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ROYAL BOROUGH OF KENSINGTON AND CHELSEA

(36) CONDITION 12

DOCUMENT TYPE

SUPERSEDED DRAWINGS

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.

Index of content of case files

File Number: Content of File:

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- 11- 13 Refused Drawings
- 14 -17 Amended Drawings
- 18-19 Hammersmith And Fulham Plans
- 20-21 CD of Planning Drawings
- 22 Other Docs
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- 24 Officers Notes and Other Correspondents
- 25 Condition 5
- 26 Condition 6
- 27 Condition 7
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- 29 CONFIDENTIAL DOCS
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- 31 Condition II
- 32 Condition 12
- 33 Condition 12
- 34 Condition 12 -CONFIDENTAIL DOCS
- 35 Condition 12 -Superseded Docs
- 36 Condition 12 -Superseded Docs
- 37 Condition 12 -Superseded Drawings
- 38 Condition 12 -Superseded Drawings
- 39 Condition 25
- 40 Condition 25 + 29
- 41 Condition 27

COLOUR SCANNING

Lots Road Development - Chelsea Creek

Materials Booklet

EX DIR | HDC | TP | CAC | AD | CLU | AO AK
R.B. K.C. | 07 AUG 2007 | PLANNING
N | C | S | | APP | IO | REC
HBS | | | ARB | FPLN | DES | FEES

R.B.K.C.
SUPERSEDED

R.B.K.C.
SUPERSEDED

TOWN352(08)300 R01
July 2007

TOWNSHEND
Landscape Architects

INTRODUCTION

The Chelsea Creek materials booklet has been developed in collaboration with Hutchison Whampoa Properties Ltd. with the aim of providing further information about the materials that will be used as part of the development.

The booklet provides an indication of the quality of material finishes and further details including material samples and details will be submitted at a later date.

Contents

Self Binding Gravel	03
Gabions & Balustrade	04
Song/Navigation Posts, Public Seating & Litter Bins	05
Lighting	06
Specimen Trees	07
Reedbed Terraces	08
Terrestrial/ Riverine Planting	09
Low Marsh Habitat Planting	10

SELF BINDING GRAVEL

Description:
Silver grey gravel surface.

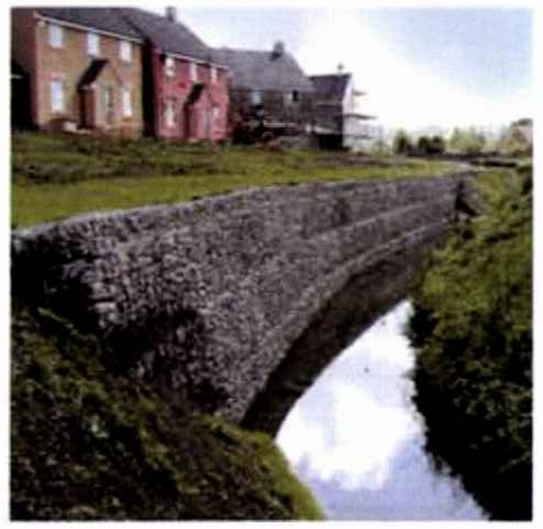
Dimension:
Approx. 6-10mm Aggregate or similar and approved.

Example of silver grey gravel.

GABIONS

Description:
Double twisted woven wire and weld mesh mattress or similar and approved.

Dimension:
TBC



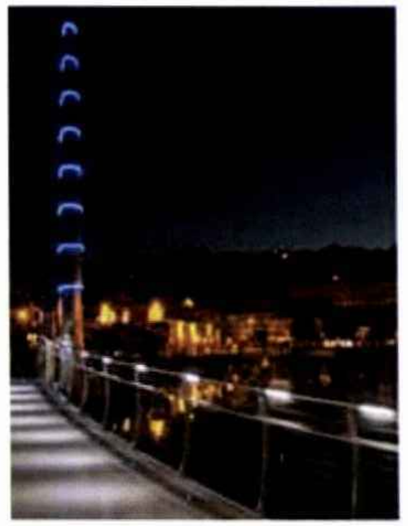
Example of gabions

Example of gabions

BALUSTRADE

Description:
Balustrade with stantions and rail or similar and approved.

Dimension:
TBC



Example of balustrade

SONG/NAVIGATION POSTS

Description:
Timber song navigation posts to be designed in conjunction with artists similar and approved.

Dimension:
TBC

Examples of sculptural navigation posts

PUBLIC SEATING

Description:
Timber bench with oiled finish similar and approved.

Dimensions
1500mm x 530mm

Example of timber bench

LITTER BINS

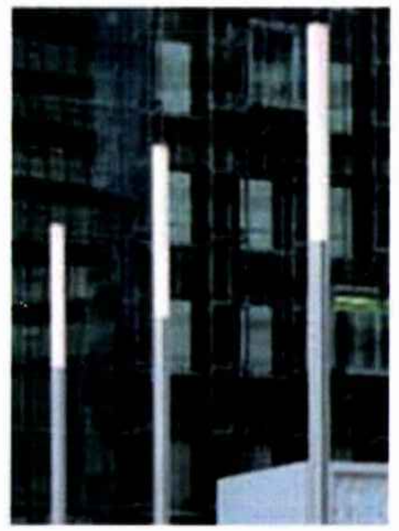
Description:
Round timber litter bin with stained finish similar and approved.

Dimension:
TBC

Example of litter bin

LIGHTING

Description:
Bespoke stainless steel lighting posts to be developed in conjunction with a lighting consultant.

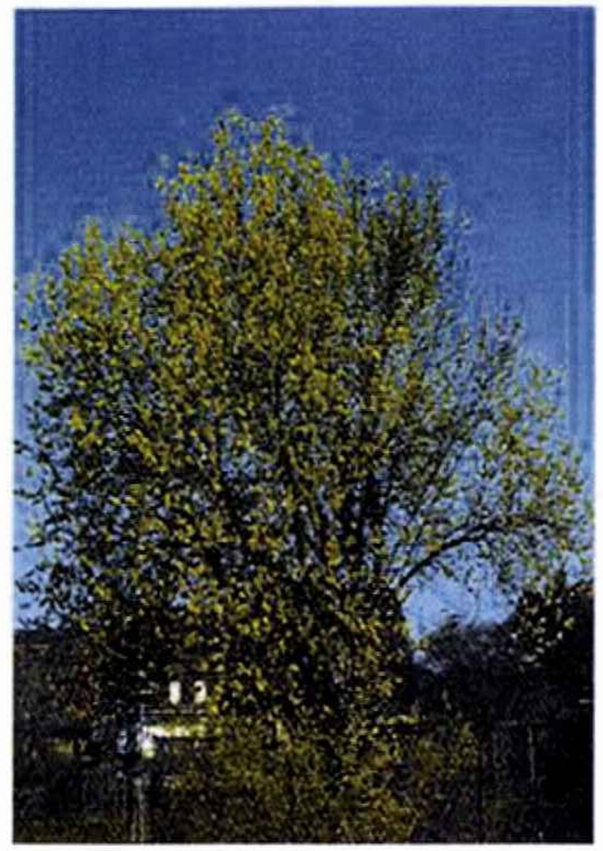


Examples of lighting

Specimen Trees

Alnus glutinosa (Alder)

Salix cinerea (Grey Willow)



Salix caprea (Goat Willow)

The species have been amended on advice from Middlemarch Environmental.

Phragmites australis (Common Reed)

Phragmites australis (Common Reed)

The species have been amended on advice from Middlemarch Environmental.

Frangula alnus (Alder buckthorn)

Viburnum opulus (Guelder Rose)

Rose canina (Dog Rose)

Lythrum salicaria (Purple Loosestrife)

Wetland Meadow mixure for wetlands by Emorsgate Seeds or similar and approved.

Iris pseudacorus (Flag Iris)

The species have been amended on advice from Middlemarch Environmental.

Ceratophyllum demersum (Ridgid Hornwort)

Rumex palustris (Marsh Dock)

Shoenoplectus lacustris subsp.tabernaemontani (Grey Club Rush)

Poa annua (Annual Meadow Grass)

Glyceria fluitans (Floating Sweet Grass)

Rorippa sylvestris (Creeping Yellow Cress)

The species have been amended on advice from Middlemarch Environmental.

Lots Road Development - Chelsea Creek

Materials Booklet

R.B.K.C.
SUPERSEDED

EX DIR | HDC | TP | DAC | AD | CLU | AO AK
R.B. K.C. 10 DEC 2007 PLANNING
N | C | S | APP | IO | REC
HBS | ARB | FPLN | DES | FEES

TOWN352(08)300 R02
July 2007

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Double twisted woven wire and weld mesh mattress or similar and approved to engineers detail.

Dimension:
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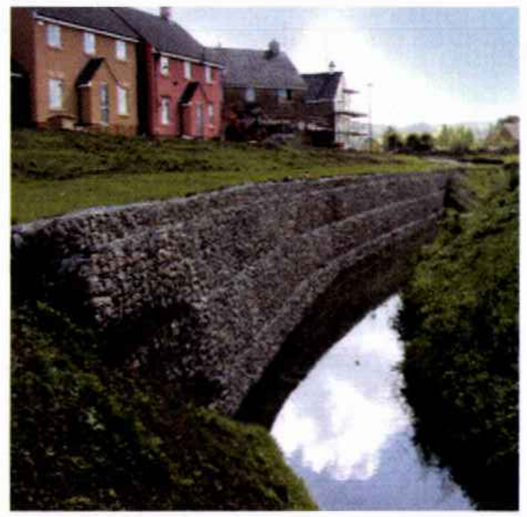

Example of gabions to engineers detail

Example of gabions to engineers detail

BALUSTRADE

Description:
Balustrade with stantions and rail or similar and approved.

Dimension:
TBC

Example of balustrade

TIMBER SONG/NAVIGATION POSTS

Description:
Timber song and navigation posts to engineers detail.

Dimension:
Refer to ARUP details.

Examples of sound and navigation posts to engineers detail

PUBLIC SEATING

Description:
Timber bench with oiled finish similar and approved.

Dimensions
1500mm x 530mm

Example of timber bench

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Glyceria fluitans (Floating Sweet Grass)

Rorippa sylvestris (Creeping Yellow Cress)

The species have been amended on advice from Middlemarch Environmental.

The Chelsea Creek Project

Proposals for the enhancement of Chelsea Creek and its surrounding area

EX DIR | HDC | TP | AP
R.B. K.C. 25 MAR 2008 PLANNING
N | C | B | APP
HBS

Prepared by Angela Dixon, Roger Weston and Russell Pedley
September 2000 (Fourth edition March 2008)

Assael

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The Chelsea Creek Project

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Study area

Policy Extracts from Thames Strategy – Kew to Chelsea

Royal Borough Kensington & Chelsea UDP 2002

Hammersmith & Fulham UDP 2002

Photographs - circa 1979

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Historical locations drawings

History

Map - Ordnance Survey 1866 published 1869

Map - Ordnance Survey 1894 published 1897

Map - Ordnance Survey 1916

Map - The Gas Light & Coke Company 1925

Extension of the Thames Policy Area

Site Ownerships

Schematic proposals

Aerial view of proposals

Boardwalk proposals

Schematic sketch of dock

Schematic sketch Master Plan

Engineering Feasibility Study – Preliminary Assessment

Photographs

Profiles

The Chelsea Creek Project

Chelsea Creek is one of the few tributaries to the Thames in the Kew to Chelsea stretch of the river, and the only tidal creek remaining on the north side.

The creek was canalised in the early 19th century; it was in part later used as space for a railway track, which still exists, and most of what remained has been filled in. The dock in the gasworks site connects to it, but this too has been partially filled in.

This document is an attempt to bring together some of the history of this site, and suggest some ideas as to how it could contribute to the area's ecology, recreational use and landscape.

The pages include aerial photographs of the area, old and contemporary maps and plans, the status of proposals for Thames Policy Area boundaries, site ownership, and some ideas as to how the area could be enhanced.

We believe that the creek is an important feature that could contribute considerably to the area's character and diversity. Many are unaware of its existence, although it is popular with herons and anglers, both attracted by the fish, stocks of which have increased as the river gets cleaner, and which are encouraged by the warm water that comes from the power station.

- We suggest that the creek would be a green corridor linking the hinterland to the river, and particularly to the riverside walk.
- The creek should be dug out and extended back to the Kings Road, to provide an expanded ecological resource.
- It could include a footpath and cycle track that would link Kings Road to the river.
- This pathway could be further extended by adding a "clip-on" structure to the Battersea Railway Bridge to provide a cross-river link: there is no pedestrian crossing of the river between Wandsworth Bridge and Battersea Bridge, a distance of more than 2 km. And this would provide a link from Kings Road to Clapham Junction.
- We propose pedestrian and cycle links between the two halves of the area: currently the railway line divides the community.
- The Gas Light & Coke Company dock (the Old Dock), which connects with Chelsea Creek through a sluice under the railway line, is part of the area's historic fabric and should be conserved in its entirety.
- The Old Dock might provide moorings for residential and other boats, and provide an attractive focus for the redevelopment of that part of the site.
- The Old Dock could provide facilities: a ramp, boathouse and clubroom, for the recreational use of the river, which this stretch is very much in need of.

With the redevelopment of the Lots Road Power Station, the further development of Chelsea Harbour and the gas works sites all being given close consideration, we believe the Creek provides a core by which they can be linked together, and a focus to provide enhancement, and value, to individual developments, as well as to the area as a whole.

In the nearly two years that have elapsed since the first edition of these proposals, we have attempted to identify the "stakeholders" that have an interest in this area, and we have shared our ideas with them. Our ideas have been well received.

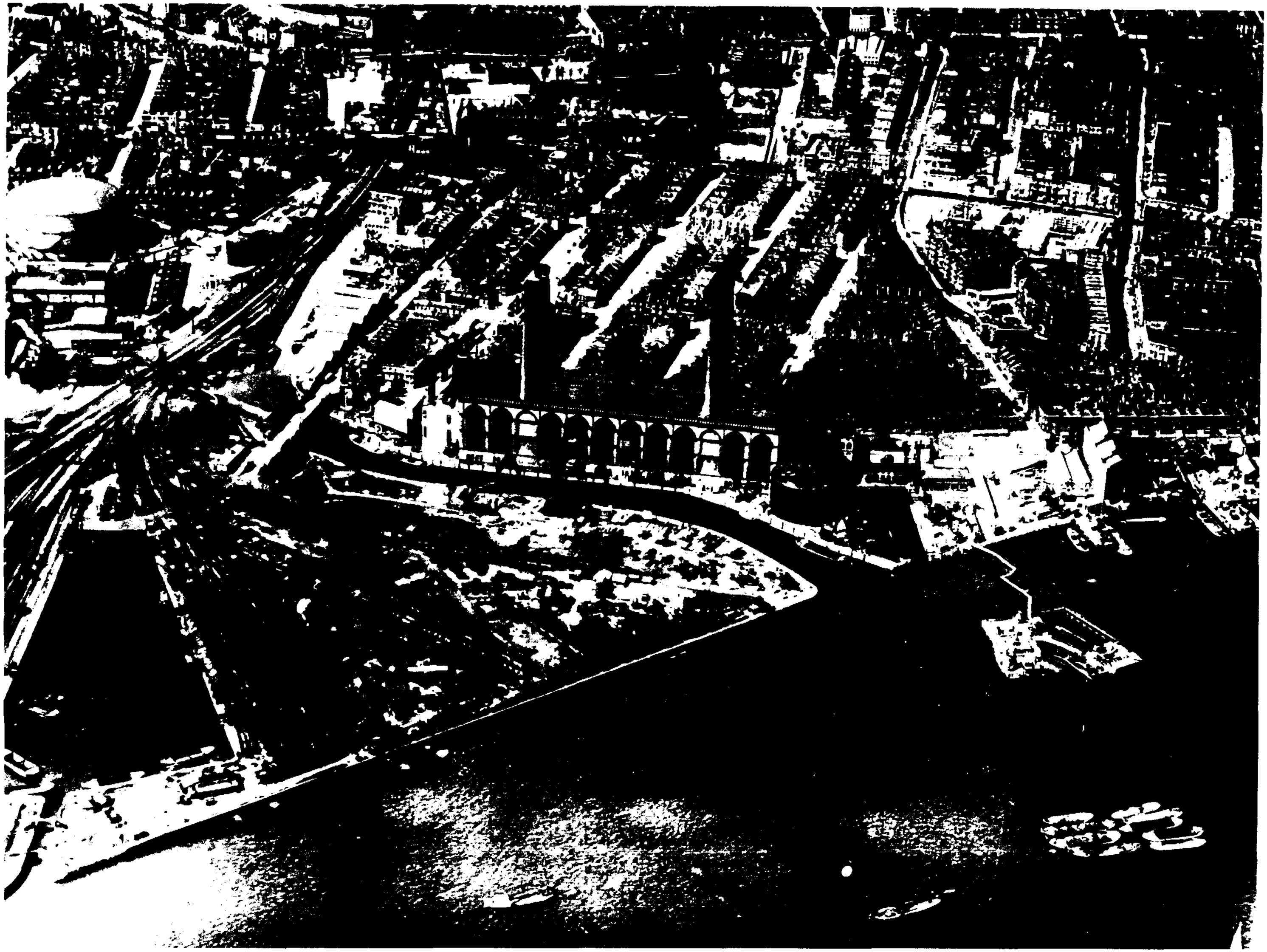
We would emphasise that this is very much a "work in progress": we feel sure there are ways these ideas could be further developed and improved by the further involvement of the stakeholders.
An issue to be discussed is how these ideas could be best managed and developed; commonly owned features will need ongoing management and care.

Our objective however is to turn a creek few people know exists, into a major enhancement for the people who live and work here.

Angela Dixon, Roger Weston, and Russell Pedley of Assael Architecture

Canoeing in the creek

August 2002



Photograph: Hammersmith & Fulham Archives and Local History Centre

Aerial photograph 1922: Showing the creek and dock in use

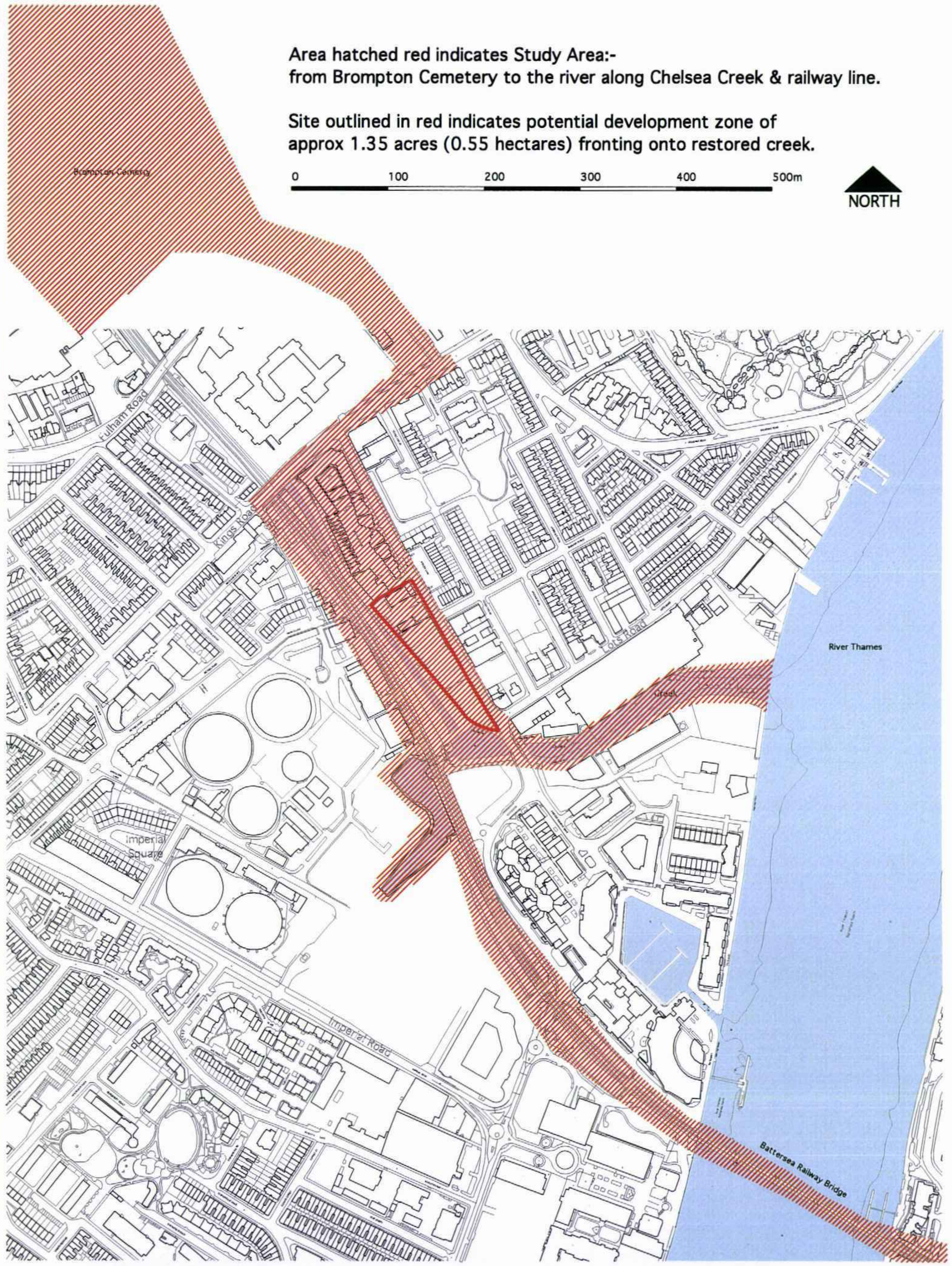
Aerial Photo

Area hatched red indicates Study Area:-
from Brompton Cemetery to the river along Chelsea Creek & railway line.

Site outlined in red indicates potential development zone of
approx 1.35 acres (0.55 hectares) fronting onto restored creek.

