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PP/02/01324	Lots Road Power Station And Chelsea Creek 30- 41

**ROYAL BOROUGH OF
KENSINGTON AND
CHELSEA**

(26)

**CONDITION 6
DOCUMENT TYPE**

**DISCHARGE OF CONDITIONS
APPLICATIONS
LATE UPDATE**

PP/02/01324

PP/02/01324

Lots Road Power Station And Chelsea Creek

Due to case file size the content has been broken down and scanned in sections as denoted.

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RM/JRS/DP1025

21 August 2007



Ms G Slader
Royal Borough of Kensington & Chelsea
Planning and Conservation
The Town Hall
Hornton Street
LONDON
W8 7NX

EX DIR	HDC	TP	CAC	AD	CLU	AO AK
R.B. K.C.	22 AUG 2007				PLANNING	
N	C	3		APP	IO	REC
HBS			ARB	FPLN	DES	FEES

100 Pall Mall
London SW1Y 5NQ
telephone 020 7004 1700
facsimile 020 7004 1790
www.dp9.co.uk

(31)

Pc Aeb (GCS)

Dear Ms Slader

LOTS ROAD POWER STATION

Planning Permission Ref. PP/02/01324 – Submission of Details Pursuant to Condition 6

On behalf of our clients, Circadian Ltd, we hereby submit details pursuant to condition 6 of the above planning permission granted by the Secretary of State on 30 January 2006.

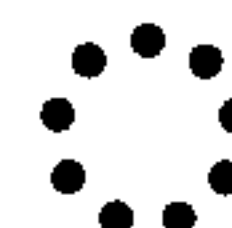
Condition 6 – Vehicular Access

“Notwithstanding the details shown on the approved drawings, development shall not begin until full details of the proposed vehicular access to the site have been submitted to and approved in writing by the local planning authority. The approved works shall be carried out before occupation of any part of the development”.

Accordingly, the submission of details comprises four copies the following drawings and reports:

- ARUP Technical Note;
- ARUP Drawing No. 123162-02-48A Rigid Vehicle Entry/Exit Swept Path Analysis (Approach from West);
- ARUP Drawing No. 123162-02-49A Rigid Vehicle Entry/Exit Swept Path Analysis (Approach from East);
- ARUP Drawing No. 123162-03-38B – Proposed Layout Lots Road Access Sheet 1;
- ARUP Drawing No. 123162-03-39 A – Proposed Layout Lots Road Access Sheet 2;
- ARUP Drawing No. 123162-03-41A Swept Path Analysis Entry (Panttechnicon 11m Rigid);
- ARUP Drawing No. 123162-03-42A Swept Path Analysis Exit ((Panttechnicon 11m Rigid);
- ARUP Drawing No. 123162-03-43A Swept Path Analysis Entry/Exit (Car 5.08m);
- ARUP Drawing No. 123162-03-44 – Swept Path Analysis Entry/Exit (Fire Pump Appliance 8.5m); and
- ARUP Drawing No. 123162-03-SK03 – Swept Path Analysis Entry (Panttechnicon 11m Rigid).

s:\userfolders\vm\lots road\2007\letters\rbkc letter condition 6 (vehicular access).doc



We trust you will find the enclosed information to be acceptable and will be contacting you to discuss this in more detail in the future. In the meantime, if you have any queries, please contact Rory McManus at the above address.

Yours sincerely

DP9

DP9

Encs:

Job title	Lots Road	EX DIR	HDC	TP	CAC	AD	CLU	AO AK	Job number
		R.B.						123162	
Cc		K.C.	22 AUG 2007				PLANNING	File reference	
		N	C	S		APP	IO	REC	
Prepared by	Richard Lowenthal	HRS	5.4854	(L.CH)	APP	PLN	DES	FEES	Date
									17 August 2007
Subject	Design of Vehicular Site Access Points Royal Borough of Kensington and Chelsea								

1. INTRODUCTION

This Technical Note outlines the standards and principles utilised in the design of the vehicular crossovers which provide access to the site.

The access points have all been previously identified in the Planning documents with details included within the Transport Assessment and the Environmental Statement.

It is now intended to further develop the principles of the designs in conjunction with the Local Authorities into working details for subsequent construction.

2. DESIGN STANDARDS

The following guides and standards will be used in the design of the site access points:-

- Drainage design in accordance with Sewers for Adoption, 6th Edition.
- Traffic signs and road markings in accordance with Traffic Signs Regulations and General Directions 2002 (TSRGD)
- Visibility and geometry in accordance with Design Manual for Roads and Bridges (DMRB)
- Carriageway and footway pavements in accordance with the relevant British Standards
- Local Authority specific requirements that may amend the above

3. ACCESS POINTS

Within the Royal Borough of Kensington and Chelsea (RBKC) there are 4no. vehicle access points to the site:-

- Existing access from Lots Road to west service yard adjacent to the west end of the existing power station building
- New access from Lots Road adjacent to the east end of the existing power station building
- New access from Lots Road close to the east end of the site
- New access from Lots Road into a new loading dock located at the west end and within the Power Station

