDROOM	W29/62	23.34	23.34	0.20	0.85
R1/62	BEDROOM	W30/62	21.49	21.49	0.00	0.00
R1/63	BEDROOM	W22/63	34.14	29.28	4.86	14.24
R1/63	BEDROOM	W23/63	34.06	29.40	4.66	13.68
R1/63	BEDROOM	W28/63	27.89	27.72	0.17	0.61
R1/64	CONSERVATORY	W12/64	34.82	31.02	3.80	10.91
4 Admiral Square						
R2/60	KITCHEN	W19/60	18.57	9.05	9.52	51.27
R2/60	KITCHEN	W20/60	22.44	12.76	9.68	43.14
R2/61	LIVING ROOM	W20/61	34.51	26.34	8.17	23.67
R2/61	LIVING ROOM	W21/61	34.41	26.48	7.93	23.05
R2/62	BEDROOM	W20/62	34.70	28.23	6.47	18.65
R2/62	BEDROOM	W21/62	34.62	28.32	6.30	18.20
R2/63	BEDROOM	W21/63	34.15	29.03	5.12	14.99
R3/63	BEDROOM	W20/63	34.23	28.97	5.26	15.37
R13/64	CONSERVATORY	W11/64	35.43	31.30	4.13	11.66
6 Admiral Square						
R3/60	LIVING ROOM	W17/60	22.76	12.21	10.55	46.35
R3/60	LIVING ROOM	W18/60	18.78	8.90	9.88	52.61
R3/61	KITCHEN	W18/61	34.81	26.08	8.73	25.08
R3/61	KITCHEN	W19/61	34.74	26.20	8.54	24.58
R3/62	BEDROOM	W18/62	34.98	28.07	6.91	19.75
R3/62	BEDROOM	W19/62	34.93	28.18	6.75	19.32
R4/63	BEDROOM	W19/63	34.44	28.98	5.46	15.85
R5/63	BEDROOM	W18/63	34.49	28.90	5.59	16.21
R3/64	CONSERVATORY	W10/64	35.62	31.26	4.36	12.24
8 Admiral Square						
R4/60	KITCHEN	W15/60	18.98	8.20	10.78	56.80
R4/60	KITCHEN	W16/60	22.86	11.95	10.91	47.73
R4/61	LIVING ROOM	W16/61	34.93	25.63	9.30	26.62
R4/61	LIVING ROOM	W17/61	34.82	25.82	9.00	25.85
R4/62	BEDROOM	W16/62	35.08	27.74	7.34	20.92
R4/62	BEDROOM	W17/62	34.98	27.90	7.08	20.24
R5/63	BEDROOM	W16/63	34.57	28.67	5.90	17.07
R6/63	BEDROOM	W17/63	34.49	28.78	5.71	16.56
R4/64	CONSERVATORY	W9/64	35.60	31.06	4.54	12.75
10 Admiral Square						
R5/60	KITCHEN	W13/60	19.20	7.91	11.29	58.80
R5/60	KITCHEN	W14/60	23.11	11.57	11.54	49.94
R5/61	LIVING ROOM	W14/61	35.14	25.25	9.89	28.14
R5/61	LIVING ROOM	W15/61	35.05	25.41	9.64	27.50
R5/62	BEDROOM	W14/62	35.28	27.39	7.89	22.36
R5/62	BEDROOM	W15/62	35.20	27.54	7.66	21.76
R7/63	BEDROOM	W15/63	34.68	28.53	6.15	17.73
R8/63	BEDROOM	W14/63	34.75	28.38	6.37	18.33
R5/64	CONSERVATORY	W8/64	35.83	30.80	5.03	14.04
12 Admiral Square						
R14/60	LIVING ROOM	W11/60	23.28	11.05	12.23	52.53
R14/60	LIVING ROOM	W12/60	19.19	7.81	11.38	59.30
R16/61	KITCHEN	W12/61	35.30	24.92	10.38	29.41
R16/61	KITCHEN	W13/61	35.15	25.10	10.05	28.59
R6/62	BEDROOM	W12/62	35.41	27.02	8.39	23.69
R6/62	BEDROOM	W13/62	35.28	27.20	8.08	22.90
R9/63	BEDROOM	W12/63	34.88	27.94	6.94	19.90
R9/63	BEDROOM	W13/63	34.75	28.16	6.59	18.96
R6/64	CONSERVATORY	W7/64	35.86	30.37	5.49	15.31

Room	Room Use	Window	EXISTING ADF	EXISTING TOTAL	PROPOSED ADF	PROPOSED TOTAL	TOTAL LOSS	%LOSS ADF
SITE B								
2 Admiral Square								
R1/60	KITCHEN	W21/60	0.95		0.65			
R1/60	KITCHEN	W22/60	2.22	3.16	1.65	2.30	0.87	27.41
R1/61	LIVING ROOM	W22/61	2.07		1.70			
R1/61	LIVING ROOM	W23/61	2.07		1.71			
R1/61	LIVING ROOM	W28/61	0.87		0.85			
R1/61	LIVING ROOM	W29/61	0.90		0.90			
R1/61	LIVING ROOM	W30/61	0.83	6.73	0.83	5.99	0.75	11.12
R1/62	BEDROOM	W22/62	1.68		1.44			
R1/62	BEDROOM	W23/62	1.67		1.44			
R1/62	BEDROOM	W28/62	0.61		0.60			
R1/62	BEDROOM	W29/62	0.66		0.66			
R1/62	BEDROOM	W30/62	0.59	5.22	0.59	4.73	0.48	9.28
R1/63	BEDROOM	W22/63	1.11		0.98			
R1/63	BEDROOM	W23/63	1.11		0.98			
R1/63	BEDROOM	W28/63	0.94	3.16	0.94	2.90	0.26	8.21
R1/64	CONSERVATORY	W12/64	3.70	3.70	3.36	3.36	0.34	9.29
4 Admiral Square								
R2/60	KITCHEN	W19/60	0.97		0.64			
R2/60	KITCHEN	W20/60	2.20	3.17	1.57	2.21	0.96	30.34
R2/61	LIVING ROOM	W20/61	2.17		1.76			
R2/61	LIVING ROOM	W21/61	2.16	4.33	1.76	3.52	0.81	18.80
R2/62	BEDROOM	W20/62	2.01		1.70			
R2/62	BEDROOM	W21/62	2.00	4.01	1.70	3.40	0.61	15.15
R2/63	BEDROOM	W21/63	2.13	2.13	1.86	1.86	0.26	12.33
R3/63	BEDROOM	W20/63	1.96	1.96	1.71	1.71	0.25	12.65
R13/64	CONSERVATORY	W11/64	3.74	3.74	3.36	3.36	0.38	10.10
6 Admiral Square								
R3/60	LIVING ROOM	W17/60	1.64		1.13			
R3/60	LIVING ROOM	W18/60	0.98	2.62	0.64	1.76	0.85	32.58
R3/61	KITCHEN	W18/61	2.19		1.74			
R3/61	KITCHEN	W19/61	2.18	4.37	1.75	3.49	0.88	20.06
R3/62	BEDROOM	W18/62	2.02		1.69			
R3/62	BEDROOM	W19/62	2.02	4.04	1.70	3.39	0.65	16.13
R4/63	BEDROOM	W19/63	2.10	2.10	1.83	1.83	0.28	13.12
R5/63	BEDROOM	W18/63	1.98	1.98	1.71	1.71	0.27	13.42
R3/64	CONSERVATORY	W10/64	3.74	3.74	3.34	3.34	0.40	10.62
8 Admiral Square								
R4/60	KITCHEN	W15/60	0.98		0.61			
R4/60	KITCHEN	W16/60	2.23	3.21	1.51	2.12	1.09	34.06
R4/61	LIVING ROOM	W16/61	2.19		1.72			
R4/61	LIVING ROOM	W17/61	2.19	4.38	1.73	3.45	0.93	21.17
R4/62	BEDROOM	W16/62	2.03		1.68			
R4/62	BEDROOM	W17/62	2.02	4.05	1.69	3.36	0.69	16.98
R5/63	BEDROOM	W16/63	1.24		1.07			
R6/63	BEDROOM	W17/63	1.24	2.48	1.07	2.14	0.34	13.87
R4/64	CONSERVATORY	W9/64	3.74	3.74	3.33	3.33	0.41	11.04
10 Admiral Square								
R5/60	KITCHEN	W13/60	0.99		0.60			
R5/60	KITCHEN	W14/60	2.24	3.24	1.48	2.08	1.16	35.70
R5/61	LIVING ROOM	W14/61	2.20		1.70			
R5/61	LIVING ROOM	W15/61	2.20	4.40	1.71	3.42	0.99	22.44
R5/62	BEDROOM	W14/62	2.04		1.66			
R5/62	BEDROOM	W15/62	2.03	4.07	1.67	3.33	0.74	18.17
R7/63	BEDROOM	W15/63	2.16	2.16	1.84	1.84	0.32	14.66
R8/63	BEDROOM	W14/63	1.99	1.99	1.69	1.69	0.30	15.14
R5/64	CONSERVATORY	W8/64	3.77	3.77	3.31	3.31	0.46	12.15
12 Admiral Square								
R14/60	LIVING ROOM	W11/60	1.66		1.07			
R14/60	LIVING ROOM	W12/60	0.99	2.65	0.59	1.66	0.99	37.47
R16/61	KITCHEN	W12/61	2.21		1.69			
R16/61	KITCHEN	W13/61	2.21	4.42	1.70	3.38	1.03	23.40
R6/62	BEDROOM	W12/62	2.04		1.64			
R6/62	BEDROOM	W13/62	2.03	4.07	1.65	3.29	0.78	19.18
R9/63	BEDROOM	W12/63	1.25		1.05			
R9/63	BEDROOM	W13/63	1.25	2.50	1.05	2.10	0.40	15.97
R6/64	CONSERVATORY	W7/64	3.76	3.76	3.27	3.27	0.50	13.23

LOTS ROAD
CHELSEA
LONDON SW10

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

106

DEC 2002

Room	Room Use	Window	EXISTING VSC	PROPOSED VSC	LOSS VSC	%LOSS VSC	Room	Room Use	Window	EXISTING ADF	EXISTING TOTAL	PROPOSED ADF	PROPOSED TOTAL	TOTAL LOSS	%LOSS ADF
14 Admiral Square							**14 Admiral Square**								
R6/60	KITCHEN	W9/60	19.40	7.57	11.83	60.98	R6/60	KITCHEN	W9/60	1.00		0.58			
R6/60	KITCHEN	W10/60	23.40	11.07	12.33	52.69	R6/60	KITCHEN	W10/60	2.26	3.26	1.45	2.03	1.23	37.73
R6/61	LIVING ROOM	W10/61	35.35	24.69	10.66	30.16	R6/61	LIVING ROOM	W10/61	2.22		1.68			
R6/61	LIVING ROOM	W11/61	35.33	24.80	10.53	29.80	R6/61	LIVING ROOM	W11/61	2.22	4.43	1.68	3.36	1.07	24.17
R7/62	BEDROOM	W10/62	35.45	26.71	8.74	24.65	R7/62	BEDROOM	W10/62	2.05		1.63			
R7/62	BEDROOM	W11/62	35.45	26.87	8.58	24.20	R7/62	BEDROOM	W11/62	2.05	4.10	1.64	3.27	0.82	20.09
R10/63	BEDROOM	W10/63	34.91	27.58	7.33	21.00	R10/63	BEDROOM	W10/63	1.25		1.04			
R10/63	BEDROOM	W11/63	34.90	27.76	7.14	20.46	R10/63	BEDROOM	W11/63	1.25	2.50	1.04	2.08	0.43	16.97
R7/64	CONSERVATORY	W6/64	36.01	30.05	5.96	16.55	R7/64	CONSERVATORY	W6/64	3.78	3.78	3.24	3.24	0.54	14.27
16 Admiral Square							**16 Admiral Square**								
R7/60	KITCHEN	W7/60	19.59	7.67	11.92	60.85	R7/60	KITCHEN	W7/60	1.00		0.59			
R7/60	KITCHEN	W8/60	23.56	11.17	12.39	52.59	R7/60	KITCHEN	W8/60	2.27	3.28	1.45	2.04	1.24	37.70
R7/61	LIVING ROOM	W8/61	35.53	24.62	10.91	30.71	R7/61	LIVING ROOM	W8/61	2.23		1.67			
R7/61	LIVING ROOM	W9/61	35.47	24.74	10.73	30.25	R7/61	LIVING ROOM	W9/61	2.22	4.45	1.68	3.35	1.10	24.63
R8/62	BEDROOM	W8/62	35.62	26.47	9.15	25.69	R8/62	BEDROOM	W8/62	2.06		1.62			
R8/62	BEDROOM	W9/62	35.57	26.66	8.91	25.05	R8/62	BEDROOM	W9/62	2.06	4.11	1.63	3.25	0.86	20.87
R11/63	BEDROOM	W9/63	35.01	27.46	7.55	21.57	R11/63	BEDROOM	W9/63	2.17	2.17	1.79	1.79	0.39	17.72
R12/63	BEDROOM	W8/63	35.06	27.22	7.84	22.36	R12/63	BEDROOM	W8/63	2.00	2.00	1.64	1.64	0.37	18.36
R8/64	CONSERVATORY	W5/64	36.06	29.49	6.57	18.22	R8/64	CONSERVATORY	W5/64	3.79	3.79	3.20	3.20	0.59	15.59
18 Admiral Square							**18 Admiral Square**								
R8/60	LIVING ROOM	W5/60	24.11	11.87	12.24	50.77	R8/60	LIVING ROOM	W5/60	1.70		1.11			
R8/60	LIVING ROOM	W6/60	19.58	7.75	11.83	60.42	R8/60	LIVING ROOM	W6/60	1.00	2.71	0.59	1.70	1.01	37.15
R8/61	KITCHEN	W6/61	35.11	24.38	10.73	30.56	R8/61	KITCHEN	W6/61	2.20		1.66			
R8/61	KITCHEN	W7/61	35.47	24.62	10.85	30.59	R8/61	KITCHEN	W7/61	2.22	4.43	1.67	3.34	1.09	24.59
R9/62	BEDROOM	W6/62	35.31	26.24	9.07	25.69	R9/62	BEDROOM	W6/62	2.04		1.61			
R9/62	BEDROOM	W7/62	35.58	26.46	9.12	25.63	R9/62	BEDROOM	W7/62	2.06	4.10	1.62	3.24	0.86	21.00
R13/63	BEDROOM	W7/63	35.04	27.24	7.80	22.26	R13/63	BEDROOM	W7/63	2.17	2.17	1.78	1.78	0.40	18.22
R14/63	BEDROOM	W6/63	34.92	27.16	7.76	22.22	R14/63	BEDROOM	W6/63	2.00	2.00	1.63	1.63	0.36	18.18
R9/64	CONSERVATORY	W4/64	35.41	28.96	6.45	18.22	R9/64	CONSERVATORY	W4/64	3.73	3.73	3.16	3.16	0.57	15.29
20 Admiral Square							**20 Admiral Square**								
R9/61		W4/61	26.53	17.04	9.49	35.77	R9/61		W4/61	1.21		0.91			
R9/61		W5/61	31.52	21.65	9.87	31.31	R9/61		W5/61	1.38	2.59	1.06	1.97	0.62	24.08
R10/62		W4/62	27.15	18.96	8.19	30.17	R10/62		W4/62	1.65		1.30			
R10/62		W5/62	32.28	23.78	8.50	26.33	R10/62		W5/62	1.88	3.53	1.50	2.81	0.73	20.60
R15/63		W4/63	28.63	21.58	7.05	24.62	R15/63		W4/63	1.07		0.88			
R15/63		W5/63	32.90	25.59	7.31	22.22	R15/63		W5/63	1.19	2.25	0.98	1.86	0.40	17.54
R10/64		W3/64	33.84	28.00	5.84	17.26	R10/64		W3/64	3.13	3.13	2.69	2.69	0.44	13.97
1-18 Admiral Court							**1-18 Admiral Court**								
R9/60		W3/60	18.97	8.94	10.03	52.87	R9/60		W3/60	1.15		0.75			
R9/60		W23/60	16.89	15.25	1.64	9.71	R9/60		W23/60	0.98	2.13	0.93	1.67	0.46	21.57
R10/60		W2/60	23.19	13.21	9.98	43.04	R10/60		W2/60	3.63	3.63	2.58	2.58	1.05	28.99
R11/60		W1/60	19.14	11.04	8.10	42.32	R11/60		W1/60	1.14		0.83			
R11/60		W24/60	30.34	30.34	0.00	0.00	R11/60		W24/60	3.45	4.60	3.45	4.28	0.31	6.83
R12/60		W25/60	29.90	29.90	0.00	0.00	R12/60		W25/60	3.96	3.96	3.96	3.96	0.00	0.00
R13/60		W26/60	30.62	30.62	0.00	0.00	R13/60		W26/60	3.71	3.71	3.71	3.71	0.00	0.00
R11/61		W3/61	35.80	26.28	9.52	26.59	R11/61		W3/61	2.16		1.69			
R11/61		W24/61	17.92	16.86	1.06	5.92	R11/61		W24/61	1.21	3.37	1.16	2.85	0.52	15.32
R12/61		W2/61	36.48	27.56	8.92	24.45	R12/61		W2/61	5.15	5.15	4.09	4.09	1.06	20.64
R13/61		W1/61	35.89	27.84	8.05	22.43	R13/61		W1/61	2.14		1.74			
R13/61		W27/61	30.80	30.80	0.00	0.00	R13/61		W27/61	3.49	5.63	3.49	5.23	0.40	7.14
R14/61		W26/61	30.08	30.08	0.00	0.00	R14/61		W26/61	3.98	3.98	3.98	3.98	0.00	0.00
R15/61		W25/61	30.52	30.52	0.00	0.00	R15/61		W25/61	3.70	3.70	3.70	3.70	0.00	0.00
R11/62		W3/62	36.05	27.85	8.20	22.75	R11/62		W3/62	2.18		1.76			
R11/62		W24/62	19.13	18.64	0.49	2.56	R11/62		W24/62	1.26	3.43	1.24	3.00	0.44	12.73
R12/62		W2/62	36.49	28.78	7.71	21.13	R12/62		W2/62	4.09	4.09	3.35	3.35	0.74	18.10
R13/62		W1/62	36.13	28.96	7.17	19.85	R13/62		W1/62	2.16		1.79			
R13/62		W27/62	30.80	30.80	0.00	0.00	R13/62		W27/62	3.49	5.65	3.49	5.28	0.36	6.45
R14/62		W26/62	30.08	30.08	0.00	0.00	R14/62		W26/62	3.98	3.98	3.98	3.98	0.00	0.00
R15/62		W25/62	30.52	30.52	0.00	0.00	R15/62		W25/62	3.70	3.70	3.70	3.70	0.00	0.00
R16/63		W3/63	36.30	29.28	7.02	19.34	R16/63		W3/63	2.20		1.84			
R16/63		W24/63	22.35	22.20	0.15	0.67	R16/63		W24/63	1.40	3.60	1.39	3.23	0.37	10.34
R17/63		W2/63	36.75	30.02	6.73	18.31	R17/63		W2/63	4.14	4.14	3.48	3.48	0.66	15.99
R18/63		W1/63	36.38	29.93	6.45	17.73	R18/63		W1/63	2.18		1.85			
R18/63		W27/63	38.75	38.75	0.00	0.00	R18/63		W27/63	4.31	6.49	4.31	6.15	0.34	5.16
R19/63		W26/63	38.75	38.75	0.00	0.00	R19/63		W26/63	5.00	5.00	5.00	5.00	0.00	0.00
R20/63		W25/63	38.75	38.75	0.00	0.00	R20/63		W25/63	4.60	4.60	4.60	4.60	0.00	0.00
R11/64		W2/64	36.13	29.95	6.18	17.10	R11/64		W2/64	3.93	3.93	3.35	3.35	0.58	14.77
R12/64		W1/64	37.95	37.95	0.00	0.00	R12/64		W1/64	3.77	3.77	3.77	3.77	0.00	0.00