0 100 200 300 400 500m

NORTH



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STUDY AREA

Policy

THAMES STRATEGY – KEW TO CHELSEA

The recently launched Thames Strategy – Kew to Chelsea (June 2002) identified the area as a development and regeneration hub (page 4.76), made specific proposals (see following page) and included the project within the Principles of Action Plan and Identification of Projects (page 6.15 table 6.8 ref 7.2).

The Mayor's Draft London Plan (June 2002) specifically draws attention to "the Blue Ribbon Network".
His proposed policies include:

BR2 "– taking opportunities to open culverts and naturalise river channels".

BR3 - identify potential opportunities alongside waterways for the creation and enhancement of open spaces."

BR4 – "Proposals that include the removal of impounding structures should generally be welcomed."

BR19 "New development and facilities that increase the use of the Blue Ribbon network for sport and leisure use should be encouraged especially in areas of deficiency."

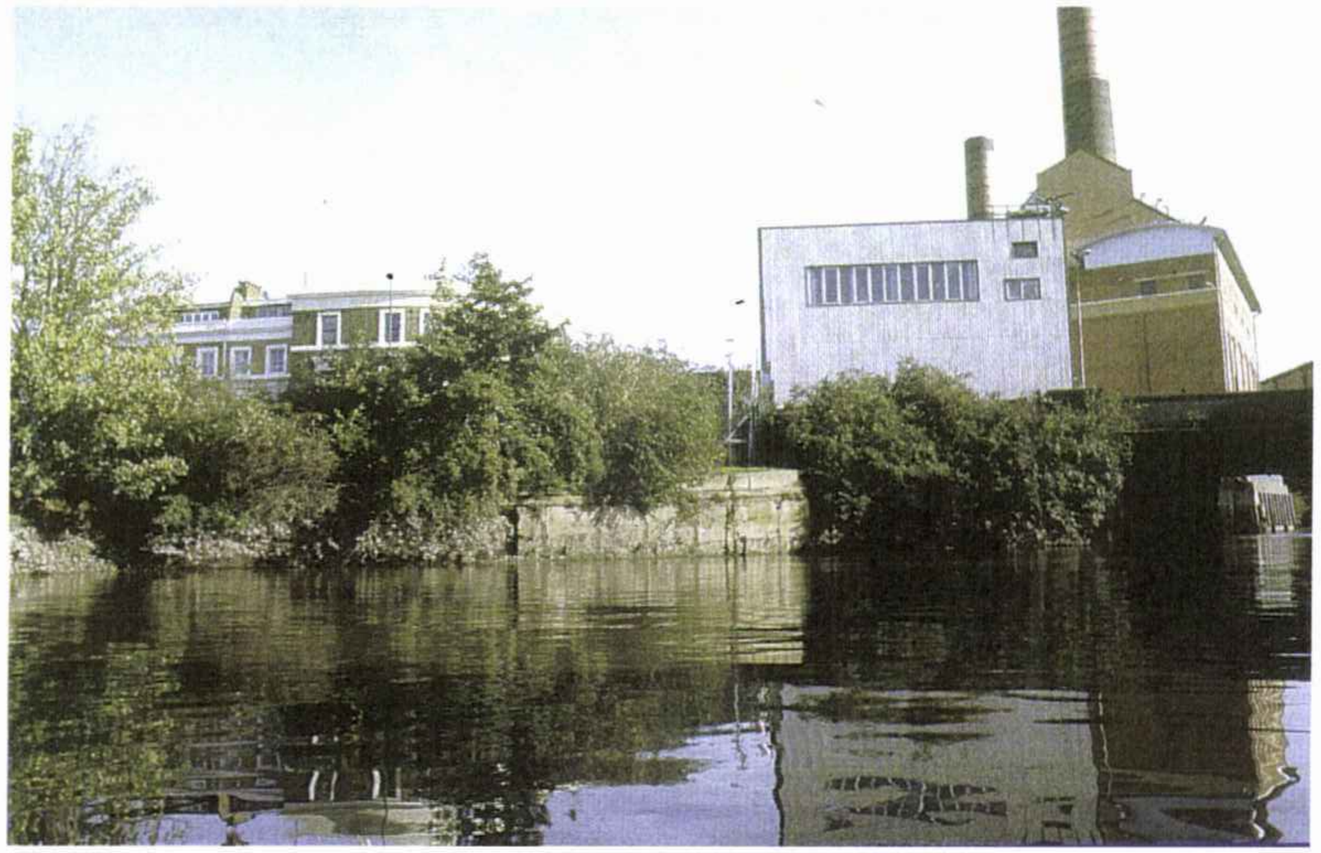
BR20 Increasing access alongside and to the Blue Ribbon Network."

BR22 Mooring facilities on the Blue Ribbon Network.

BR28 Importance of the River Thames

BR35 Rivers, brooks and streams
"In particular measures should be taken to improve the habitat and amenity value of such waterways."

ACTION 7
"The Mayor will work with others and particularly the Environment Agency to establish a restoration strategy for the tributary rivers of the Blue Ribbon Network. This will identify options for re-instating natural features, for recreation, transport and development considerations ..."



Chelsea Creek Basin at high tide

Chelsea Harbour and Creek

- Development of the remaining land at Chelsea Harbour should seek to improve public access to the riverbank and should make provision for public open space. Development should include provision for enhancement of Chelsea Creek.
- Chelsea Harbour/Imperial Wharf has the potential to become a leisure hub, as part of the overall strategy.
- Consideration should be given to increased use of the existing pier/river services.
- A suitable use should be identified for the vacant yacht club building at Chelsea Harbour.
- Existing vegetation is limited, small scale, and should be reinforced. Species of more appropriate size should be utilised.
- New transport links next to the Lot's Road development may be provided through the Chelsea Harbour new rail proposals and station on the West London line, the Chelsea/ Hackney Line could serve this area with links to south west Chelsea.
- Lots Road Power Station is an important landmark and could be retained in any redevelopment proposals. Redevelopment of the Lots Road Power Station should provide for improved public access to the river and linkages to adjacent areas. A mixed use development planning application is at the time of writing being considered by the local boroughs, a comprehensive travel plan is also being prepared.
- The treatment of the river walk will be an important consideration in the redevelopment of Lots Road Power Station, the final phase of Chelsea Harbour and treatment of Chelsea Creek.
- Planning permission has been granted at Chelsea Wharf to extend the Thames Cycle Path from Cremorne Gardens to Cremorne Wharf. It is hoped that the missing link (at Cremorne Wharf) will be added by the time the Power Station development is completed.
- Key river ecology issues are thrown up by the decommissioning of Lots Road Power Station. The Council is keen to ensure that Chelsea Creek retains its tidal character and that the inter-tidal areas are protected as far as possible.
- The environmental value of Chelsea Creek should be protected and the potential for new wetland habitats investigated. These could form part of a green chain extending up to the Brompton Cemetery. Environmental enhancements form part of the development proposals being considered and include terracing the banks of Chelsea Creek and the timber cladding of river walls to encourage new habitats.
- It is likely that Cremorne Wharf will cease to be needed as a refuse transfer station at the end of 2003. The Council will need to consider whether the site is strategically important for freight, in their deliberations about what to do once it becomes surplus to requirements.

Battersea and Chelsea Bridges

- Feasibility studies for the provision of pedestrian underpasses at Battersea and Chelsea road bridges are needed to improve pedestrian flow and accessibility to and along the Thames
- Pedestrian and cycle routes utilising Battersea Railway Bridge should be provided.

Thames Special Policy Area

4.2.3 by virtue of its character and appearance the Thames and foreshore constitutes one of the greatest of all London's areas of metropolitan importance. The boundary of the area has been enlarged to include Chelsea Creek and the Worlds End Estates.

The proposals statement will be updated to reflect the advice contained in RPG3B/9B. The Thames Strategy – Kew to Chelsea, is currently in preparation and the Council will consider its adoption as supplementary planning guidance in due course.

7.7d Strat 28b
To promote walking and to improve the pedestrian environment

7.8d Strat 28c
To promote cycling and to provide comprehensively for cyclists

7.1.1 f TR23
To protect existing footpaths and encourage provision of new direct pedestrian routes and accesses when assessing all development proposals

11.vii Strat 35
To maintain and increase the provision and quality of open space of local and metropolitan value

11.vii Strat 36
To encourage the provision of a continuous Thames path along the riverside and the maintenance and improvement of access to the river

11.vii Strat 36a
To have regard for nature conservation and the protection of the natural habitat and wildlife environment in the consideration of all proposals

11.3.5 LR8
To seek the establishment of green chains linking open spaces

11.3.9 LR11
To encourage the creation of sitting-out and amenity areas in suitable locations

11.3.11 LR12
To ensure the retention of public rights of way over public and private land, and provide new rights of way where appropriate

11.3.13 LR13
To negotiate the inclusion of open space, including the provision of public open space where appropriate in association with development proposals

11.3.16 LR16
To encourage the provision of nature gardens and ecological sites for community use

11.3.18 LR17
To encourage the increased use of the river Thames for leisure and recreation purposes

11.3.21 LR19
To require that existing means of access to the foreshore are safeguarded and supplemented where appropriate

11.8.2a CD78
To adopt and encourage the appropriate ecological management of sites of nature conservation importance and green corridors

11.8.3 CD80
To encourage the allocation of pockets of land for nature conservation and the planting of native species in landscaping on appropriate development sites.

POLICY G2: THE PHYSICAL STRUCTURE AND REGENERATION OF THE BOROUGH

G2f/1 f) protecting, managing and enhancing the ecological value of nature conservation areas and green corridors;

G2i/1 i) seeking a mix of land-uses in the Sands End riverside area of change, to provide employment, housing and public open space in a high quality environment.

THE THAMES

POLICY G8: THE RIVER THAMES AND THAMES POLICY AREA

The Council will seek to protect and enhance the character, use, ecology and archaeology of the River Thames and the riverside by:

a) designating the Thames Policy Area; EN31

b) seeking increased public access to the riverside by continuing to implement a continuous riverwalk, as part of the Thames Path National Trail, and by requiring access to it through development schemes;

G8/1 c) encouraging increased use of the river, for transport and recreation, provided that this is not detrimental to its ecology and environmental character and does not cause unacceptable pollution; and encouraging continued use of wharves and improved access where appropriate to the foreshore;

d) requiring all riverside developments to respect the environment and enhance the special character of the river and riverside while maintaining the integrity of the Thames flood defences:

EN23 NEW OPEN SPACE

EN23/1 (vi) where the open space could form part of a "Green Chain", "Green Corridor" or "Metropolitan Walk" providing a pedestrian link between existing open spaces, town centres, entertainment venues, or other pedestrian routes such as the Thames Path National Trail, the Grand Union Canal Walk, or other walks in the London-wide network of Metropolitan Walks being developed in conjunction with London Walking Forum.

EN28 GREEN CORRIDORS

EN28/1 The Council has designated a number of green corridors in the Borough, and will seek to link them together where the opportunity arise, and with corridors in adjoining Boroughs, in order to maximise their nature conservation value. In these corridors the Council will expect proposals to enhance its value for nature conservation and amenity.

4.89 Green corridors are relatively continuous areas of open space, frequently part of a transport route, which may link nature conservation areas and allow some animals and plants to penetrate further into the built-up area than would be the case if they did not exist. They may thus enhance the major habitats that they link e.g. the railway line linking the river and the canal and the nature conservation areas in between. Such corridors are of great value in Boroughs such as Hammersmith and Fulham which are not well-endowed with nature conservation areas. Where the corridors are railway embankments and cuttings there may be operational requirements which must be taken into account, eg. safety regulations relating to overhanging branches, or developments that improve the quality of services such as new stations. In these circumstances, as indeed with all proposals affecting green corridors, the nature conservation value of the corridors should be enhanced.

EN31 THE THAMES AND THAMES POLICY AREA

The Council will pay special regard to development in the Thames Policy Area as defined on the proposals map so that it:

EN31/1 (i) preserves or enhances the character and/or appearance of the riverside conservation areas having regard to the Council's Supplementary Planning Guidance: Conservation Area Character Profiles.

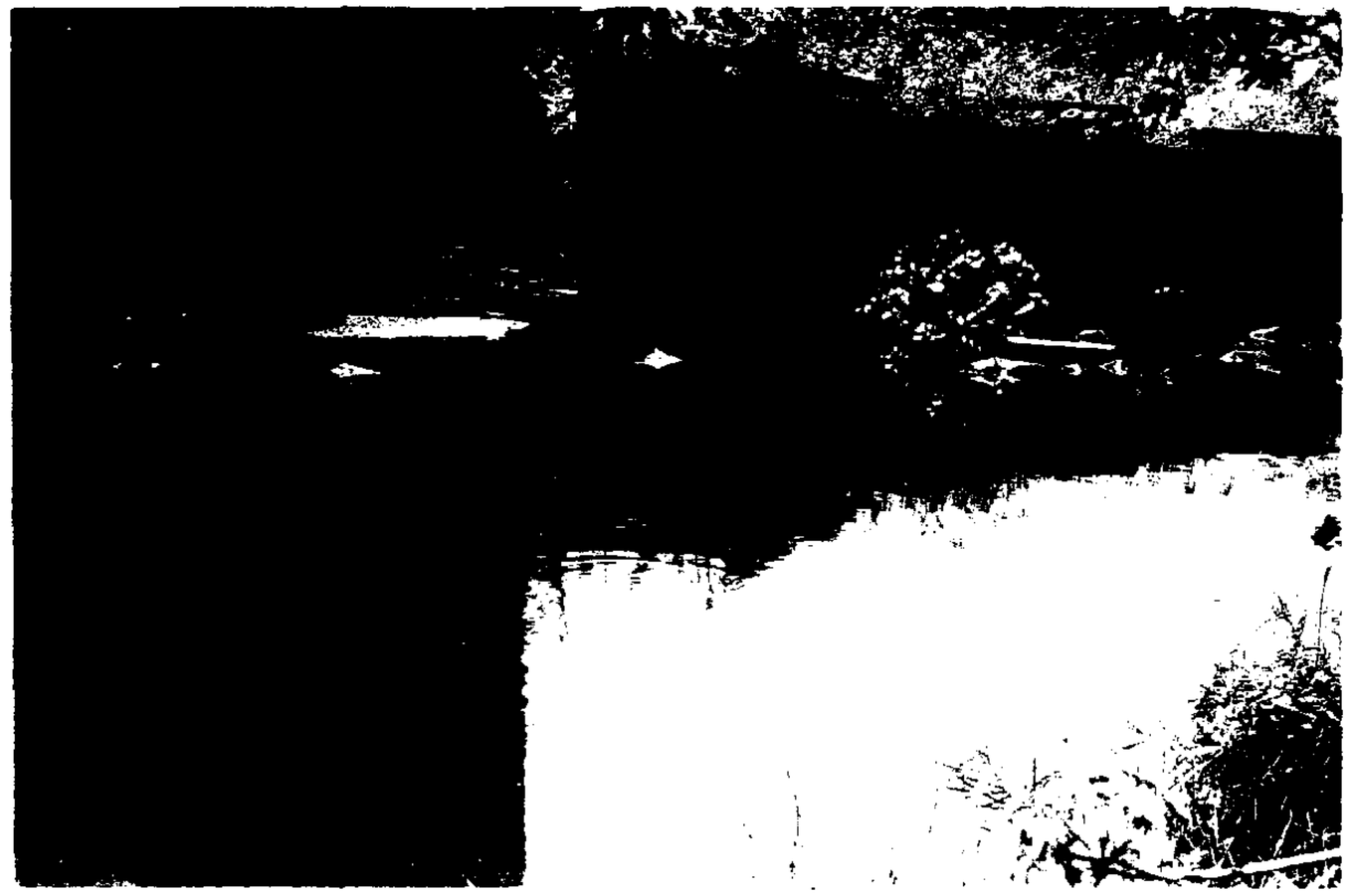
EN31/8 4.92 The River Thames contributes to the character and functions of the Borough in several ways and is of strategic importance to the Region as a whole. It should be a focus for local communities and activities which maximise its potential as a London wide resource. In line with Strategic Guidance the Council recognises the importance of the river and has defined the boundary of the Thames Policy Area with in the Borough in order to protect the features of the riverside and river which contribute to the character of the river at both the Borough and strategic levels. These features are as follows:

EN31/13 an ecological resource and an important refuge and green corridor for wildlife as a location for river-related commercial enterprises as a leisure and tourist facility.

SITE 22 CHELSEA CREEK

Nature Conservation

This is the only part of the creek not filled in. As such it provides a valuable habitat complementary to the River Thames and its foreshore. It also forms part of a wildlife corridor for flora and fauna along the West London Railway line. It is also a recreational amenity because of its value for fishing. The Council will encourage enhancement of the creek, particularly in conjunction with any development of adjoining land.



GENERAL NOTES

All setting out must be checked on site
All levels must be checked on site and refer to Ordnance Datum Newlyn unless alternative Datum given
All dimensions must be checked on site
This drawing must not be scaled
This drawing must not be used for land transfer purposes
Calculated areas in accordance with Assael Architecture's Definition of Areas for Schedule of Areas
This drawing must not be used for construction
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Revision Status:
P=Planning T=Tender

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DRAWING NOTES

ELECTRONIC FILE REF N°

STATUS	REVISION	DATE	DRN	CHK	CDM

CLIENT

THE CHELSEA CREEK PROJECT

PROJECT TITLE

CHELSEA CREEK

DRAWING TITLE

Photographs 03
Creek circa 1979

SCALE @ A3 SIZE	DATE
NTS	Aug 02
DRAWING N°	STATUS & REVISION
A1453 013	P4

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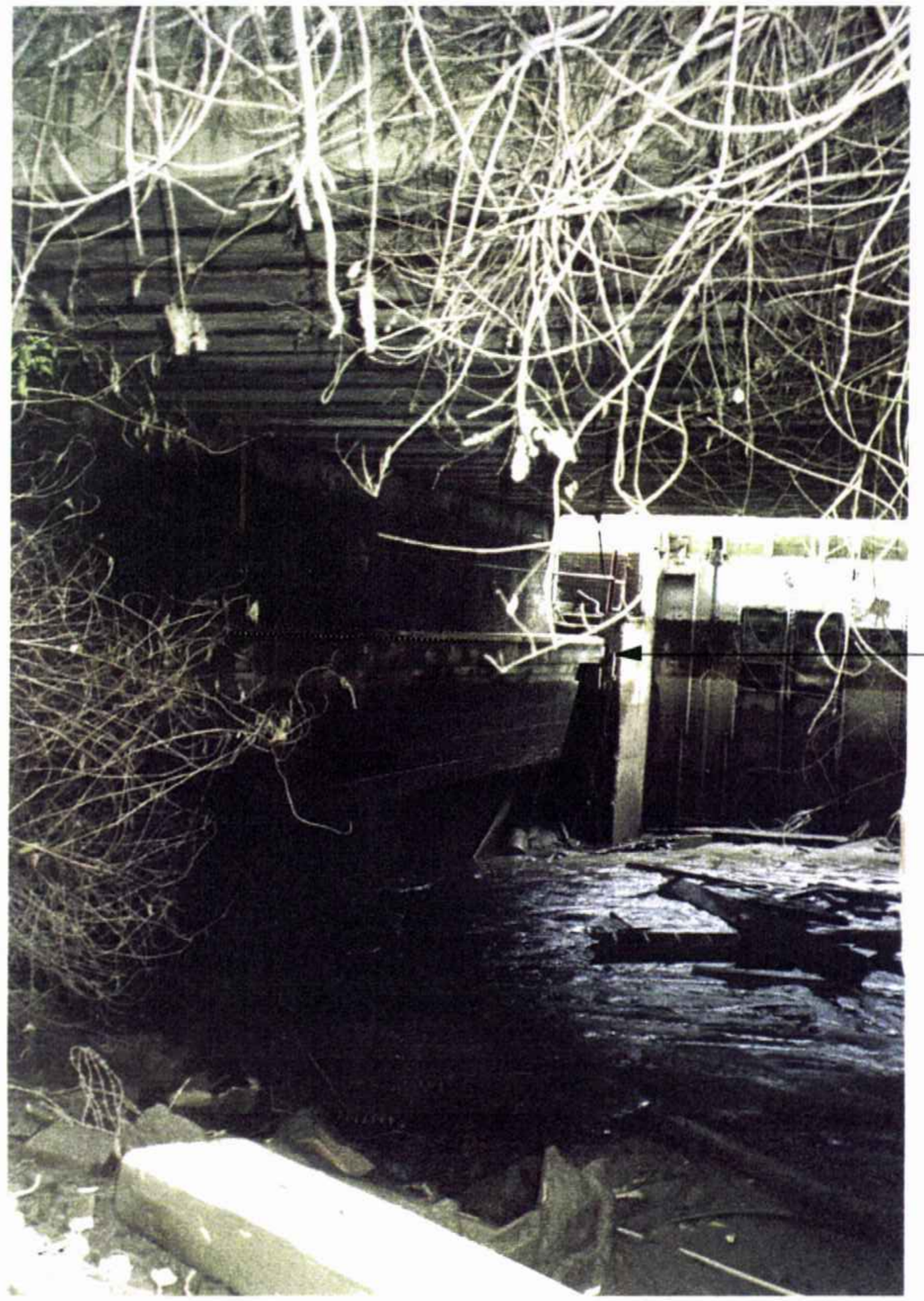
W www.assael.co.uk

View north along filled-in creek

Remains of the Dock



Towpath

View under rail bridge and possible towpath

Embankment Wall between Dock and Railway

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DRAWING NOTES

ELECTRONIC FILE REF N°

STATUS	REVISION	DATE	DRN	CHK	CDM

CLIENT
THE CHELSEA CREEK PROJECT

PROJECT TITLE
CHELSEA CREEK

DRAWING TITLE
Photographs 01

SCALE @ A3 SIZE	DATE
NTS	Sept' 00
DRAWING N°	STATUS & REVISION
A1453 011	P4

Assael

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View south of filled-in Creek from Kings Road