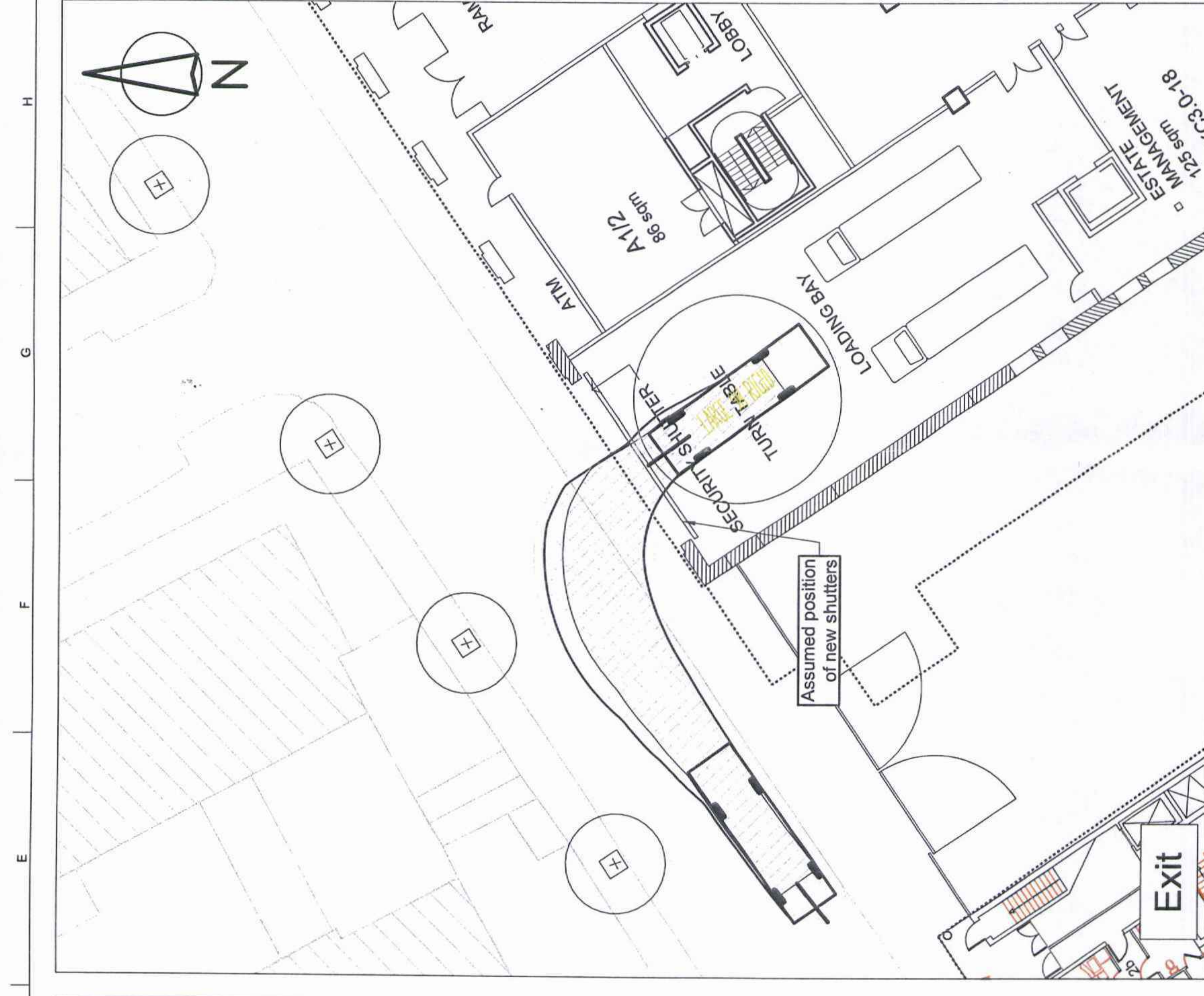
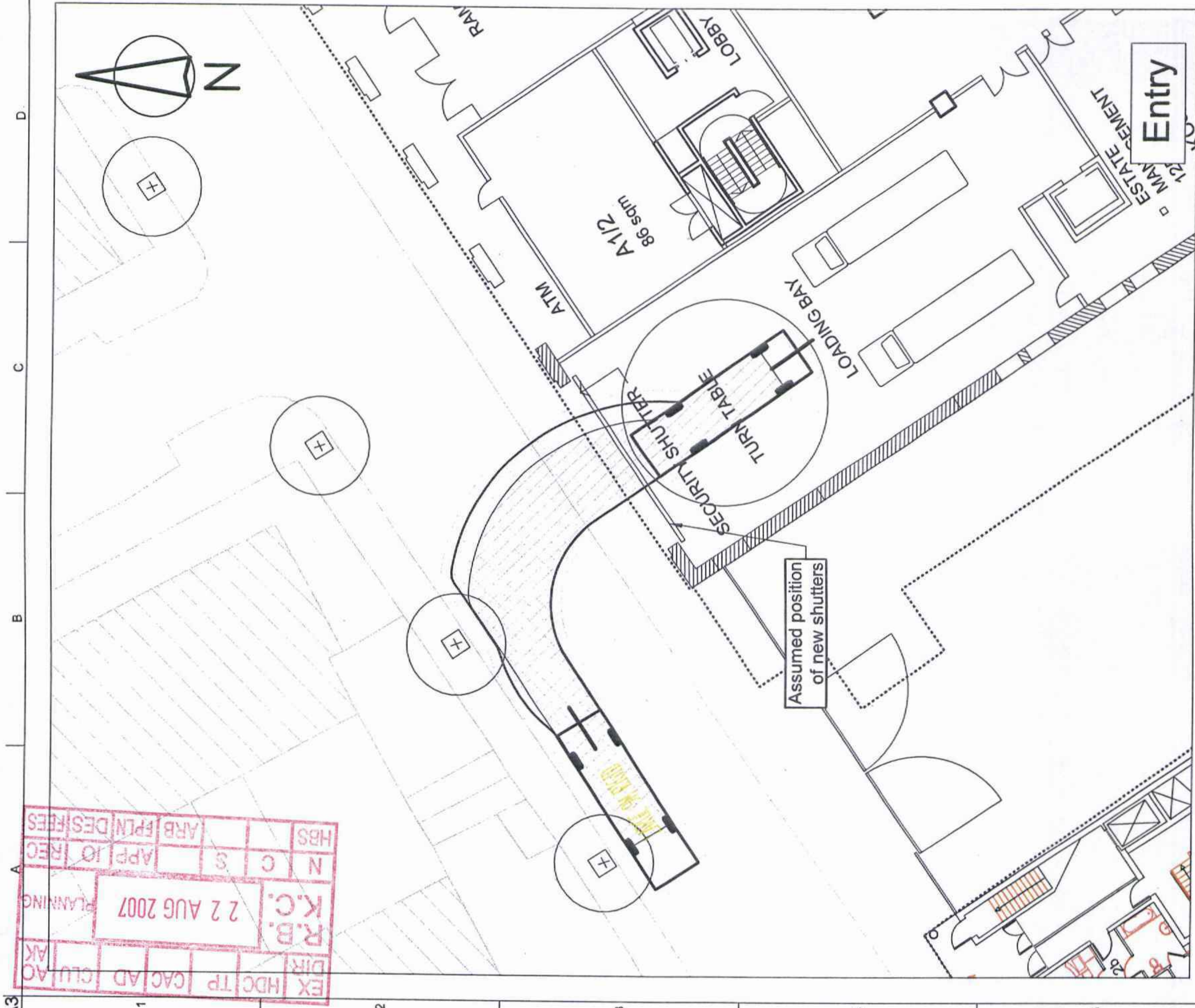
4. DESIGN VEHICLES

Generally junctions have been tracked for the following vehicles as appropriate and whichever is most onerous for the particular junction/movement:-

- Pantechnican (11m rigid)
- Fire pump appliance (8.5m)
- Large car (5.08m) for car park entrance
- Service/delivery vehicle (9m rigid) for loading dock

Although details are not included in this submission, we have also tracked access for a 35T mobile crane which may be used in the maintenance of the River and Creek walls. This vehicle, with 4 wheel steer, is more manoeuvrable than both the pantechnican and fire pump appliance.

EX	HDC	TP	CAC	AD	CLU	AC	AK	R.B.	K.C.	22 AUG 2007	PLANNING	ARB	FPLN	DES	FES	HBS
DIR								N	C	S	APPL	IO	REC			



ARUP

13 Fitzroy Street
London W1T 4BQ
Tel +44 (0)20 7636 1531 Fax +44 (0)20 7580 3524
www.arup.com

Client

Hutchison Whampoa Ltd.