LOTS ROAD
CHELSEA
LONDON SW10

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

DEC 2002

107

Room	Room Use	Window	EXISTING VSC	PROPOSED VSC	LOSS VSC	%LOSS VSC
Apartment No. 33 Carlyle Court						
R9/70	BATHROOM	W11/70	4.32	4.04	0.28	6.48
R10/70	BEDROOM	W12/70	4.39	4.15	0.24	5.47
R11/70	BEDROOM	W13/70	5.20	5.06	0.14	2.69
Apartment No. 35 Carlyle Court						
R9/71	BEDROOM	W11/71	18.87	18.51	0.36	1.91
R10/71	BEDROOM	W12/71	18.92	18.55	0.37	1.96
R11/71	BEDROOM	W13/71	18.45	18.15	0.30	1.63
Apartment No. 37 Carlyle Court						
R9/72	BEDROOM	W11/72	21.29	21.11	0.18	0.85
R10/72	BEDROOM	W12/72	21.43	21.20	0.23	1.07
R11/72	BEDROOM	W13/72	21.03	20.83	0.20	0.95
Apartment No. 39 Carlyle Court						
R9/73	BEDROOM	W11/73	23.87	23.78	0.09	0.38
R10/73	BEDROOM	W12/73	24.21	24.05	0.16	0.66
R11/73	BEDROOM	W13/73	23.89	23.75	0.14	0.59
Apartment No. 40 Carlyle Court						
R6/70	BEDROOM	W5/70	17.26	13.00	4.26	24.68
R7/70	BEDROOM	W6/70	15.99	11.81	4.18	26.14
R8/70	BATHROOM	W7/70	12.19	9.53	2.66	21.82
Apartment No. 41 Carlyle Court						
R1/70	kitchen	W9/70	6.05	4.04	2.01	33.22
R2/70	LIVING ROOM	W1/70	19.63	14.29	5.34	27.20
R2/70	LIVING ROOM	W2/70	19.34	14.31	5.03	26.01
R2/70	LIVING ROOM	W10/70	11.47	8.70	2.77	24.15
R3/70	BEDROOM	W3/70	18.33	13.63	4.70	25.64
R4/70	BEDROOM	W8/70	10.37	9.58	0.79	7.62
Apartment No. 43 Carlyle Court						
R5/71	BEDROOM	W4/71	31.41	27.25	4.16	13.24
R6/71	BEDROOM	W5/71	30.71	26.64	4.07	13.25
R7/71	BEDROOM	W6/71	29.28	25.45	3.83	13.08
R8/71	BEDROOM	W7/71	27.29	23.66	3.63	13.30
Apartment No. 44 Carlyle Court						
R1/71	LIVING ROOM	W1/71	33.31	28.53	4.78	14.35
R1/71	LIVING ROOM	W9/71	13.99	11.56	2.43	17.37
R1/71	LIVING ROOM	W10/71	25.74	22.55	3.19	12.39
R2/71	BEDROOM	W2/71	33.88	29.25	4.63	13.67
R3/71	BEDROOM	W3/71	32.52	28.13	4.39	13.50
R4/71	BEDROOM	W8/71	25.75	24.39	1.36	5.28
Apartment No. 46 Carlyle Court						
R5/72	BEDROOM	W4/72	32.08	28.86	3.22	10.04
R6/72	BEDROOM	W5/72	31.60	28.44	3.16	10.00
R7/72	BEDROOM	W6/72	30.39	27.37	3.02	9.94
R8/72	BEDROOM	W7/72	28.55	25.67	2.88	10.09
Apartment No. 47 Carlyle Court						
R1/72	LIVING ROOM	W1/72	33.83	29.83	4.00	11.82
R1/72	LIVING ROOM	W9/72	9.89	8.04	1.85	18.71
R1/72	LIVING ROOM	W10/72	28.87	26.18	2.69	9.32
R2/72	BEDROOM	W2/72	34.48	30.70	3.78	10.96
R3/72	BEDROOM	W3/72	33.16	29.71	3.45	10.40
R4/72	BEDROOM	W8/72	29.07	28.17	0.90	3.10
R1/73	BEDROOM	W1/73	34.05	30.68	3.37	9.90
R1/73	BEDROOM	W10/73	33.53	31.31	2.22	6.62
R2/73	BEDROOM	W2/73	34.96	31.77	3.19	9.12
R3/73	BEDROOM 4	W3/73	33.50	30.62	2.88	8.60
R4/73	BEDROOM	W8/73	33.59	32.37	1.22	3.63
R4/73	BEDROOM	W9/73	34.20	32.34	1.86	5.44
Apartment No. 49 Carlyle Court						
R5/73	BEDROOM	W4/73	32.45	29.77	2.68	8.26
R6/73	BEDROOM	W5/73	32.44	29.80	2.64	8.14
R7/73	BEDROOM	W6/73	31.46	28.95	2.51	7.98
R8/73	BEDROOM	W7/73	29.82	27.46	2.36	7.91

Room	Room Use	Window	EXISTING ADF	EXISTING TOTAL	PROPOSED ADF	PROPOSED TOTAL	TOTAL LOSS	%LOSS ADF
Apartment No. 33 Carlyle Court								
R9/70	BATHROOM	W11/70	1.23	1.23	1.19	1.19	0.04	3.41
R10/70	BEDROOM	W12/70	1.44	1.44	1.40	1.40	0.04	2.85
R11/70	BEDROOM	W13/70	1.87	1.87	1.84	1.84	0.03	1.50
Apartment No. 35 Carlyle Court								
R9/71	BEDROOM	W11/71	1.69	1.69	1.67	1.67	0.02	1.18
R10/71	BEDROOM	W12/71	1.62	1.62	1.60	1.60	0.02	1.23
R11/71	BEDROOM	W13/71	2.09	2.09	2.07	2.07	0.02	1.00
Apartment No. 37 Carlyle Court								
R9/72	BEDROOM	W11/72	1.80	1.80	1.79	1.79	0.01	0.55
R10/72	BEDROOM	W12/72	1.74	1.74	1.72	1.72	0.01	0.63
R11/72	BEDROOM	W13/72	2.25	2.25	2.23	2.23	0.01	0.58
Apartment No. 39 Carlyle Court								
R9/73	BEDROOM	W11/73	1.79	1.79	1.78	1.78	0.01	0.28
R10/73	BEDROOM	W12/73	1.73	1.73	1.72	1.72	0.01	0.41
R11/73	BEDROOM	W13/73	2.24	2.24	2.23	2.23	0.01	0.45
Apartment No. 40 Carlyle Court								
R6/70	BEDROOM	W5/70	3.63	3.63	3.07	3.07	0.55	15.25
R7/70	BEDROOM	W6/70	2.91	2.91	2.45	2.45	0.47	15.99
R8/70	BATHROOM	W7/70	2.15	2.15	1.87	1.87	0.27	12.73
Apartment No. 41 Carlyle Court								
R1/70	kitchen	W9/70	1.44	1.44	1.16	1.16	0.27	19.01
R2/70	LIVING ROOM	W1/70	1.22		1.01			
R2/70	LIVING ROOM	W2/70	1.69		1.41			
R2/70	LIVING ROOM	W10/70	0.89	3.80	0.76	3.18	0.62	16.23
R3/70	BEDROOM	W3/70	1.67	1.67	1.40	1.40	0.27	16.09
R4/70	BEDROOM	W8/70	1.47	1.47	1.41	1.41	0.06	4.21
Apartment No. 43 Carlyle Court								
R5/71	BEDROOM	W4/71	3.22	3.22	2.89	2.89	0.33	10.23
R6/71	BEDROOM	W5/71	2.99	2.99	2.69	2.69	0.30	10.06
R7/71	BEDROOM	W6/71	2.18	2.18	1.97	1.97	0.21	9.62
R8/71	BEDROOM	W7/71	2.16	2.16	1.96	1.96	0.20	9.45
Apartment No. 44 Carlyle Court								
R1/71	LIVING ROOM	W1/71	1.30		1.15			
R1/71	LIVING ROOM	W9/71	1.71		1.53			
R1/71	LIVING ROOM	W10/71	1.06	4.07	0.97	3.65	0.42	10.26
R2/71	BEDROOM	W2/71	6.43	6.43	5.70	5.70	0.72	11.22
R3/71	BEDROOM	W3/71	2.68	2.68	2.39	2.39	0.29	10.67
R4/71	BEDROOM	W8/71	2.04	2.04	1.97	1.97	0.08	3.67
Apartment No. 46 Carlyle Court								
R5/72	BEDROOM	W4/72	3.24	3.24	2.98	2.98	0.26	7.94
R6/72	BEDROOM	W5/72	3.03	3.03	2.79	2.79	0.24	7.82
R7/72	BEDROOM	W6/72	2.23	2.23	2.06	2.06	0.17	7.55
R8/72	BEDROOM	W7/72	2.21	2.21	2.05	2.05	0.16	7.33
Apartment No. 47 Carlyle Court								
R1/72	LIVING ROOM	W1/72	1.31		1.18			
R1/72	LIVING ROOM	W9/72	1.40		1.25			
R1/72	LIVING ROOM	W10/72	1.15	3.85	1.07	3.50	0.35	9.19
R2/72	BEDROOM	W2/72	6.43	6.43	5.84	5.84	0.60	9.25
R3/72	BEDROOM	W3/72	2.72	2.72	2.49	2.49	0.23	8.47
R4/72	BEDROOM	W8/72	2.21	2.21	2.16	2.16	0.05	2.31
R1/73	BEDROOM	W1/73	2.03		1.87			
R1/73	BEDROOM	W10/73	2.01	4.04	1.90	3.76	0.28	6.93
R2/73	BEDROOM	W2/73	5.34	5.34	4.92	4.92	0.42	7.88
R3/73	BEDROOM 4	W3/73	2.04	2.04	1.90	1.90	0.15	7.14
R4/73	BEDROOM	W8/73	1.54		1.50			
R4/73	BEDROOM	W9/73	3.68	5.22	3.51	5.00	0.22	4.19
Apartment No. 49 Carlyle Court								
R5/73	BEDROOM	W4/73	3.00	3.00	2.80	2.80	0.20	6.63
R6/73	BEDROOM	W5/73	2.84	2.84	2.66	2.66	0.19	6.54
R7/73	BEDROOM	W6/73	2.10	2.10	1.97	1.97	0.13	6.24
R8/73	BEDROOM	W7/73	2.10	2.10	1.97	1.97	0.13	5.97

LOTS ROAD
CHELSEA
LONDON SW10

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

DEC 2002

108

Room	Room Use	Window	EXISTING VSC	PROPOSED VSC	LOSS VSC	%LOSS VSC	Room	Room Use	Window	EXISTING ADF	EXISTING TOTAL	PROPOSED ADF	PROPOSED TOTAL	TOTAL LOSS	%LOSS ADF
Apartment No. 50 Carlyle Court							**Apartment No. 50 Carlyle Court**								
R1/74	KITCHEN	W3/74	31.17	29.95	1.22	3.91	R1/74	KITCHEN	W3/74	2.05	2.05	1.99	1.99	0.06	3.12
R2/74	LIVING ROOM	W1/74	33.60	30.94	2.66	7.92	R2/74	LIVING ROOM	W1/74	0.58		0.54			
R2/74	LIVING ROOM	W2/74	34.67	32.23	2.44	7.04	R2/74	LIVING ROOM	W2/74	1.84		1.73			
R2/74	LIVING ROOM	W8/74	0.00	0.00	0.00	0.00	R2/74	LIVING ROOM	W8/74	0.00		0.00			
R2/74	LIVING ROOM	W9/74	37.83	36.25	1.58	4.18	R2/74	LIVING ROOM	W9/74	2.07		1.99			
R2/74	LIVING ROOM	W10/74	0.00	0.00	0.00	0.00	R2/74	LIVING ROOM	W10/74	0.00	4.49	0.00	4.26	0.24	5.30
R5/70		W4/70	2.50	1.43	1.07	42.80	R5/70		W4/70	1.76	1.76	1.32	1.32	0.43	24.69
Apartment No. 1 The Quadrangle							**Apartment No. 1 The Quadrangle**								
R13/80	LIVING ROOM	W16/80	30.03	23.32	6.71	22.34	R13/80	LIVING ROOM	W16/80	1.91		1.60			
R13/80	LIVING ROOM	W17/80	0.00	0.00	0.00	0.00	R13/80	LIVING ROOM	W17/80	0.00		0.00			
R13/80	LIVING ROOM	W18/80	19.11	19.11	0.00	0.00	R13/80	LIVING ROOM	W18/80	2.10	4.01	2.10	3.69	0.32	7.86
R14/80	KITCHEN	W15/80	29.13	21.76	7.37	25.30	R14/80	KITCHEN	W15/80	2.89	2.89	2.36	2.36	0.53	18.31
R15/80	BATHROOM	W14/80	29.29	21.01	8.28	28.27	R15/80	BATHROOM	W14/80	3.33	3.33	2.65	2.65	0.68	20.44
R16/80	BEDROOM	W13/80	30.34	21.79	8.55	28.18	R16/80	BEDROOM	W13/80	4.67	4.67	3.70	3.70	0.97	20.74
Apartment No. 3 The Quadrangle							**Apartment No. 3 The Quadrangle**								
R1/80	BEDROOM	W12/80	22.77	15.70	7.07	31.05	R1/80	BEDROOM	W12/80	1.84	1.84	1.46	1.46	0.38	20.52
R2/80	BEDROOM	W11/80	26.35	18.76	7.59	28.80	R2/80	BEDROOM	W11/80	3.57	3.57	2.86	2.86	0.71	19.95
Apartment No. 4 The Quadrangle							**Apartment No. 4 The Quadrangle**								
R13/81	LIVING ROOM	W16/81	31.16	25.29	5.87	18.84	R13/81	LIVING ROOM	W16/81	1.97		1.69			
R13/81	LIVING ROOM	W21/81	0.12	0.12	0.00	0.00	R13/81	LIVING ROOM	W21/81	0.20		0.20			
R13/81	LIVING ROOM	W22/81	21.04	21.04	0.00	0.00	R13/81	LIVING ROOM	W22/81	2.23	4.39	2.23	4.11	0.28	6.40
R14/81	KITCHEN	W15/81	30.79	24.13	6.66	21.63	R14/81	KITCHEN	W15/81	3.02	3.02	2.53	2.53	0.49	16.19
R15/81	BATHROOM	W14/81	31.23	23.65	7.58	24.27	R15/81	BATHROOM	W14/81	2.91	2.91	2.38	2.38	0.53	18.23
R16/81	BEDROOM	W13/81	32.35	24.45	7.90	24.42	R16/81	BEDROOM	W13/81	3.83		3.11			
R16/81	BEDROOM	W20/81	19.61	17.52	2.09	10.66	R16/81	BEDROOM	W20/81	2.69	6.52	2.51	5.62	0.90	13.76
R22/81	BEDROOM	W19/81	16.90	15.41	1.49	8.82	R22/81	BEDROOM	W19/81	1.65	1.65	1.57	1.57	0.09	5.38
Apartment No. 6 The Quadrangle							**Apartment No. 6 The Quadrangle**								
R1/81	BEDROOM	W12/81	23.50	17.34	6.16	26.21	R1/81	BEDROOM	W12/81	1.88	1.88	1.55	1.55	0.33	17.44
R2/81	BEDROOM	W11/81	27.30	20.71	6.59	24.14	R2/81	BEDROOM	W11/81	3.67	3.67	3.04	3.04	0.62	16.97
Apartment No. 7 The Quadrangle							**Apartment No. 7 The Quadrangle**								
R13/82	LIVING ROOM	W14/82	31.26	26.39	4.87	15.58	R13/82	LIVING ROOM	W14/82	0.95		0.84			
R13/82	LIVING ROOM	W19/82	1.55	1.55	0.00	0.00	R13/82	LIVING ROOM	W19/82	0.73		0.73			
R13/82	LIVING ROOM	W20/82	23.31	23.31	0.00	0.00	R13/82	LIVING ROOM	W20/82	2.38	4.06	2.38	3.95	0.11	2.81
R14/82	KITCHEN	W29/82	32.86	27.22	5.64	17.16	R14/82	KITCHEN	W29/82	6.41	6.41	5.54	5.54	0.87	13.58
R15/82	BATHROOM	W13/82	32.99	26.85	6.14	18.61	R15/82	BATHROOM	W13/82	6.15	6.15	5.25	5.25	0.90	14.68
R16/82	BEDROOM	W12/82	32.28	25.53	6.75	20.91	R16/82	BEDROOM	W12/82	1.78		1.50			
R16/82	BEDROOM	W18/82	21.33	19.47	1.86	8.72	R16/82	BEDROOM	W18/82	2.84	4.62	2.68	4.18	0.45	9.65
R22/82	BEDROOM	W17/82	18.20	16.87	1.33	7.31	R22/82	BEDROOM	W17/82	1.73	1.73	1.65	1.65	0.08	4.45
Apartment No. 9 The Quadrangle							**Apartment No. 9 The Quadrangle**								
R1/82	BEDROOM	W11/82	24.05	19.05	5.00	20.79	R1/82	BEDROOM	W11/82	1.91	1.91	1.65	1.65	0.27	13.92
R2/82	BEDROOM	W10/82	28.12	22.76	5.36	19.06	R2/82	BEDROOM	W10/82	3.75	3.75	3.24	3.24	0.51	13.64
Apartment No. 10 The Quadrangle							**Apartment No. 10 The Quadrangle**								
R13/83	LIVING ROOM	W14/83	32.35	28.61	3.74	11.56	R13/83	LIVING ROOM	W14/83	0.99		0.90			
R13/83	LIVING ROOM	W19/83	3.48	3.48	0.00	0.00	R13/83	LIVING ROOM	W19/83	1.10		1.10			
R13/83	LIVING ROOM	W20/83	25.90	25.90	0.00	0.00	R13/83	LIVING ROOM	W20/83	2.56	4.64	2.56	4.55	0.09	1.96
R14/83	KITCHEN	W29/83	33.87	29.52	4.35	12.84	R14/83	KITCHEN	W29/83	6.58	6.58	5.89	5.89	0.70	10.56
R15/83	BATHROOM	W13/83	33.96	29.24	4.72	13.90	R15/83	BATHROOM	W13/83	6.31	6.31	5.59	5.59	0.72	11.43
R16/83	BEDROOM	W12/83	33.19	28.00	5.19	15.64	R16/83	BEDROOM	W12/83	1.84		1.61			
R16/83	BEDROOM	W18/83	23.44	21.86	1.58	6.74	R16/83	BEDROOM	W18/83	3.02	4.86	2.88	4.49	0.37	7.55
R22/83	BEDROOM	W17/83	19.69	18.53	1.16	5.89	R22/83	BEDROOM	W17/83	1.82	1.82	1.75	1.75	0.07	3.69
Apartment No. 12 The Quadrangle							**Apartment No. 12 The Quadrangle**								
R1/83	BEDROOM	W11/83	24.61	20.83	3.78	15.36	R1/83	BEDROOM	W11/83	1.94	1.94	1.74	1.74	0.20	10.36
R2/83	BEDROOM	W10/83	29.09	25.04	4.05	13.92	R2/83	BEDROOM	W10/83	3.84	3.84	3.45	3.45	0.39	10.21
Apartment No. 13 The Quadrangle							**Apartment No. 13 The Quadrangle**								
R13/84	LIVING ROOM	W19/84	6.44	6.44	0.00	0.00	R13/84	LIVING ROOM	W19/84	1.52		1.52			
R13/84	LIVING ROOM	W20/84	28.09	28.09	0.00	0.00	R13/84	LIVING ROOM	W20/84	2.71		2.71			
R13/84	LIVING ROOM	W121/84	33.41	30.85	2.56	7.66	R13/84	LIVING ROOM	W121/84	1.04	5.27	0.98	5.20	0.07	1.25
R14/84	KITCHEN	W14/84	34.83	31.84	2.99	8.58	R14/84	KITCHEN	W14/84	6.75	6.75	6.25	6.25	0.50	7.41
R15/84	BATHROOM	W13/84	34.89	31.65	3.24	9.29	R15/84	BATHROOM	W13/84	6.46	6.46	5.95	5.95	0.52	8.00
R16/84	BEDROOM	W12/84	34.09	30.50	3.59	10.53	R16/84	BEDROOM	W12/84	1.93		1.76			
R16/84	BEDROOM	W18/84	26.04	24.74	1.30	4.99	R16/84	BEDROOM	W18/84	3.25	5.17	3.13	4.89	0.28	5.49
R22/84	BEDROOM	W17/84	21.40	20.34	1.06	4.95	R22/84	BEDROOM	W17/84	1.91	1.91	1.85	1.85	0.06	3.19
Apartment No. 15 The Quadrangle							**Apartment No. 15 The Quadrangle**								
R1/84	BEDROOM	W11/84	25.18	22.50	2.68	10.64	R1/84	BEDROOM	W11/84	1.97	1.97	1.83	1.83	0.14	7.26
R2/84	BEDROOM	W10/84	30.38	27.51	2.87	9.45	R2/84	BEDROOM	W10/84	3.97	3.97	3.69	3.69	0.28	7.15