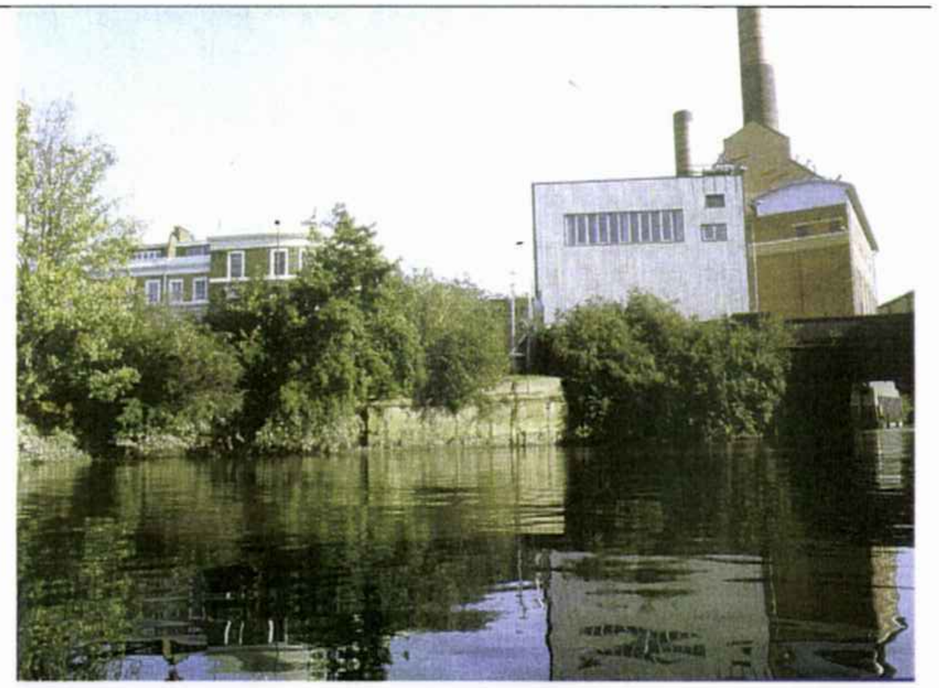
View across dock

View south of filled-in creek

View north of filled-in Creek

View to Lots Road Power Station

View north of filled-in Creek (rear of Lots Road)



Basin at high tide

Creek alongside Lots Road Power Station

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ELECTRONIC FILE REF N°

STATUS	REVISION	DATE	DRN	CHK	CDM

CLIENT

THE CHELSEA CREEK PROJECT

PROJECT TITLE

CHELSEA CREEK

DRAWING TITLE

Photographs 02
Views along the Creek

SCALE @ A3 SIZE	DATE
NTS	Sept' 00

DRAWING N°	STATUS & REVISION
A1453 012	P4

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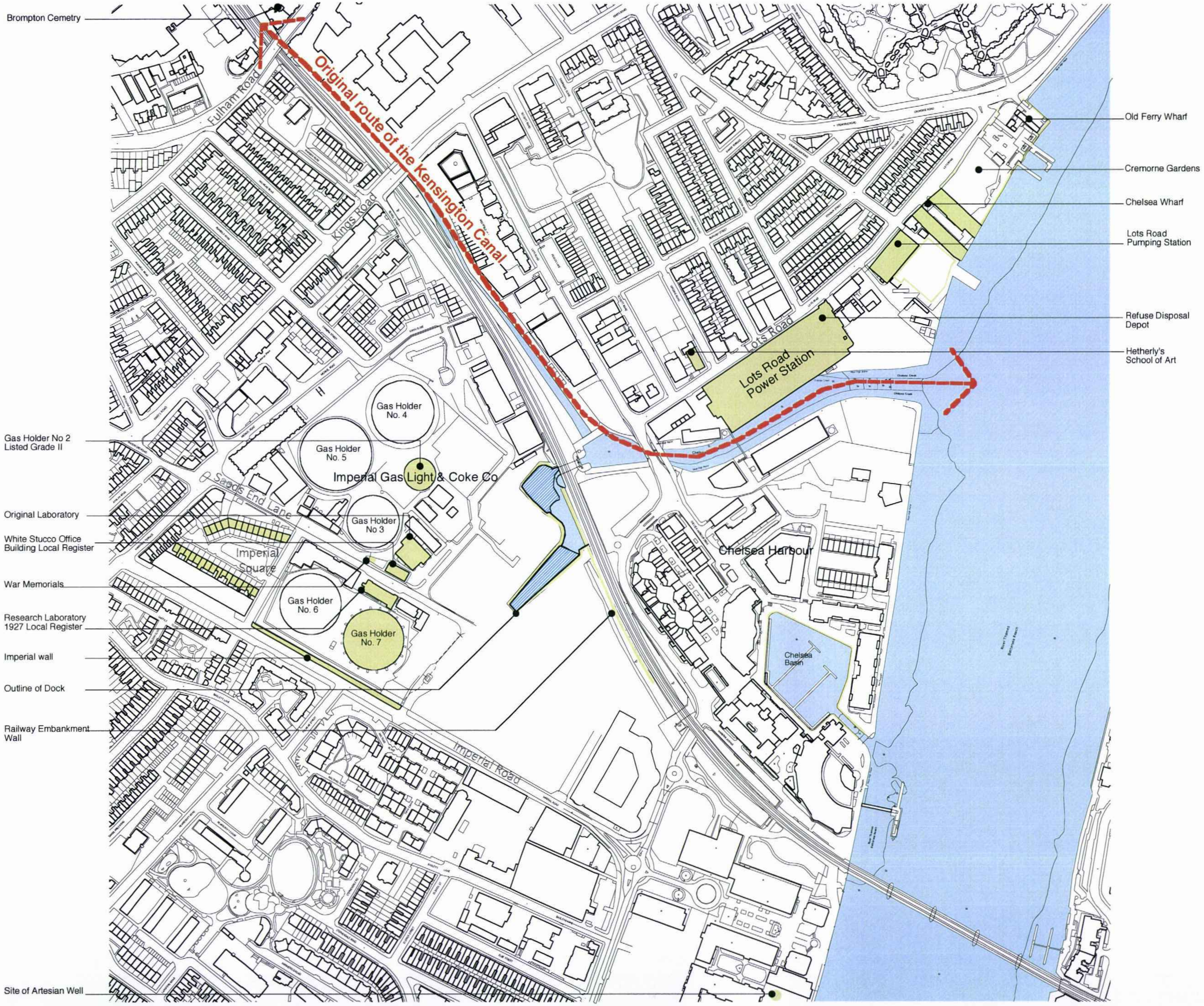

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DRAWING NOTES

ELECTRONIC FILE REF N° A1543 Site Plan F4

STATUS	REVISION	DATE	DRN	CHK	CDM

KEY

Indicates filled in section of Historic Dock

Indicates building or structure referred to in the text

Original Route of the Kensington Canal

CLIENT
THE CHELSEA CREEK PROJECT

PROJECT TITLE
CHELSEA CREEK

DRAWING TITLE
HISTORICAL LOCATIONS

SCALE @ A3 SIZE	DATE
1:3500	Sept' 02

DRAWING N°	STATUS & REVISION
A1453 002	P4

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History

Chelsea Creek's Industrial Archaeology

The Kensington Canal

The Kensington Canal was started in 1824. It converted the lower part of Counter's Creek from the present Olympia site to the Thames into a canal. Although there is evidence of several wharves on the east side of the creek, the canal was not a financial success and was sold to the West London Railway who ran it until the railway was extended across the Thames in 1860-2. The canal has now been filled in down as far as the entrance to the gas works dock and what remains is now known as Chelsea Creek.

Imperial Gas Light and Coke Co

Sands End was established as a site for the production of town gas in 1823, some ten years after gas was first used for street lighting. The original owner, the Imperial Gas Company, (later the Imperial Gas Light and Coke Company), was London's second oldest gas company. The Imperial Gas Light and Coke Co site is therefore an important part of London's riverside industrial heritage, a reminder of the time when the Thames was primarily a working river, bordered with a variety of factories, breweries and other industrial works for which the river not only supplied water but was also essential for the transport of raw materials and finished products.

Gas Holder No 2

The number 2 Gas Holder, built in 1830, is listed Grade II. It is a circular, single lift wrought iron holder, guided by cast iron 'A' frames with circle decoration and reputed to be the oldest gas holder in the world. A plaque put on it in 1949 says it had been in constant use since 1830.

Gas Holder No 7

Gas Holder number 7 was built c1880 after the land between Sands End Lane and the newly formed Imperial Road had been added to the gas works. It is on the L B of Hammersmith & Fulham's Local Register of Buildings of Merit in their UDP. "The nobility and importance of such holders as local landmarks is...well recognised. Dating from the last substantial physical expansion of the works, it is contemporary with much of the surrounding development and its bulk and presence have always formed an integral part of the local scene". (Harvey Van Sickle research for Hammersmith and Fulham Historic Buildings Group 1992.)

Original Office Building

The original white stucco office building of the Imperial Gas Light and Coke Co, 1856. This is on the L B of Hammersmith & Fulham's Local Register of Buildings of Merit.

Original Laboratory

This brick building between Gas Holder no 2 and Gas Holder no 3 dates from c 1860 and was replaced by a larger and grander laboratory in 1927 (see below).

1927 Research Laboratory

This research laboratory is sometimes known as the 1927 Building and is on L B Hammersmith & Fulham's Local Register of Buildings of Merit. It was originally the research laboratory for the gas company and was designed by Sir Walter Tapper then President of the RIBA. He had been appointed consultant architect to the Gas Light and Coke Co in 1924. The building was designed to encourage the perception of the building as a 'learned institute' as the company was at that time trying to recruit graduates to gas making research.

Much of the original design and layout still exists. Sadly the panelling has been removed from the library but the oak floor and portico doors survive. The oval porthole windows, the plaster ceiling and the three domed skylights still make an impressive interior to the library.

Wall around Gas Holder No 3

The wall round Gas Holder no 3 is shown on early maps (e.g. OS 1866). It is made of spoilt bricks and so, almost certainly, had no structural strength. It was most likely part of the frost protection introduced to protect the water seal of the holder from freezing. If it is, then it is fairly rare as this problem was never very serious in London.

Imperial Square

Imperial Square was built in 1880 just off Sands End Lane then the main road. The 28 Cottages were originally built for the gas workers. It is now a conservation area.

Imperial Road and Sands End Lane

In 1878 negotiations were concluded with the Fulham District Board of Works for the construction of Imperial Road. The Gas Light and Coke Company agreed to pay £1000 and to construct the road as a public highway in return for permission to close part of Sands End Lane. This was to enable the company to incorporate within the site boundaries the land they had acquired on the other side of Sands End Lane.

Sands End Lane had historically been the most important thoroughfare in the neighbourhood of Sands End, being first recorded in 1646. Emden Street was formed to join the two roads.

There remains a stretch of handsome nineteenth century brick wall with brick panels and piers along the Imperial Road: built 1878 or soon afterwards.

Railway Embankment Wall

The magnificent embankment wall to the railway was built 1861-3. This also forms part of the dock wall (see photographs).

The Imperial Gas Co Dock

The dock was constructed c1862. It links to Chelsea Creek and was originally used for delivering coal to the gasworks. The sturdy walls topped by great granite slabs with bollards, iron steps down to the water and the linking channel under the railway embankment together with the later sluice gate remain (see photographs). The outline of the original dock can clearly be seen on the ground although some of this is now filled in and some has become a wildlife 'pond'. It appears it was filled in sometime between 1971 and 1976.

The Cobbles

A lot of the area was cobbled. Many of these cobbles have been salvaged and could be re used, for example in the landscaping around the dock area.

Two War Memorials

There are two war memorials opposite the 1927 Building. Two plaques mounted on one plinth record the dead of two world wars. Unusually there are more names on the plaque for World War Two. A further plaque removed from another part of the site has recently been mounted on a second plinth and placed alongside the original one.

Artesian Well

The site of the artesian well is marked on the historic locations map. It was under Mill House which has now been demolished. We have been told by a former occupier that this was used as an emergency water supply in World War II. It has been capped off but is still there.

Chelsea Basin

Chelsea Basin partly remodelled is now the marina in Chelsea Harbour. In 1863 the West London Railway extended the railway line from Kensington as far as the lay by for coal barges allowed by the Canal Company for the Imperial Gas works. The remaining part of the canal now forms Chelsea Creek. Very soon after 1863 a goods yard was developed in the land between the West London railway and Chelsea Creek. A predominant feature of the site was a basin connected to the Thames by a lock. The origin of the basin is not clear, but it is unlikely that it was part of the Kensington canal. The most likely explanation is that it was built by the railway. The Great Western Railway, one of the partners in the West London Railway, had responsibility for the maintenance of the southern part of the line and the yard was laid out in the mixed gauge that allowed running of standard and GWR gauge trains. The GWR was by this time serving South Wales and a vigorous trade in domestic coal had been developed. The WLR had many coal depots. The Chelsea yard also served for general goods. At its height, around World War 1, the yard had around 15 lines of siding; some near the basin, some away from it and one near the Creek. General goods probably declined in the 50s as trade transferred to the roads, and coal declined in the 60s as clean air acts removed the need for domestic and industrial coal.

Chelsea Harbour

By 1980 the goods yard was derelict when Moxley and Bedford spotted the site as potential development. Their original proposal was for an urban village. A complex planning history meant that work did not start until 1985. In the final event the affordable housing (to use a current term) and the shipping museum were lost. The site was one of the first to use re-enforced (as opposed to steel framed construction) for high rise buildings. It was a model for construction work being completed within two years. It also introduced a complex traffic calming system to prevent the site becoming a rat run. The presence of Lots Road Power Station and the Oil Store affected the design. Although at the time it was anticipated that these landmarks might go Chelsea harbour was designed to reflect this mass.

Lots Road Power Station

Lots Road Power Station was built between 1902 and 1905 to provide power to the Metropolitan Railway (the present District and Hammersmith and City Lines) although it later, with the power stations at Neasden and Greenwich, provided power for the whole net work. The engineer was J H Chapman, the architect Leslie Green, and the builders were Maych & Haley. Originally it had nine steam turbines, powered by 32 coal fired boilers producing 168,750 kw. The machinery was replaced in the 1930s. Between 1963 and 1967 the station was converted to oil burning. Six 30 megawatt oil burners replaced the coal fired boilers and the old turbines. Coal bunkers along the Chelsea Creek side of the building were converted to oil storage. Flood defences were greatly improved as a high tide standstill. The work was carried out by Taylor Woodrow Construction, with electrical work by Parolle Electrical Plant Co., and William Halcrow as consultant engineers. The building is a steel framed construction clad in brick and terracotta. Originally there were large arched windows on both long sides. These would have provided light and ventilation for the plant. Those facing the creek have been bricked up but their outline is still visible in the pattern of the bricks. The date of this is not published, but it most likely dates from World War II, as a protection against flying glass. The steel frame structure makes the building easy to adapt to other uses.

Lots Road Pumping Station

The Lots Road Pumping Station was opened in 1904. It was built by The London County Council to avoid the flooding of basements in the area during periods of heavy rainfall coinciding with high tides. Designed by the LCC chief engineer, Sir Alexander Burnie, it relates pleasingly to the design of the Power Station. Next to it is Station House, of the same age but with an additional fourth storey.

The Refuse Disposal Depot

There is a working wharf at this site, which lies behind the pumping Station.

Chelsea Wharf

Chelsea Wharf is the site of the premises of the London General Omnibus Co Ltd of 1894. The site is now a 1930s office, factory and showroom building, recently refurbished to provide workspace offices and a restaurant.

Cremorne Gardens

Cremorne Gardens is a small park on the river. Lots Road Power Station covers most of the site of the original Cremorne Pleasure Gardens which opened in 1832. By the 1850s it had become a place of ill repute and in 1877 its licence was not renewed. The park contains a gate which from the style of the Royal Arms on it appears to date from after 1837, soon after the opening of the Pleasure Gardens. After the closure of the Gardens it became the back gates of a local brewery in Tetcott Street. The brewery eventually became part of Watney Coombe Reid, who gave the gate to the Royal Borough when the brewery closed.

Old Ferry Wharf and Cheyne Walk Moorings

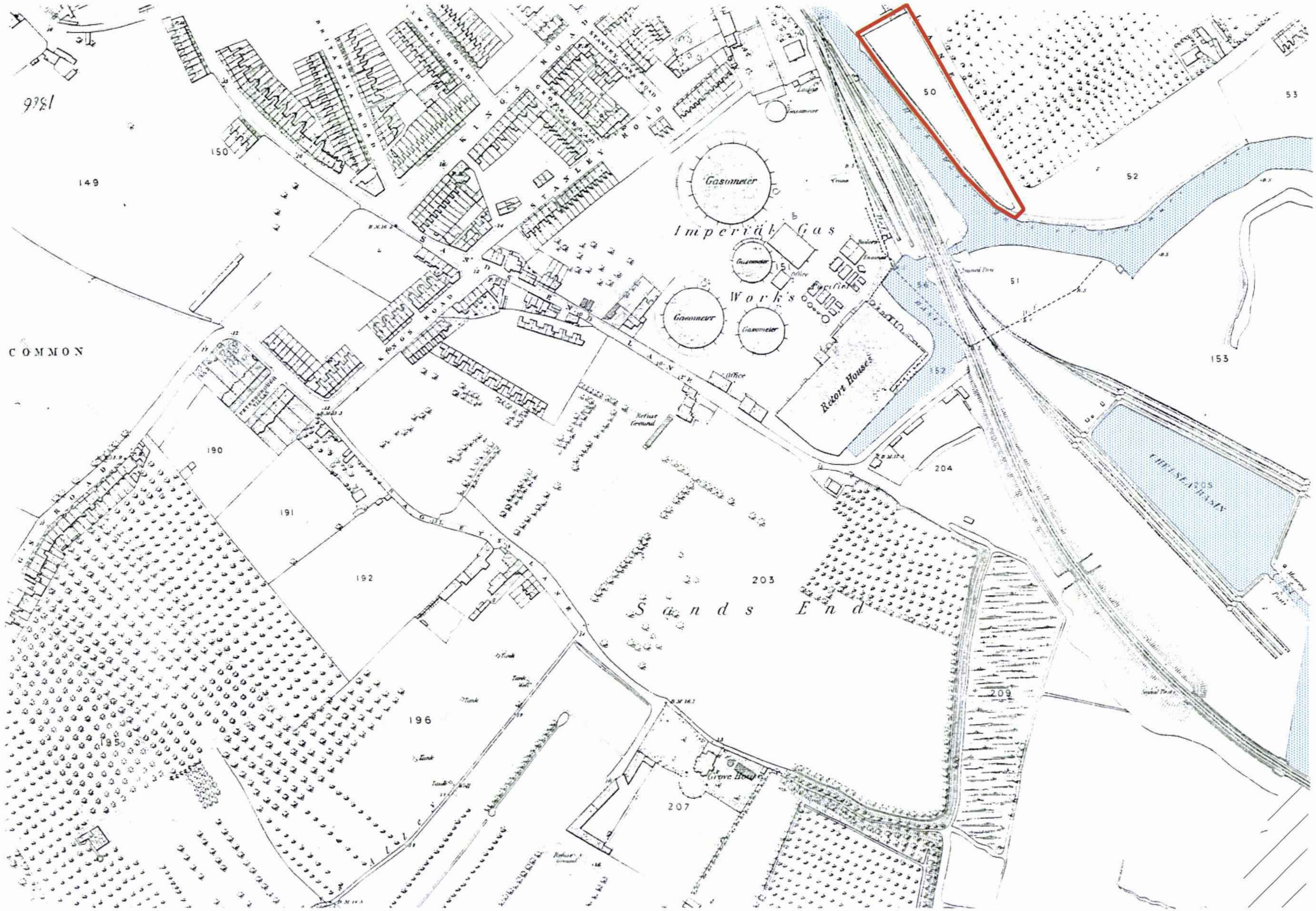
Chelsea Yacht & Boat Company have been located at Old Ferry Wharf and the moorings since 1935. Greaves boatyard was founded there in the eighteenth century. At Old Ferry Wharf during the Second World War the Company fitted Thames lighters with engines and converted them for the Admiralty into armed vehicle and liquid carrying 'invasion barges' for the Normandy Landings. There is a dry-dock and boat building continues. There are at the present some 58 houseboats on the Cheyne Walk Moorings on Battersea Reach. The remains of an eighth century fish trap was discovered on the foreshore in 1997.