Job Title

Lots Road

Drawing Title

9m Rigid Vehicle
Entry/Exit Swept Path Analysis
Approach from West

Scale at A3 1:250

Plot ID 785866FE-6A07-4387-A382-AC18613F5245

Drawing Status

Draft

Job No

123162-02

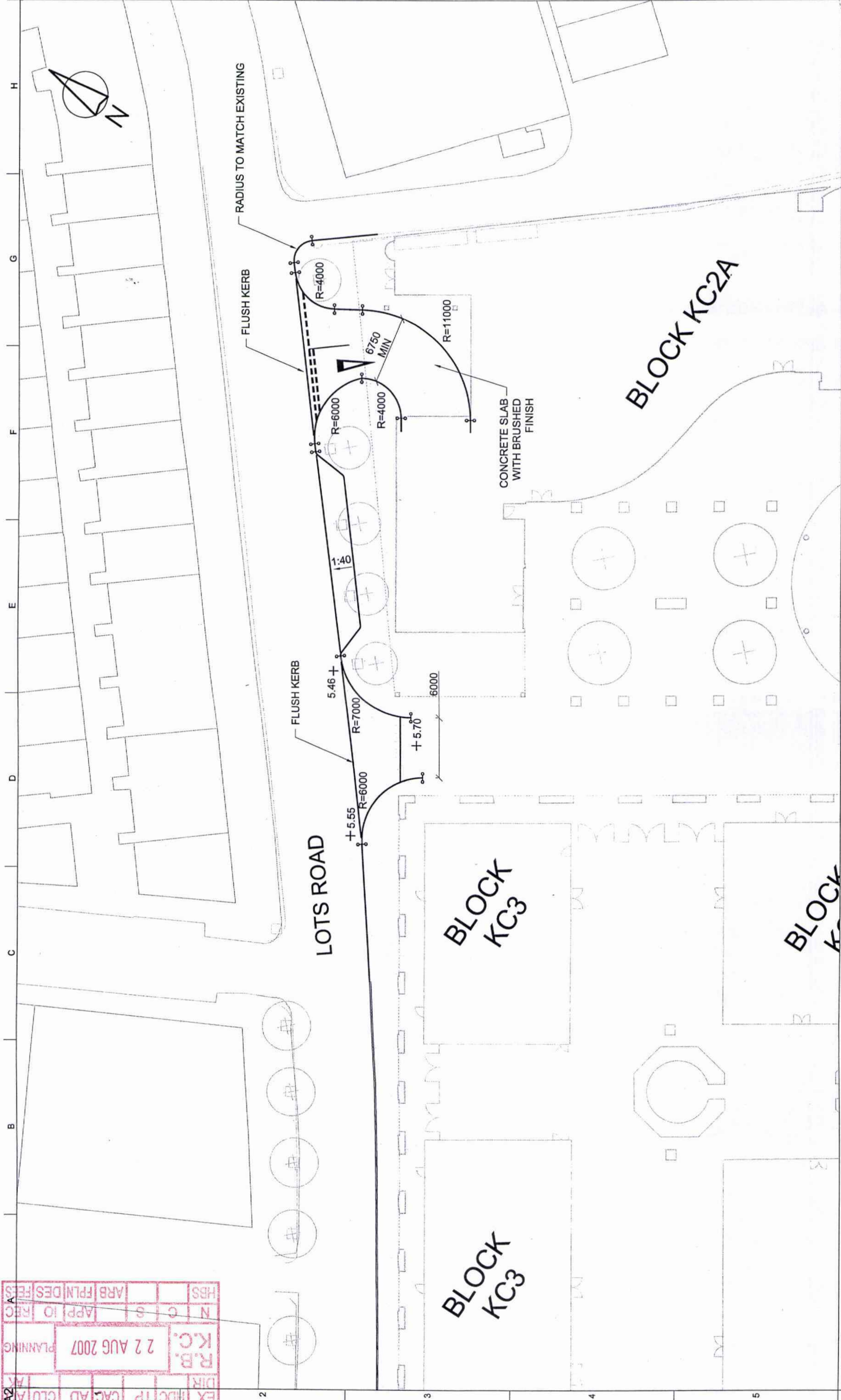
Drawing No

123162-02-48

Issue

-

EX	HDC	TP	CAC	AD	CLU	AK
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R.B. K.C. 22 AUG 2007						
PLANNING						
N C S						
ARB FPLN DES FEES						



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www.arup.com

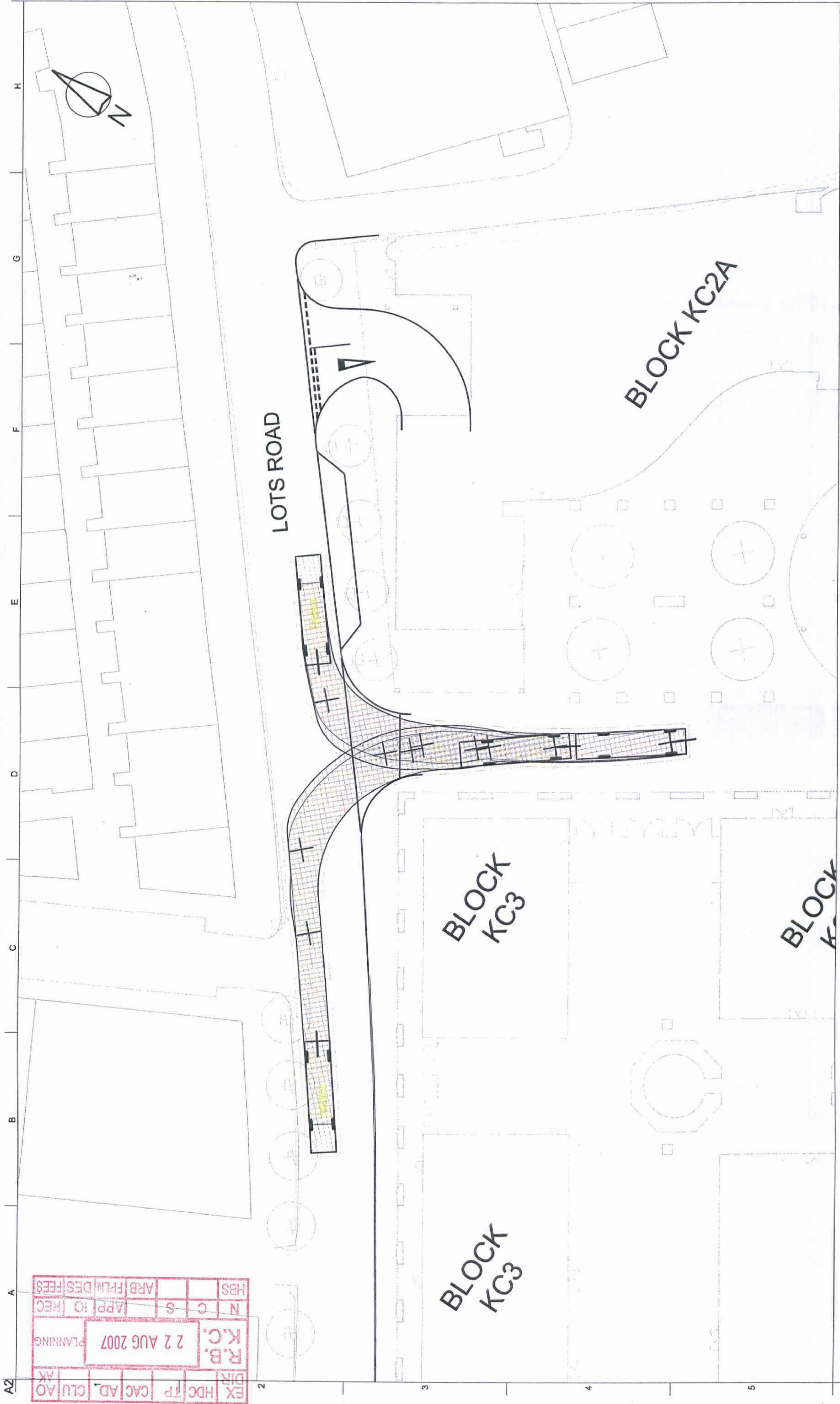
Issue	Date	By	Chkd	Appd
A	19/07/07	COT	AB	RL
-	13/07/07	COT	AB	AB

Client
Hutchison Whampoa Ltd.