LOTS ROAD
CHELSEA
LONDON SW10

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

DEC 2002

109

Room	Room Use	Window	EXISTING VSC	PROPOSED VSC	LOSS VSC	%LOSS VSC
Apartment No. 16 The Quadrangle						
R13/85	LIVING ROOM	W16/85	35.35	33.85	1.50	4.24
R13/85	LIVING ROOM	W21/85	9.45	9.45	0.00	0.00
R13/85	LIVING ROOM	W22/85	9.36	9.36	0.00	0.00
R14/85	KITCHEN	W15/85	34.33	32.60	1.73	5.04
R15/85	BATHROOM	W14/85	34.50	32.51	1.99	5.77
R16/85	BEDROOM	W13/85	35.83	33.72	2.11	5.89
R16/85	BEDROOM	W20/85	29.15	27.96	1.19	4.08
R22/85	BEDROOM	W19/85	23.21	22.15	1.06	4.57
R8/86	LIVING ROOM	W2/86	25.73	24.58	1.15	4.47
R9/86	LIVING ROOM	W12/86	36.64	35.70	0.94	2.57
R10/86	LIVING ROOM	W3/86	31.65	31.65	0.00	0.00
Apartment No. 18 The Quadrangle						
R1/85	BEDROOM	W12/85	25.74	24.03	1.71	6.64
R2/85	BEDROOM	W11/85	32.18	30.35	1.83	5.69
R7/86	LIVING ROOM	W11/86	27.21	26.17	1.04	3.82
Apartment No. 19 The Quadrangle						
R3/80	BEDROOM	W10/80	29.18	21.12	8.06	27.62
R4/80	BEDROOM	W9/80	29.92	21.53	8.39	28.04
Apartment No. 20 The Quadrangle						
R5/80	BEDROOM	W8/80	29.74	20.98	8.76	29.46
R6/80	BEDROOM	W7/80	28.91	20.03	8.88	30.72
Apartment No. 21 The Quadrangle						
R3/81		W10/81	30.26	23.30	6.96	23.00
R4/81		W9/81	30.96	23.75	7.21	23.29
Apartment No. 22 The Quadrangle						
R5/81		W8/81	30.73	23.25	7.48	24.34
R6/81		W7/81	29.88	22.30	7.58	25.37
Apartment No. 23 The Quadrangle						
R3/82	BEDROOM	W9/82	31.25	25.59	5.66	18.11
R4/82	BEDROOM	W8/82	31.94	26.08	5.86	18.35
Apartment No. 24 The Quadrangle						
R5/82	BEDROOM	W7/82	31.75	25.66	6.09	19.18
R6/82	BEDROOM	W6/82	30.91	24.76	6.15	19.90
Apartment No. 25 The Quadrangle						
R3/83	BEDROOM	W9/83	32.35	28.07	4.28	13.23
R4/83	BEDROOM	W8/83	32.97	28.55	4.42	13.41
Apartment No. 26 The Quadrangle						
R5/83	BEDROOM	W7/83	32.81	28.19	4.62	14.08
R6/83	BEDROOM	W6/83	32.07	27.39	4.68	14.59
Apartment No. 27 The Quadrangle						
R3/84	BEDROOM	W9/84	33.63	30.63	3.00	8.92
R4/84	BEDROOM	W8/84	34.07	30.95	3.12	9.16
Apartment No. 28 The Quadrangle						
R5/84	BEDROOM	W7/84	33.94	30.59	3.35	9.87
R6/84	BEDROOM	W6/84	33.43	30.04	3.39	10.14
Apartment No. 29 The Quadrangle						
R3/85	BEDROOM	W10/85	35.07	33.16	1.91	5.45
R4/85	BEDROOM	W9/85	35.07	33.10	1.97	5.62
R6/86	LIVING ROOM	W10/86	35.88	34.73	1.15	3.21
Apartment No. 30 The Quadrangle						
R5/85	BEDROOM	W8/85	34.93	32.79	2.14	6.13
R6/85	BEDROOM	W7/85	34.93	32.76	2.17	6.21
R5/86	LIVING ROOM	W9/86	35.59	34.36	1.23	3.46
Apartment No. 31 The Quadrangle						
R7/80	BEDROOM	W6/80	26.65	17.72	8.93	33.51
R8/80	BEDROOM	W5/80	23.82	15.49	8.33	34.97

Room	Room Use	Window	EXISTING ADF	EXISTING TOTAL	PROPOSED ADF	PROPOSED TOTAL	TOTAL LOSS	%LOSS ADF
Apartment No. 16 The Quadrangle								
R13/85	LIVING ROOM	W16/85	2.63		2.53			
R13/85	LIVING ROOM	W21/85	2.08		2.08			
R13/85	LIVING ROOM	W22/85	2.07	6.77	2.07	6.67	0.10	1.48
R14/85	KITCHEN	W15/85	3.30	3.30	3.16	3.16	0.14	4.36
R15/85	BATHROOM	W14/85	3.16	3.16	3.01	3.01	0.15	5.00
R16/85	BEDROOM	W13/85	4.21		3.99			
R16/85	BEDROOM	W20/85	3.54	7.75	3.43	7.42	0.33	4.28
R22/85	BEDROOM	W19/85	2.02	2.02	1.96	1.96	0.06	3.02
R8/86	LIVING ROOM	W2/86	3.79	3.79	3.67	3.67	0.12	3.09
R9/86	LIVING ROOM	W12/86	8.16	8.16	7.95	7.95	0.20	2.49
R10/86	LIVING ROOM	W3/86	4.27	4.27	4.27	4.27	0.00	0.00
Apartment No. 18 The Quadrangle								
R1/85	BEDROOM	W12/85	2.00	2.00	1.91	1.91	0.09	4.65
R2/85	BEDROOM	W11/85	4.16	4.16	3.97	3.97	0.19	4.59
R7/86	LIVING ROOM	W11/86	2.87	2.87	2.79	2.79	0.08	2.75
Apartment No. 19 The Quadrangle								
R3/80	BEDROOM	W10/80	5.28	5.28	4.22	4.22	1.05	19.95
R4/80	BEDROOM	W9/80	7.26	7.26	5.77	5.77	1.49	20.50
Apartment No. 20 The Quadrangle								
R5/80	BEDROOM	W8/80	7.23	7.23	5.68	5.68	1.55	21.43
R6/80	BEDROOM	W7/80	5.24	5.24	4.08	4.08	1.16	22.05
Apartment No. 21 The Quadrangle								
R3/81		W10/81	5.43	5.43	4.50	4.50	0.92	17.01
R4/81		W9/81	7.46	7.46	6.16	6.16	1.30	17.48
Apartment No. 22 The Quadrangle								
R5/81		W8/81	7.42	7.42	6.07	6.07	1.35	18.13
R6/81		W7/81	5.37	5.37	4.38	4.38	1.00	18.57
Apartment No. 23 The Quadrangle								
R3/82	BEDROOM	W9/82	5.56	5.56	4.80	4.80	0.77	13.77
R4/82	BEDROOM	W8/82	7.65	7.65	6.57	6.57	1.08	14.16
Apartment No. 24 The Quadrangle								
R5/82	BEDROOM	W7/82	7.61	7.61	6.49	6.49	1.12	14.70
R6/82	BEDROOM	W6/82	5.52	5.52	4.69	4.69	0.83	14.99
Apartment No. 25 The Quadrangle								
R3/83	BEDROOM	W9/83	5.72	5.72	5.13	5.13	0.60	10.43
R4/83	BEDROOM	W8/83	7.86	7.86	7.01	7.01	0.85	10.76
Apartment No. 26 The Quadrangle								
R5/83	BEDROOM	W7/83	7.82	7.82	6.95	6.95	0.88	11.22
R6/83	BEDROOM	W6/83	5.68	5.68	5.04	5.04	0.65	11.38
Apartment No. 27 The Quadrangle								
R3/84	BEDROOM	W9/84	5.92	5.92	5.48	5.48	0.44	7.40
R4/84	BEDROOM	W8/84	8.08	8.08	7.46	7.46	0.62	7.71
Apartment No. 28 The Quadrangle								
R5/84	BEDROOM	W7/84	8.05	8.05	7.39	7.39	0.66	8.24
R6/84	BEDROOM	W6/84	5.88	5.88	5.40	5.40	0.49	8.31
Apartment No. 29 The Quadrangle								
R3/85	BEDROOM	W10/85	6.14	6.14	5.84	5.84	0.30	4.81
R4/85	BEDROOM	W9/85	8.29	8.29	7.88	7.88	0.41	4.97
R6/86	LIVING ROOM	W10/86	3.59	3.59	3.48	3.48	0.11	2.98
Apartment No. 30 The Quadrangle								
R5/85	BEDROOM	W8/85	8.26	8.26	7.82	7.82	0.44	5.36
R6/85	BEDROOM	W7/85	6.12	6.12	5.78	5.78	0.33	5.44
R5/86	LIVING ROOM	W9/86	3.86	3.86	3.74	3.74	0.12	3.16
Apartment No. 31 The Quadrangle								
R7/80	BEDROOM	W6/80	3.60	3.60	2.76	2.76	0.84	23.29
R8/80	BEDROOM	W5/80	1.90	1.90	1.45	1.45	0.45	23.50

LOTS ROAD
CHELSEA
LONDON SW10

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

DEC 2002

110

Room	Room Use	Window	EXISTING VSC	PROPOSED VSC	LOSS VSC	%LOSS VSC
Apartment No. 32 The Quadrangle						
R17/80	BEDROOM	W21/80	32.39	20.67	11.72	36.18
R17/80	BEDROOM	W25/80	8.70	0.99	7.71	88.62
R18/80	BEDROOM	W19/80	33.75	23.20	10.55	31.26
R18/80	BEDROOM	W20/80	6.68	0.00	6.68	100.00
R18/80	BEDROOM	W31/80	28.37	27.47	0.90	3.17
R19/80	Balcony	W30/80	28.34	27.54	0.80	2.82
R20/80	BEDROOM	W29/80	28.87	28.17	0.70	2.42
Apartment No. 33 The Quadrangle						
R9/80	BEDROOM	W4/80	29.73	17.87	11.86	39.89
R10/80	BEDROOM	W3/80	28.32	16.79	11.53	40.71
R11/80	KITCHEN	W2/80	27.80	16.50	11.30	40.65
R12/80	LIVING ROOM	W1/80	28.24	17.11	11.13	39.41
R12/80	LIVING ROOM	W22/80	31.25	19.67	11.58	37.06
R12/80	LIVING ROOM	W23/80	7.53	0.01	7.52	99.87
Apartment No. 34 The Quadrangle						
R7/81		W6/81	27.40	19.77	7.63	27.85
R8/81		W5/81	24.33	17.18	7.15	29.39
Apartment No. 35 The Quadrangle						
R17/81	BEDROOM	W25/81	33.41	24.32	9.09	27.21
R17/81	BEDROOM	W31/81	8.88	1.42	7.46	84.01
R18/81	BEDROOM	W23/81	34.61	26.25	8.36	24.15
R18/81	BEDROOM	W30/81	30.42	29.68	0.74	2.43
R18/81	BEDROOM	W32/81	7.03	0.37	6.66	94.74
R19/81	Balcony	W29/81	30.32	29.67	0.65	2.14
R20/81	BEDROOM	W28/81	30.71	30.14	0.57	1.86
Apartment No. 36 The Quadrangle						
R9/81	BEDROOM	W4/81	30.90	20.51	10.39	33.62
R9/81	BEDROOM	W17/81	21.04	17.69	3.35	15.92
R10/81	BEDROOM	W3/81	29.47	19.36	10.11	34.31
R11/81	KITCHEN	W2/81	29.01	19.09	9.92	34.20
R12/81	LIVING ROOM	W1/81	29.62	19.86	9.76	32.95
R12/81	LIVING ROOM	W26/81	32.37	23.41	8.96	27.68
R12/81	LIVING ROOM	W27/81	7.94	1.26	6.68	84.13
R21/81	BEDROOM	W18/81	18.41	15.73	2.68	14.56
Apartment No. 37 The Quadrangle						
R7/82	BEDROOM	W5/82	28.23	22.02	6.21	22.00
R8/82	BEDROOM	W4/82	24.86	18.99	5.87	23.61
Apartment No. 38 The Quadrangle						
R17/82	BEDROOM	W23/82	34.49	28.21	6.28	18.21
R17/82	BEDROOM	W31/82	9.05	3.70	5.35	59.12
R18/82	BEDROOM	W21/82	35.32	29.38	5.94	16.82
R18/82	BEDROOM	W28/82	32.49	31.94	0.55	1.69
R18/82	BEDROOM	W32/82	7.50	2.83	4.67	62.27
R19/82	Balcony	W27/82	32.51	32.00	0.51	1.57
R20/82	BEDROOM	W26/82	32.67	32.23	0.44	1.35
Apartment No. 39 The Quadrangle						
R9/82	BEDROOM	W3/82	31.06	22.42	8.64	27.82
R9/82	BEDROOM	W15/82	22.57	19.82	2.75	12.18
R10/82	BEDROOM	W22/82	31.90	23.35	8.55	26.80
R11/82	KITCHEN	W2/82	31.63	23.29	8.34	26.37
R12/82	LIVING ROOM	W1/82	29.97	21.93	8.04	26.83
R12/82	LIVING ROOM	W24/82	33.55	27.38	6.17	18.39
R12/82	LIVING ROOM	W25/82	8.47	3.60	4.87	57.50
R21/82	BEDROOM	W16/82	19.52	17.33	2.19	11.22
Apartment No. 40 The Quadrangle						
R7/83	BEDROOM	W5/83	29.24	24.52	4.72	16.14
R8/83	BEDROOM	W4/83	25.43	20.90	4.53	17.81
Apartment No. 41 The Quadrangle						
R17/83	BEDROOM	W23/83	35.37	31.66	3.71	10.49
R17/83	BEDROOM	W31/83	9.19	5.77	3.42	37.21
R18/83		W21/83	35.99	32.30	3.69	10.25
R18/83		W28/83	34.76	34.36	0.40	1.15
R18/83		W32/83	7.86	5.08	2.78	35.37
R19/83	Balcony	W27/83	34.78	34.41	0.37	1.06
R20/83	BEDROOM	W26/83	34.83	34.51	0.32	0.92

Room	Room Use	Window	EXISTING ADF	EXISTING TOTAL	PROPOSED ADF	PROPOSED TOTAL	TOTAL LOSS	%LOSS ADF
Apartment No. 32 The Quadrangle								
R17/80	BEDROOM	W21/80	6.05		4.40			
R17/80	BEDROOM	W25/80	1.41	7.46	0.46	4.86	2.60	34.88
R18/80	BEDROOM	W19/80	4.49		3.40			
R18/80	BEDROOM	W20/80	0.88		0.00			
R18/80	BEDROOM	W31/80	3.91	9.29	3.82	7.22	2.06	22.22
R19/80	Balcony	W30/80	14.58	14.58	14.28	14.28	0.30	2.07
R20/80	BEDROOM	W29/80	5.32	5.32	5.23	5.23	0.10	1.80
Apartment No. 33 The Quadrangle								
R9/80	BEDROOM	W4/80	3.42	3.42	2.43	2.43	0.99	28.88
R10/80	BEDROOM	W3/80	2.71	2.71	1.92	1.92	0.78	28.93
R11/80	KITCHEN	W2/80	2.80	2.80	2.00	2.00	0.80	28.72
R12/80	LIVING ROOM	W1/80	1.83		1.32			
R12/80	LIVING ROOM	W22/80	2.97		2.15			
R12/80	LIVING ROOM	W23/80	1.66	6.46	0.06	3.53	2.93	45.42
Apartment No. 34 The Quadrangle								
R7/81		W6/81	3.68	3.68	2.96	2.96	0.72	19.59
R8/81		W5/81	1.93	1.93	1.54	1.54	0.38	19.83
Apartment No. 35 The Quadrangle								
R17/81	BEDROOM	W25/81	5.81		4.58			
R17/81	BEDROOM	W31/81	1.34	7.15	0.52	5.10	2.05	28.70
R18/81	BEDROOM	W23/81	4.60		3.70			
R18/81	BEDROOM	W30/81	4.13		4.05			
R18/81	BEDROOM	W32/81	0.90	9.63	0.20	7.95	1.67	17.39
R19/81	Balcony	W29/81	15.35	15.35	15.09	15.09	0.25	1.66
R20/81	BEDROOM	W28/81	5.58	5.58	5.50	5.50	0.08	1.45
Apartment No. 36 The Quadrangle								
R9/81	BEDROOM	W4/81	3.56		2.67			
R9/81	BEDROOM	W17/81	2.71	6.27	2.44	5.11	1.16	18.51
R10/81	BEDROOM	W3/81	2.79	2.79	2.10	2.10	0.69	24.80
R11/81	KITCHEN	W2/81	2.89	2.89	2.18	2.18	0.71	24.54
R12/81	LIVING ROOM	W1/81	1.90		1.45			
R12/81	LIVING ROOM	W26/81	3.05		2.41			
R12/81	LIVING ROOM	W27/81	1.71	6.66	0.66	4.51	2.15	32.24
R21/81	BEDROOM	W18/81	1.74	1.74	1.59	1.59	0.16	9.01
Apartment No. 37 The Quadrangle								
R7/82	BEDROOM	W5/82	3.76	3.76	3.17	3.17	0.59	15.71
R8/82	BEDROOM	W4/82	1.95	1.95	1.64	1.64	0.31	16.02
Apartment No. 38 The Quadrangle								
R17/82	BEDROOM	W23/82	4.88		4.15			
R17/82	BEDROOM	W31/82	1.44	6.32	0.90	5.05	1.27	20.12
R18/82	BEDROOM	W21/82	3.59		3.08			
R18/82	BEDROOM	W28/82	3.34		3.29			
R18/82	BEDROOM	W32/82	0.93	7.87	0.56	6.94	0.93	11.82
R19/82	Balcony	W27/82	16.23	16.23	16.02	16.02	0.21	1.28
R20/82	BEDROOM	W26/82	4.49	4.49	4.44	4.44	0.05	1.09
Apartment No. 39 The Quadrangle								
R9/82	BEDROOM	W3/82	1.67		1.32			
R9/82	BEDROOM	W15/82	2.84	4.50	2.61	3.93	0.57	12.70
R10/82	BEDROOM	W22/82	6.14	6.14	4.89	4.89	1.25	20.32
R11/82	KITCHEN	W2/82	6.09	6.09	4.88	4.88	1.21	19.89
R12/82	LIVING ROOM	W1/82	0.93		0.75			
R12/82	LIVING ROOM	W24/82	3.15		2.68			
R12/82	LIVING ROOM	W25/82	1.77	5.84	1.13	4.56	1.29	22.00
R21/82	BEDROOM	W16/82	1.81	1.81	1.68	1.68	0.13	7.03
Apartment No. 40 The Quadrangle								
R7/83	BEDROOM	W5/83	3.86	3.86	3.40	3.40	0.46	11.82
R8/83	BEDROOM	W4/83	1.99	1.99	1.74	1.74	0.24	12.19
Apartment No. 41 The Quadrangle								
R17/83	BEDROOM	W23/83	4.99		4.53			
R17/83	BEDROOM	W31/83	1.45	6.44	1.13	5.67	0.78	12.05
R18/83		W21/83	3.66		3.32			
R18/83		W28/83	3.54		3.51			
R18/83		W32/83	0.96	8.16	0.76	7.59	0.57	6.94
R19/83	Balcony	W27/83	17.21	17.21	17.05	17.05	0.16	0.95
R20/83	BEDROOM	W26/83	4.74	4.74	4.70	4.70	0.04	0.82