Lots Road

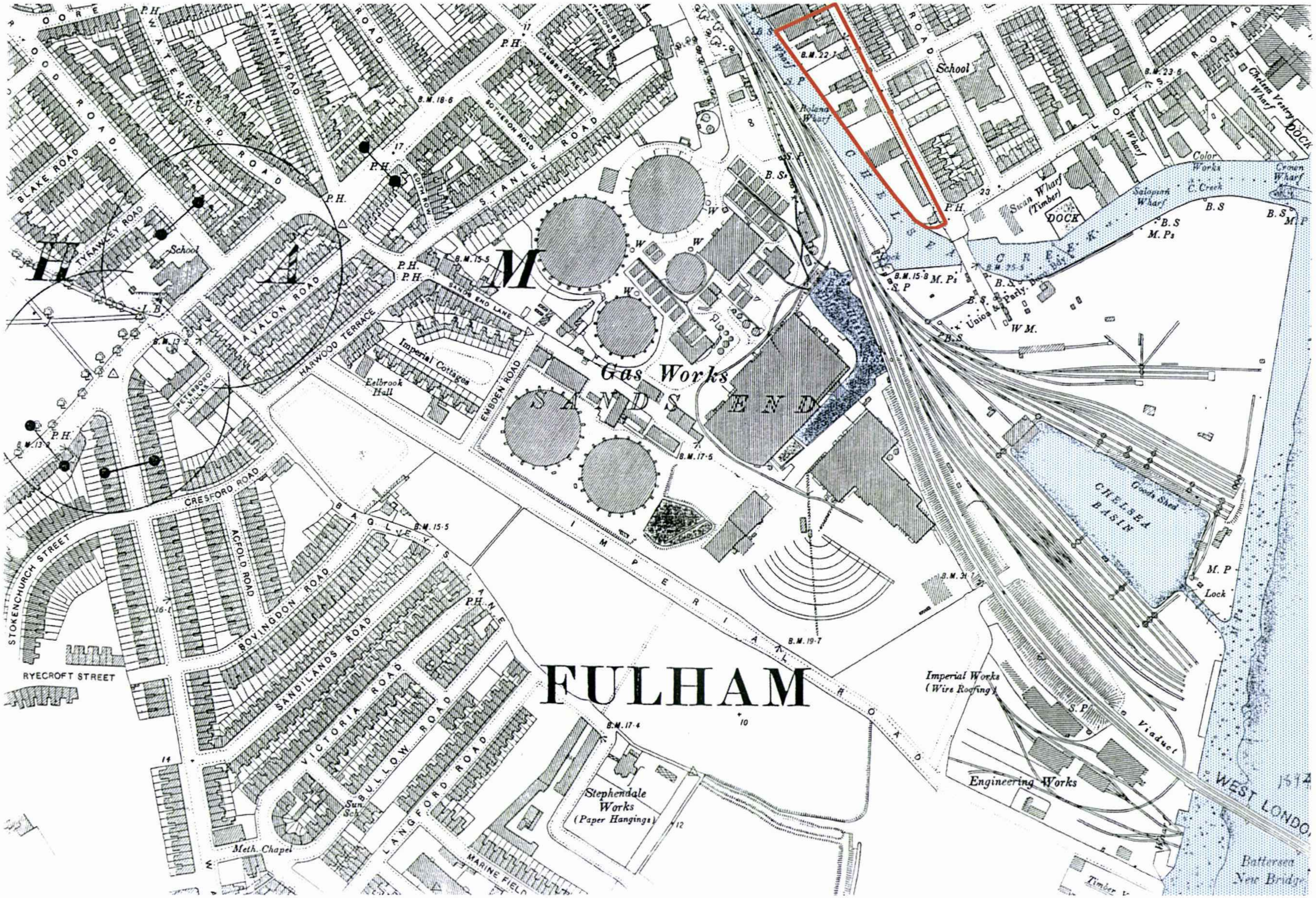
The stretch of Lots Road from Lots Road Power Station to Cheyne Walk is almost entirely as built externally and much of it is industrial in nature - even after conversions.

Opposite the power station, there is a school building now Heatherley's School of Art. 90 Lots Road is a factory converted to mixed use. The terraced housing, with corner-shops, has good details. This extends in most places back for a few streets. All of the original buildings appear to be very late 19th/early 20th century.

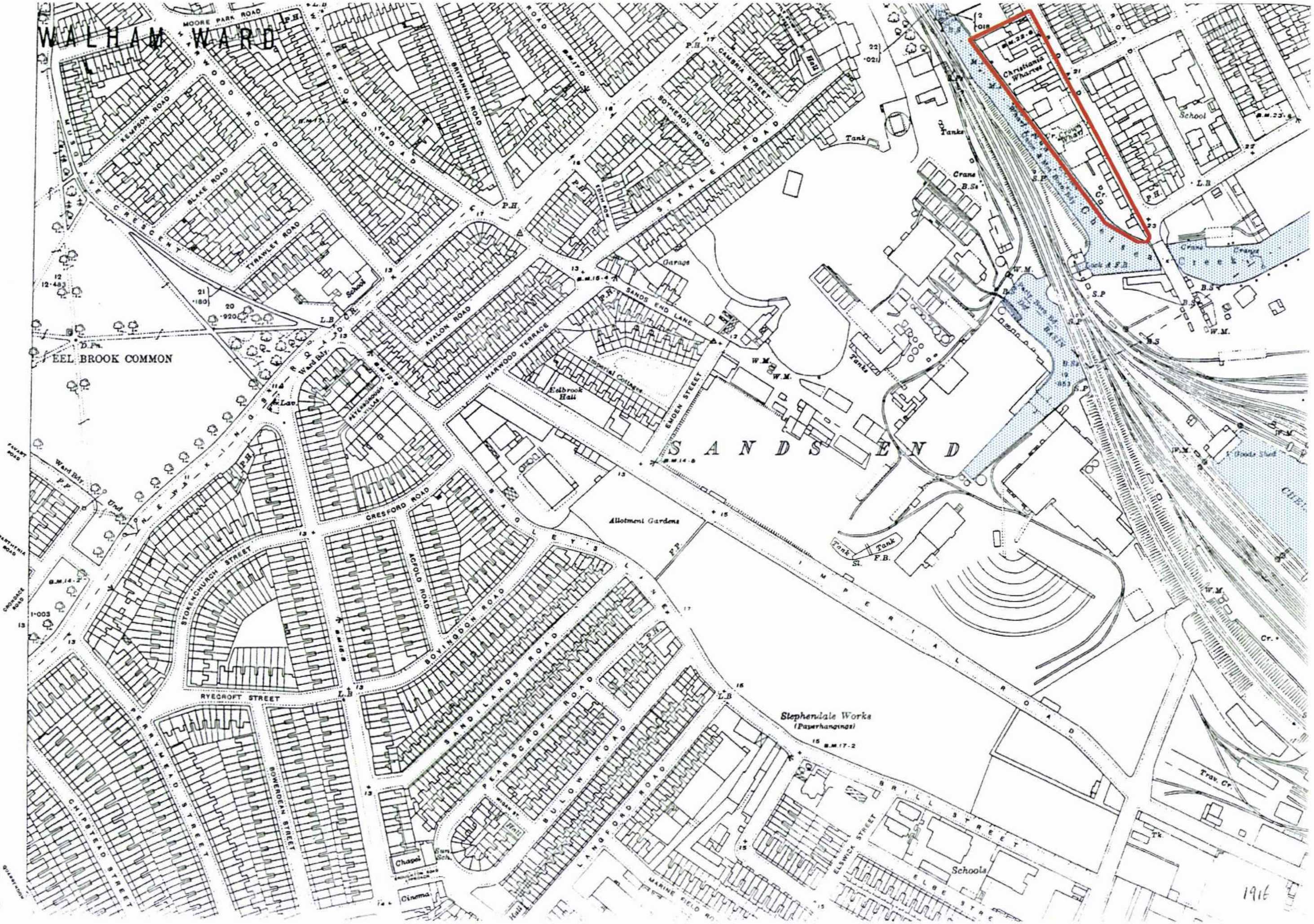
The contribution of John Goodier of the Greater London Industrial Archaeology Society to this summary is gratefully acknowledged.


1866
COMMON
Britannia Road
Stanley Road
Gasometer
Imperial Gas Works
Retort House
Sands End
Chelsea Creek
Grove House
149
150
151
190
191
192
195
196
203
204
207
209
50
51
52
53
153

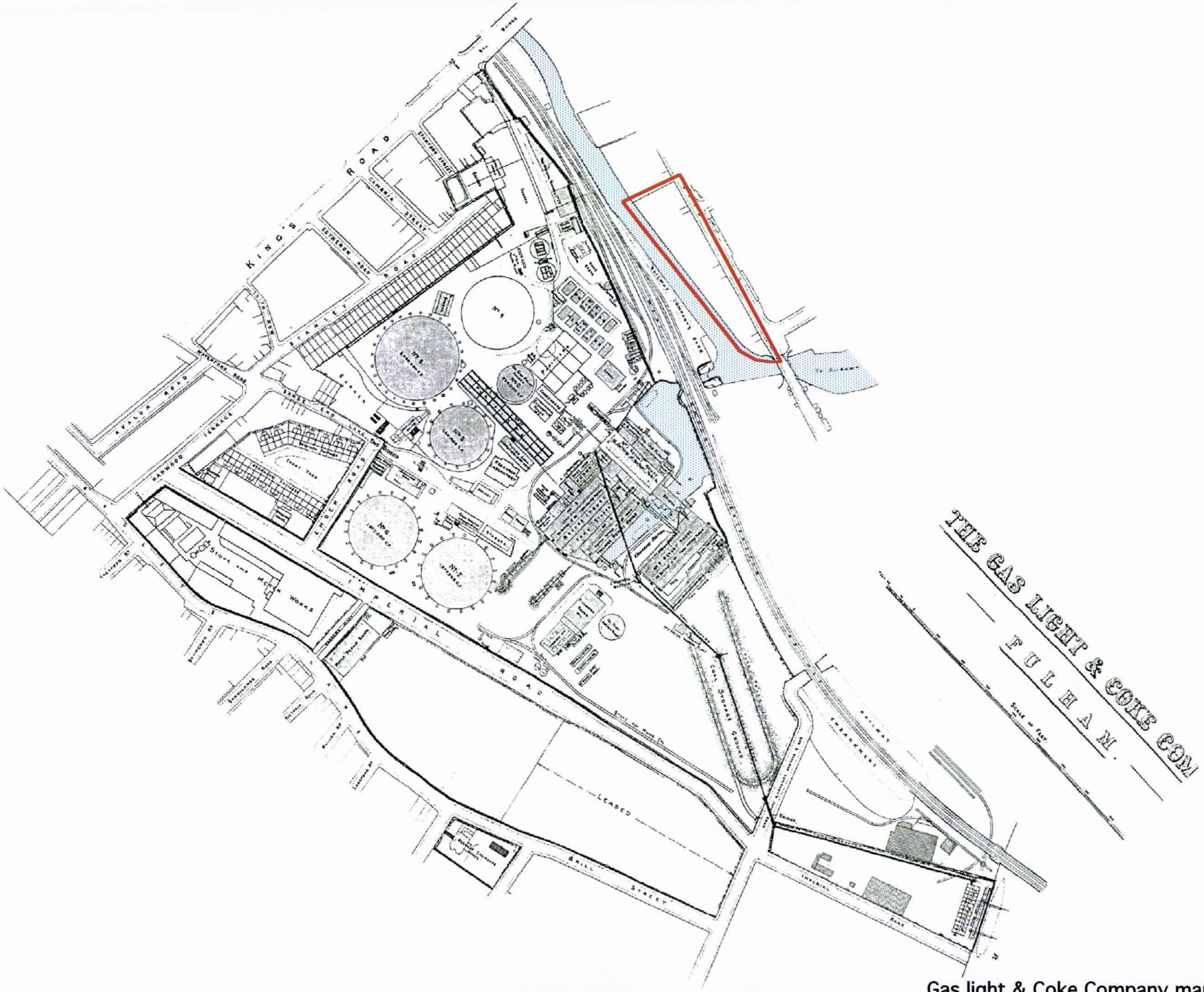
OS Map :1866


FULHAM
SANDS END
Gas Works
IMPERIAL ROAD
CHELSEA BASIN
CHELSEA CREEK
WEST LONDON
Imperial Works (Wire Roofing)
Engineering Works
Stephendale Works (Paper Hangings)
Imperial Cottages
Eelbrook Hall
Meth. Chapel
Viaduct
Lock
Dock
School
Chelsea Waterworks Wharf
Green Wharf
Salopian Wharf
Steam Wharf (Timber)
Roland Wharf
Union Wharf
Parly. Dock
Color Works
Goods Shed
Timber Y.
Battersea New Bridge
BLAKE ROAD
TYFAWLEY ROAD
AVALON ROAD
HARWOOD TERRACE
PETERBORO' VILLAS
CRESFORD ROAD
ACFOLD ROAD
BOVINGDON ROAD
STOKENCHURCH STREET
RYECROFT STREET
SANDILANDS ROAD
VICTORIA ROAD
BULLOW ROAD
LANGFORD ROAD
MARINE FIELD
BAGLEYS LANE
EMBDEN ROAD
SANDS END LANE
STANLEY ROAD
SOTHERON ROAD
CAMBRIA STREET
TITANIA ROAD
EDITH ROAD
WATERFALL ROAD
MOORE ROAD
P.H.
B.M. 18·6
B.M. 15·5
B.M. 17·5
B.M. 19·7
B.M. 17·4
B.M. 22·1
B.M. 23·6
B.M. 15·8
B.M. 31
B.M. 13·2
B.M. 13·4
M. Ps
M. P
S.P
W.M.

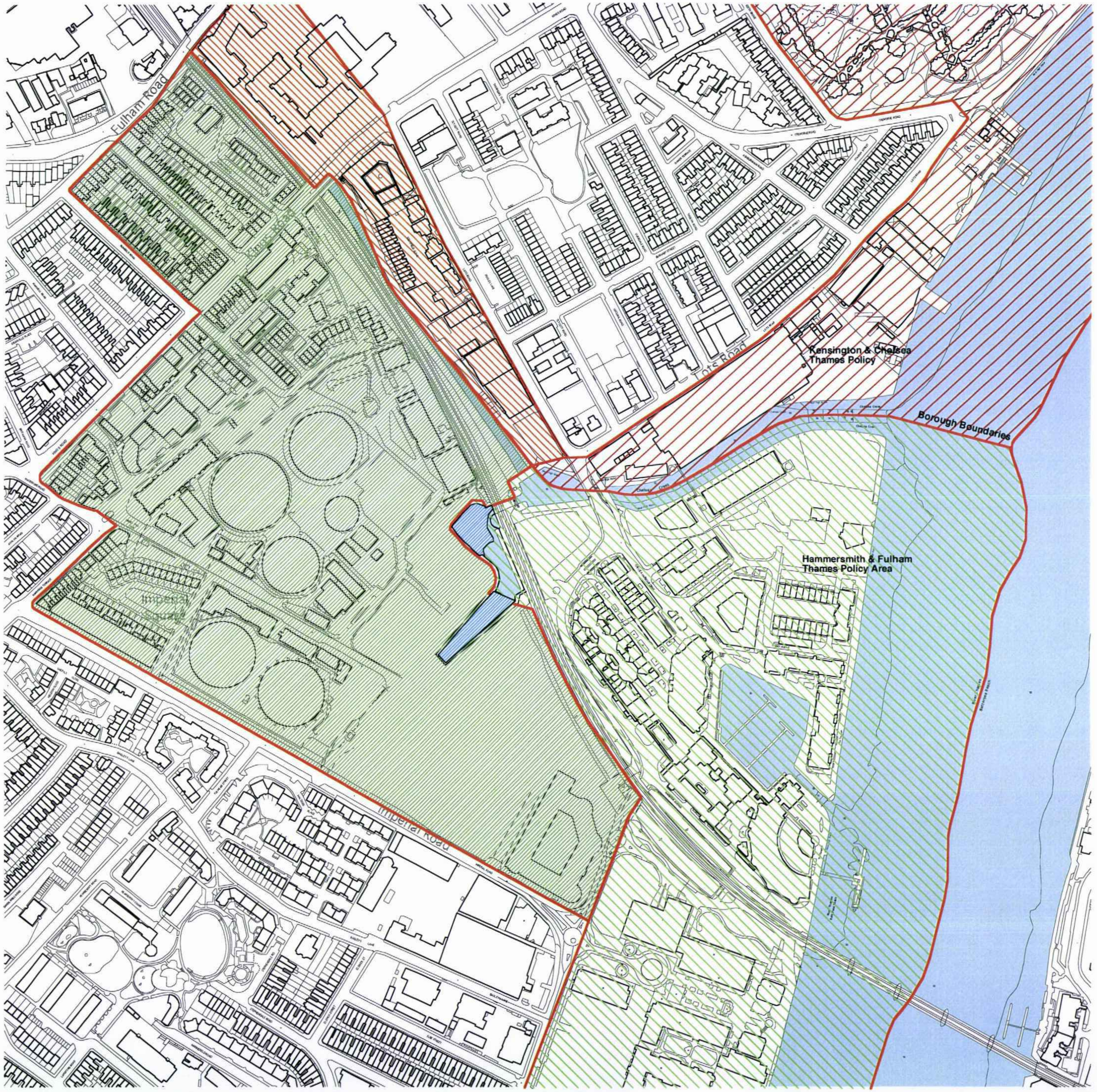
OS Map :1894


WALHAM WARD
MOORE PARK ROAD
KEMPSON ROAD
BLAKE ROAD
TYRAWLEY ROAD
BRITANNIA ROAD
CAMBRIA STREET
BOTHERSON ROAD
STANLEY ROAD
EEL BROOK COMMON
AVALON ROAD
HARWOOD TERRACE
SANDS END LANE
Eelbrook Hall
EMDEN STREET
Garage
Tank
Tanks
Crane
Christians Wharves
School
S A N D S E N D
Allotment Gardens
CRESFORD ROAD
STORENCHURCH STREET
ACFOLD ROAD
BOVINGDON ROAD
RYECROFT STREET
SANDILANDS ROAD
PEARSCROFT ROAD
BULLOW ROAD
LANGFORD ROAD
Stephendale Works
(Paperhangings)
IMPERIAL ROAD
BRILL STREET
ELSWICK STREET
ELGE STREET
Schools
MARINE FIELD ROAD
Cinema
Chapel
ARRYMEAD STREET
BOWERDEAN STREET
CHIPSTEAD STREET
HURLINGHAM WARD
FULHAM PH.
MET. BORO.
1916

OS Map :1916



Gas light & Coke Company map:1925



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STATUS	REVISION	DATE	DRN	CHK	CDM

KEY

Kensington & Chelsea Thames Policy Area (Map 3 Proposed changes 2002)

Thames Strategy- Kew to Chelsea Boundary of Character Reaches for Kensington and Chelsea (June 2002

Hammersmith & Fulham Thames Policy Area (UDP map December 1999

Thames Strategy - Kew to Chelsea Boundary of Charcter Reaches for Hammersmith & Fulham (June 2002)

CLIENT

THE CHELSEA CREEK PROJECT

PROJECT TITLE

CHELSEA CREEK

DRAWING TITLE

EXTENSION OF THE THAMES POLICY AREA

SCALE @ A3 SIZE	DATE
1:3500	Sept' 02
DRAWING N°	STATUS & REVISION
A1453 001	P4

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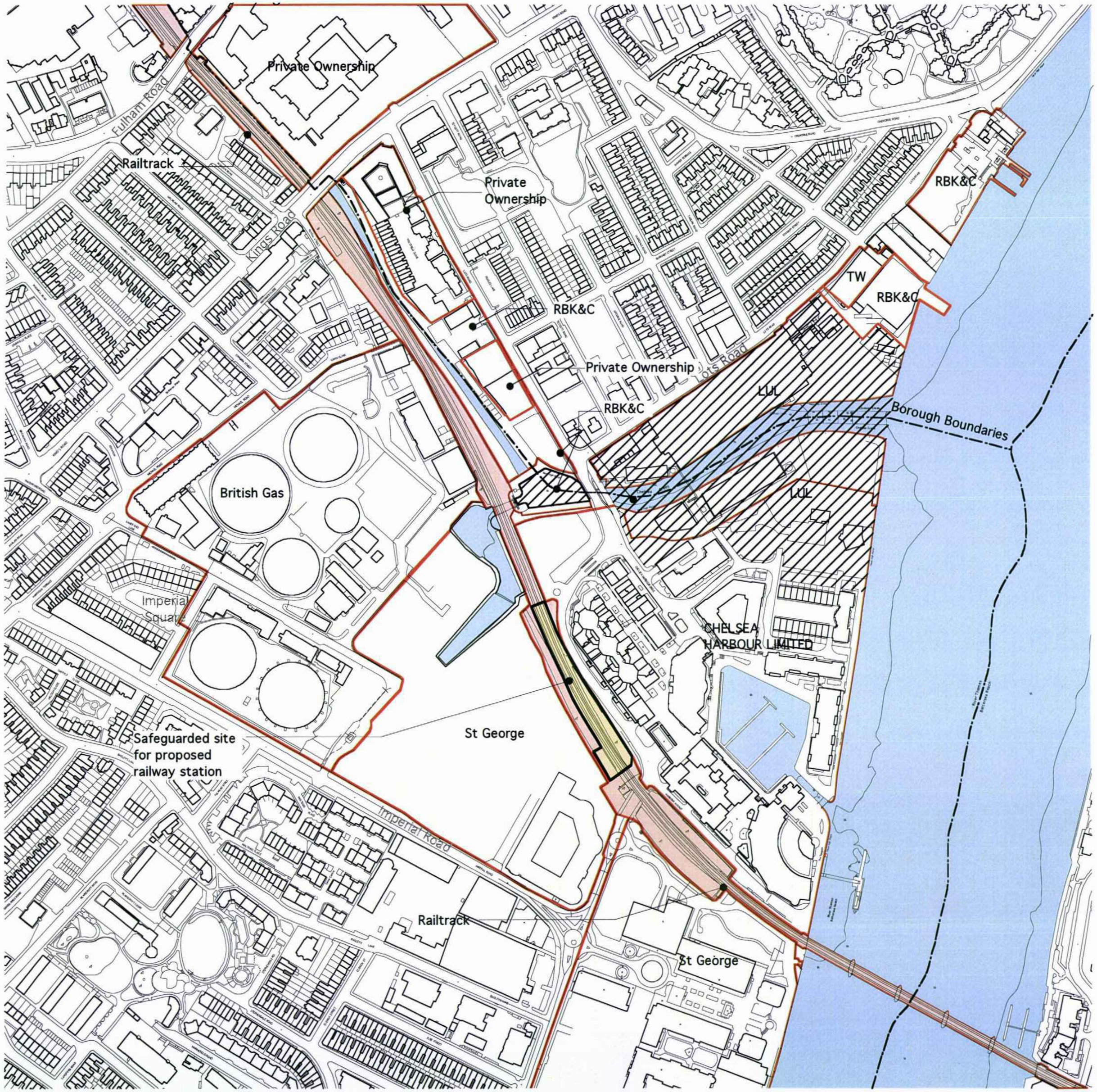

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STATUS	REVISION	DATE	DRN	CHK	CDM