Job Title
Lots Road

Drawing Title
Proposed Layout
Lots Road Access
Sheet 1 of 2

Scale at A2	1:250
Plot ID	9556628B-8770-4E73-A462-4472808A6AF3
Drawing Status	DRAFT
Job No	123162-03
Drawing No	123162-03-38
Issue	A



R.B. K.C. 22 AUG 2007 PLANNING
N C S
ARB FPLM DES FEES
HBS
EX HDC TP CAC AD CLU AO
DIR
AK

ARUP

13 Filzoy Street
London W1T 4BQ
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www.arup.com

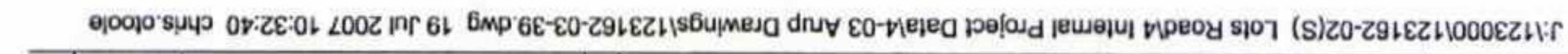
Issue	Date	By	Chkd	Appd
-	19/07/07	COT	AB	RL

Client
Hutchison Whampoa Ltd.

Job Title
Lots Road

Drawing Title
Swept Path Analysis
Entry
Pantehnicon (11m Rigid)

Scale at A2	1:250
Plot ID	092BA84C-922D-451E-A52E-6FA872196011
Drawing Status	DRAFT
Job No	123162-03
Drawing No	123162-03-41
Issue	-



Drawing Title

Proposed Layout
Lots Road Access
Sheet 2 of 2

Job Title

Lots Road

Client
Hutchison Whampoa Ltd.

A	19/07/07	COT	AB	RL
-	13/07/07	COT	AB	AB
Issue	Date	By	Chkd	Appd

ARUP

13 Fitzroy Street
London W1T 4BQ
Tel +44 (0)20 7636 1531 Fax +44 (0)20 7580 3924
www.anup.com

Job No	Drawing No	Issue
123162-03	123162-03-39	A

EX	DIR	HDC	TP	CAC	AD	CLU	AO	AK
R.B. K.C. 22 AUG 2007								PLANNING
N C S								ARB FPLN DES FEES
HBS								



Scale at A2 1:250	
Plot ID	AB2528D0-3DE7-4345-B9FC-26C08CD371A5
Drawing Status	DRAFT
Job No	123162-03
Drawing No	123162-03-42
Issue	-

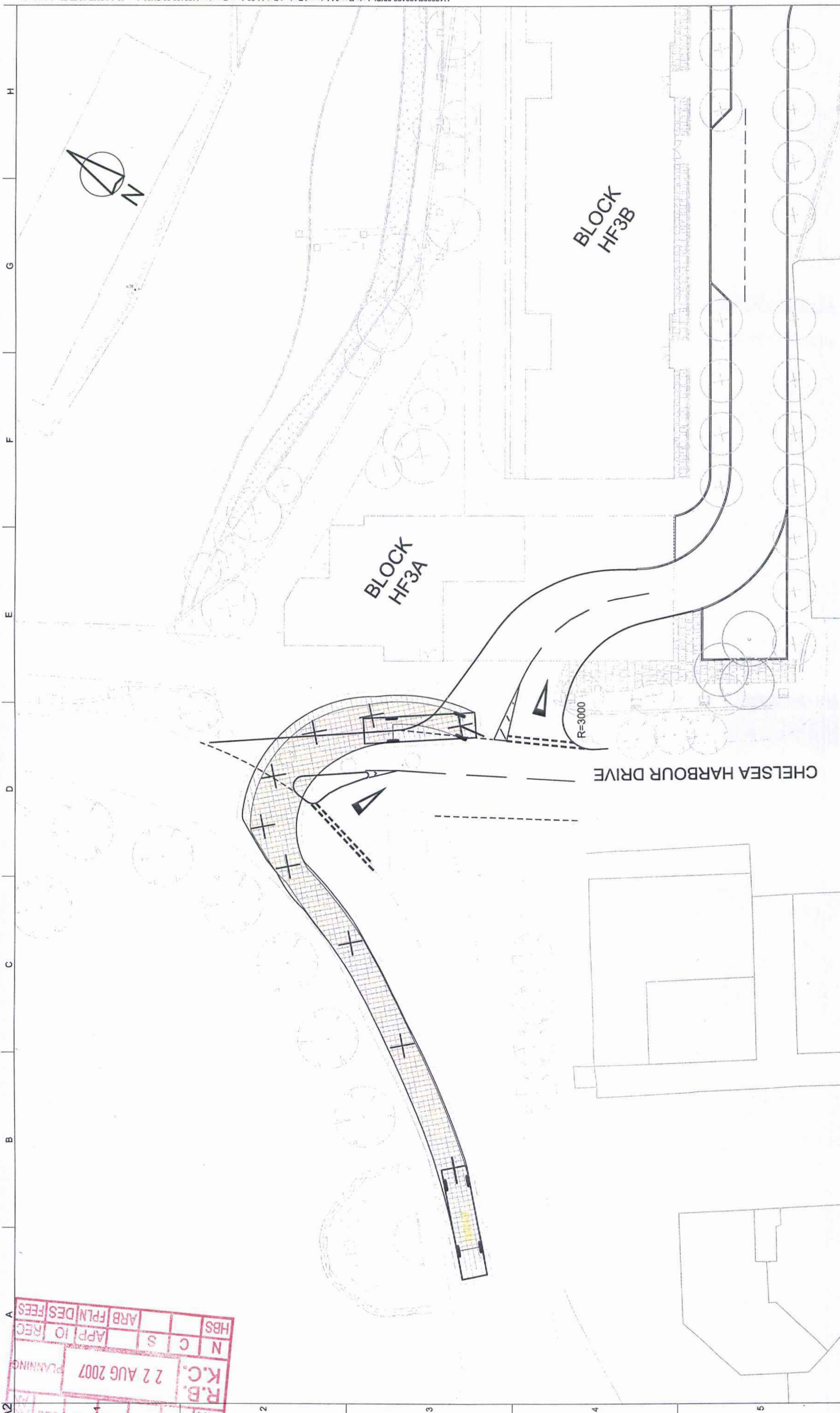
Drawing Title	Swept Path Analysis Exit Pantechnicon (11m Rigid)
---------------	---

Job Title	Lots Road
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Client	Hutchison Whampoa Ltd.
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Issue	19/07/07	Date	COT	By	Chkd	Appd	RL
-							

ARUP	
13 Fitzroy Street London W1T 4BQ Tel +44 (0)20 7638 1631 Fax +44 (0)20 7580 3924 www.arup.com	



ARUP

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London W1T 4BQ
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www.anup.com

-	19/07/07	COT	AB	RL
Issue	Date	By	Chkd	Appd

Client

Hutchison Whampoa Ltd.