LOTS ROAD
CHELSEA
LONDON SW10

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

DEC 2002

Room	Room Use	Window	EXISTING VSC	PROPOSED VSC	LOSS VSC	%LOSS VSC
Apartment No. 42 The Quadrangle						
R9/83	BEDROOM	W3/83	32.27	25.54	6.73	20.86
R9/83	BEDROOM	W15/83	24.52	22.38	2.14	8.73
R10/83	BEDROOM	W22/83	33.18	26.51	6.67	20.10
R11/83	KITCHEN	W2/83	32.98	26.47	6.51	19.74
R12/83	LIVING ROOM	W1/83	31.46	25.18	6.28	19.96
R12/83	LIVING ROOM	W24/83	34.75	30.99	3.76	10.82
R12/83	LIVING ROOM	W25/83	9.06	5.83	3.23	35.65
R21/83	BEDROOM	W16/83	20.87	19.19	1.68	8.05
Apartment No. 43 The Quadrangle						
R7/84	BEDROOM	W5/84	30.50	27.13	3.37	11.05
R8/84	BEDROOM	W4/84	26.09	22.80	3.29	12.61
Apartment No. 44 The Quadrangle						
R17/84	BEDROOM	W23/84	36.10	33.24	2.86	7.92
R17/84	BEDROOM	W31/84	9.32	6.79	2.53	27.15
R18/84	BEDROOM	W21/84	36.53	33.60	2.93	8.02
R18/84	BEDROOM	W28/84	36.92	36.65	0.27	0.73
R18/84	BEDROOM	W32/84	8.20	6.02	2.18	26.59
R19/84	Balcony	W27/84	36.99	36.74	0.25	0.68
R20/84	BEDROOM	W26/84	36.93	36.72	0.21	0.57
Apartment No. 45 The Quadrangle						
R9/84	BEDROOM	W3/84	33.42	28.72	4.70	14.06
R9/84	BEDROOM	W15/84	27.04	25.52	1.52	5.62
R10/84	BEDROOM	W22/84	34.36	29.71	4.65	13.53
R11/84	KITCHEN	W2/84	34.23	29.70	4.53	13.23
R12/84	LIVING ROOM	W1/84	32.89	28.50	4.39	13.35
R12/84	LIVING ROOM	W24/84	34.98	32.29	2.69	7.69
R12/84	LIVING ROOM	W25/84	9.56	7.26	2.30	24.06
R21/84	BEDROOM	W16/84	22.53	21.33	1.20	5.33
Apartment No. 46 The Quadrangle						
R7/85	BEDROOM	W6/85	32.15	30.01	2.14	6.66
R8/85	BEDROOM	W5/85	26.87	24.77	2.10	7.82
R4/86	LIVING ROOM	W8/86	28.27	27.06	1.21	4.28
Apartment No. 47 The Quadrangle						
R17/85	BEDROOM	W28/85	36.40	33.90	2.50	6.87
R17/85	BEDROOM	W31/85	14.04	11.52	2.52	17.95
R18/85	BEDROOM	W25/85	38.52	38.34	0.18	0.47
R18/85	BEDROOM	W26/85	36.65	34.08	2.57	7.01
R18/85	BEDROOM	W32/85	12.94	10.70	2.24	17.31
R19/85	Balcony	W24/85	38.84	38.68	0.16	0.41
R20/85	BEDROOM	W23/85	38.52	38.37	0.15	0.39
R11/86	LIVING ROOM	W4/86	38.85	38.75	0.10	0.26
R12/86	LIVING ROOM	W5/86	8.58	6.31	2.27	26.46
Apartment No. 48 The Quadrangle						
R9/85	BEDROOM	W4/85	35.32	32.53	2.79	7.90
R9/85	BEDROOM	W17/85	30.08	29.16	0.92	3.06
R10/85	BEDROOM	W3/85	33.81	31.10	2.71	8.02
R11/85	KITCHEN	W2/85	33.59	30.93	2.66	7.92
R12/85	LIVING ROOM	W1/85	34.82	32.18	2.64	7.58
R12/85	LIVING ROOM	W29/85	14.48	12.19	2.29	15.81
R12/85	LIVING ROOM	W30/85	15.04	12.69	2.35	15.63
R21/85	BEDROOM	W18/85	24.36	23.63	0.73	3.00
R1/86	LIVING ROOM	W7/86	35.84	34.59	1.25	3.49
R2/86	LIVING ROOM	W6/86	36.47	34.22	2.25	6.17
R3/86	LIVING ROOM	W1/86	26.87	26.42	0.45	1.67

Room	Room Use	Window	EXISTING ADF	EXISTING TOTAL	PROPOSED ADF	PROPOSED TOTAL	TOTAL LOSS	%LOSS ADF
Apartment No. 42 The Quadrangle								
R9/83	BEDROOM	W3/83	1.73		1.45			
R9/83	BEDROOM	W15/83	3.00	4.73	2.82	4.28	0.46	9.62
R10/83	BEDROOM	W22/83	6.35	6.35	5.34	5.34	1.01	15.87
R11/83	KITCHEN	W2/83	6.31	6.31	5.33	5.33	0.98	15.52
R12/83	LIVING ROOM	W1/83	0.97		0.82			
R12/83	LIVING ROOM	W24/83	3.24		2.95			
R12/83	LIVING ROOM	W25/83	1.84	6.05	1.45	5.22	0.83	13.77
R21/83	BEDROOM	W16/83	1.88	1.88	1.79	1.79	0.10	5.10
Apartment No. 43 The Quadrangle								
R7/84	BEDROOM	W5/84	3.98	3.98	3.65	3.65	0.33	8.38
R8/84	BEDROOM	W4/84	2.02	2.02	1.84	1.84	0.18	8.81
Apartment No. 44 The Quadrangle								
R17/84	BEDROOM	W23/84	5.09		4.72			
R17/84	BEDROOM	W31/84	1.46	6.55	1.23	5.96	0.60	9.08
R18/84	BEDROOM	W21/84	3.71		3.44			
R18/84	BEDROOM	W28/84	3.75		3.72			
R18/84	BEDROOM	W32/84	0.98	8.44	0.83	7.99	0.45	5.33
R19/84	Balcony	W27/84	18.25	18.25	18.13	18.13	0.12	0.66
R20/84	BEDROOM	W26/84	5.01	5.01	4.99	4.99	0.03	0.56
Apartment No. 45 The Quadrangle								
R9/84	BEDROOM	W3/84	1.83		1.62			
R9/84	BEDROOM	W15/84	3.21	5.04	3.08	4.70	0.34	6.67
R10/84	BEDROOM	W22/84	6.54	6.54	5.81	5.81	0.74	11.25
R11/84	KITCHEN	W2/84	6.51	6.51	5.80	5.80	0.72	10.98
R12/84	LIVING ROOM	W1/84	1.03		0.92			
R12/84	LIVING ROOM	W24/84	3.26		3.05			
R12/84	LIVING ROOM	W25/84	1.89	6.19	1.63	5.60	0.59	9.52
R21/84	BEDROOM	W16/84	1.98	1.98	1.91	1.91	0.07	3.44
Apartment No. 46 The Quadrangle								
R7/85	BEDROOM	W6/85	4.16	4.16	3.93	3.93	0.22	5.34
R8/85	BEDROOM	W5/85	2.06	2.06	1.95	1.95	0.11	5.53
R4/86	LIVING ROOM	W8/86	3.15	3.15	3.05	3.05	0.10	3.11
Apartment No. 47 The Quadrangle								
R17/85	BEDROOM	W28/85	3.43		3.21			
R17/85	BEDROOM	W31/85	1.84	5.27	1.65	4.86	0.41	7.84
R18/85	BEDROOM	W25/85	2.61		2.60			
R18/85	BEDROOM	W26/85	2.48		2.32			
R18/85	BEDROOM	W32/85	1.26	6.35	1.13	6.04	0.30	4.76
R19/85	Balcony	W24/85	17.85	17.85	17.76	17.76	0.09	0.48
R20/85	BEDROOM	W23/85	3.50	3.50	3.49	3.49	0.02	0.43
R11/86	LIVING ROOM	W4/86	8.25	8.25	8.23	8.23	0.03	0.30
R12/86	LIVING ROOM	W5/86	4.57	4.57	3.88	3.88	0.69	15.18
Apartment No. 48 The Quadrangle								
R9/85	BEDROOM	W4/85	3.99		3.71			
R9/85	BEDROOM	W17/85	3.48	7.46	3.40	7.10	0.36	4.81
R10/85	BEDROOM	W3/85	3.12	3.12	2.91	2.91	0.21	6.70
R11/85	KITCHEN	W2/85	3.25	3.25	3.04	3.04	0.21	6.59
R12/85	LIVING ROOM	W1/85	2.60		2.43			
R12/85	LIVING ROOM	W29/85	2.65		2.41			
R12/85	LIVING ROOM	W30/85	2.71	7.97	2.46	7.29	0.67	8.44
R21/85	BEDROOM	W18/85	2.08	2.08	2.04	2.04	0.04	2.02
R1/86	LIVING ROOM	W7/86	8.66	8.66	8.38	8.38	0.28	3.22
R2/86	LIVING ROOM	W6/86	5.47	5.47	5.16	5.16	0.32	5.76
R3/86	LIVING ROOM	W1/86	4.07	4.07	4.02	4.02	0.05	1.23

LOTS ROAD
CHELSEA
LONDON SW10

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

DEC 2002

Room	Room Use	Window	EXISTING VSC	PROPOSED VSC	LOSS VSC	%LOSS VSC
The Chambers						
R1/90		W6/90	7.89	7.65	0.24	3.04
R2/90		W7/90	5.13	5.06	0.27	5.07
R3/90		W8/90	6.72	6.27	0.45	6.70
R4/90		W9/90	18.11	15.86	2.25	12.42
R5/90		W10/90	24.41	21.36	3.05	12.49
R6/90		W11/90	26.49	22.69	3.80	14.35
R7/90		W12/90	26.12	22.02	4.10	15.70
R8/90		W5/90	13.87	13.73	0.14	1.01
R8/90		W13/90	15.46	10.56	4.90	31.69
R9/90		W14/90	14.51	8.25	6.26	43.14
R10/90		W1/90	36.90	33.84	3.06	8.29
R10/90		W15/90	15.20	7.61	7.69	50.26
R11/90		W2/90	37.16	35.19	1.97	5.30
R12/90		W3/90	37.50	35.93	1.57	4.19
R13/90		W4/90	37.56	36.40	1.16	3.09
R1/91		W6/91	23.65	22.83	0.82	3.47
R2/91		W7/91	22.71	21.73	0.98	4.32
R3/91		W8/91	23.12	21.81	1.31	5.67
R4/91		W9/91	18.69	17.03	1.66	8.88
R5/91		W10/91	25.36	23.04	2.32	9.15
R6/91		W11/91	27.32	24.28	3.04	11.13
R7/91		W12/91	26.91	23.67	3.24	12.04
R8/91		W13/91	20.20	18.27	1.93	9.55
R9/91		W5/91	14.31	14.18	0.13	0.91
R9/91		W14/91	30.23	23.59	6.64	21.96
R10/91		W15/91	30.72	22.25	8.47	27.57
R11/91		W1/91	36.10	33.48	2.62	7.26
R11/91		W16/91	30.88	21.09	9.79	31.70
R12/91		W2/91	36.68	35.00	1.68	4.58
R13/91		W3/91	37.18	35.87	1.31	3.52
R14/91		W4/91	37.47	36.50	0.97	2.59
R1/92		W6/92	28.33	27.71	0.62	2.19
R2/92		W7/92	27.47	26.78	0.69	2.51
R3/92		W8/92	27.40	26.48	0.92	3.36
R4/92		W9/92	21.04	19.79	1.25	5.94
R5/92		W10/92	28.80	26.89	1.91	6.63
R6/92		W11/92	30.65	28.20	2.45	7.99
R7/92		W12/92	29.91	27.32	2.59	8.66
R8/92		W13/92	22.30	20.68	1.62	7.26
R9/92		W5/92	16.81	16.68	0.13	0.77
R9/92		W14/92	33.25	27.85	5.40	16.24
R10/92		W15/92	33.83	26.95	6.88	20.34
R11/92		W1/92	37.55	35.29	2.26	6.02
R11/92		W16/92	33.91	26.03	7.88	23.24
R12/92		W2/92	37.69	36.26	1.43	3.79
R13/92		W3/92	37.95	36.84	1.11	2.92
R14/92		W4/92	37.90	37.07	0.83	2.19
R1/93		W6/93	31.04	30.56	0.48	1.55
R2/93		W7/93	30.43	29.97	0.46	1.51
R3/93		W8/93	30.19	29.63	0.56	1.85
R4/93		W9/93	23.14	22.20	0.94	4.06
R5/93		W10/93	31.44	30.07	1.37	4.36
R6/93		W11/93	32.75	30.92	1.83	5.59
R7/93		W12/93	32.04	30.15	1.89	5.90
R8/93		W13/93	24.26	22.94	1.32	5.44
R9/93		W5/93	18.73	18.61	0.12	0.64
R9/93		W14/93	34.56	30.69	3.87	11.20
R10/93		W15/93	35.05	30.05	5.00	14.27
R11/93		W1/93	37.90	36.08	1.82	4.80
R11/93		W16/93	35.05	29.38	5.67	16.18
R12/93		W2/93	38.00	36.83	1.17	3.08
R13/93		W3/93	38.23	37.33	0.90	2.35
R14/93		W4/93	38.14	37.47	0.67	1.76
R1/94		W6/94	33.50	32.98	0.52	1.55

Room	Room Use	Window	EXISTING ADF	EXISTING TOTAL	PROPOSED ADF	PROPOSED TOTAL	TOTAL LOSS	%LOSS ADF
The Chambers								
R1/90		W6/90	3.11	3.11	3.06	3.06	0.05	1.64
R2/90		W7/90	2.72	2.72	2.64	2.64	0.07	2.72
R3/90		W8/90	2.88	2.88	2.78	2.78	0.10	3.58
R4/90		W9/90	3.83	3.83	3.54	3.54	0.29	7.65
R5/90		W10/90	5.99	5.99	5.48	5.48	0.50	8.40
R6/90		W11/90	6.89	6.89	6.20	6.20	0.69	10.00
R7/90		W12/90	6.32	6.32	5.63	5.63	0.69	10.87
R8/90		W5/90	2.89		2.87			
R8/90		W13/90	4.45	7.34	3.59	6.46	0.89	12.06
R9/90		W14/90	4.71	4.71	3.44	3.44	1.27	27.00
R10/90		W1/90	6.00		5.54			
R10/90		W15/90	4.40	10.40	2.98	8.52	1.88	18.08
R11/90		W2/90	6.60	6.60	6.26	6.26	0.34	5.11
R12/90		W3/90	9.20	9.20	8.82	8.82	0.38	4.11
R13/90		W4/90	6.84	6.84	6.63	6.63	0.21	3.09
R1/91		W6/91	4.09	4.09	4.00	4.00	0.09	2.30
R2/91		W7/91	4.36	4.36	4.24	4.24	0.12	2.82
R3/91		W8/91	4.16	4.16	4.01	4.01	0.16	3.75
R4/91		W9/91	1.53	1.53	1.45	1.45	0.09	5.55
R5/91		W10/91	4.32	4.32	4.05	4.05	0.27	6.27
R6/91		W11/91	5.05	5.05	4.65	4.65	0.40	7.89
R7/91		W12/91	4.58	4.58	4.19	4.19	0.39	8.52
R8/91		W13/91	1.61	1.61	1.51	1.51	0.10	6.09
R9/91		W5/91	1.78		1.77			
R9/91		W14/91	4.20	5.98	3.51	5.29	0.69	11.59
R10/91		W15/91	5.55	5.55	4.42	4.42	1.13	20.42
R11/91		W1/91	3.36		3.14			
R11/91		W16/91	4.42	7.79	3.39	6.53	1.26	16.18
R12/91		W2/91	4.53	4.53	4.33	4.33	0.20	4.33
R13/91		W3/91	6.13	6.13	5.92	5.92	0.21	3.44
R14/91		W4/91	4.52	4.52	4.40	4.40	0.12	2.57
R1/92		W6/92	2.83	2.83	2.79	2.79	0.05	1.59
R2/92		W7/92	4.56	4.56	4.48	4.48	0.08	1.80
R3/92		W8/92	2.89	2.89	2.82	2.82	0.07	2.42
R4/92		W9/92	1.64	1.64	1.58	1.58	0.06	3.72
R5/92		W10/92	2.90	2.90	2.75	2.75	0.14	4.91
R6/92		W11/92	5.05	5.05	4.74	4.74	0.31	6.13
R7/92		W12/92	3.00	3.00	2.80	2.80	0.20	6.51
R8/92		W13/92	1.71	1.71	1.62	1.62	0.08	4.75
R9/92		W5/92	1.75		1.74			
R9/92		W14/92	2.80	4.54	2.44	4.17	0.37	8.19
R10/92		W15/92	5.52	5.52	4.62	4.62	0.90	16.30
R11/92		W1/92	3.26		3.07			
R11/92		W16/92	2.92	6.17	2.38	5.44	0.73	11.82
R12/92		W2/92	4.15	4.15	3.99	3.99	0.16	3.81
R13/92		W3/92	5.81	5.81	5.63	5.63	0.17	3.00
R14/92		W4/92	4.01	4.01	3.92	3.92	0.09	2.25
R1/93		W6/93	3.04	3.04	3.00	3.00	0.04	1.22
R2/93		W7/93	4.92	4.92	4.86	4.86	0.06	1.18
R3/93		W8/93	3.11	3.11	3.06	3.06	0.05	1.45
R4/93		W9/93	1.75	1.75	1.70	1.70	0.05	2.69
R5/93		W10/93	3.03	3.03	2.92	2.92	0.10	3.44
R6/93		W11/93	5.36	5.36	5.12	5.12	0.25	4.59
R7/93		W12/93	3.18	3.18	3.03	3.03	0.15	4.72
R8/93		W13/93	1.80	1.80	1.74	1.74	0.07	3.66
R9/93		W5/93	1.88		1.86			
R9/93		W14/93	2.90	4.76	2.62	4.48	0.28	5.93
R10/93		W15/93	5.69	5.69	5.01	5.01	0.69	12.07
R11/93		W1/93	3.29		3.13			
R11/93		W16/93	3.00	6.29	2.60	5.73	0.57	8.99
R12/93		W2/93	4.18	4.18	4.05	4.05	0.13	3.16
R13/93		W3/93	5.85	5.85	5.71	5.71	0.14	2.44
R14/93		W4/93	4.03	4.03	3.96	3.96	0.07	1.83
R1/94		W6/94	3.20	3.20	3.16	3.16	0.04	1.31