Ownership as noted

Indicates landed safeguarded for proposed Sands End station on the West Line

Railtrack

Indicates site subject to Circadian application

site ownership: RBK&C based on summary of Lots Road holdings December. RBK&C own Chelsea Creek-
not shown as shaded
Railtrack boundary drawings March 2000

CLIENT

THE CHELSEA CREEK PROJECT

PROJECT TITLE

CHELSEA CREEK

DRAWING TITLE

SITE OWNERSHIP

SCALE @ A3 SIZE	DATE
1:3500	Sept' 02

DRAWING Nº	STATUS & REVISION
A1453 005	P4

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Brompton Cemetry

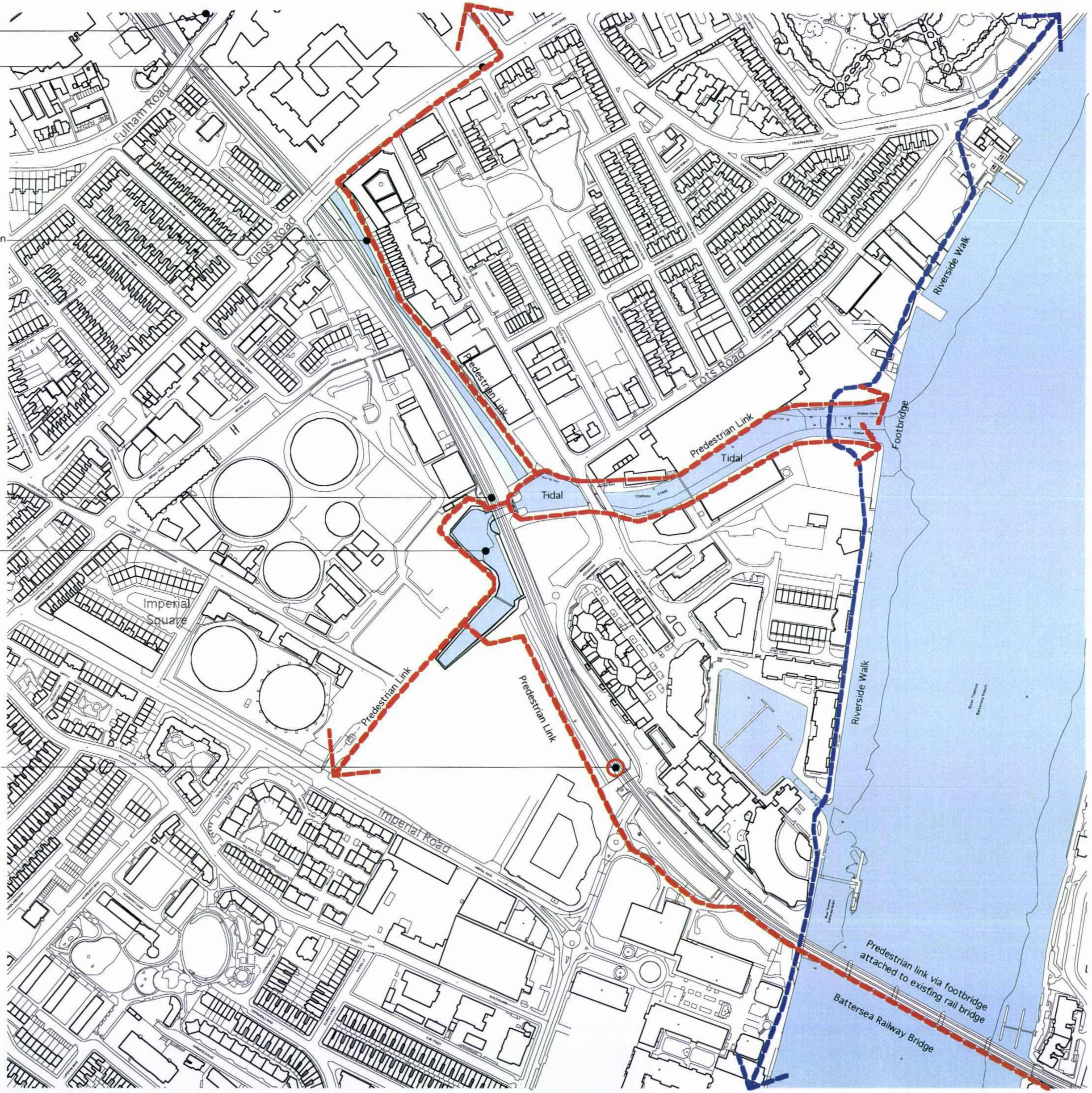
Open up walkway (Green Corridor)to link Chelsea Creek to Brompton Cemetry

Open up Chelsea Creek with boardwalk along green corridor

Predestrian footbridge under railway along dock wall

Reinstate dock and redesign current development proposals around dock to form focal point of revised scheme

Proposed new rail station



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ELECTRONIC FILE REF N° A1543 Site Plan F4

STATUS	REVISION	DATE	DRN	CHK	CDM

KEY

River Walkway

Predestrian Link

CLIENT

THE CHELSEA CREEK PROJECT

PROJECT TITLE

CHELSEA CREEK

DRAWING TITLE

SCHEMATIC PROPOSAL

SCALE @ A3 SIZE	DATE
1:3500	Sept' 02
DRAWING N°	STATUS & REVISION
A1453 003	P4

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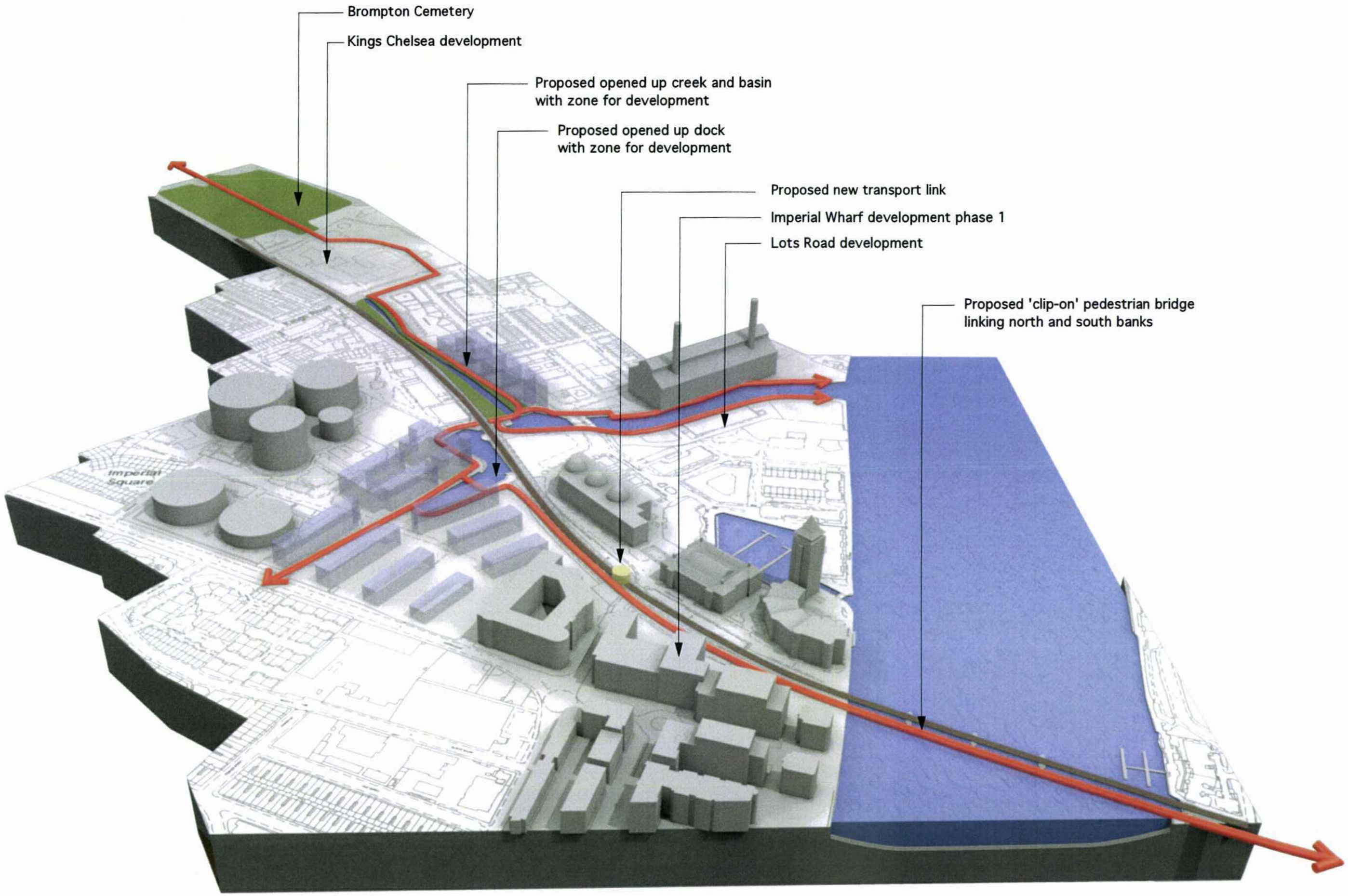

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ELECTRONIC FILE REF N°

STATUS	REVISION	DATE	DRN	CHK	CDM

KEY

Red line indicates proposed new pedestrian links

CLIENT

THE CHELSEA CREEK PROJECT

PROJECT TITLE

CHELSEA CREEK

DRAWING TITLE

Aerial View of proposal

SCALE @ A3 SIZE	DATE
NTS	Sept' 02
DRAWING N°	**STATUS & REVISION**
A1453 015	P4

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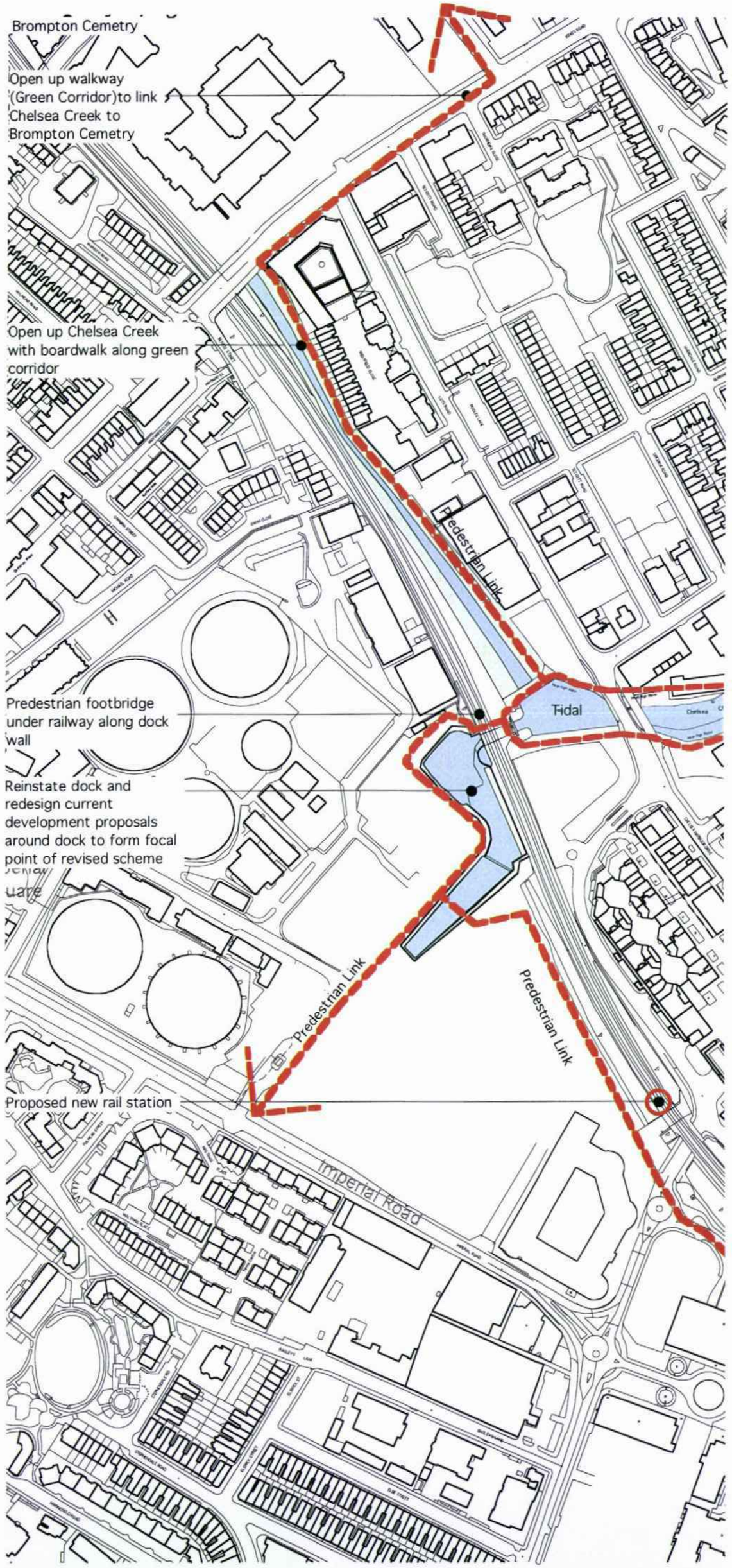

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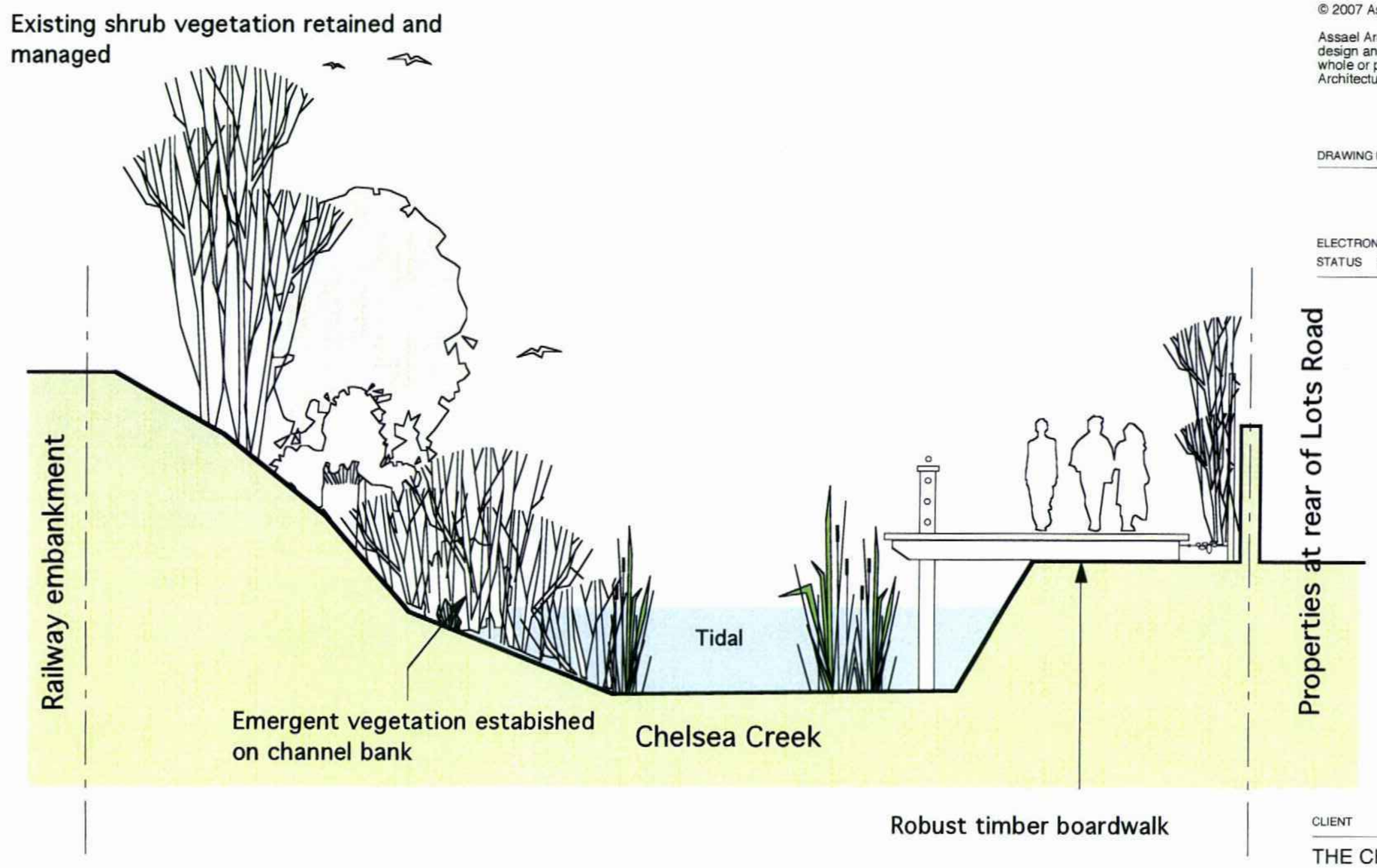

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DRAWING NOTES

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STATUS	REVISION	DATE	DRN	CHK	CDM

CLIENT
THE CHELSEA CREEK PROJECT

PROJECT TITLE
CHELSEA CREEK

DRAWING TITLE
Boardwalk Proposals

SCALE @ A3 SIZE	DATE
NTS	Sept' 02

DRAWING N°	STATUS & REVISION
A1453 010	P4

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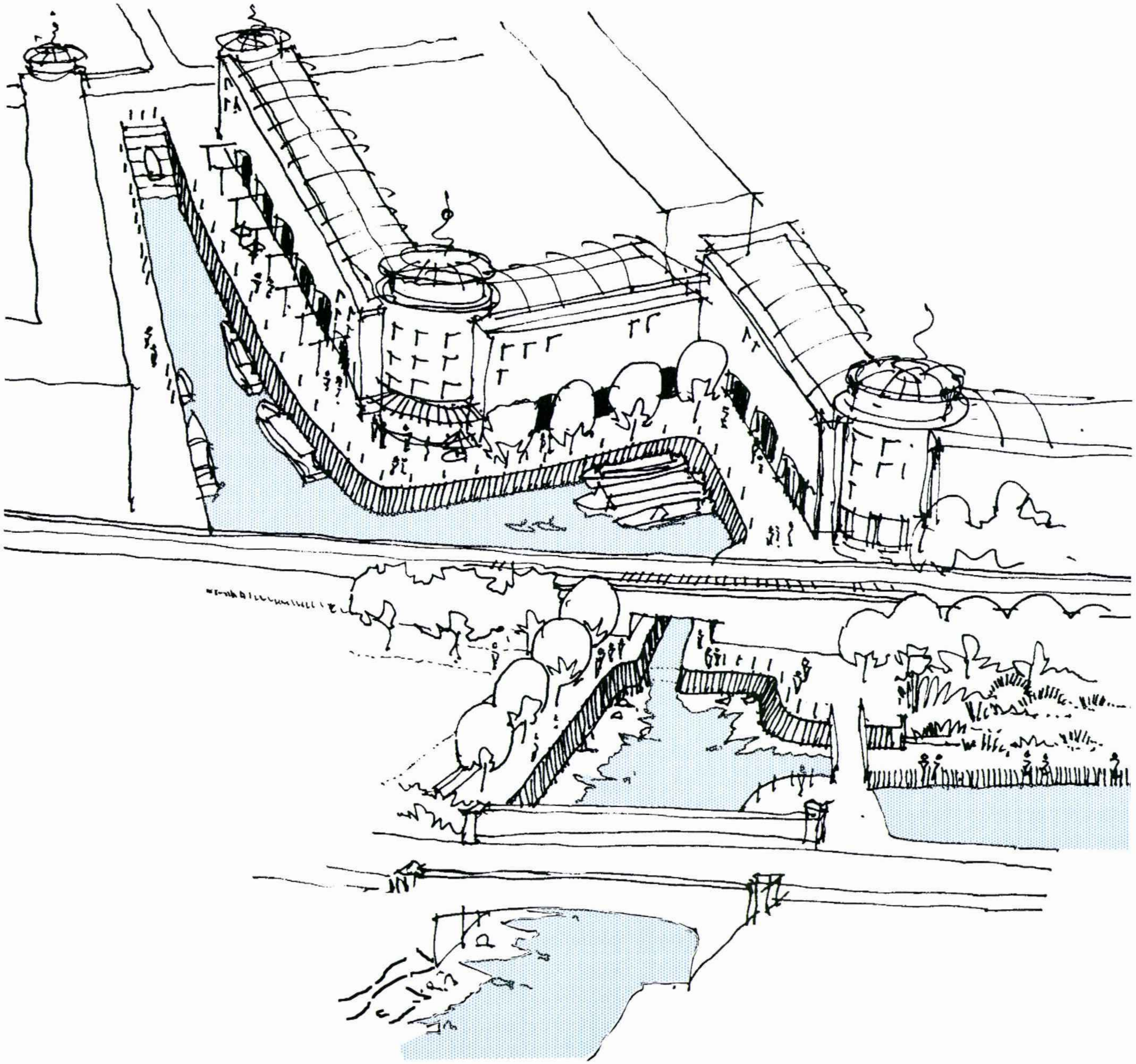