Job Title

Lots Road

Drawing Title

**Swept Path Analysis
Entry
Pantechnicon (11m Rigid)
R.H. Turn Not Working**

Scale at A2
1:250

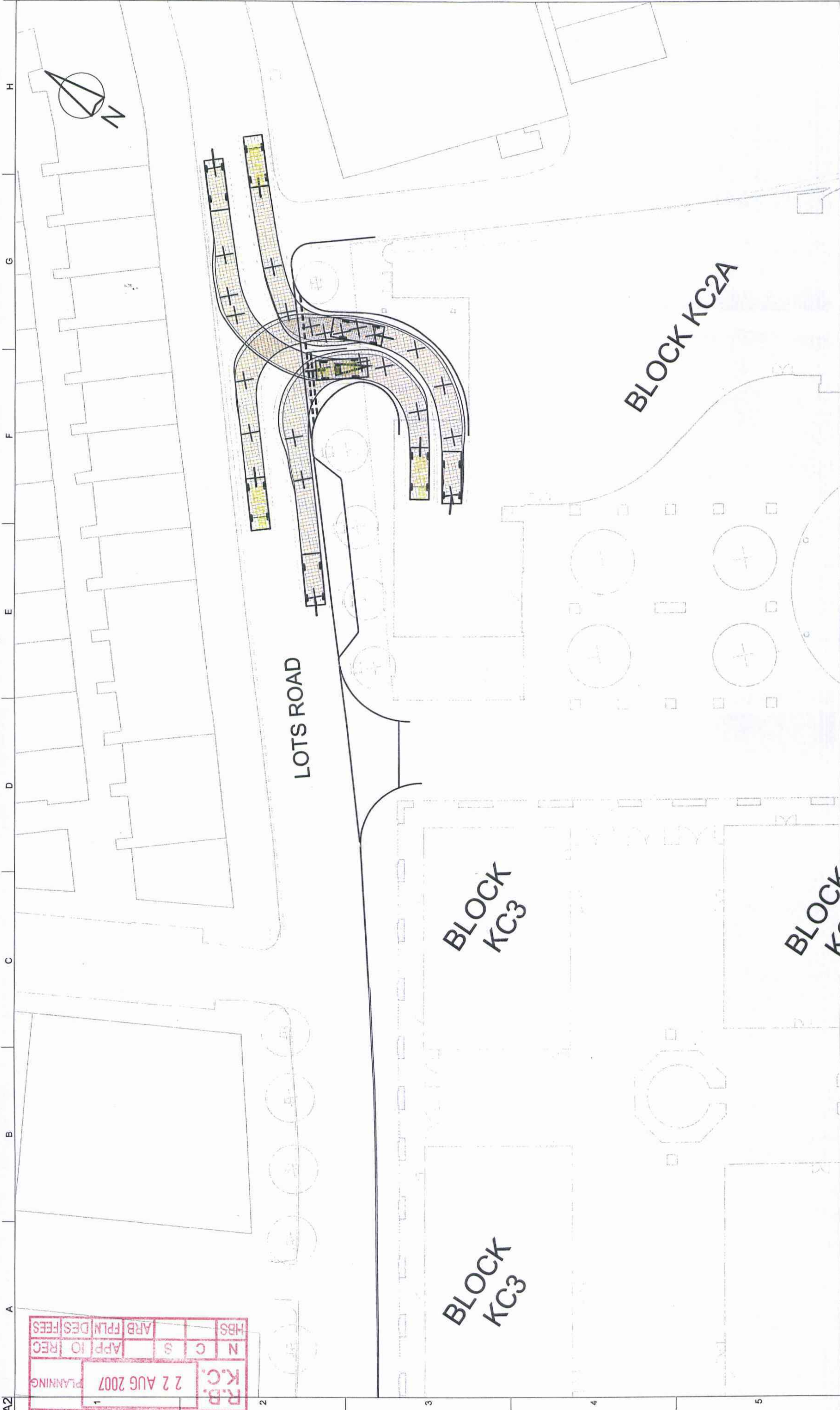
Plot ID
0898A4C6-8AFC-47E4-91B0-1D08ED542FE2

Drawing Status

DRAFT

Job No
123162-03

EX	HDC	TP	CAC	AD	CLU	AO	AK
DIR							
R.B. K.C. 2 2 AUG 2007 PLANNING							
N	C	S	APP	IO	REC	HBS	
ARB		FPLN		DES		FEES	



ARUP

13 Fitzroy Street
London W1T 4BC
Tel +44 (0)20 7636 1531 Fax +44 (0)20 7580 3924
www.arup.com

Client

Hutchison Whampoa Ltd.

Job Title

Lots Road

Drawing Title

Swept Path Analysis
Entry/Exit
Large (5.08m) Car

Scale at A2

1:250

Plot ID D882A7CB-FAD5-496A-8C8A-C44146262D6

Drawing Status

DRAFT

Job No

123162-03

Drawing No

123162-03-43

Issue

-



2 2 AUG 2007
R.B. K.C.
PLANNING
EX DIR HDC TP CAC AD CLU AO
HBS N C S ARB FPLN DES FEES

Scale at A2	1:250
Plot ID	D4280724-3066-48D7-A796-CD2E1D42756C
Drawing Status	DRAFT
Job No	123162-03
Drawing No	123162-03-44
Issue	-

Drawing Title
Swept Path Analysis
Entry/Exit
Fire Pump Appliance (8.5m)

Job Title
Lots Road

Client
Hutchison Whampoa Ltd.

-	19/07/07	COT	AB	RL
Issue	Date	By	Chkd	Appd

ARUP
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www.arup.com

Slader, Georgina: PC-Plan

From: Burrage, Geoff: TELS-HwayTraf
Sent: 09 October 2007 16:01
To: Slader, Georgina: PC-Plan
Cc: Blake, Peter: TELS-HwayTraf
Subject: RE: Lots Road - Discharging of Conditions

Georgie,

Here are the comments incorporating the views of Traffic Management on Condition 6 – Vehicular Access.

In order to aid understanding of what is proposed a single drawing to a similar scale as the 'approved' ground level drawing no.LRTW-4/PA/05-004-G should be submitted. This drawing should incorporate on-street parking and all changes to parking and the highway, including new crossovers required and any parking or footway that can be reinstated following removal of redundant accesses. An 'existing' plan to the same scale and in the same location should also be submitted for comparison.

With regard to the details submitted. At the western end vehicle access will be required to Block KC4 for access to the Refuse/Bin Store. Will vehicles be able to enter and leave this access in a forward direction? This access will require on street parking to be removed, possibly on both sides of Lots Road.

The access to the loading bay at the western end by KC3.0-1 indicates that on street parking on both sides of Lots Road will need to be permanently removed. Drawing nos 123162-02-48 & 49 show the swept paths of a 9m rigid vehicle on entry and exit for both directions. On a point of detail the 'approved' ground level drawing shows two security shutters with a column between them whereas the drawings showing the swept paths only shows one large shutter. This should be resolved.