LOTS ROAD
CHELSEA
LONDON SW10

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

DEC 2002

113

Room	Room Use	Window	EXISTING VSC	PROPOSED VSC	LOSS VSC	%LOSS VSC	Room	Room Use	Window	EXISTING ADF	EXISTING TOTAL	PROPOSED ADF	PROPOSED TOTAL	TOTAL LOSS	%LOSS ADF
R2/94		W7/94	33.11	32.65	0.46	1.39	R2/94		W7/94	5.21	5.21	5.15	5.15	0.06	1.17
R3/94		W8/94	32.74	32.18	0.56	1.71	R3/94		W8/94	3.28	3.28	3.23	3.23	0.05	1.40
R4/94		W9/94	27.25	26.38	0.87	3.19	R4/94		W9/94	1.96	1.96	1.92	1.92	0.05	2.29
R5/94		W10/94	34.02	32.89	1.13	3.32	R5/94		W10/94	3.33	3.33	3.23	3.23	0.10	2.85
R6/94		W11/94	34.87	33.58	1.29	3.70	R6/94		W11/94	5.66	5.66	5.48	5.48	0.19	3.28
R7/94		W12/94	34.53	33.25	1.28	3.71	R7/94		W12/94	3.39	3.39	3.28	3.28	0.11	3.27
R8/94		W13/94	28.22	27.18	1.04	3.69	R8/94		W13/94	2.02	2.02	1.96	1.96	0.05	2.68
R9/94		W5/94	21.19	21.07	0.12	0.57	R9/94		W5/94	1.99		1.98			
R9/94		W14/94	35.62	33.14	2.48	6.96	R9/94		W14/94	2.94	4.94	2.76	4.74	0.19	3.89
R10/94		W15/94	36.02	32.84	3.18	8.83	R10/94		W15/94	5.78	5.78	5.32	5.32	0.46	7.93
R11/94		W1/94	38.04	36.78	1.26	3.31	R11/94		W1/94	3.27		3.15			
R11/94		W16/94	35.93	32.25	3.68	10.24	R11/94		W16/94	3.04	6.31	2.76	5.92	0.39	6.15
R12/94		W2/94	38.11	37.33	0.78	2.05	R12/94		W2/94	4.15	4.15	4.06	4.06	0.09	2.12
R13/94		W3/94	38.32	37.74	0.58	1.51	R13/94		W3/94	5.80	5.80	5.71	5.71	0.09	1.60
R14/94		W4/94	38.22	37.79	0.43	1.13	R14/94		W4/94	4.00	4.00	3.95	3.95	0.05	1.15
R1/95		W1/95	36.01	35.28	0.73	2.03	R1/95		W1/95	6.13	6.13	6.02	6.02	0.12	1.91
R2/95		W2/95	35.81	35.12	0.69	1.93	R2/95		W2/95	6.11	6.11	6.00	6.00	0.11	1.80
R3/95		W3/95	35.64	34.95	0.69	1.94	R3/95		W3/95	6.08	6.08	5.97	5.97	0.11	1.79
R4/95		W4/95	35.60	34.89	0.71	1.99	R4/95		W4/95	6.06		5.95			
R4/95		W24/95	24.67	24.31	0.36	1.46	R4/95		W24/95	6.25	12.31	6.19	12.14	0.17	1.41
R5/95		W5/95	27.58	26.81	0.77	2.79	R5/95		W5/95	4.77	4.77	4.67	4.67	0.10	2.01
R6/95		W6/95	28.73	28.05	0.68	2.37	R6/95		W6/95	4.92	4.92	4.83	4.83	0.09	1.75
R7/95		W7/95	36.16	35.25	0.91	2.52	R7/95		W7/95	3.59	3.59	3.50	3.50	0.09	2.37
R8/95		W8/95	36.57	35.49	1.08	2.95	R8/95		W8/95	5.40	5.40	5.24	5.24	0.15	2.82
R9/95		W9/95	36.38	35.20	1.18	3.24	R9/95		W9/95	3.66	3.66	3.55	3.55	0.11	3.06
R10/95		W10/95	29.32	28.40	0.92	3.14	R10/95		W10/95	2.78		2.72			
R10/95		W11/95	28.07	27.26	0.81	2.89	R10/95		W11/95	2.69	5.48	2.64	5.36	0.12	2.21
R11/95		W12/95	36.48	35.06	1.42	3.89	R11/95		W12/95	5.93		5.71			
R11/95		W23/95	24.84	24.70	0.14	0.56	R11/95		W23/95	6.73	12.65	6.70	12.41	0.24	1.93
R12/95		W13/95	36.52	34.87	1.65	4.52	R12/95		W13/95	6.29	6.29	6.03	6.03	0.27	4.26
R13/95		W14/95	36.57	34.81	1.76	4.81	R13/95		W14/95	6.23	6.23	5.95	5.95	0.28	4.54
R14/95		W15/95	36.60	34.77	1.83	5.00	R14/95		W15/95	5.19		4.95			
R14/95		W16/95	37.95	37.27	0.68	1.79	R14/95		W16/95	4.80		4.72			
R14/95		W17/95	37.97	37.44	0.53	1.40	R14/95		W17/95	4.81	14.80	4.74	14.40	0.40	2.73
R15/95		W18/95	38.00	37.61	0.39	1.03	R15/95		W18/95	6.48	6.48	6.41	6.41	0.07	1.10
R16/95		W19/95	38.04	37.74	0.30	0.79	R16/95		W19/95	6.49	6.49	6.43	6.43	0.05	0.83
R17/95		W20/95	38.04	37.80	0.24	0.63	R17/95		W20/95	6.49	6.49	6.45	6.45	0.04	0.66
R18/95		W21/95	38.06	37.88	0.18	0.47	R18/95		W21/95	4.49		4.47			
R18/95		W22/95	37.91	37.78	0.13	0.34	R18/95		W22/95	3.04	7.53	3.03	7.50	0.03	0.45

PLANNING AND CONSERVATION

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA

14

Lance Harris
Anstey Horne
6 Long Lane
London
EC1A 9HF

Switchboard: 020 7 937 5464
Extension: 2467
Direct Line: 020 7361 2467
Facsimile: 020 7361 3463
Email: johnw.thorne@rbkc.gov.uk

23/01/2003

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

Dear Mr Harris

Town & Country Planning Act 1990
Lots Road Power Station Redevelopment

Furthe to my letter of 4th September 2002 and our subsequent site visit, please find enclosed application plans and Environmental Statement Appendix K2 in respect of the proposed redevelopment of the above site.

I would be most grateful if you could carry out an analysis of the Gordon Ingram report and its conclusions. It is my intention to make the scheme the subject of a report to this Council's Planning Services Committee in March 2003.

Please contact me on the above number if you wish to discuss the matter further or require additional information.

Yours sincerely

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

15

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

TP No: PP/02/1324	Address: Lots Road Power Station	Date Received	Date of Obs. 27/1/03
UDP Prop Alts Paras/Policies		Obj.	No obj.
	Development: Revised proposals	HMO?	No. of Dwelling Units: Existing / Proposed
		D.C. Officer JT	Policy Officer CJT

Comments:

Mix of commercial uses.
I note that the applicants have stated that they have not proposed a change in the quantum of commercial and retail floorspace. However, I am concerned that the revisions have resulted in a 34 per cent reduction of light industrial floor space (from 1571 sq m. proposed in the June application to just 1031 sq. m. currently proposed.) The light industrial floor space would be restricted to part of the ground floors of Blocks KC1 and KC2 and part of the basement of KC3. The proposed office floor space has remained largely unchanged, at 4961 sq. m.

This 540 sq. m. reduction in light industrial floor space has largely been due to the provision of a nursery, with a floor area of 418 sq. m., on the ground floor of a reconfigured Block KC2. I also note that the light industrial floor space originally proposed on the ground floor of Block KC4 has been replaced with residential accommodation.

As discussed in the observations for the June application, the site should make an important contribution to the stock of business premises and employment activity within the Zone. Light industrial units are considered to play a particularly valuable part in fulfilling this role. Therefore, the reduction in the provision of light industrial floor space is a retrograde step.

I note that the proposed nursery has been provided following discussions with the Council. It is a social and community use which will play a positive role and as such it is welcomed. However, it should not be provided at the expense of light industrial floorspace. Does the nursery meet the standards expected by OFSTED? Have the applicants spoken to Education to ensure that the most appropriate form of nursery care is provided?

The applicants should amend the proposals to ensure that the 1570 sq. m. of light industrial floor space, proposed in the June application, is maintained. (The loading bay on the ground floor of Block KC3 was not included in the calculations of B1(c) floor space in the June application, and should not be included as such now.) A possible solution may be for the applicants to revert to the original light industrial use of the ground floor of Block KC4. As well as allowing for the provision of a nursery yet maintaining adequate levels of light industrial floor space it would have the secondary benefit of maintaining the entirely commercial nature of the Lots Road frontage of the scheme. The commercial frontage was seen as a positive feature of the June proposals as reinforces the Employment Zone's commercial character. The proposed affordable housing units should be located elsewhere within the scheme.

Housing
The amendments would seem to be in line with the discussions held with Stan Logan of Housing. I note that 35 percent of the proposed units will be managed by a RSL, whether as rented accommodation or as part of a shared ownership scheme. I understand the accommodation type has been the subject of other discussions and is considered to be "affordable". The 5 percent of units taking the form of key worker housing will be over and above the 35 percent of conventional affordable housing.

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

Notwithstanding my concerns about the loss of light industrial floor space the relative proportion of residential/non residential uses remains unchanged. The proportion of residential floor space remains appropriate for a mixed used proposal within a Major Development Site within the Employment Zone.

A breakdown of the net internal floor areas of the proposed residential units would be useful to ensure that all units comply with the Council's relevant Housing Standards. In a scheme such as this I would expect all accommodation to comply with these minimum standards. Similarly, have the discussions regarding access to those with special mobility needs and the 'lifetime homes' been resolved?

Light industrial uses
My original comments concerning the light industrial uses remain valid. A condition or S106 agreement will be appropriate to retain the supply of light industrial floor space, and preclude it from changing to a B1(a) use. We have yet to receive a diagram illustrating how the applicants intend to service these units. This information would be useful. Similarly a detailed section illustrating the floor/ceiling heights of these units would be useful. The applicants have stated that they still intend to make some of these units available at a reduced rate to local businesses. Details have not been supplied.

Gym use.
The original comments regarding the gym use remain valid. Reasonable access should form part of a S106 agreement.

Retail use.
The supplied floor plans illustrate a food store with a floor area of approximately 500 sq. m. as well as a chemist and a post office. These uses are welcomed although I do not know if the applicants have specific operators in mind.

Social and community uses.
Section 5.3.1 of the applicant's amended Environmental Statement still states that a number of commercial and community uses will be provided which are intended to complement those which already exist in the area. The amended plans do illustrate a doctor's surgery. This is welcomed although I do note that it will have a floor area of just 150 sq. m. Have they discussed this with the RBK&C Primary Care Trust? Will it meet the Primary Care Trust standards? The Primary Care Trust can be contacted at St Charles Hospital.

The applicants' drawings do not appear to illustrate the proposed banking facilities or dentists surgery. Is this an oversight or have the applicants yet to decide how these will be provided?

Thames Path
The applicants still do not appear to have supplied any details of the proposed Thames Path. Have the applicants' discussions with the Countryside Agency been concluded? Are the Countryside Agency happy with the design?

I understand that Vera Gajic has not been informed of any discussions relating to the provision of construction training. A scheme of this size and type would proved an excellent opportunity to provide employment/educational opportunities of this type. Provision of construction training should be included as part of the S106 agreement. A draft SPG on this subject is being reported to the OSC on 10th February.

Steve McConnell 31.01.03

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

To: John Thorne Date: 30th Jan 03

117

The attached document(s) is/are forwarded:

- [ ] as discussed
- [✓] for action by you
- [ ] for your information
- [ ] for your consideration and comments
- [ ] for noting and returning
- [ ] as requested

Notes:
Info received in response to your letter JWP/NS/PD5824 re Air Quality Assessment at Lots Road.

Rebecca

THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA

With the Compliments of **The Director of Environmental Health**
Council Offices,
37 Pembroke Road, London W8 6PW
Telephone: 020 7341 Fax: 020 7341 5716

H1/1846

RS

118

Waterman Environmental
Consulting Engineers & Scientists

Our ref: EN1493/389JM/TS
Your ref:

Direct fax: 020 7928 0656
Direct email: j.r.marsh@waterman-group.co.uk

Date: 27 January 2003

Rebecca Jane
Environmental Quality Unit
Environmental Services
Royal Borough of Kensington and Chelsea
Council Offices
Pembroke Road
London W8 6PW

RECEIVED
28 JAN 2003
ENVIRONMENTAL HEALTH
R.B.K. & C.

Dear Rebecca

Re: Lots Road Air Quality Assessment and Environmental Management Plan

Further to your letters of 11th and 12th December 2002, I have now gathered responses from our team. Thank you for the comments that you made, they were very constructive.

My colleague James Blake has responded by telephone on those issues relating to the air quality but, for completeness, I have set out our response to both your letters below. I have also received your letter of 23 January 2003 and the issues referred to are all being addressed.

Should you feel that there are any outstanding issues that require further discussion we would be pleased to meet with you at your soonest convenience and clearly in view of the forthcoming Planning Committee meeting we are eager to address any remaining matters as soon as possible.

With regard to the Draft EMP that was submitted with the ES, I have detailed below our response to each of the issues. We trust that, at this stage, this provides you with sufficient comfort however, please can you confirm whether you require the EMP to be reissued to you now and, if so, can you request this under Regulation 19 of the EIA Regulations I will telephone you, on your return to the office on Tuesday, to discuss this.

Letter dated 12 December 2002 and Letter dated 23 January

Construction Traffic

We note your comments. Whilst we would maintain that the modelling and comparisons made represent a worst case situation, in response to your request, a detailed assessment of the anticipated construction traffic generation (including transport for construction workers) is being undertaken by us with input from Taylor Woodrow Construction and Symonds. This data will be added to the baseline flows in the RBKC's existing model to generate construction traffic modelling for 2004/2005. The results of this revised model should be available on or around the 21 February and we will forward our report to you immediately thereafter.

The graphical representation in the latest ES of the construction traffic generated by the proposed works is not, in the opinion of Taylor Woodrow Construction, an underestimate. As noted in the ES these graphs did not include light vehicles. Light vehicles and minibuses used to transport workers will, however, be included in the construction traffic modelling.

Model Validation

For your reference, please find enclosed the model validation data. It is our intention to incorporate this data into an amalgamated report that will include the construction modelling. With regard to model verification, CERC are satisfied with the performance of the model.

PM_{10} Modelling

As you are aware, modelling data for the year 2010 has now been incorporated in the latest ES and this compares the results with the new EU and provisional Air Quality Strategy objectives.

Letter Dated 11 December 2002
Environmental Management Plan

Baseline Monitoring

I note your comment; I agree that the point of the baseline monitoring is to establish the current conditions before any work is undertaken, so that any subsequent change can be noted, and actual effects of the work on the environment established. So, for example, if independent short term works are taking place that alter (increase) the noise or dust levels it would seem irrational (and, I would have thought, would not suit your purposes) to define the baseline at this temporary heightened level, particularly if these works cease immediately before the commencement of the works under our control. I think we are actually in agreement on this point!

You may not be aware that the first activity that will be undertaken at the site as a whole will be the demolition of the Oil Storage Building, which has an existing planning approval from Hammersmith and Fulham. We are currently finalising an (voluntary) EMP for the Oil Storage Building demolition and will be submitting this to LBHF in due course. Baseline data for this initial work phase is presently being collected and the intention is to use this data set for the main works EMP also. The extent of LUL decommissiong works at the present is such that no noise or other impacts are perceptible beyond the confines of the power station building and therefore we consider that this monitoring will represent an appropriate baseline.

With a long-term construction programme, the ongoing monitoring provides an indication on how the environment is changing and the EMP for each contract phase will be modified to suit.

In RBKC, the car park excavation and asbestos strip out works are proposed to commence in Spring 2004. The ongoing monitoring data from the Oil Storage Building demolition EMP can therefore be used to update the main contract EMP.

Creek Works

I note your comments. The intention is to undertake water quality measurements and regular visual surveys of the creek and we have now included a monitoring procedure into the document. I have spoken to Mr Peel and discussed our proposals with him and I await any further comments or requests that he may have in this regard.

The Development Team

The Environmental Manager and Independent Environmental Specialist will be employed by Circadian, however, the identity of these individuals has not been agreed. Once appointments have been made for the various roles and responsibilities outlined the EMP will be updated.

120

There will be a contractual requirement for the Principal Contractor to undertake monitoring at least twice a week during the demolition and ground works for which they may employ an Environmental Manager or use one of their engineers. Monitoring may be increased to a daily frequency if required.

It has been recommended that Circadian employ an environmental consultant/specialist who would be independent of the contractor and provide independent monitoring of the works. This monitoring would typically be weekly noise and dust monitoring during active periods, to audit the effectiveness of the EMP and undertake reviews of the EMP at key stages.

We will be including in the specifications for all work packages that the contractor shall conform to the EMP and, of course, all statutory controls. We will seek prior agreement from you on the detail of the EMP and such issues as the monitoring frequency and positions. The responsibilities of the Principal Contractor and Independent Environmental Specialist will be agreed prior to the works and will be laid out in the Contract Documents and added to the EMP when known.

The Programme and Works

Details of the proposed programme are provided in the latest ES.

The current provisional programme on Site A is for the basement car park excavation and ground remediation to take place as a rolling programme between Spring 2004 and Autumn 2005. The Power Station asbestos plant strip-out is scheduled for between Spring 2004 and Winter 2005. The main construction works are phased between Autumn 2005 and late 2008.