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CLIENT

THE CHELSEA CREEK PROJECT

PROJECT TITLE

CHELSEA CREEK

DRAWING TITLE

Schematic Sketch of Docks

SCALE @ A3 SIZE	DATE
NTS	Sept' 02

DRAWING N°	STATUS & REVISION
A1453 021	P4

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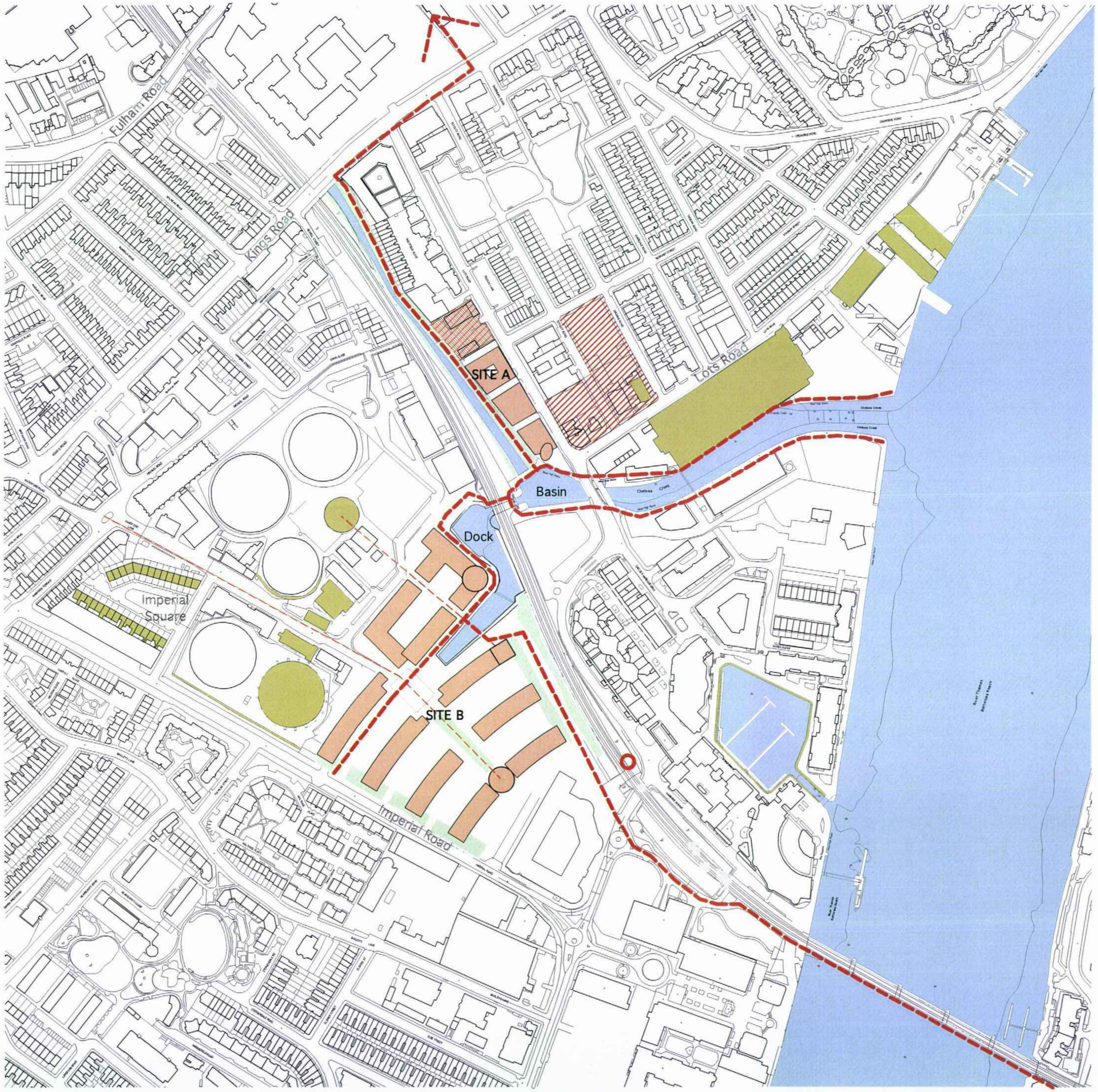

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DRAWING NOTES

ELECTRONIC FILE REF N° A1543 Site Plan F4

STATUS	REVISION	DATE	DRN	CHK	CDM

KEY

- indicates potential development sites
- Indicates existing buildings / structures refered to in the text
- Indicates below ground parking silo
- Indicates proposed transport link
- Site for relocated Hetherly's school of Arts
- Site for Chelsea Academy Foundation

CLIENT

THE CHELSEA CREEK PROJECT

PROJECT TITLE

CHELSEA CREEK

DRAWING TITLE

SCHEMATIC
SKETCH MASTERPLAN

SCALE @ A3 SIZE	DATE
1:3500	Sept' 02
DRAWING N°	STATUS & REVISION
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BECKETT RANKINE PARTNERSHIP

Beckett Rankine Partnership was established under its current name in 1985 but traces its history as a firm of consulting engineers back to 1888. Since World War 2 the practice has specialised in marine civil engineering and today virtually all the firm's work is in the fields of port engineering, cargo and passenger handling, coastal defence and river works.

Approximately half BRP's work is overseas with the main countries of operation at present being China, India, Nigeria, Ghana and Russia. Typical projects include a large container and timber facility at Novorossiysk in Russia, two new bulk terminals in Nigeria and container terminals in Ghana and the Dominican Republic.

In the UK our projects are more numerous but generally smaller as the construction of new ports is rare in the UK. Our work is a mix of modification and improvements to existing cargo handling facilities and the design of new berths. We have a number of long established clients such as the Duchy of Cornwall, whom we worked for over 16 years, and Sea Containers Ports, with whom we have worked for over 15 years.

Being based in Central London the firm has a long track record of work on the river Thames. Our Thames projects include seven new passenger piers including:

- Waterloo Pier and the marine works for the London Eye;
- Queen Elizabeth II Pier at the Dome;
- Royal Arsenal Pier at Woolwich;
- Millbank Millennium Pier (due for completion April 2003).

We are currently working on the design of a major refurbishment for Greenwich Pier and the construction of river walls and moorings at Wandsworth.

We have also carried out a number of dock and lock projects. On the Thames these include:

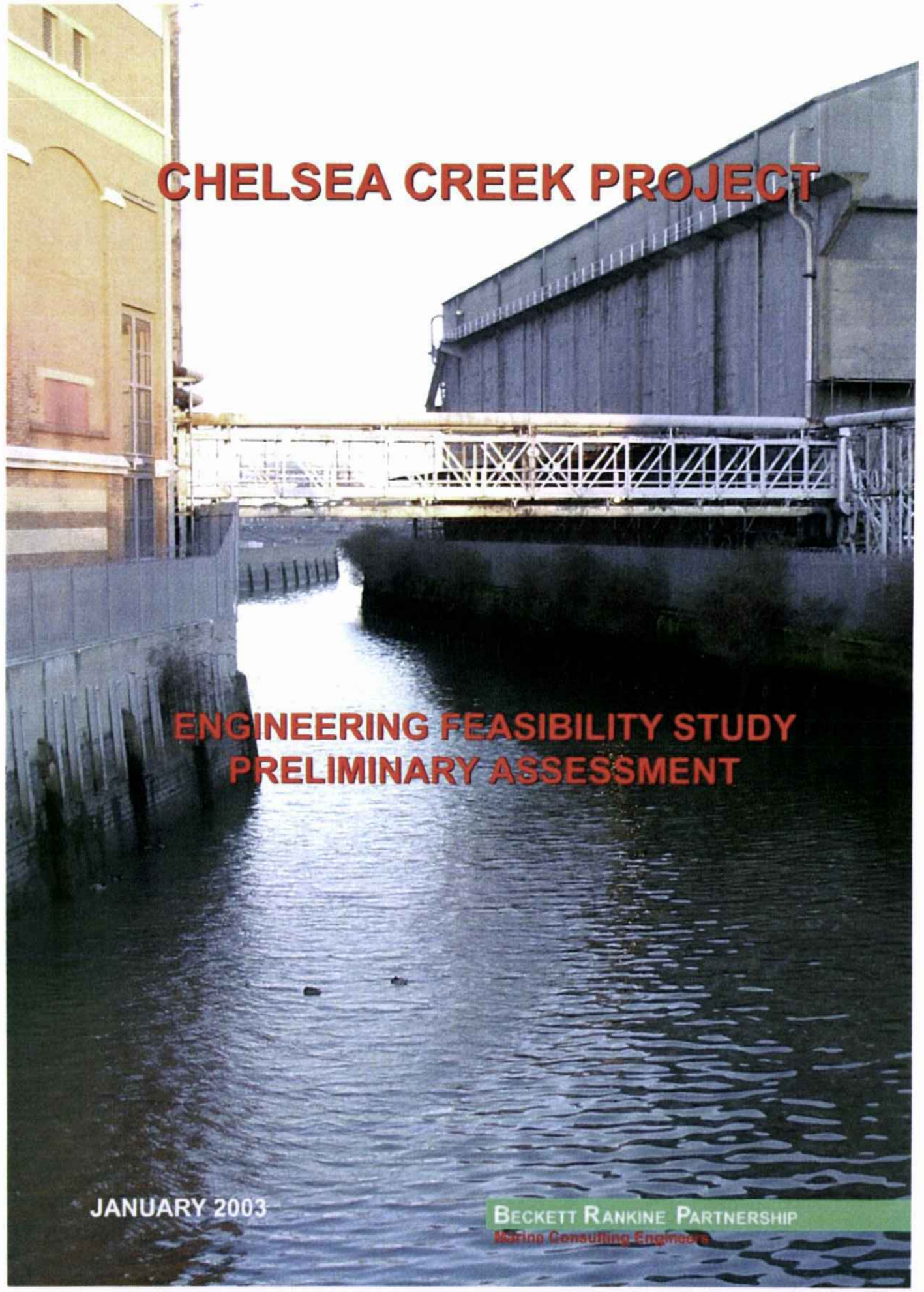
- Limehouse Basin dock wall strengthening;
- Royal Victoria Dock wall strengthening;
- Grosvenor Dock Moorings design;
- Surrey Dock entrance repairs.

Further afield we have worked on regeneration of a number of docks and harbours for leisure use. Projects include:

- Whitehaven;
- Maryport;
- Seaham;
- Birkenhead;
- Folkestone;
- Portland Harbour;
- Watchet.

Further details of these projects, our staff and our experience can be found on our website www.beckettrankine.com.

January 2003



ENGINEERING FEASIBILITY

1.0 Tim Beckett of Beckett Rankine Partnership visited Chelsea Creek on 18 December 2002 to make a preliminary assessment of the feasibility of restoring the Wet Dock basin for navigational use. The visit was made at low tide. Despite the presence of much over growth it was possible to inspect all of the wet dock area as well as the canal beneath the railway from both its ends.

2.0 As well as inspecting the Creek a brochure, produced by The Chelsea Creek Project in September 2002 outlining a proposal for enhancement of Chelsea Creek, has also been examined. The proposal in the brochure can be divided into two elements: the re-establishment of the wet dock basin for navigation and the re-excavation of the Northern arm of the creek as an ecological area. Beckett Rankine Partnership's expertise lies in the field of maritime civil engineering and our comments on feasibility are therefore confined to the re-establishment of navigation in the wet dock.

3.0 From the historic plans in The Chelsea Creek Project brochure, and the evidence of the quay walls still visible on site, it is clear that the wet dock, which lies at the head of Chelsea Creek, was originally L-shaped with an enlarged turning basin area adjacent to the entrance canal beneath the railway. Today about two thirds of the dock has been filled with the remaining area being semi tidal with restricted waterflow to and from the creek through the single dock gate. The gate is in the closed position but appears to leak and also has some holes through it at higher level to, presumably, reduce the head it can retain and the load on the gate.

4.0 From what could be seen of the dock walls they appear to be in reasonable structural condition. The wall copings are level with a good line which indicates that the dock filling was not carried out in order to arrest any movement or failure of the dock walls. More probably the dock was simply used as a convenient receptacle for the disposal of waste when structures around the dock were being demolished.

5.0 Where the dock wall is at its most visible is where it forms part of the railway support structure. In this area the brick wall facing is suffering from plant root damage particularly at high level. It would seem that this damage is relatively recent and has occurred since the dock fell into disuse. No matter what future is proposed for the dock this plant damage needs to be stopped and repaired if support to the railway is to be safeguarded.

6.0 Access to the dock is through a single drop gate located immediately east of the railway crossing. The hoisting system for the gate has been removed and the steel gate appears to be in poor condition. The masonry structure supporting the gate, as well as masonry to the canal under the railway, appears to be in reasonable condition so far as can be seen, although the area is overgrown.

7.0 In its original working condition the operation of the dock would have been simple. At low tide the single gate remained closed and retained a depth of water within the basin sufficient to float and manoeuvre barges. As the tide rose and met the retained water level the gate would be lifted vertically to allow the free passage of water and vessels in and out of the dock. As the tide fell the gate would be closed again.

8.0 The length of the access period on each tide would depend upon the depth of the water to be retained in the dock and the height of a particular tide. Without level data it is not possible to be precise but I estimate that the gate open period would have been at least two hours on each high tide period.

9.0 Incidentally it is worth noting that access into the dock is not limited just by the opening of the gate but also by the limited headroom under the railway bridge. Vessels with significant air draft would have to be careful when they accessed the dock since, particularly near the top of a spring tide, space between the water level and the bridge soffit would be tight.

10.0 From my preliminary inspection the reinstatement of the wet dock to its original operation seems to be straightforward. The work required is as follows: -

- Excavate the dock and canal of deposited material & remove vegetation;
- Remove the dock gate;
- Install a new dock gate and lifting machinery;
- Refurbishment of the walkway to the canal beneath the railway bridge;
- Repairs to brickwork including the retaining wall to the railway;
- Reinstate dock furniture; bollards, handrailing, ladders & fenders;

11.0 To determine the cost of reinstating the dock a feasibility study is required. I recommend that the study should include the following work:

- Soils investigation to determine the nature of the dock fill material and whether contaminants are present;
- Desk study to discover (if possible) construction details of dock walls, dock gate and services;
- Physical inspection of dock entrance structure and walkway below bridge;
- Assess the capacity of the dock for vessel berthing;
- Measurement of levels;
- Prepare cost estimates for the excavation, repairs to structures, new gate and dock furniture;
- Prepare cost estimates for the provision of services to the dock;
- Assess operational and maintenance costs;
- Assess likely revenue income.

12.0 While this initial inspection has indicated that it is likely to be feasible to reinstate the wet dock in operational condition it is also necessary to consider how the dock could be used in order to add value to the proposed redevelopment of the gasworks site and be self financing for operation and maintenance costs.

13.0 The Imperial Wharf site, of which the dock forms a part, has the advantage of a river side location, at least at its Southern end. The Northern end of the development is landlocked with the remaining gas works to the west and the railway embankment to the north and east. Neither of these neighbours makes for an attractive outlook. The reinstatement of the wet dock and its use by boats could create a local point of interest for the new development. The area could perhaps have the feel of Little Venice where the visual interest is all around the water, boats and boating activity.

14.0 In order to achieve this interest it is necessary for boats, ideally residential boats, to be moored in the dock. Residential boats are preferred as they provide year-round activity and interest. They also, by being occupied, provide security protection.

15.0 There is considerable demand for moorings in central London but the number of moorings available is severely restricted. Consequently moorings are relatively valuable. For example short leases for residential mooring berths at Prospect Quay in Wandsworth recently have sold for over £60,000.

16.0 The main requirements for residential moorings are a secure berth with electricity, water, sewage pump out and telephone connections. A parking space per berth is desirable but not essential. All these facilities should be easy to provide in the wet dock. Occasional access through the dock gate is needed as vessels do come and go from time to time. The restrictions of tidal access are not a disadvantage.

17.0 In addition to residential moorings there could also be a demand for recreational vessel moorings, similar to those in Chelsea Harbour. Recreational vessels prefer to have easier access as they come and go more frequently than residential vessels. It would also be advantageous for recreational moorings to be operated in conjunction with pontoon moorings in the river off Imperial Wharf as this would provide greater flexibility for boat owners who could then come and go to one berth or the other at any tidal state.

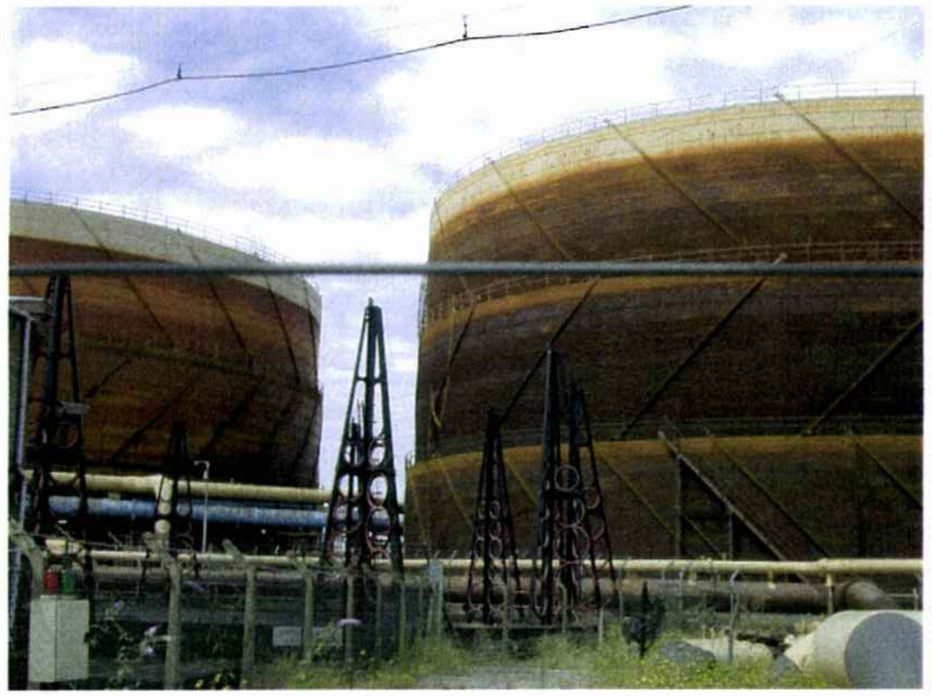
18.0 There are organisations on the river, such as the London Tideway Company, who operate moorings of this type. It is probable that such an operator would be willing to lease the renovated wet dock from St George and be responsible for the dock's maintenance and operation. This would release St George from the task of having to collect rents and maintain the dock. Thus St George do not need to become involved in day to day operations unless they want to.

Chelsea Creek Basin at high tide

Brompton Cemetery

Brompton Cemetery

Octagon (Kings Chelsea development)
- right of way to Kings Road



Listed Grade II Gas holder (in foreground)

Basin and brick embankment wall

Proposed new railway station

Lots Road Power Station

Entry to Chelsea Creek

View across the Thames

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CLIENT

THE CHELSEA CREEK PROJECT

PROJECT TITLE

CHELSEA CREEK

DRAWING TITLE

Route of proposed Green Corridor
Brompton Cemetry to the Thames

SCALE @ A3 SIZE	DATE
NTS	Aug' 02
DRAWING N°	STATUS & REVISION
A1453 014	P4

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Profiles

Angela Dixon

Angela Dixon has lived in Hammersmith since 1967 and has been a member of the Hammersmith Society Committee for over 25 years. She was instrumental in founding the Hammersmith and Fulham Community Forum (as recommended in the Skeffington report on consultation and participation in the planning process) and was its Chairman.

She has been Chairman of the Hammersmith and Fulham Historic Buildings Group since its inception in 1987. The Group has promoted the drawing up of a Local Register of Buildings of Merit which is incorporated into the borough's Unitary Development Plan. The Group's own "Local List" of historic buildings includes the Listed Buildings, the Buildings on the Local Register, and additional historic buildings, with details of the age, architect (if known), style and history of each building. It is at present completing a photographic survey of Hammersmith & Fulham's historic buildings – some 3,000 photographs – as a visual record to complement the "Local List".

It is as a result of the research that has gone into the "Local List" that the importance of the Imperial Gas, Light and Coke Company Site, Chelsea Creek and the surrounding area has become clear.

In 1996 she helped found the West London River Group, an association of amenity societies and residents' groups on both banks of the Thames from Kew to Chelsea, of which she is a Vice Chairman. One of the aims of this Group was to continue the much admired work of the Thames Landscape Strategy - Hampton to Kew and initiate a strategy for downstream of Kew. 'The Thames Strategy – Kew to Chelsea' was published in June 2002.

Angela's particular interests are historic buildings, the historic environment, open spaces and the landscape - rural and urban - especially that of the Thames.

Roger Weston

Roger Weston's first interest in the river was aroused as a boy by his mother taking him to watch the Boat Race, and he has had a continuing interest in the sporting and recreational use of the river ever since.

He has lived in Fulham for 27 years, and is Chairman of the Bishops Park Co-ordinating Group, a residents' group in west Fulham. He is Chairman of the West London River Group, an association of riparian amenity societies Kew to Chelsea, and represents the Group on the Thames Strategy – Kew to Chelsea Steering Committee, set up in 1999 to research, develop and implement a comprehensive strategy for the Thames between Kew and Chelsea.

Russell Martin Pedley
BA DiplArch RIBA

Professional qualifications

Member of Royal Institute of British Architects (RIBA) 1986

Registered Architect with ARCUK 1986

Oxford Polytechnic School of Architecture
Diploma in Architecture 1982-1984

Plymouth Polytechnic School of Architecture
Degree in Architecture 1979-1981

Experience

Assael Architecture	Partner	1989-
John Assael & Partners	Associate	1987-1989
Lesser System Build	Company Architect	1983-1987
Cheshire Robbins Design Group	Project Architect	1981-1983

Key projects

Riverside mixed use development in Brentford including 265 apartments, a music museum and hotel.
Planning Consent for a mixed use riverside development in Point Pleasant, Wandsworth.
Mixed use scheme along the Albert Embankment including 95 residential apartments.
Seven storey residential development in Regency Street for Cloverbrook Developments Ltd.
Design and build of 10 industrial warehouse units for Western & Midland Developments Ltd.
Ten townhouses and two apartments for John Lelliot Homes Ltd at Claridge Court, Fulham.
Redesign of 44 apartments at Bishops Wharf House for Cloverbrook Developments Ltd.
Design of a unique McDonald's drive-in restaurant on the Isle of Dogs on behalf of the LDDC.
Planning consent for 36 luxury apartments in Wimbledon Hill Road for Antler Homes Ltd.
Design of 19 secluded townhouses in Langton Place, Merton for Ambleland Ltd.
20 well appointed apartments and an underground car park at Mayfair Court, Croydon.