Drawing nos. 123162-03-38A, 41, 42 & 43 show the two accesses at the eastern end of the site with a lay-by for taxi rank/drop off. I assume the existing access will be closed? I assume this arrangement will require the kerb line to change and a motorcycle bay to be removed? The swept paths of 11m pantechicon turning right in or out suggest a loss of residents parking along north side of Lot Road, just east of Tadema Road. Is this correct? The taxi rank/drop off lay-by is sub-standard in width, only 1.4m wide. The swept paths of cars turning right in and out look as if they will require on street parking to be removed. Is this correct?

I note that the applicant has not submitted details regarding materials and design of each access.

The Council would resist any loss of on-street resident parking spaces above that accepted at application stage.

Before these details can be approved the questions set out above need to be addressed by the applicant. Given the concern of local residents and in order to have a clear picture of use of the accesses, details of use of each access should be submitted (i.e. type and number of vehicles anticipated). *during construction? when completed?*

I hope that is useful. Please let me know if you would prefer this in the standard observation format or if email is sufficient.

Geoff

From: Slader, Georgina: PC-Plan
Sent: 11 September 2007 17:10
To: O'Riley, Jennifer: TELS-WasteLeis; Brown, Rebecca: HHASC-EnvHlth; Reid, Alex: TELS-HwayTraf; Burrage, Geoff: TELS-HwayTraf; Morrison, Angus: PC-Plan; Millar, Nathan: HHASC-EnvHlth
Subject: Lots Road - Discharging of Conditions

Dear All,

09/10/2007

Slader, Georgina: PC-Plan

From: Burrage, Geoff: TELS-HwayTraf
Sent: 09 October 2007 16:01
To: Slader, Georgina: PC-Plan
Cc: Blake, Peter: TELS-HwayTraf
Subject: RE: Lots Road - Discharging of Conditions

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Geoff

From: Slader, Georgina: PC-Plan
Sent: 11 September 2007 17:10
To: O'Riley, Jennifer: TELS-WasteLeis; Brown, Rebecca: HHASC-EnvHlth; Reid, Alex: TELS-HwayTraf; Burrage, Geoff: TELS-HwayTraf; Morrison, Angus: PC-Plan; Millar, Nathan: HHASC-EnvHlth
Subject: Lots Road - Discharging of Conditions

Dear All,

09/10/2007

You should have recently all received information in relation to the above development and the developer's desire to discharge the conditions. The Agents are keen to progress the discharging of these conditions and therefore I'm being asked to provide feedback and attend a meeting to discuss the material submitted.

Please can you let me have your initial comments regarding the information and what further information you require to satisfy discharging the meeting? Please can you also let me now if you feel it would be beneficial for you to attend a meeting with the relevant consultant on the Agent's side.

On receipt of your comments I will decide how to progress this matter in the most 'pain free' way!

Many thanks
Georgie

Georgina Slader
Planning and Conservation
Telephone 020 7361 2664

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JRS/DP1025

03 December 2007

RB Kensington & Chelsea
Planning and Borough Development
The Town Hall
Hornton Street
London
W8 7NX
For the attention of Georgina Slader

100 Pall Mall
London SW1Y 5NQ
telephone 020 7004 1700
facsimile 020 7004 1790
www.dp9.co.uk

10/12

Dear Sirs

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

LOTS ROAD POWER STATION

PLANNING PERMISSION REF. PP/02/01324

Condition 6 – Vehicular Access

Condition 7 – Landscaping

Condition 25 – Archaeology

Condition 27 – Contamination

Condition 29 – Renewable Energy

EX DIR	HDC	TP	CAC	AD	CLU	AO AK
R.B. K.C.	- 6 DEC 2007				PLANNING	
N	C	S		APP	IO	REC
HBS			ARB	FPLN	DES	FEES

We refer to your letter dated 29 October 2007 and to our subsequent discussions regarding the submission of details pursuant to Conditions attached to the above planning permission dated 30th January 2005. We hereby enclose further information in respect of Condition 6 relating to Vehicular Access.

Condition 6 – Vehicular Access

In regard to the submission of details pursuant to Condition 6, a meeting was held between ourselves, ARUP Transport, Circadian Limited and your Council's Transportation Officers on 14th November 2007 to discuss the comments raised by your officers. In response, we hereby enclose two copies of the following documents in response to the points raised at the meeting and those outlined in your letter:

For ease of reference, we address below the comments as set out in your letter.

- 1) Please find enclosed a copy of drawing 123162-030SK06 that shows an existing site layout. Drawing no. 123162-03-SK07 shows a proposed layout with all proposed changes to the parking and the highway. The drawing identifies the number of on-street spaces that would be lost as a result of the proposed development. In total, six Pay and Display spaces are affected on the south side of Lots Road, with no loss of residents parking. The loss of spaces are identified on Arup drawings 123162-03-41A, 123162-03-42A, 123162-03-43A, 123162-02-48A and 123162-03-49A.

As discussed at our meeting, Circadian understands that the planning permission allows for the inclusion of a Taxi Rank on Lots Road. However, given the Council has highlighted concerns with regard to the reduction in footway width, Circadian Limited is

prepared to suspend the development of the Taxi Rank and allow provision within the site boundary for taxis. Consequently, it is proposed to delete the Taxi Rank from all relevant drawings. See revised Arup drawing 123162-03-38B.

- 2) The entire West Yard and the Bulk Supply Building is owned by LUL and given the status of the building there are restrictions on the use of the West Yard and no access is permitted. We can therefore confirm that as per the planning permission, all access to Block KC4 will be from Lots Road. We confirm that there is no access from the rear of Block KC4, in line with the consented drawings. The crossover is to remain as existing and the current restrictions on the use of the yard by LUL prevail. Please refer to Arup drawing 123162-03-39A.
- 3) We can confirm that one opening with no central "pillar" (ie shutter) will be required. Two shutters within the existing arrangements will restrict the size of vehicles to van type and smaller with a consequent adverse impact to on-street parking.
- 4) As previously confirmed, drawing 123162-03-38B enclosed shows that the taxi rank is deleted from the proposals. Please find enclosed copies of revised drawings 123162-03-41A, 42A and 43A. These drawings show that the suspension of resident parking bays are not required, even for occasional access for pantechon vehicles.
- 5) As discussed at the meeting with your officers, we can confirm that detail design will be in accordance with the Council's typical construction standards. The crossovers will be designed in detail for both horizontal and vertical alignments in accordance with the Council's standards.
- 6) Please see enclosed a copy of expected traffic movements from entrances by type of vehicle.

Condition 7 – Landscaping

We are pleased to note that the Council's Arboricultural Department considers the soft planting scheme to be acceptable. We still await any comments from the Council's Design and Conservation Officer with regard to the hard landscaping information.

Assuming that the Design and Conservation Officer has no comments, we therefore request that this condition is discharged.

Condition 25 – Archaeology

We note from your letter that you will be able to discharge this condition upon confirmation that English Heritage have received the information requested in their letter dated 9th October. We can confirm that a copy of the information was sent to English Heritage on 1st November 2007 as stated in our letter to you dated 13th November.

We also note that English Heritage have written to your Council confirming the acceptability of the information received. As agreed, we would therefore be grateful if this condition can now be formally discharged.

Condition 27 – Contamination

A revised report was submitted on 15th November 2007 to address the comments raised by your Council's Environmental Health Officer.