The Remediation Strategy provides information on the remediation works but we will add a sentence to the EMP cross-referring to this document.

Sensitive Receptors

People external to the site have been included. For the avoidance of doubt, we will make it clearer that sensitive receptors such as schools and residential properties means the people in the buildings rather than the buildings themselves. We will include groundwater in the sensitive receptors table for completeness although it had already been considered elsewhere in the document.

We have not included on-site workers as a sensitive receptor since risks to on-site workers will be controlled through use of Health and Safety (CDM) risk assessments which are not covered within this document. The EMP is not intended to replace any statutory health and safety requirements.

Table 2
Asbestos

Your first two points are dealt with in the asbestos procedure in Section 6.2. The release of asbestos fibres will be prevented by use of appropriate asbestos working methodologies that will be subject to approval by the HSE.

The Contractor will be contractually required to comply with all relevant legislation together with HSE approved Codes of Practice and guidance current at the time of the works; these will include, but not necessarily be limited to, the following:

- The Control of Asbestos at Work Regulations 2002
- The Asbestos (Licensing) Regulations 1983 (as amended)
- The Special Waste Regulations 1996 (as amended)
- Construction (Design and Management) Regulations 1994

The contractor will be contractually required through the Employers Requirements to provide their method statements for dealing with such eventualities as the prevention of release of fibres to the atmosphere and dealing with unforeseen asbestos. We will make it a requirement that they should submit to you these method statements for your approval.

The actions are likely to be broadly in accordance with the following examples:

Methods for prevention of release of fibres to atmosphere
The methodology will obviously be dependant on the form of the asbestos encountered, its situation and how friable it is. Typically, these will include the provision of double sheeted negative pressure enclosures and decontamination units. Asbestos waste such as lagging materials will be double bagged and placed in sealed containers before transporting them off-site. Responsibility for removing the asbestos will rest with the competent contractors employed to remove it.

Decontamination Measures
The decontamination measures will typically comprise a self contained purpose-built unit housing separate 'clean' and 'dirty' areas and showering units and other welfare facilities.

Unforeseen asbestos
Again, the methodology will obviously be dependant on the form of the asbestos encountered, its situation and how friable it is but it is likely to be in accordance with the following. All such methods will be subject to HSE approval:

- If asbestos cement sheet (bound asbestos) is encountered, work in this particular area shall cease and suitable measures such as damping down shall take place to prevent fibre dispersal. The suspect material shall be clearly marked as such until confirmatory analysis can be undertaken.

- If friable, damaged, non-intact lagging etc are encountered, again, all work in the potentially affected area will cease. Immediate containment measures will be put into place such as the covering and damping down of the suspect material. Air testing will be undertaken immediately to record fibre levels.

3. Noise and Vibration

Method Statements mean demolition and construction method statements. These have not been written yet as, typically, they are drawn up once the contractors have been employed and will incorporate specific techniques or equipment available to the contractor. Method Statements are a standard requirement on demolition and construction sites and are written for each work task or area.

7. Road Footpath Congestion

Your Transportation and Highways Department will be contacted on by the contractor in due course to agree the traffic management system. We note that the EMP has been handed to your Transportation and Highways Department.

122

Use of the River:

Considerable work has been done in investigating the feasibility and practicality of using the river during the construction period. As stated in para 6.7.7 of the December 2002 ES (page 50) we consider that "there could be a reduction of up to 50% of the vehicle movements over the duration of the construction period through the use of barges". A summary report of the research that has been undertaken is being prepared and will be forwarded to you shortly.

6.2 Asbestos Removal

Air monitoring: we note your comment and would be pleased to copy you in on whatever information you require. We will set up an 'open book' arrangement, whereby the Council can come and inspect records on site, although we will also regularly forward the monitoring data to your offices, if desired.

The details of the asbestos removal will be drawn up in a method statement once the contractors have been appointed. This will be forwarded to the Council and will be subject to agreement of the HSE and yourselves but it will not form part of the EMP.

We will insert a requirement to highlight asbestos monitoring results, which exceed the criteria. The criteria for the monitoring will be in accordance with Health and Safety Executive guidance and will be stated in the asbestos removal method statement.

6.3 Control of Emissions to air

Damping down is normally carried out using a spray hose to deliver a fine spray over potentially dusty areas. This will be present on site at all times. As described further on in the procedure, damping down (spraying) will be undertaken as required but particularly during dry and/or windy weather.

6.3.4 Action Level

The air quality monitoring is undertaken over a 5 or 15 minute sampling interval and is therefore considered to be reasonable for this site. The same level has also been accepted on other sites throughout London as a reasonable 'trigger' level. Visual observations of dust will also be responded to.

The EMP will cover the main construction phase of works as well as the remediation works; the remediation strategy will cross-refer to the EMP and vice versa.

Details of the wheel washing that will be used will be submitted once we have further information from the Contractors and know the location of site plant.

Street sweeping will be a combination of manual sweeping by the Gateman and regular street sweeping using a modern vehicle during the periods when lots of deliveries/waste disposal is being undertaken. The street sweeping will be undertaken under contract, which will also require the street sweeper to be called out at any time if the roads are getting noticeably dirty.

We will amend Bullet point 8 to say that vehicles will have to be turned off at all times when not in use.

Yes, a map will be provided showing dust monitoring positions once agreed. It is likely that up to 8 positions will be established and monitoring from a selection of these will be chosen, dependent upon the working areas.

123

Monitoring will be undertaken at least twice a week during demolition and groundworks but will be more frequent during other phases of the works. At other times, the frequency of monitoring will be dependent upon the type of work being undertaken. The required frequency will be determined by the independent environmental consultant during their weekly monitoring visits.

Due to the higher cost of permanent dust monitors, coupled with difficulties securing an uninterrupted power supply and protection of these monitors, mobile monitoring only is proposed. Fewer positions could be monitored in this manner and it would be more difficult to move the monitors to respond to changes in working areas and wind conditions.

Approximately 2 dust deposition gauges will be located on the site perimeter. The monitors will have to be located within the site boundary to prevent damage or vandalism and therefore, due to space constraints, we would be unable to have any more gauges around the perimeter of Site A. You are correct in assuming that deposition gauges collect a sample of dust whereas hand held dust monitors give an average reading over a specified time period.

6.8. Waste Management and Minimisation

We will add a paragraph detailing the procedure for ensuring that the material is uncontaminated.

6.13 Monitoring

The general review is undertaken weekly by the independent environmental consultant during key phases of the work. Audits will be undertaken less frequently during the final stages of construction and fit-out when the risks are significantly lower. Frequency for these audits will be agreed with RBKC and LBHF at the time.

Other Issues

We will expand upon waste storage issues in the waste management and minimisation section.

We acknowledge that the concrete crusher will need to be authorised. The equipment will also be modern, comply with relevant British Standards and be regularly maintained to ensure that noise and dust is kept to a minimum.

It should be noted that the EMP will be revised for each contract package to ensure that it remains relevant to the work being undertaken at the time. At this stage it is very difficult to provide details on a number of issues until we are able to discuss working methods with the contractors, who will not be employed until planning permission has been granted. This also enables us to incorporate specific, bespoke environmental controls that the contractors may have at their disposal

Yours sincerely

John Marsh

cc John Thorne - RBKC
Jim Pool – Montagu Evans

Versailles Court 3 Paris Garden **London SE1 8ND**
t 020 7928 7888 f 020 7928 0656 e environmental@waterman-group.co.uk www.waterman-group.co.uk

CERC

124

Cambridge Environmental Research Consultants Ltd

Telephone (01223) 357773
Facsimile (01223) 357492
E-mail: cerc@cerc.co.uk
Web site: http://www.cerc.co.uk

3 King's Parade
Cambridge
CB2 1SJ
UK

WATERMAN ENVIRONMENTAL
DIR/ASSOC: EN1493
ACTION BY: SB
COMPLETED

Your reference:

Our reference:

CIRC RAW
SB

ACTION
EN1493:7

2 January, 2003

James Blake
Waterman Environmental
Delphian House
Riverside
New Bailey Street
Manchester M3 5AP

Dear James

Validation report for the Royal Borough of Kensington & Chelsea

In response to your request, please find enclosed a description of the validation work carried out as part of our Central London study.

This work is part of the air quality modelling study carried out for the nine boroughs comprising the Central London Cluster Group for the Stage 4 Review and Assessment of Air Quality. The enclosed description is Section 7 of the final report provided to the Royal Borough of Kensington & Chelsea in June 2002.

Comparisons of modelled and measured NO_2 and PM_{10} data for 1999 were made at monitoring sites within the Central London Cluster Group area. The comparison shows good agreement between modelled and measured data at the majority of monitoring sites, indicating that the modelling approach and emissions data are suitable for the current situation. Provided that the estimates of emissions for future years are accurate, the predicted future concentrations will therefore give a robust indication of whether or not the AQS objectives will be met by 2004 and 2005.

Please let me know if you need any further information about this.

Yours sincerely

S. Wilkinson

Sarah Wilkinson
Consultancy Team Leader

Enc.

125

7. Current situation

For the current situation the model set-up has been validated by comparing predicted concentrations with measured values at monitoring sites with the modelled area. The monitoring sites considered in this study are shown in Figure 7.1. Table 7.1 lists the monitoring sites and shows the data availability for each pollutant.

Table 7.1. Monitoring sites

Monitoring site	Borough	Data capture (%)	
		NO_2	PM_{10}
Cromwell Road	Kensington and Chelsea	98	-
Southwark Urban	Southwark	93	-
Southwark Roadside	Southwark	50	-
Lewisham	Lewisham	95	-
Hackney	Hackney	71	-
Bridge Place	Westminster	86	-
Marylebone Road	Westminster	93	95
North Kensington	Kensington and Chelsea	97	99
Swiss Cottage	Camden	97	94
West London	Kensington and Chelsea	98	-
Islington	Islington	81	80
Senator House	Corporation	95	-
Bloomsbury	Camden	92	96
Oxford Street	Westminster	-	94
Hyde Park	Westminster	-	83

7.1 NO_2 concentrations

Tables 7.2 and 7.3 show the measured and modelled annual average and 99.79th percentile of hourly average NO_x and NO_2 concentrations. Figures 7.2 and 7.3 show the modelled annual average NO_x and NO_2 concentrations plotted against the measured values together with lines of equality and lines showing over- and under-prediction by a factor of two.

126

Table 7.2. Measured and modelled NO_x concentrations

Monitoring site	Annual average (µg/m³)		99.79th percentile (µg/m³)	
	Monitored	ADMS	Monitored	ADMS
Cromwell Road	199.2	199.2	689.4	860.8
Southwark Urban	96.6	81.6	525.3	667.5
Southwark Roadside	174.8	193.8	717.0	879.9
Lewisham	108.9	93.0	582.2	638.3
Hackney	103.9	92.1	694.8	692.5
Bridge Place	90.1	88.8	476.5	635.0
Marylebone Road	287.2	270.7	1028.0	1038.9
North Kensington	68.7	82.3	538.1	636.7
Swiss Cottage	158.8	153.4	742.6	1100.5
West London	83.7	73.4	515.0	637.4
Islington	72.5	85.8	522.1	658.3
Senator House	101.7	112.2	555.2	789.7
Bloomsbury	111.2	95.4	571.7	738.4

Table 7.3. Measured and modelled NO_2 concentrations

Monitoring site	Annual average (µg/m³)		99.79th percentile (µg/m³)	
	Monitored	ADMS	Monitored	ADMS
Cromwell Road	92.5	76.9	196.7	240.4
Southwark Urban	55.8	48.5	147.1	205.8
Southwark Roadside	74.7	73.2	176.3	223.7
Lewisham	53.9	54.0	131.8	196.6
Hackney	61.0	55.1	188.2	200.3
Bridge Place	62.8	52.5	150.8	192.0
Marylebone Road	90.8	84.7	228.7	243.1
North Kensington	45.7	51.0	139.4	179.8
Swiss Cottage	65.6	69.5	179.5	237.3
West London	54.7	46.9	142.8	178.4
Islington	53.7	51.3	128.4	185.8
Senator House	62.0	60.1	200.8	225.9
Bloomsbury	66.8	55.7	188.6	208.2

127

7.2 PM_{10} concentrations

Table 7.4 shows the measured and modelled annual average and 90.41st percentile of 24-hour average PM_{10} concentrations. Figure 7.4 shows the modelled annual average PM_{10} concentrations plotted against the measured values with the line of equality and lines showing over- and under prediction by a factor of two.

Table 7.4. Measured and modelled PM_{10} concentrations

Monitoring site	Annual average (µg/m³)		90.41st percentile (µg/m³)	
	Monitored	ADMS	Monitored	ADMS
Marylebone Road	46.0	47.7	66.1	65.9
North Kensington	26.8	26.8	41.9	39.0
Swiss Cottage	34.0	33.1	49.5	47.3
Islington	27.5	27.2	43.0	39.4
Bloomsbury	28.3	28.3	41.8	40.4
Oxford Street	42.6	38.7	64.7	54.4
Hyde Park	23.9	27.3	42.3	38.4

128

CERC

Central London Cluster Group

Locations of monitoring sites in Central London

Figure 7.1

Figure 7.2 Comparison of measured and modelled NOx concentrations for 1999

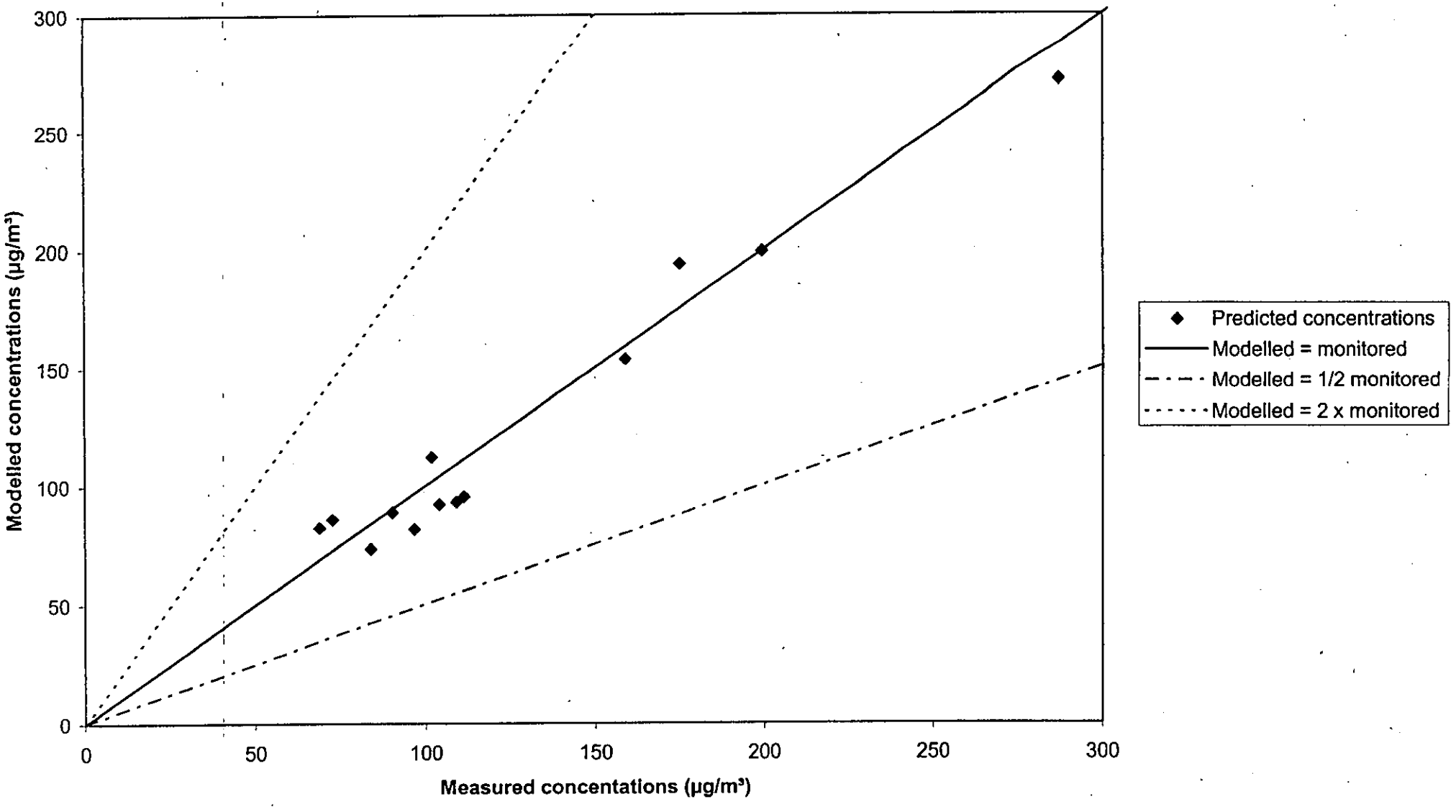
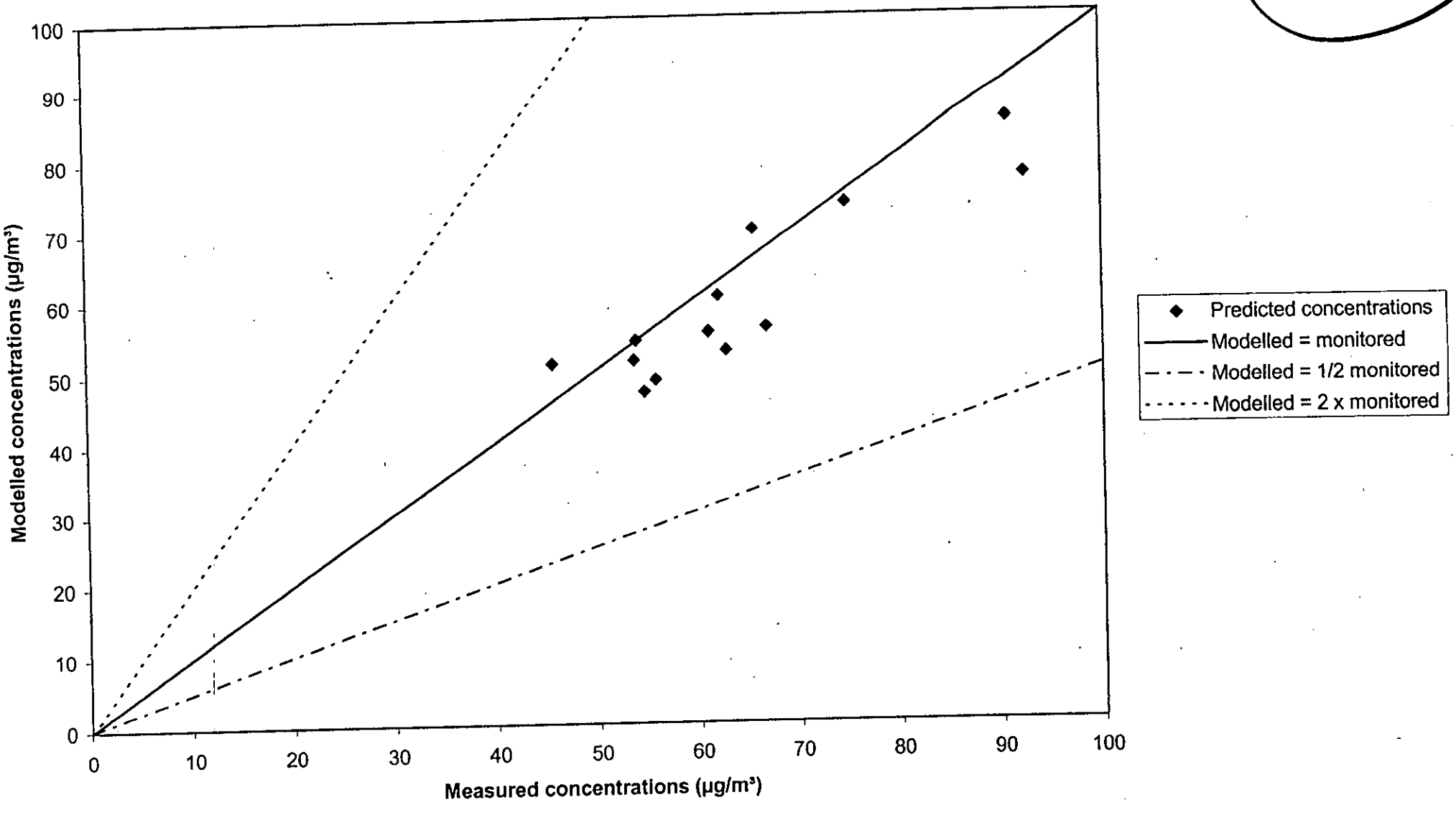
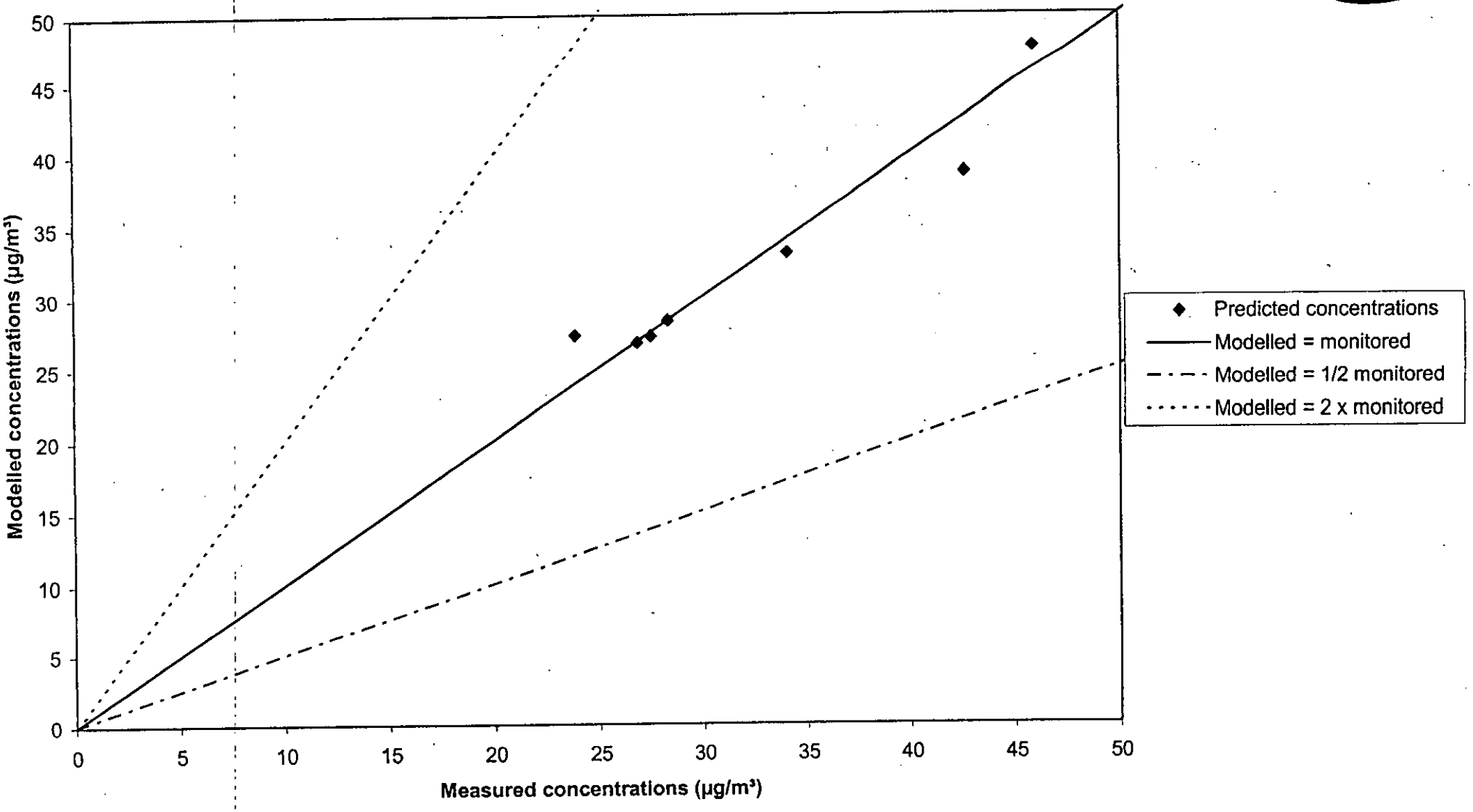