Awards

Croydon Design Award 1990, awarded for Mayfair Court, Park Hill Rise, Croydon.
Civic Trust Award 1998, awarded in recognition of the contribution to the built environment made by the design of a residential development in Christchurch, Dorset.

Interests

Russell Pedley is a member of the West London Architectural Society and has a keen interest in 'Urban Design' and regeneration. Russell specialises in complicated urban regeneration projects most of which are on contaminated or brownfield sites and comprise a wide variety of uses. Having worked in Chelsea and its surrounding areas for over 15 years, and living with his family in South West London, Russell has developed a particular interest in the regeneration and development of this area.

Russell also has a keen love of water based activities, especially sailing. He is a qualified off shore Yacht Master and he is currently studying for his Ocean Master Certificate.

Assael is a leading firm of London based architects offering an extensive range of planning, urban design and architectural services.

Operating throughout the United Kingdom from modern design studios in Fulham the practice has an expanding client base within the private residential, restaurant, office, hotel and leisure sectors.

The practice combines an innovative approach to creative design with a commitment to evaluation through historical research. This is built into a philosophy of providing a high quality professional service to our clients to suit their individual requirements and project timescales.

Our expertise is most often called upon to realise the full potential of complicated urban sites in sensitive locations especially Conservation Areas. We have therefore amassed many years experience both in the refurbishment of Listed Buildings and the implementation of newbuild developments on redundant or brownfield sites.

Assael is well known for its responsive and flexible approach to design particularly in the most difficult or challenging of circumstances. We strive to achieve design solutions that continue to build on our reputation for tenacity, innovation and quality.

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BS | ARB | PLN | DEV | FEES

RBKC CONDITION 12

Treatment of Chelsea Creek

Schedule of Revised Drawings (December 2007)

- Drawing No. TOWN352(08) 1200 R02 - Landscape Key Plan;
- Drawing No. TOWN352(08) 1201 R02 – Landscape Surface Finishes 1 of 2;
- Drawing No. TOWN352(08) 1202 R02 – Landscape Surface Finishes 2 of 2;
- Drawing No. TOWN352(08) 1204 R02 – Landscape Levels 1 of 2;
- Drawing No. TOWN352(08) 1205 R02 – Landscape Levels 2 of 2;
- Drawing No. TOWN352(08) 1207 R02 – Landscape Planting 1 of 2;
- Drawing No. TOWN352(08) 1208 R02 – Landscape Planting 2 of 2;
- Drawing No. TOWN352(08) 7001 R02 – Schematic Section A-A;
- Drawing No. TOWN352(08) 7003 R02 – Schematic Section C-C;
- Drawing No. TOWN352(08) 7004 R02 – Schematic Section D-D;
- Drawing No. TOWN352(08) 7005 R02 – Schematic Section E-E;
- Drawing No. TOWN352(08) 7006 R01 – Schematic Section F-F; R02?
- Drawing No. TOWN352(08) 7009 R01– Schematic Section J-J;
- Drawing No. TOWN352(08) 7010 R01– Schematic Section K-K;
- Drawing No. TOWN352(08) 1410 R01– Sitewide Pedestrian Access Strategy;
- Drawing No. TOWN352(08) 300 R02– Materials Booklet

- Technical Note and accompanying plans, prepared by ARUP dated 6th December 2007;

- Input into Ecological Design, Management and Monitoring of Chelsea Creek and Basin – Ecological Design Ref. RT-MME-4911-02A (RBKC) Rev. A December 2007.

R.B.K.C.
SUPERSEDED

→ Anna return
→ 20th January

→ Environment Agency.
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9th Floor
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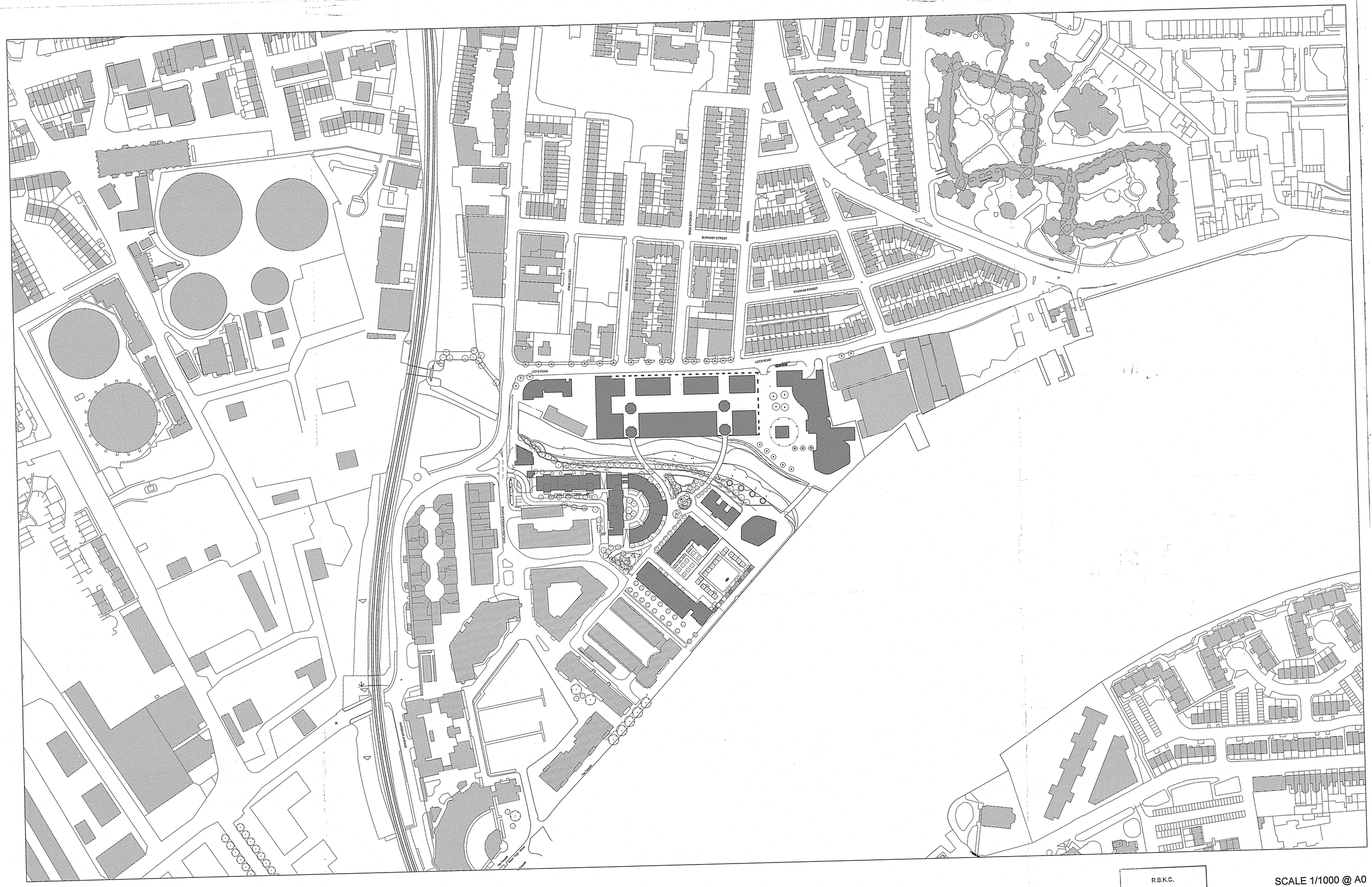
SE1 7TL

Karen Forster.
020 7091 4049.

Anna
0207091 4042.



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LOTS ROAD POWERSTATION AND LAND AT THAMES AVENUE DEVELOPMENT

SITEPLAN: GROUND FLOOR PLANS

OCTOBER 2004

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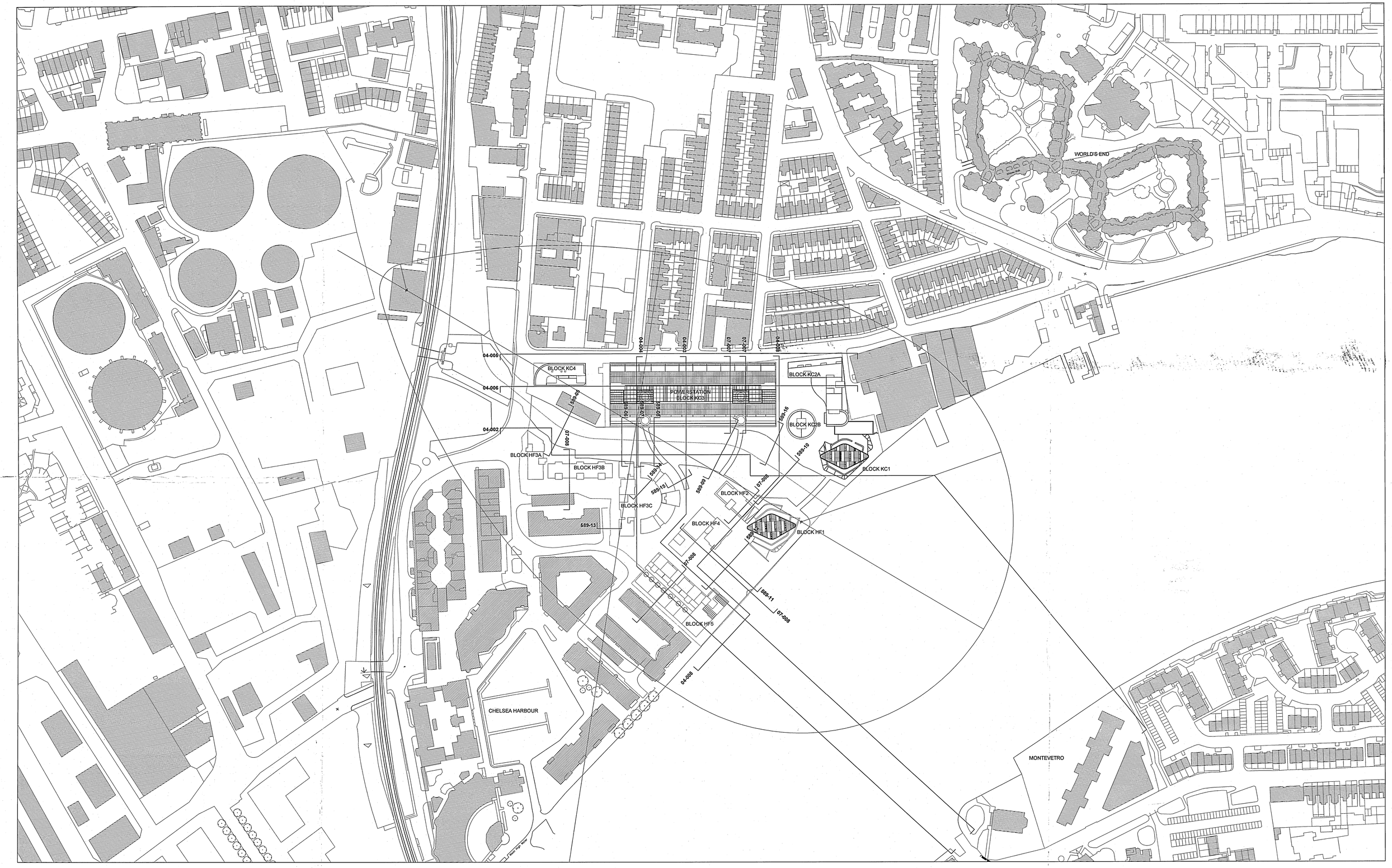

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LOTS ROAD POWERSTATION AND LAND AT THAMES AVENUE DEVELOPMENT

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ROOF SITEPLAN AND SECTION LINES
OCTOBER 2004

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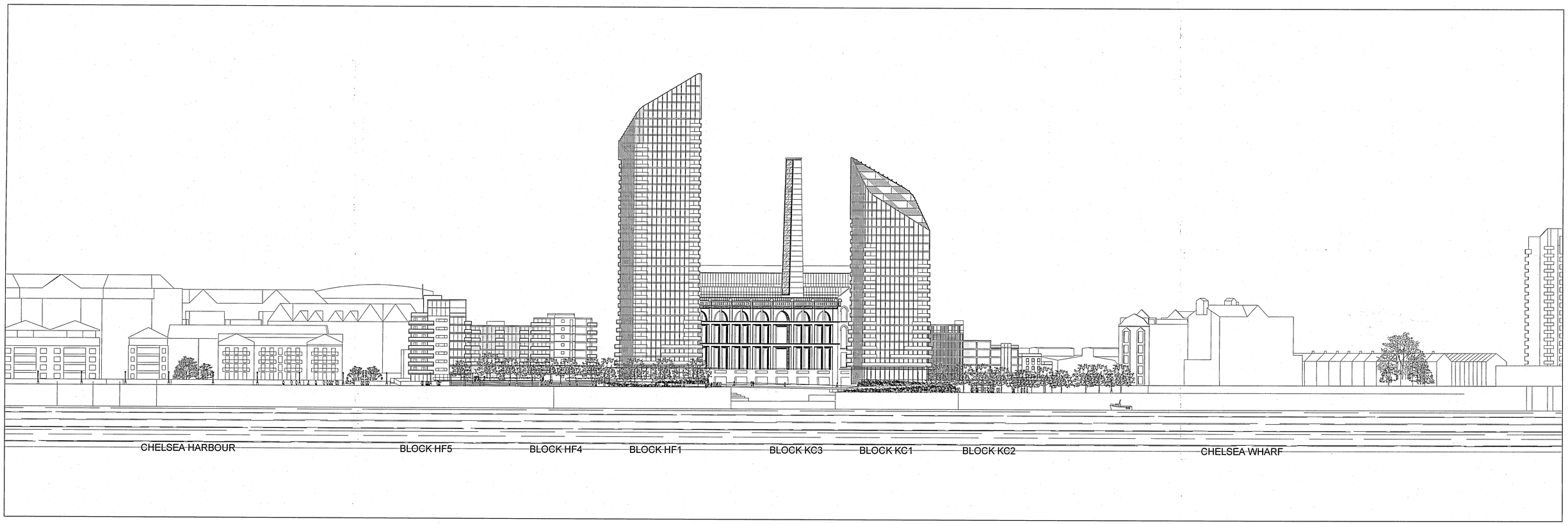
SITE PLAN: RBKC
OCTOBER 2004



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RIVERSIDE ELEVATION

OCTOBER 2004

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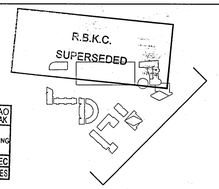

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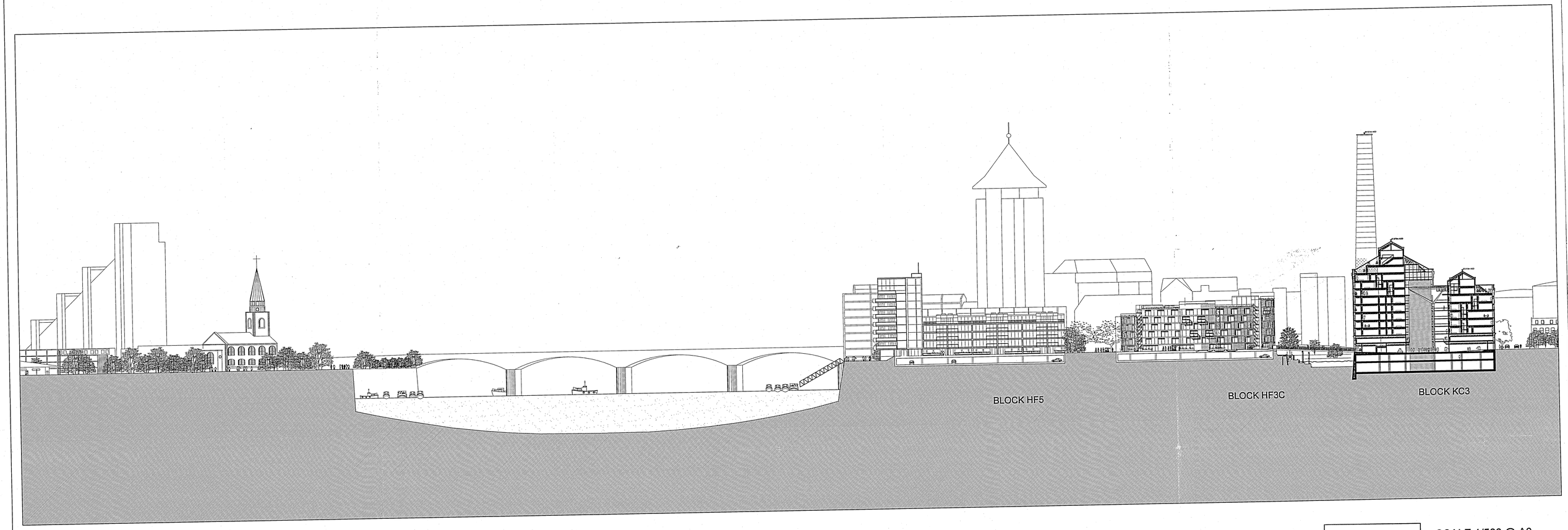

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EX DIR	HDC	TP	CAC	AD	CLU	AO AK
R.B. K.C.	22 JUN 2007				PLANNING	
N	C	S		APP	IO	REC
HBS			ARB	FPLM	L.A. 3	FEES

SCALE 1/500 @ A0
LRTW-4/PA/04-003-F

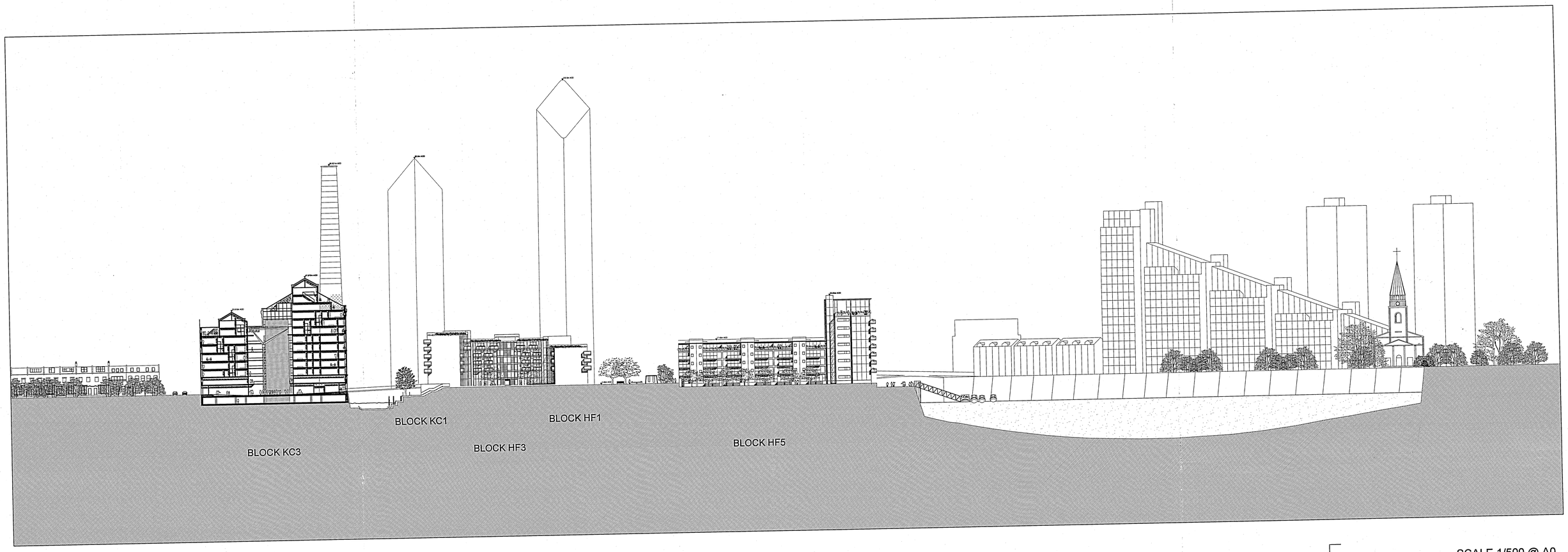
TERRY FARRELL & PARTNERS

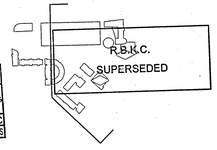
LOTS ROAD POWERSTATION AND LAND AT THAMES AVENUE DEVELOPMENT

BLOCK KC3 CROSS SECTION, BLOCKS HF3, HF5 NORTH ELEVATION

OCTOBER 2004

CIRCADIAN Ltd.