Condition 29 – Renewable Energy

As agreed, we await your Council's formal confirmation that the information submitted satisfies the requirements of this condition.

We will shortly be submitting further information to address the comments received in respect of conditions 9 (Riverside Walk) and Condition 12 (Chelsea Creek). In the meantime, we trust that the information enclosed is sufficient to progress the discharge of the above conditions. If, however you require any further information please contact Julian Shirley at the above address.

Yours faithfully



DP9

Encs.

RBK&C TRANSPORTATION COMMENTS

PP Number: 02/1324	Address: Lots Road Power Station and Chelsea Creek, SW10	Date of obs: 12/03/08
Proposal: Conversion of Power Station to provide a mix of residential, retail, office, business and restaurant uses, together with erection of a 30 storey residential tower with ground floor gym, a 3-8 storey building incorporating commercial and residential uses, a 7 storey residential building, associated parking, servicing and landscaping, and works to Chelsea Creek, including three pedestrian bridges. MAJOR APPLICATION		
More info needed	No Objection	No objection STC
✓		
Initial Observations	✓	Transportation Officer:
Full Observations		Geoff Burrage
Further Observations (no.)		DC Officer: G Slader

Comments: The applicant has submitted revised material following earlier discussion in order to discharge condition 6. This condition reads:

"Notwithstanding the details shown on the approved drawings, development shall not begin until full details of the proposed vehicular access to the site have been submitted to and approved in writing by the local planning authority.. The approved works shall be carried out before occupation of any part of the development".

Three accesses are shown to the site. One into the East Yard, one into the basement car park beneath block KC2A and one into the western most end of block KC3 adjacent to the west yard.

The access into the car park is considered acceptable. I note that Arup's plan 123162-03-SK07 shows no loss of on-street parking to accommodate this access but it is clear that at least one residents' bay will need to be removed. **Arup to confirm number of bays.** The taxi/drop off layby which was shown adjacent to this access has been removed which is welcome.

The access to the East Yard will accommodate service vehicles and is fit for its purpose in terms of width and is located in the same place as the existing access. Given this the access is considered acceptable. I note however that swept path analysis shows three P&D bays would need to be removed to allow a pantechicon type lorry access. Only two bays would otherwise have to be removed to allow access for smaller vehicles. As the frequency that pantechicon vehicles will be required to access the site is likely to be very low I would prefer that only two bays be removed, assuming this would allow sufficient access for day to day requirements. **Arup to comment.**

The third access at the western most end of Block KC3 is considered acceptable and is consistent with PP/02/1324. I note that swept path analysis has been undertaken showing a 9m rigid lorry using the servicing bay. Is this the largest vehicle that will require access to the bay? **Arup to comment.** The loss of the three P&D bays is necessary to accommodate these vehicles and is considered acceptable. Although the approved ground floor plans suggest there is a pillar in the centre of this access, the approved elevations do not show the pillar. Given this the proposed access without pillar is considered acceptable.

It is acknowledged within the summary of observations provided by Arup that the proposals shown on the submitted plans will be constructed to the Council's standards. The discharge of condition six does not therefore imply that any details of design including materials, levels and arrangement of kerb lines has been agreed. These details will be agreed at the stage the accesses are built by the Council.

Recommendation:

The Director of Transportation and Highways considers that condition six can be discharged subject to the points set out above being addressed.

Signed:

A handwritten signature in black ink, consisting of a series of connected loops and a final horizontal stroke.

Slader, Georgina: PC-Plan

From: Burrage, Geoff: TELS-HwayTraf
Sent: 04 March 2008 15:28
To: Slader, Georgina: PC-Plan
Subject: RE: Lots Road Power station development
Attachments: Lots Road POWER STATION new access 04.03.08.doc

Georgie,

The new access is required for the demolition phase of the development. It is likely to remain in use, though with the exact location to be determined, for the construction phases also. There are no practicable alternative locations for the access given the restrictions on use imposed by London Underground for the West Yard. The previously existing access could not be used due to its narrowness and the need for the space it occupies to be used for transfer of material and plant from the power station.

The access wasn't considered in any detail at planning stage and doesn't relate to condition 6.

The proposed access was discussed at some length with the contractors, Brown and Mason, and the Council is satisfied that it is the most appropriate location. The access was approved in January.

I've also attached a letter I've just drafted for Graeme to another resident in the area which you might find useful. Let me know if you need any further info. Right, I'll look at the condition 6 stuff now!

Geoff

From: Slader, Georgina: PC-Plan
Sent: 03 March 2008 10:58
To: Burrage, Geoff: TELS-HwayTraf
Subject: FW: Lots Road Power station development

Geoff,

Not sure if you had chance to read my e-mail last week but I wondered if you could just provide me with a comment regarding below. When was the revised entrance agreed with the Developers? I'm not sure I have record of it on my files.

The letter which has been sent by BAM on the 22nd February 2008 should address the residents' concerns but I still need to respond to their e-mail attached below.

Look forward to hearing from you.

Many thanks
 G

Georgina Slader
 Planning and Conservation
 Telephone 020 7361 2664

16/10/2008

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From: Rupert Lee-Browne [mailto:rupert.lee-browne@caxtonfx.com]
Sent: 19 February 2008 12:26
To: Slader, Georgina: PC-Plan
Cc: Coey, Bruce: PC-Plan; Rob McGibbon; Emma Alcock; janie@bethere.co.uk; Hendrik Cosijn
Subject: Lots Road Power station development

Dear Ms Slader

Following our telephone conversation regarding Lots Road power station development I wanted to clarify the situation regarding the new entrance that has been created for the site on Lots Road. I have checked the section 106 agreement as you recommended and can find no reference to the creation of a new entrance. Indeed, the plans for demolition show the existing (or rather now old) entrance. Likewise, I can find no reference to planning permission for this entrance which, by all accounts is likely to stay where it is for the next few years. Could you please clarify the status of this and let me know what discussions the council have had with the contractors regarding this. I look forward to your response.

Yours sincerely
Rupert Lee-Browne
62 Lots Road
London
SW10 0QD

.....
Direct Line: 0207 201 0515
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Facsimile: 0870 751 5048
.....

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16/10/2008

TRANSPORTATION AND HIGHWAYS

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director Tot Brill

Director of Transportation and Highways Graeme Swinburne

Rob McGibbon
66 Lots Road
London
SW10 0QD

Switchboard: 020 7361 3001
Extension: 2557
Direct Line: 020 7361 2557
Facsimile: 020 7361 2796
Email: geoff.burrage@rbkc.gov.uk
Web: www.rbkc.gov.uk

04 March 2008

My reference:

Your reference:

Please ask for: Geoff Burrage

Dear Mr McGibbon,

Re extended power station site entrance

Thank you for your letter dated the 17th of February regarding the above. I note you have received a response to your letter from Mr Brown of Brown and Mason dated the 22nd of February regarding a number of the points you raise.