Figure 7.3 Comparison of measured and modelled NO2 concentrations for 1999



131

Figure 7.4 Comparison of measured and modelled PM10 concentrations



132

Lots Road Project Team

Notes of meeting 17th February 2003.

John W Thorne (Chair)
Jill McAleer- Education
Richard Carroll- Borough Valuers
David McDonald
Nick Corbett- Conservation & Design
Richard Case- Transportation
LeVerne Parker- Legal Services
Rebecca Jane- Environmental Services
Chris Turner- Policy

Apologies from: Derek Myers, Michael French, Stan Logan, Guy Denington, Tracey Rust.

1. The applicants have requested that any additional information in respect of Transportation and Environmental Issues are formally requested under Regulation 19. of the EIA regs. This has been done by letter and will require formal submission and publicity when received. JT suggested this is procedural to try and avoid possible subsequent Judicial Review, LV concurred. Stressed it should be made clear that any relevant material discussed with consultants would be without prejudice and formal consideration would await submission in accordance with the regs.

2. Timescale/ Hammersmith & Fulham. Confidential note from Chief Executive to Cabinet and Ward Councillors suggests in the light of incomplete discussions with developers, application unlikely now to be formally considered before the end of April. H&F Paul Entwistle is preparing his report with a view to committee consideration on 2nd April. The prospect of H&F going to committee before our draft S.106 heads of agreement are in the public domain is helpful.

3. Queries/possible problems further to revised submissions and letter. JT understands there are still reservations regarding the size & make up of affordable units. Note awaited from Stan Logan for discussion with Chris Turner. JT to check detail of plans.

AOB

4. JT to copy Montagu Evans letter of 13th Jan to RCarroll and latest CABE letter to NJC

5. JM noted that letter of 13th Jan states they are not prepared to make any contribution towards education provision.

6. Valuation/Creek. RCarroll is investigating whether maintenance liability for creek walls falls on adjoining landowners rather than RBKC. Significant possible implications for value & transfer.

7. JT/LP Section 106 draft heads of agreement will be included in committee report and designed for flexibility- to contain concepts, amounts of money where applicable, and triggers for payment/implementation etc.

8. NJC concerned about whether land use considerations will override urban design. Also concerned at possible pinch point of Thames Path route adjacent to Cremorne Wharf. JT stressed responsibility of officers to give professional opinion. Will investigate pinch point issue.

9. CT raised percent for art and particular interest of PSC Chairman in same. JT said cost would be relatively minor in context and developers had agreed in principle- Section 106 provision.

10. RCarroll asked whether proposals likely to compromise development potential of Cremorne Wharf. JT thought unlikely as size and shape of Cremorne Site would lend itself to a frontage development maximising river views along the lines of that approved at Chelsea Wharf. Unlikely to be big enough to support similar height of towers etc.

11. RCase referred to request for meeting by highways consultant to discuss S.106 matters. JT will respond through Montagu Evans stating this appears premature. JT/LP clarified that only developer and LPAs would be party to agreements and any monies then paid to providers by us. JT will also discuss with DM/MJF the issue of apportionment of S.106 funds between H&F and RBKC particularly in relation to Transportation measures. Preference likely to be that we receive funds.

Kensington and Chelsea **NHS**
Primary Care Trust

Chief Executive
St Charles Hospital
Courtfield House
Exmoor Street
London W10 6DZ

Tel: 020 8962 4692
Fax: 020 8962 4690

E-mail: paul.haigh@kc-pct.nhs.uk
Website: www.kc-pct.nhs.uk

134

24/7/03
DAVID LYONS 8962 4606

Mr D Myers
Chief Executive
The Royal Borough of Kensington & Chelsea
Town Hall
Hornton Street
London
W8 7NX

J Thorne

18 February 2003

Dear Derek

RE: LOTS ROAD DEVELOPMENT

Thank you for offering the PCT the opportunity to consider the above development and I must express my sincere apologies that it took the organisation so long to respond - this is unacceptable and I hope won't be a reflection of the way we need to work together.

Primary Care services in the West Brompton area are stretched to the point where many practices have been forced to close their lists and the number of patient allocations is higher than anywhere else in the Borough. There are a number of GPs in the area approaching retirement age – 2 within the next 6 months – who are in owner occupied premises. An influx of an additional 1700 patients combined with the existing problems would impact significantly on access to Primary Care services. Detailed planning for increased provision of Primary Care services is already underway, but additional capacity will undoubtedly be required to meet the needs of this anticipated rise in the local population.

With that in mind we would like to be considered for the development to include new primary and community facilities - to offer integrated services to both that development and increase capacity in the local area. I'm not sure if it this stage you need anything more than an expression of interest or more details of input. Frankie Lynch, Director of Modernisation and Primary Care, is the PCT contact on this covering both GP and community service provision and can provide you with any additional info.

With best wishes

EX DIR	HDC	TP	CAC	AD	CLU	AO AK
R.B. K.C.	21 FEB 2003					PLANNING
N	C	SW	SE	APP	IO	REC
			ARB	FPLN	DES	FEES

PAUL HAIGH
Chief Executive

PLANNING AND CONSERVATION

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

135

THE ROYAL BOROUGH OF

KENSINGTON AND CHELSEA

Lance Harris
Anstey Horne
6 Long Lane
London
EC1A 9HF

Switchboard: 020 7 937 5464
Extension: 2467
Direct Line: 020 7361 2467
Facsimile: 020 7361 3463
Email: johnw.thorne@rbkc.gov.uk

20/02/2003

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

Dear Mr Harris

Town & Country Planning Act 1990
Lots Road Power Station Redevelopment

Thank you for your letter of 12th February concerning the above instruction.

In view of continuing negotiations with the developer the application is now unlikely to be presented to committee until the last week in April at the earliest. Receipt of your preliminary report by the third week in March would therefore be acceptable.

Please contact me on the above number if you wish to discuss the matter further or require additional information.

Yours sincerely

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

136

Lots Road Redevelopment

Project Team Questionnaire April 7th 2003

1. Name: Nick Corbett

2. Department/Area of Expertise: Conservation & Design Officer

3. Summary of current position based on information to date:

Amended scheme submitted but site not visited with amended plans. The revised scheme is still considered unacceptable in design terms.

4. Amendments/further information you consider necessary in order to address shortcomings of the scheme in its present form (Please consider whether these might be dealt with by condition/legal agreement and indicate accordingly).

A large rotunda building has now been crammed into an area that should be an open public square; only a single storey pavilion café would be appropriate in this area.

The open space abutting the River Thames still becomes very narrow, down to 2 metres in the northern part; this is unacceptable, as it would prejudice continuation of the Thames Path. The tower building needs to be pulled back from the river to secure an adequate Thames Path.

The public space fronting the River Thames is still not defined by building frontages that contain public uses. The proposed private gym and lounge foyer, and plant room, will not generate a welcoming sense of public activity and inclusiveness but will reinforce a sense of private space. This part of the open space has the best views and the public should be encouraged to enter it and to contribute to a sense of vitality. It is the design and positioning of the buildings, and the arrangement of land uses, that need to be reconsidered to make this a successful "people place."

Proposed elevation designs are overly repetitive and result in a bland appearance; i.e. all terracotta and render in-fill panelling. Variety and delight are required if the architectural designs to create a sense of place.

A more inspiring frontage is required facing the Lots Road.

A site visit is required with the amended drawings

5. Which matters, if any, do you think should be the subject of conditions if the proposal were in a form which could be supported in principle (Please consider triggers and timescales i.e. 'before development commences, before occupation of residential units, within x months of y' etc..)?

Before development commences:
Detailed landscaping scheme - including streets
All external building and landscaping materials to be agreed

137

Lots Road Redevelopment

Project Team Questionnaire April 7th 2003

1. Name: Chris Turner

2. Department/Area of Expertise: Policy Officer

3. Summary of current position based on information to date:

Concerned that the amended scheme includes a significant reduction in B1(c) floor space. (from 1570 sq. m. to 1030 sq. m.)

Concerned that the commercial frontage of Lots Road has been diluted with residential uses.

Need reassurance that our housing team are satisfied with the nature of the proposed affordable housing.

I note that in their letter of 13 January the applicants appear unwilling to accept a condition which restricts the B1(c) use changing to other B1 uses. (Point 42). There would appear to be a misunderstanding. We do not want to restrict all B1 areas within the development to B1(c). This condition is important, otherwise is very likely that most of the B1(c) space will revert to B1(a) - a higher value use.

4. Amendments/further information you consider necessary in order to address shortcomings of the scheme in its present form (Please consider whether these might be dealt with by condition/legal agreement and indicate accordingly).

Increase B1(c) levels to the original (pre amendment) levels of the proposal.
Reinstate commercial frontage of Lots Road.

5. Which matters, if any, do you think should be the subject of conditions if the proposal were in a form which could be supported in principle (Please consider triggers and timescales i.e. 'before development commences, before occupation of residential units, within x months of y' etc..)?

Restrict future changes from light industrial to other uses within the B1 use class.

6. Which matters, if any, do you think should be included in a Section 106 Planning Obligation if the proposal were in a form which could be supported in principle (Please consider triggers, timescales etc)?

Provision of local convenience shop/banking facilities/Primary Care facilities
Reasonable public access to the gym
Provision of some of the light industrial units at reduced rents.
Provision of on site construction training.

138

6. Which matters, if any, do you think should be included in a Section 106 Planning Obligation if the proposal were in a form which could be supported in principle (Please consider triggers, timescales etc)?

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 Creek 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 public art.

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

139

Lots Road Redevelopment

Project Team Questionnaire April 7th 2003

1. Name: *Rebecca Jane*

2. Department/Area of Expertise: *Environmental Health/ Contaminated Land & Air Quality*

3. Summary of current position based on information to date:

Contaminated Land section of EIA & Remediation Strategy
Awaiting response from letter dated 07.03.2003.

Air Quality
Finalising comments on recent submissions under S19 of EIA Regs. Very few issues likely to be raised. Much is dependent on whether river transportation is definitely to be used, as without it, the impact on air quality will be significantly greater. I will be seeking clarification from Watermans on this issue.

River Study
This is being reviewed, as was also part of the recent submissions mentioned above. See above

EMR Study
We were promised this some time ago, but we are still waiting to see it.

Environmental Management Plan
We are still concerned with the amount of detail that has yet to be provided. We understand that not all detail is yet known, and will therefore have to be added in at a later stage. Most information that is missing has been identified in previous discussions and correspondence. We are not convinced however, that it is satisfactory to leave these for a later edition of the plan, although there may be exceptions in a few cases where the methodology cannot be finalised at this stage.

4. Amendments/further information you consider necessary in order to address shortcomings of the scheme in its present form (Please consider whether these might be dealt with by condition/legal agreement and indicate accordingly).

All outstanding issues relating to the air quality assessment should be completed prior to permission being granted.

The EMR study should be submitted and reviewed prior to permission being granted.

Remediation Strategy and Environmental Management Plan could, **if absolutely necessary** be dealt with by conditions (see overleaf).

140

5. Which matters, if any, do you think should be the subject of conditions if the proposal were in a form which could be supported in principle (Please consider triggers and timescales i.e. 'before development commences, before occupation of residential units, within x months of y' etc..)?

Whether or not the Environmental Management Plan and Remediation Strategy could be the subject of conditions will depend on the responses we get to our latest set of comments. It is possible that we might be willing to set conditions on certain aspects of the documents/scheme, if not all of the necessary detail was yet available.

6. Which matters, if any, do you think should be included in a Section 106 Planning Obligation if the proposal were in a form which could be supported in principle (Please consider triggers, timescales etc)?

Funding for independent expert advice during implementation of the remedial works in the event of serious problems causing dispute.

We envisage other specialists in the business group, for example, SSD (Strategy and Service Development), may well have matters of ongoing management which could benefit from funding.

141

From: Logan, Stanley: HS-PlanRes
Sent: 15 April 2003 18:00
To: Myers, Derek: CP-ChiefExec
Cc: Wild, Gerald: HS-PlanRes; Gibb, Moira: HS-SocSvc; French, Michael: PC-GrpSvc; Thorne, John W.: PC-PlanSvc
Subject: Lots Road

Derek, I refer to our telephone conversion yesterday and the subsequent e-mail from Sally to Jim Pool on your behalf. I went to the meeting this morning with oficers from H&F Planning and Housing Departments and officers from the Housing Corporation. H&F wanted the meeting because they intend to go to Planning Committee on 7May and they wanted a view from the Housing Corporation about leveles of subsidy which would be available to enable them to agree Heads of Terms for the 106 Agreement.

The H&F planning officers were running the development on their side of the site through the 3 Dragons Toolkit (this is a development control model which has been circulated to all London Authorities) which produces a Residual Value (to take account of land costs, exceptional costs and additional profits) for the site after taking into account all the known costs (including a 15%developers profit). On the H&F site they modelled the affordable housing element at 0% (no subsidy) and 100%. The difference in RV was between £66m and £89M. they concluded that this left the developer with additional profits of between £16M and £39M.We also modelled the site using 80% TCI on the affordable element, which is 50% in H&F, which produced a RV of £84m It was accepted that this was not in the least precise, however, it led to much discussion on the level of costs that were reasonable for the affordable housing element including no public subsidy at all. This was tempered with the discussion concerning the K&C site. It was not put through the model but it is known that there are remediation costs on the K&C site and not on the H&F site.

Following a great deal of discussion the officers from the Housing Corporation (who are looking at this as one development from the affordable housing aspect) stated that, taking into consideration the unknown remediation costs in K&C and the fact that this was considered to be a period of transition for them (they are under pressure from government offices to reduce the level of funding in 106 sites) they would find acceptable the affordable housing costs capped at 80% of TCI. The difference in receipts to the developer in H&F between 80% and 100% is £5M. In K&C the difference will amount to approximately £3M. The HC emphasised capping the costs within the section 106 Agreement, their concern is that if only the level of grant is capped the developer will pressurise the RSL to increase the amount they pay to them and thus increase the RSL's borrowings to fund the scheme. My view is that the consultants will complain bitterly about this. However, I also think that Terry Fuller (he is employed by Taylor Woodrow, one of their clients) will use his close connections with the HC to excert whatever influence he can and if he cannot move the HC from this level of TCI, it will be accepted.