In your letter a number of reasons are given which you state make the new access unacceptable for local residents (numbered one to six in your letter). I will respond to these points in turn:

1. The new access is significantly larger than the previous access. However this is considered to be essential to enable the construction of this development to take place. If the previous access were to have been retained a larger number of residents' bays than is the case with the new access would have remained suspended to enable large vehicles to manoeuvre into the site. In addition the narrow access would have meant that lorries would block Lots Road whilst manoeuvring into the site. This was experienced when the original access was being used before demolition of the building in the East Yard. This is both disruptive and potential a road safety hazard.
2. Brown and Mason have offered in their letter to install screening to reduce the visual impact of the demolition works which should go some way to reduce the problem you describe.
3. The new access requires less parking to be suspended than use of the existing access. This is because large vehicles can enter the site without having to swing across the road and therefore there isn't the requirement to suspend bays on the opposite side of the road.
4. The route of construction vehicles was agreed at the planning stage and is legally defined in the Section 106 agreement between Circardian and the Council that formed part of the planning permission. All construction vehicles are required to access the site along Lots Road via the Cremorne Road/Cheyne walk junction as this was, and is, considered the most appropriate route. The new access to the site has to be in this general location (the East Yard) because there are restrictions imposed on the West Yard at the other side of the Power Station by London Underground and restrictions regarding tunnel loadings.
5. This is not an element of the scheme that the Council has had any involvement in or control over.
6. As set out above there do not appear to be any practicable alternatives for the location of the new access. Reducing the width of the access will also result in increased parking suspensions and manoeuvres on the highway. This access will be in place until October 2009 for the

demolition phase of the works and is likely to remain in place in a similar form for the construction phase given the lack of alternative locations.

Mr Brown's letter to you sets out the reasons why the transfer of material and plant from the main Power Station building also precludes the use of the existing access for the duration of the demolition process.

I appreciate that you will find this letter disappointing but having discussed the issues you have raised with my officers I do not believe there is a more appropriate location for this access than that already approved. I do understand that the construction of this major development will inevitably lead to disruption to residents of the Lots Road triangle and I can assure you that officers are working with the developers and contractors involved to try and minimise this.

Yours sincerely,

Graeme Swinburne
Director of Transportation and Highways

Slader, Georgina: PC-Plan

From: Burrage, Geoff: TELS-HwayTraf
Sent: 29 October 2008 17:37
To: 'Ahmed Bouariche'
Cc: Slader, Georgina: PC-Plan; julian.shirley@dp9.co.uk; danielgray@hwpwg.com; Richard Lowenthal
Subject: RE: Lots Road Power Station - Discharge of Condition 6

Ahmed,

Thank you for that. I am happy for the condition to be discharged.

Regards,

Geoff

From: Ahmed Bouariche [mailto:Ahmed.Bouariche@arup.com]
Sent: 29 October 2008 17:29
To: Burrage, Geoff: TELS-HwayTraf
Cc: Slader, Georgina: PC-Plan; julian.shirley@dp9.co.uk; danielgray@hwpwg.com; Richard Lowenthal
Subject: RE: Lots Road Power Station - Discharge of Condition 6

Geoff,

Your point was understood, prior to formulating our initial response.

You are of course right in assuming that visits by pantechicon vehicles would be of low frequency. However, we have other types of vehicles, including up to 10m rigids which cannot be excluded from visiting the site. These are likely to make deliveries on a daily basis, in which case all three bays in the immediate vicinity of the access would need to be removed. We have suggested to replace one of the "lost" spaces by incorporating a new space to the south-west of the parking zone, opposite No. 74 Lots Road (and on the Power Station side). The net loss would be two spaces and not three. I believe this should meet your aim to a certain extent.

Regards
Ahmed

Ahmed Bouariche
Associate
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13 Fitzroy Street, London W1T 4BQ
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From: Geoff.Burrage@rbkc.gov.uk [mailto:Geoff.Burrage@rbkc.gov.uk]
Sent: 29 October 2008 16:46
To: julian.shirley@dp9.co.uk; Ahmed Bouariche
Cc: Georgina.Slader@rbkc.gov.uk
Subject: RE: Lots Road Power Station - Discharge of Condition 6

30/10/2008

Julian,

I would like to see Ahmed's response to my question before recommending the condition be discharged. I don't envisage there will be any problems in meeting Georgina's timetable.

Regards,

Geoff

From: Julian Shirley [mailto:julian.shirley@dp9.co.uk]
Sent: 29 October 2008 15:34
To: Burrage, Geoff: TELS-HwayTraf; Ahmed.Bouariche@arup.com
Cc: Slader, Georgina: PC-Plan
Subject: RE: Lots Road Power Station - Discharge of Condition 6

Geoff

Can you now recommend that condition 6 can be discharged?

Regards
Julian

From: Geoff.Burrage@rbkc.gov.uk [mailto:Geoff.Burrage@rbkc.gov.uk]
Sent: 29 October 2008 14:30
To: Ahmed.Bouariche@arup.com
Cc: Georgina.Slader@rbkc.gov.uk; Julian Shirley
Subject: RE: Lots Road Power Station - Discharge of Condition 6

Ahmed,

Thank you for the email. I have the following remaining question:

With regard to access to the East Yard, the point I made in my comments was that three bays need to be suspended only to allow a pantechnicon access. Assuming access by such vehicles is a very low frequency event I would rather only remove two bays, thus allowing access for day to day vehicles, with the third being suspended on the rare occasions when a pantechnicon is required. If pantechnicon access is likely to be a regular occurrence then it would be best to remove all three.

I am keen to retain as much on-street parking as possible in the Lots Road area as loss of parking is a major concern for local residents.

Geoff

From: Ahmed Bouariche [mailto:Ahmed.Bouariche@arup.com]
Sent: 29 October 2008 13:53
To: Burrage, Geoff: TELS-HwayTraf
Cc: georgina.slader@rkkc.gov.uk; Julian Shirley
Subject: RE: Lots Road Power Station - Discharge of Condition 6

From: Ahmed Bouariche
Sent: 29 October 2008 12:27

30/10/2008

To: 'Geoff.Burrage@rkbc.gov.uk'
Cc: 'Georgina.Slader@rkbc.gov.uk'; danielgray@hwpg.com; Richard Lowenthal
Subject: Lots Road Power Station - Discharge of Condition 6
Importance: High

Dear Geoff,

I have been asked to comment and provide clarification as necessary on the questions and comments you raised on 12th March 2008 with regard to the requirements for the discharge of Condition 6. For ease of reference your questions and comments are attached to this e-mail.

I am responding to your questions in the order they appear in the attached document.

Car park access

I am able to confirm that in respect of the potential loss of on-street parking, 1 resident's bay would be lost.

Access to the East Yard

The vehicle manoeuvring requirements call for three P&D bays to be removed, in the immediate vicinity of the access. However, it is possible to reinstate a P&D bay at the south-western end of the P&D zone, opposite No. 74 Lots Road. Thus, the total number of P&D bays to be lost as a result of the proposal would be 2, in line with your suggested number.

Third access at the western end of Block KC3

Although the turntable will be designed to accommodate 10m rigid vehicles, access to the service area should be restricted to 9m rigid vehicles for ease of operation.

I hope that this e-mail addresses your comments to your satisfaction. I would therefore be grateful if you could confirm to Georgina and our team that you are now satisfied in relation to the discharge of Condition 6.

Regards,
Ahmed

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