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

LOTS ROAD POWERSTATION REDEVELOPMENT

Transportation Comments
16 May 2003.
Richard Case

142

Introduction

1.1 The proposal is for the comprehensive redevelopment of the redundant London Underground Electricity Power Station on Lots Road. The proposal includes two separate sites:

Site A- Royal Borough of Kensington and Chelsea
Site B- London Borough of Hammersmith and Fulham

1.2 The development is described as

SITE A

C3	Residential	420 units
C3	Residential Gym	571 sq m
C3	Management Offices	263 sq m
B1	Light Industrial	1031 sq m
B1	Office	4961 sq m
A1/2	Retail	1573 sq m
D	Community Use	478 sq m
A3	Restaurant	406 sq m

SITE B

C3	Residential	397 units
C3	Gym	823 sq m
C3	Management Offices	191 sq m

in the December 2002 Environmental Statement (pg 44).

1.3 The developer first approached officers in the Transportation Section in January 2001. Since this time officers have worked closely to ensure that the developer undertook a robust transport assessment of the proposal and developed realistic and achievable improvements to public transport provision in the Lots Road area of a suitable magnitude to accommodate the increased demand arising from the proposal.

1.4 This culminated in the developer submitting an Addendum to the Environmental Assessment in February 2003.

1.5 In order to determine the impact of the proposal the developer has considered the traffic generation from the site using trip generation rates chosen for similar developments and trip rates provided by the Royal Borough. These show that the development can be accommodated on the local highway network.

1.6 The assessment indicates that flows at the Lots Road junctions with Cremorne Road and Kings Road will increase.

TfL Roads Network (Red Routes)

Public Trans Acc Level

143

AM hour predicted Flow Increases

	Cremorne Road		Kings Road	
	In	Out	In	Out
TA flows	+44	+43	+12	+3
RBKC flows	+58	+57	+32	+17

1.7 The TA demonstrates that these flows can be accommodated on the local network and that the improvements to the Lots Road area through the Streetscape Improvement zone will improve the environment for pedestrians, cyclists and motorists.

1.8 In accordance with my request no allowance has been made for the reduction in traffic that could be experienced due to the public transport improvements in the area that will increase the transport choices for residents in the local area. The developer predicts that these changes could be more significant than the flow increases described in paragraph 1.6.

1.9 Improvements to transportation in the area total in excess of £5 million and I am satisfied that these improvements are adequate to accommodate the proposed development.

1.10 The remainder of this report describes the location of the site, measures proposed for the development and the terms of reference for a s106 agreement/conditions that will be required should you be minded to recommend the application for approval.

Site Background

2.1 The Lots Road Triangle is situated in the South West corner of the Royal Borough and is bounded by the West London Line, River Thames and Cremorne Road (part of the TLRN).

2.2 The Lots Road area is rated as having Low accessibility in the Royal Boroughs PTAL map (UDP page 188). The site is some distance from existing retail, commercial and public transport facilities.

2.3 Vehiclular access to LBHF will be restricted to residents of Site B only by means of a barrier under the WLL bridge.

2.4 The previous land use had a low impact on transport in the area due to the low number of people employed on the site and the nature of the activity. The site is currently unused.

2.5 The SRA has now approved a new station on the West London Line at Chelsea Harbour. This is expected to be funded by the Imperial Wharf development and peak hour services will start in December 2004.

144

Assessment Process

3.1 The developer has previously claimed that the proposal will have a positive impact in the area due to the improvements that will be made to public transport.

3.2 Officers have assessed the proposal in terms of similar developments in the Borough and London and requested that the developer use traffic generation rates experienced at these sites, with no adjustment being made for improved public transport accessibility

3.3 Existing and proposed developments in the area have been considered in the assessment in order to ensure that the highway network can accommodate all traffic currently expected in the area. No allowance has been made for traffic reduction associated with congestion charging or other initatives.

3.4 Public transport improvements have been discussed with the operators and TfL and are considered to be viable proposals.

Highway Impact

4.1 The Traffic Management section and TfL Street Management are satisfied that the Developer has undertaken a suitable assessment and that the predicted traffic can be accommodated on the existing highway network without an unacceptable increase in traffic flows, queue lengths or journey times.

4.2 This will require changes to Lots Road /Cremorne Road junction which the developer has demonstrated can be achieved. Albeit land owned by the TMO will be required.

4.3 The plans for Lots Road junction with Cremorne Road include a new signalised junction with a cycle time of 160 seconds. Traffic Management are concerned that this cycle time is longer than the recommended time of 90 seconds which is shown to cause queues. If 160 seconds is used it will unduly inconvenience pedestrians. This could cause an decrease in road safety. The decision however rests with TfL.

S106 Requirement Lots Road/Cremorne Road junction improvement scheme Signal maintenance agreement

4.4 The development is likely to increase traffic flows on Lots Road and within the Lots Road triangle. In order to ensure that the local area is not adversely affected the developer proposes to designate the area a 'Streetscape Improvement Zone'. The detail of measures to be introduced in this zone will be the subject of future agreement.

S106 Requirement Streetscape Improvement Zone in the Lots Road Triangle

145

4.5 In order to improve the bus service on Lots Road TfL London Buses have requested that the developer relocate on-street parking to within the development. Officers are not convinced that this is required but if it is subsequently deemed necessary the Council will receive a loss of income which will need to be addressed by the developer.

S106 Requirement Compensation for on-street parking Review of loading and waiting restrictions on Lots Road

Parking

5.1 The proposal includes 360 spaces for the residential accommodation and 40 spaces for other users. The split of affordable/ normal housing is still being determined. In this location I consider that the developer should provide parking at the maximum standard due to the poor public transport provision in the area, likelihood of residents to own cars and limited on-street parking available in the adjacent area.

Condition Number of parking spaces for residential use.

5.2 The number of additional spaces will be determined by the decision taken on Lots Road. The provision of 40 spaces is considered a maximum that should be reduced depending on the outcome of the Lots Road review of waiting and loading. No more than 4 spaces should be available for the B1 uses within the site.

Condition No more than 4 spaces for B1 use No more than 36 spaces for public parking and equal to spaces lost on-street

5.3 The public parking must be adequately controlled to ensure that it is not used for commuter parking.

S106 Agreement Management regime for public parking, including charges, number of spaces and maximum stay

5.4 The developer proposes to introduce a car club to limit demand for parking and restrict car use to essential journeys only. The provision of parking for the car club, charging rates, operator and club operation will need to be suibject to the s106 agreement.

S106 Agreement Car Club

5.5 The developer wished to provide a limited amount of permit free development. At the time of writing the Transport Assessment this was not acceptable. The Council has now decided that this is acceptable and is currently publishing planning guidance on the issue. This would have the effect of limiting the traffic generation from the site.

S106 Agreement An element of permit free development would limit the traffic impact of the development.

5.6 The development includes parking for KCCT vehicles

Condition Parking for 2 KCCT vehicles

5.7 The restaurant is likely to generate demand for 37 parking spaces (assuming a car driver rate of 20%. These could be accommodated in the on-site public car parking.

S106 Agreement Arrangements for restaurant car parking

Public Transport

6.1 TfL are seeking to ensure that the WLL Station is built to 8 car length in order to accommodate 8 car trains associated with Orbirail. Despite a request on 8 January 2003 TfL have been unable to explain how this will speed development of Orbirail.

6.2 The Transport Assessment has demonstrated that whilst the proposal will be acceptable without the West London Line travel options will be limited. In order to ensure that the new station is developed I suggest that a clause is added to the S106 agreement to ensure that the station is constructed if costs are higher than initially expected for Imperial Wharf.

S106 Agreement West London Line Station.

6.3 The transport assessment includes significant changes to bus services in the area. The exact nature of these will depend on the pattern of demand following the station opening, but is likely to include improvements to the C3 and a new service to Westminster.

6.4 I consider that the level of improvement in bus services to the area will be significant and will represent a significant change in public transport provision in the area.

6.5 I am concerned by the recent high levels of bus cost inflation. Despite estimates provided by TfL in 2001 the cost has required significant revison to

meet current rates. In order to avoid the measures in the s106 being diluted I recommend that the s106 agreement is tied to a true measure of TfLs bus costs and not the standard RPI.

147

S106 Agreement New and modified bus services. Link to inflation rate for bus costs

6.6 In order to improve the level of service provided by London Buses the developer proposes to improve the Townmead bus gate, bus stops, countdown and AVL technology

S106 Agreement Bus Infrastructure Improvements

6.7 The developer proposes to introduce an enhanced ferry service from Chelsea Harbour pier and pay an annual subsidy for its running costs.

S106 Agreement Thames Ferry Service

Green Travel Plan

7.1 Central to the Transport Assessment is the introduction of a Green Travel plan with measures to encourage walking, cycling, transport information and encourage sustainable travel decisions.

7.2 It is important that the transport improvements are in place at the key stages of the development. These include construction, first occupation and completion. A timetable will be required to ensure that the correct measures are implemented at the correct time.

7.3 It is essential that the travel plan and all the measures are kept under review to ensure that the impact of the proposal is as expected and that flexibility remains in the agreement to ensure that the traffic impact is minimised

S106 Agreement Green Travel Plan Timetable for introduction of measures Assessment and revision of measures

7.4 The developer proposes to introduce school travel plans and safe routes to school measures at six local schools.

S106 Agreement Funding for 6 school travel plans

7.5 It is expected that the measures introduced as part of the green travel plan will be available for all members of the local community and not just those resident within the development

148

S106 Agreement Local Community use

Geometry

8.1 At the request of the Royal Borough the addendum report has considered how the service bays and entrances will operate through the use of autotrack. Unfortunately, these do not include reference to on-street parking although the assumption made by the developer is that the on-street arrangements can be changed.

MORE INFO NEEDED The drawings must be redrawn to show the changes required for the site entrances

8.2 I am satisfied that the detailed design of cycle parking, thames path, car park layout etc can be addressed by a condition.

Condition Detailed design of cycle parking Thames path etc.

Construction

9.1 The developer has estimated that approximately 50% of materials can be transported to site by the River. It is expected that the development will require 73800 vehicle movements and that 41200 of these can be transferred to the river.

S106 Agreement Use of the river for construction traffic Routing of construction traffic

9.2 Arrangements will need to be made to transport staff during the construction phase.

S106 Agreement Public transport provision for construction staff

Chelsea Wharf

10.1 The bridges crosses Chelsea creek will require approval/licence from the Council.

S106 Agreement Chelsea Creek bridges

H&F RELEASE 17/6

149

Lots Road Section 106 Heads (Draft)

A. Environmental Improvements

1. A contribution, payable by the developer on commencement, of £200,000 to fund implementation of improvements to the Lots Road/Cremorne Road Junction and a signal maintenance agreement.

2. A contribution, payable by the developer on commencement, of £400,000 to fund implementation of an agreed streetscape improvement zone in the 'Lots Road Triangle' to include pavement treatments, street trees and other street scene improvements.

3. A contribution, payable by the developer on commencement, of £710,000 to fund implementation of cycling measures including 'Toucan' crossings, cycle routes and cycle parking.

4. A contribution, payable by the developer on commencement, of £500,000 to fund implementation of improved pedestrian facilities including signage, street lighting and other environmental improvements.

B. Public Transport

Bus route subsidies will continue until the routes are viable from fare income alone, or until the allocation is used, whichever is later. If routes achieve a planned viable ridership prior to the modelled date, uncommitted funding consisting of the balance of the cash sums set out here can be used to subsidise other public transport provision relevant to the Lots Road area.

5. Provision of £500,000 towards improvement and extension of the C3 bus service on commencement of the development (inflation linked)

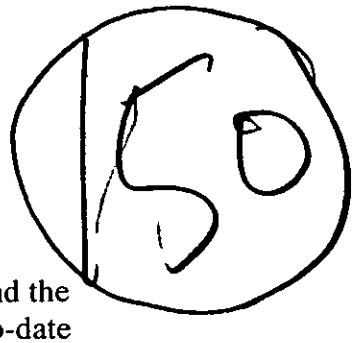
6. Provision of £1000,000 to subsidise a new bus route from Sands End to Westminster via the Embankment.

7. An annual contribution of £50,000 to support an upgraded river boat service running half hourly from Chelsea Harbour Pier to Embankment via intermediate piers during peak hours

8. A contribution of £200,000 to upgrade passenger facilities at Chelsea Harbour Pier.

9. A contribution of £650,000 to fund bus priority measures including upgrading of the Townmead Road bus gate.

10. Provision of £500,000 to RBKC & £500,000 to LBHF to contribute towards provision of a railway station on the West London Line, RBKC monies to be available for other transportation improvements if not used for primary purpose within 5 years of first occupation of the development.



C. Transport Co-ordination.

11. Provision on first occupation of any residential accommodation within the development, of £120,000 start up costs and annual sums of £200,000 to fund the provision of an on-site transport manager and an intranet site providing up-to-date public transport information for residents in the development and the locality.

12. The ground floor unit identified as Transport Management Office on plan no. LRTW4/PA/05-004-A to be available in perpetuity as a reception point/waiting area for group transport pick-up, and provision of a designated off-street waiting area, easily accessible from this facility, for group transport vehicles.

13. Provision of £120.000 on first occupation of residential units within the development to fund the development of school travel plans at local schools.

D. Car Parking

14. Provision of £X to fund the provision of additional off street parking in the Lots Road Area.

15. Provision on first occupation of the development of 36 car parking spaces within the development for public use in accordance with an agreed management regime, to include charges and maximum stay period.

16. Provision of X car parking spaces within the development for use by customers of the restaurant prior to commencement of use.

17. Provision of car club facilities prior to first occupation of the development.

E. Construction Traffic

18. Use of river transport for an agreed proportion of, materials and construction traffic.

19. Implementation of an agreed plan for routing and times of construction and demolition road traffic.

20. Implementation of agreed measures to ensure construction staff travel to and from the site by public transport and to prevent parking for private cars belonging to employees or contractors on any part of the RBKC or LBHF sites during demolition or construction.

F. Affordable Housing

21. Provision, in partnership with and through transfer to, a registered social landlord, of XX affordable units of residential accommodation for rent. The total cost to occupier (rent plus service charges) of living in any affordable rented unit shall be Housing Corporation target rent inclusive of any service charge levied by the RSL for internal RSL services including nominal ground rent and the maintenance and management of the building including the relevant car parking areas. Any estate charge for a

proportionate share of estate upkeep shall not exceed £X per annum and subsequent rises shall not exceed the comparable rise in the RPI.

22. Provision, in partnership with and through transfer to, a registered social landlord, of XX units for sale on a shared ownership basis to persons from the Common Housing Register. The total cost to occupier ???? **Need further work on this**(rent plus service charges) of living in any shared ownership unit shall be Housing Corporation target rent inclusive of any service charge levied by the RSL for internal RSL services including nominal ground rent and the maintenance and management of the building including the relevant car parking areas. Any estate charge for a proportionate share of estate upkeep shall not exceed £X per annum and subsequent rises shall not exceed the comparable rise in the RPI.

23. Provision of XX units of low cost residential accommodation for occupation by 'Key Workers' *clarify eligibility and service charge percentage cap?*.

G. Remediation

24. Implementation of an agreed remediation strategy and environmental management plan throughout the life of the development, provision of funding and site office space for a scrutineer to monitor proceedings and provide a point of contact for members of the public from commencement of remedial works until completion of the development

H. Chelsea Creek

25. Acquisition of the freehold interest in Chelsea Creek and acceptance of all future maintenance liabilities thereof.

26. Implementation and maintenance in perpetuity of an agreed environmental management plan for the watercourse and associated wildlife habitats.

I. Community Facilities

27. Provision, on first occupation of any accommodation within the power station building, of premises within the development comprising 460 square metres of space to accommodate the Ashburnham Community Association at an agreed rent with capped and index linked service charges.

28. Provision of £X on completion of a rental agreement with the Ashburnham Community Association, to the association to fund fitting out of their new premises.

29. The ground floor unit identified as a Doctors' Surgery on plan no. LRTW4/PA/05-004-A to be used solely as a General Practitioners' surgery serving NHS patients and falling within Use Class D1(a) in consultation with the Kensington and Chelsea Primary Care Trust unless otherwise agreed in writing by the Executive Director, Planning & Conservation.

J. Education Facilities

30. Provision of £X contribution to fund improved secondary and primary education facilities in the Royal Borough.

K. Thames Path and Community Safety

31. Provision and maintenance by the developer of a section of Thames Path providing a designated public right of way from Chelsea Harbour via a new bridge to Lots Road through the plaza on the former east yard. Provision for subsequent linkage to a future Thames Path section across the adjacent Cremorne Wharf site when this route becomes physically available through construction or redevelopment.

32. Provision of a CCTV systems and an agreed scheme of lighting for the public areas of the development.

33. The developer undertakes to secure prompt removal of graffiti, fly-posting and rubbish from any public areas within the site

L. Westfield Park

34. A contribution of £X on commencement of development to fund improvements to Westfield Park

M. Sports Facilities

35. Provision, on commencement of the development, of a contribution of £X towards funding the provision of public sports facilities in the area.

N. Employment

36. Provision of an on-site construction training scheme to include
- 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).
- Trainee wages as in the Working Rule Agreement
- Best endeavours to obtain 20% of the workforce from the local area (West London)

37. Provision of two (Identified) Class B1 units at ground floor level at X% of market rent for a period of X to assist small business startups for local people.

O. Public Art

38. Provision prior to first occupation of the development, of a sum of £X for the provision of a public work(s) of art in an agreed location.

HOUSING CORPORATION

153

Stan Logan
Housing Initiatives Team
Royal Borough of Kensington & Chelsea
The Town Hall
Hornton Street
London, W8 7NX

Direct line: 0207 292 4410
Fax number: 0207 292 4401
Email address:
pamela.sedgwick@housingcorp.gsx.gov.uk
Office address:
Waverley House, 7-12 Noel Street,
London, W1F 8BA

Ref: w:\plan\localaut\221k&c\dayfile\jun\logan.doc

16th June 2003

Dear Stan

Lots Road

Thanks for your telephone call regarding the borough's current position on this scheme.

As you are aware the Housing Corporation's stated policy on funding for planning gain schemes is that each scheme should be discussed with us and our agreement to funding at particular levels should be sought at the earliest possible stage otherwise no funding should be assumed.

We met to discuss Lots Rd sometime ago and the point was clearly made by me that given RBKC's position on other S106 schemes that 80% of HC TCIs would be a maximum expected level at which to constrain RSL costs, indeed the use of the development control model on the LB Hammersmith and Fulham portion of the site indicated that 80% allowed a deliverable scheme and there was potential to reduce the costs of the affording housing further. The Housing Corporation would find it difficult to understand why our contribution of funding to the scheme should be based on assumed transfer costs to the RSLs of any greater than this, or that no constraint is placed by the boroughs on such costs at all. If you feel a case can be made for higher levels of assumed transfer costs then a detailed explanation of the development costs across the scheme including other S106 contributions would need to be presented to us for consideration, and a methodology such as the 3Dragons Toolkit would assist in assessing the amount of grant required.

As I stated at the joint borough meeting the pressing priority of increasing supply and specifically affordable supply means that we need to take this approach to stretch our funding further across London and to ensure that comparable value for money considerations are taken into account on S106 schemes. Other boroughs are already using the mechanism of stating an upper level of TCI at which transfer costs should be set, and negotiating a reasonable contribution from the Section 106 to require lower levels of public subsidy.

154

On the issue of selection, our approach remains that a lead association for the whole development should be chosen by a joint process with yourselves, LB Hammersmith & Fulham, Circadian and the HC. I think further discussion on how we achieve this can be held in the next few weeks.

I hope this clarifies our position.

Yours sincerely,

Pam Sedgwick

Pam Sedgwick
Investment Manager
West

c. Fiona McGregor, Housing Corporation
Ian Ruegg, London Borough of Hammersmith & Fulham