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

SCALE 1/500 @ A0
LRTW-4/PA/04-004-E

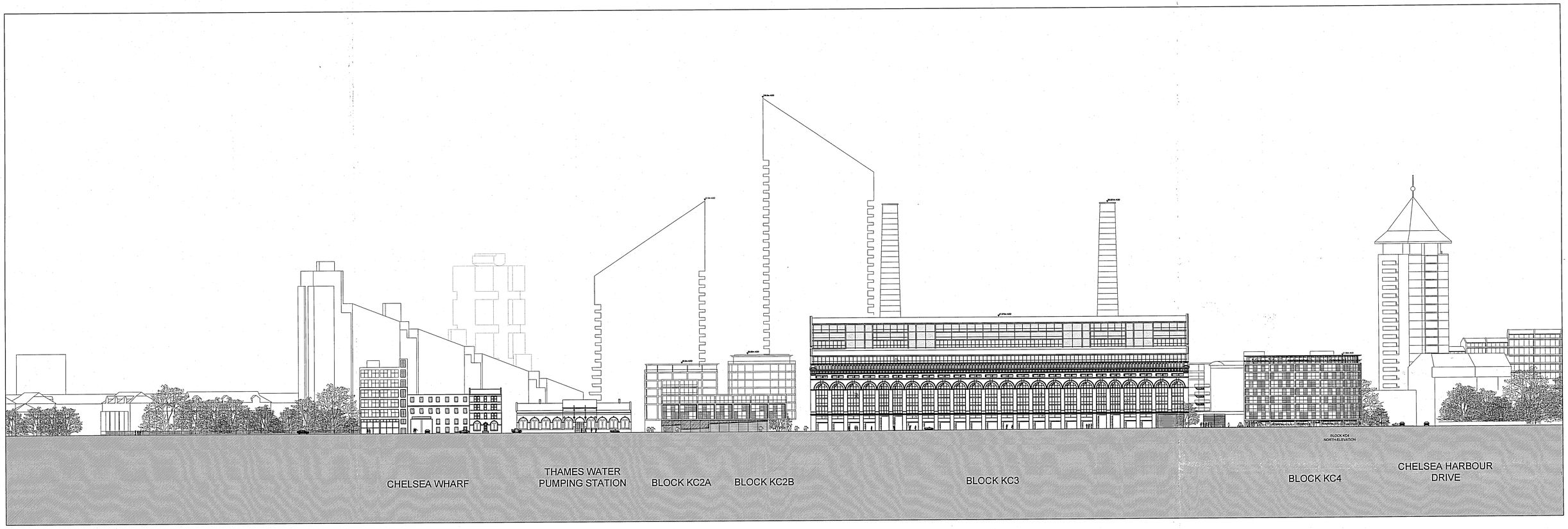
TERRY FARRELL & PARTNERS

LOTS ROAD POWERSTATION AND LAND AT THAMES AVENUE DEVELOPMENT

BLOCK KC3 CROSS SECTION, BLOCKS HF3, HF5 SOUTH ELEVATION

OCTOBER 2004

CIRCADIAN Ltd.



SCALE 1/500 @ A0

R.B.K.C. LRTW-4/PA/04-005-F

SUPERSEDED

EX DIR	HDC	TP	CAC	AO	CLU	AO AX
R.B. K.C.	22 JUN 2007				PLANNING	
N HDS	C	S.	ARB	AP? FPLN	IO DES	REC FRES

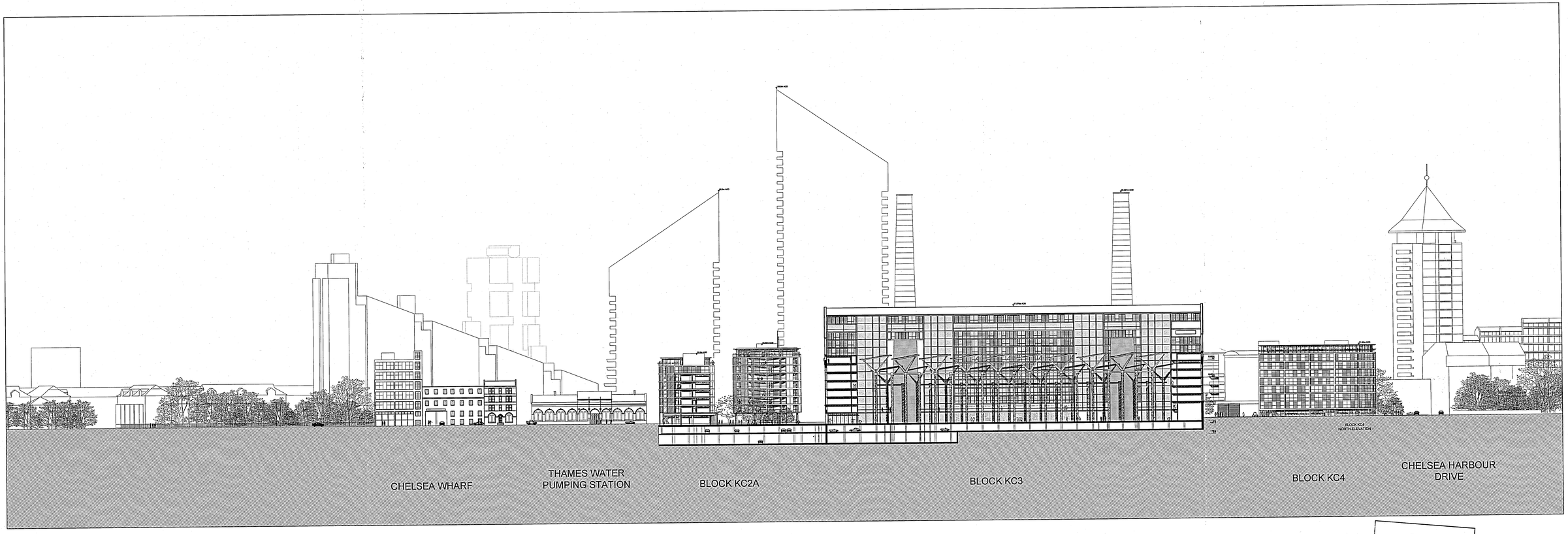
TERRY FARRELL & PARTNERS

LOTS ROAD POWERSTATION AND LAND AT THAMES AVENUE DEVELOPMENT

CIRCADIAN Ltd.

LOTS ROAD ELEVATION

OCTOBER 2004



R.B.K.C.
SUPERSEDED

SCALE 1/500 @ A0

LRTW-4/PA/04-006-F

LOTS ROAD POWERSTATION AND LAND AT THAMES AVENUE DEVELOPMENT

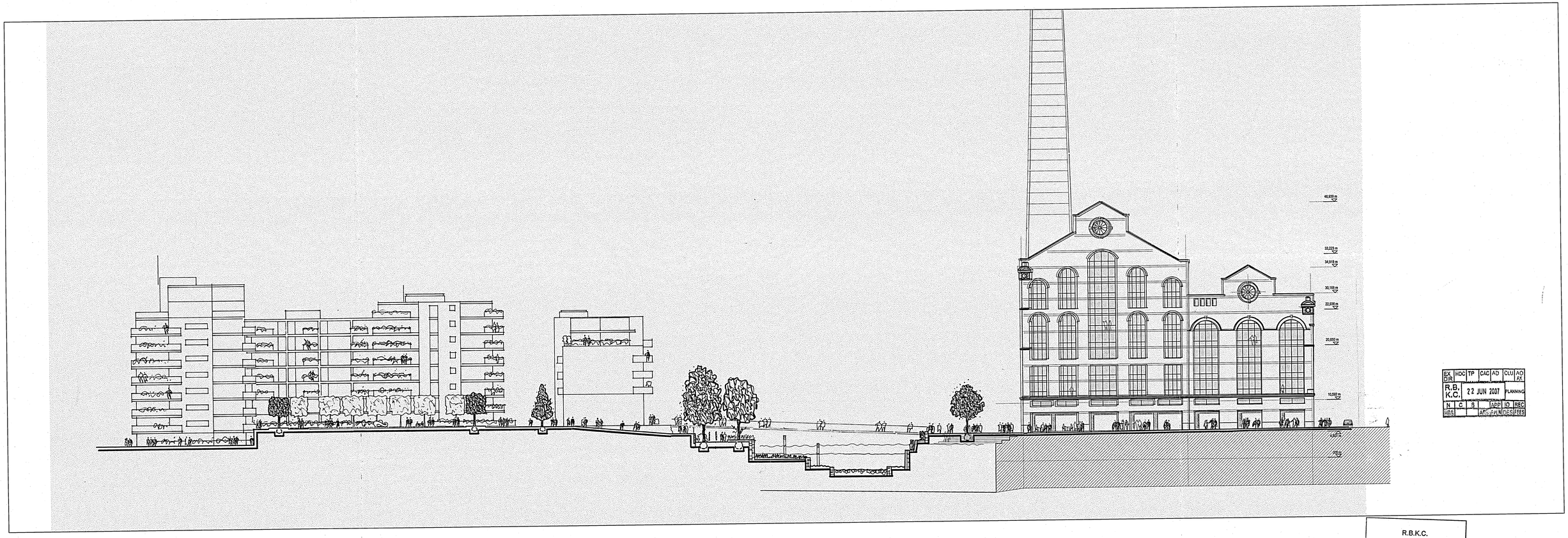
LONG SECTION THROUGH POWER STATION

OCTOBER 2004

CIRCADIAN Ltd.

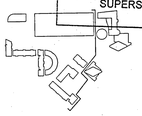
EX DIR	HDC	TP	CAC	AD	CLU	AO AK
R.B. K.C.	22 JUN 2007				PLANNING	
N	C	S		APP	IO	REC
HCS			ARB	TPLN	DES	FEES

TERRY FARRELL & PARTNERS



EX DIR	HDC	TP	CAC	AD	CLU	AO AX
R.B. K.C.	22 JUN 2007				PLANNING	
N HBS	C	S	APP AP's	IO PLN	REC DES	FES

R.B.K.C.
SUPERSEDED



SCALE 1/500 @ A0

LRTW-4/PA/04/008 -A

TERRY FARRELL PARTNERS

LOTS ROAD POWERSTATION AND LAND AT THAMES AVENUE DEVELOPMENT

SUPLEMENTARY DRAWING: LONG SECTION EAST
OCTOBER 2004

CIRCADIAN Ltd.

LOTS ROAD

LOTS ROAD

BLOCK KC4

POWERSTATION
BLOCK KC3

BLOCK KC2A

BLOCK KC2B

BLOCK KC1

BLOCK HF3A

BLOCK HF3B

BLOCK HF3C

BLOCK HF2

BLOCK HF4

BLOCK HF1

BLOCK HF5

CHELSEA HARBOUR DRIVE

THAMES AVENUE

R.B.K.C.
SUPERSEDED

EX DIR	NDC	TP	CAC	AD	CLU	AO AX
R.B. K.C.	22 JUN 2007				PLANNING	
N	C	S		APP	IO	REC
HSS			ARID	FAIN	DES	FEES

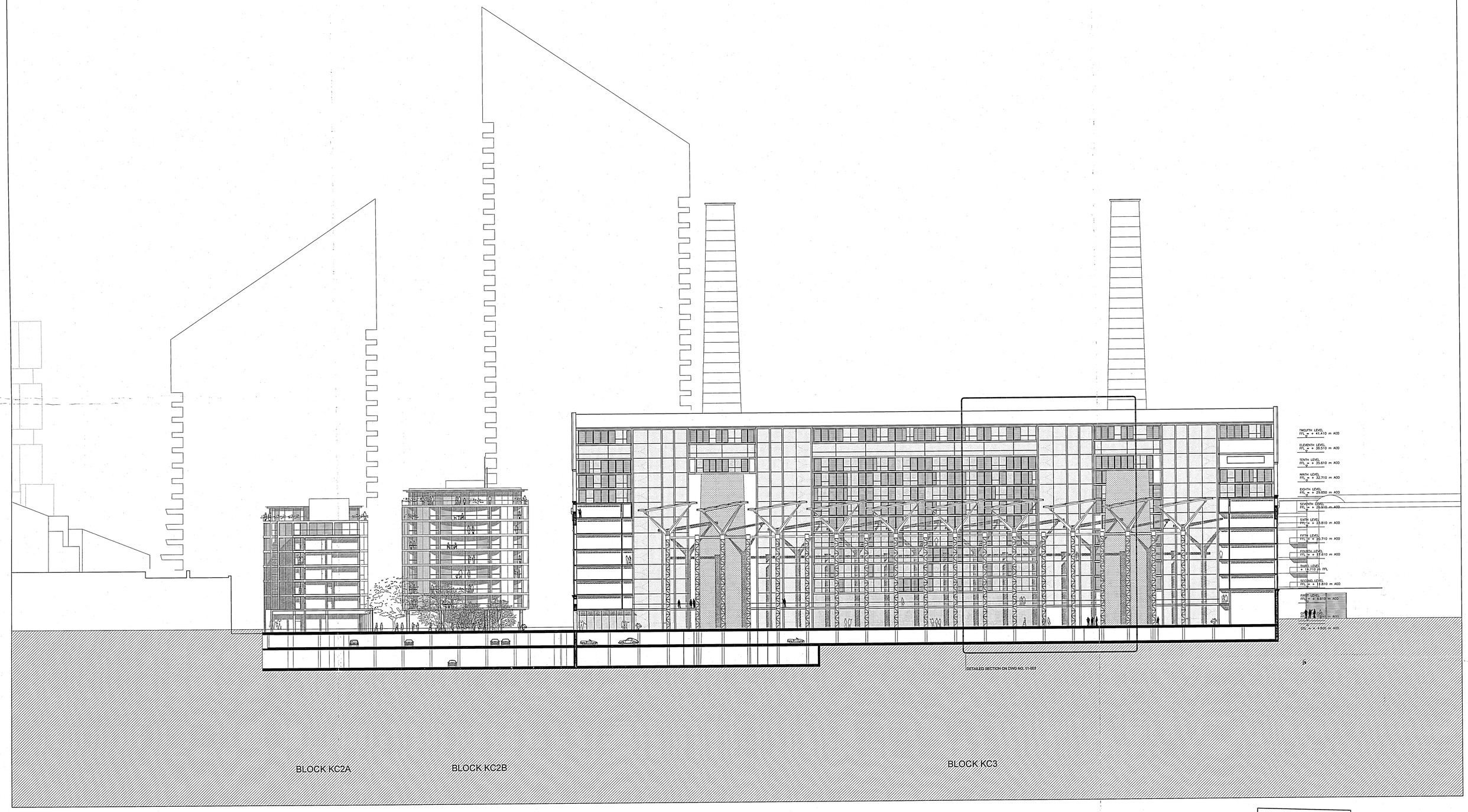
SCALE 1/250@ A0
LRTW-4/PA/05-001-F

LOTS ROAD POWERSTATION AND LAND AT THAMES AVENUE DEVELOPMENT

SITEPLAN: ROOF
OCTOBER 2004

CIRCADIAN Ltd.

TERRY FARRELL & PARTNERS



R.B.K.C. SUPERSEDED

EX DIR	HDC	TP	CAC	AD	CLU	AO AK
R.B. K.C.	22 JUN 2007				PLANNING	
N	C	S		APP	IO	REC
HSS			ARB	FRN	DES	FEES

SCALE 1/250@ A0

LRTW-4/PA/07-001-E

TERRY FARRELL & PARTNERS

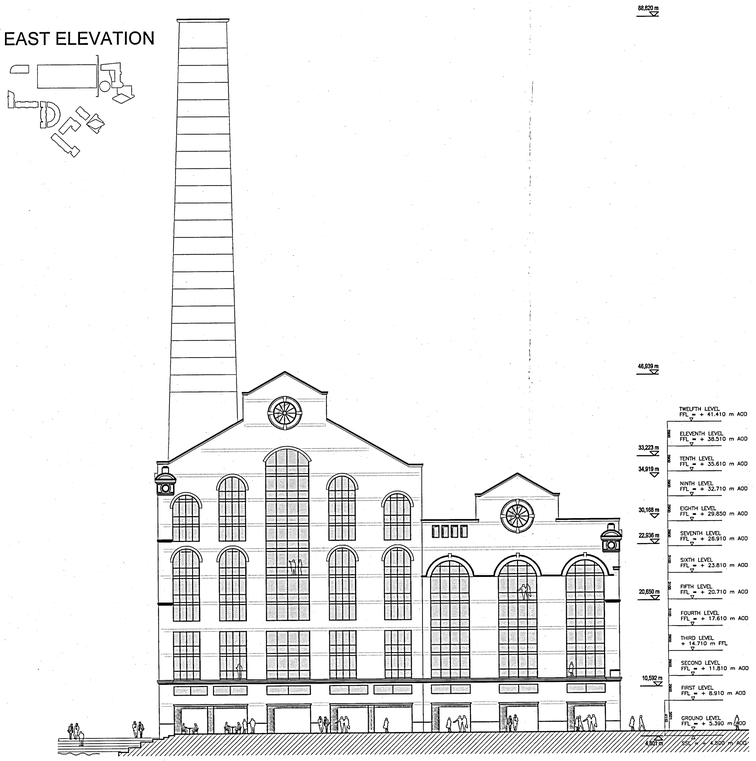
LOTS ROAD POWERSTATION AND LAND AT THAMES AVENUE DEVELOPMENT

SECTION/ELEVATION BLOCK KC2,KC3: SOUTH

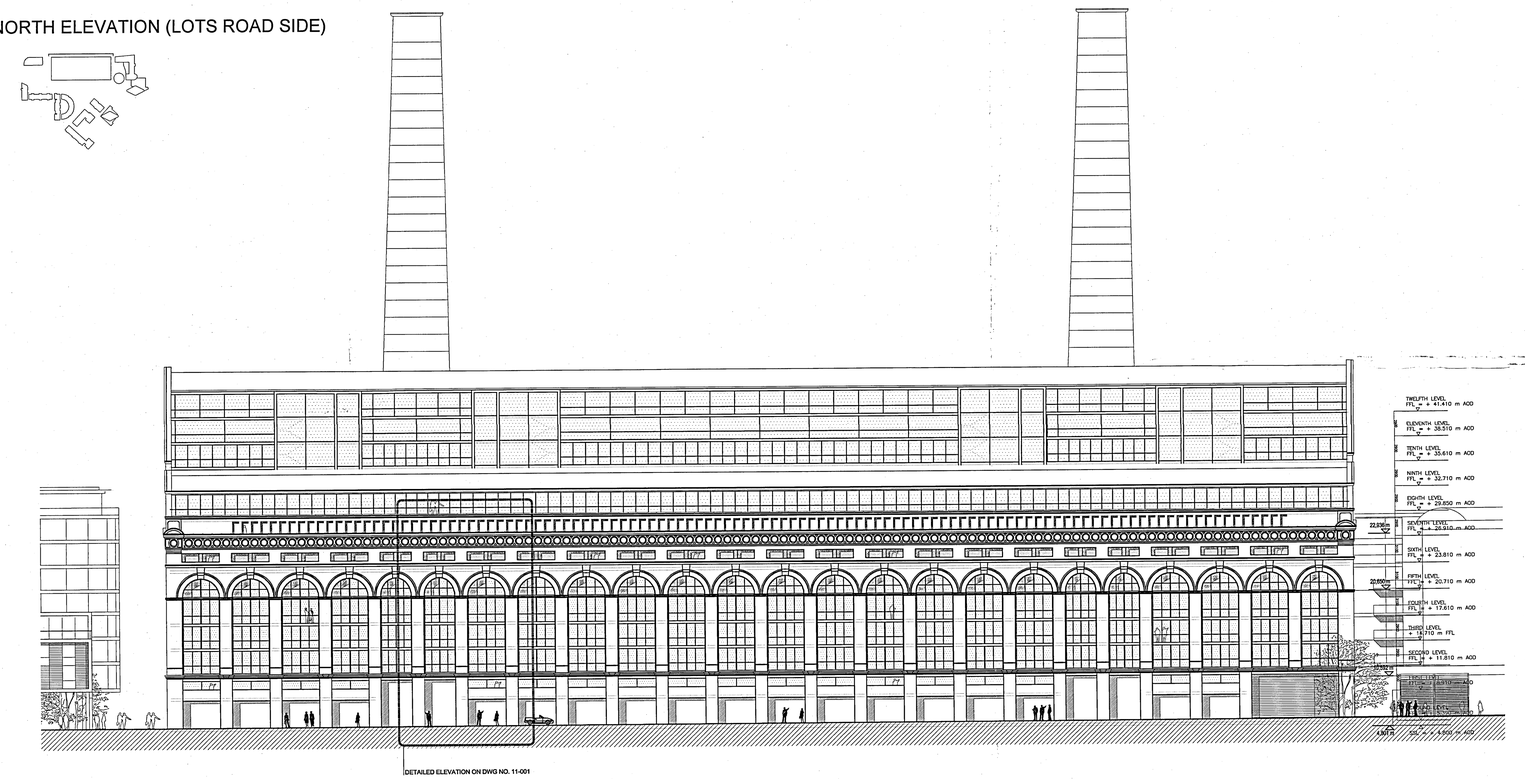
OCTOBER 2004

CIRCADIAN Ltd.

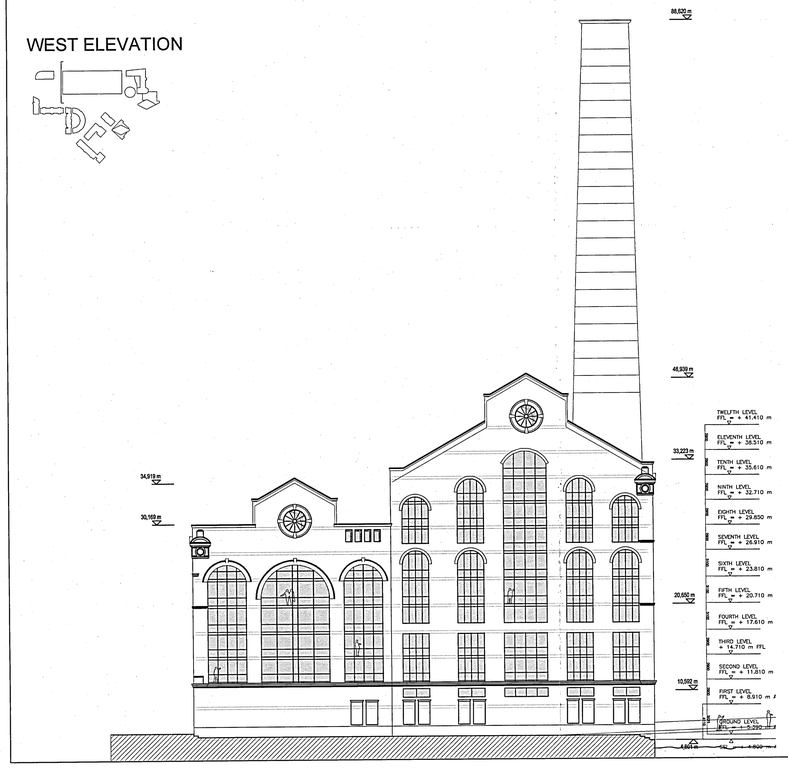
EAST ELEVATION



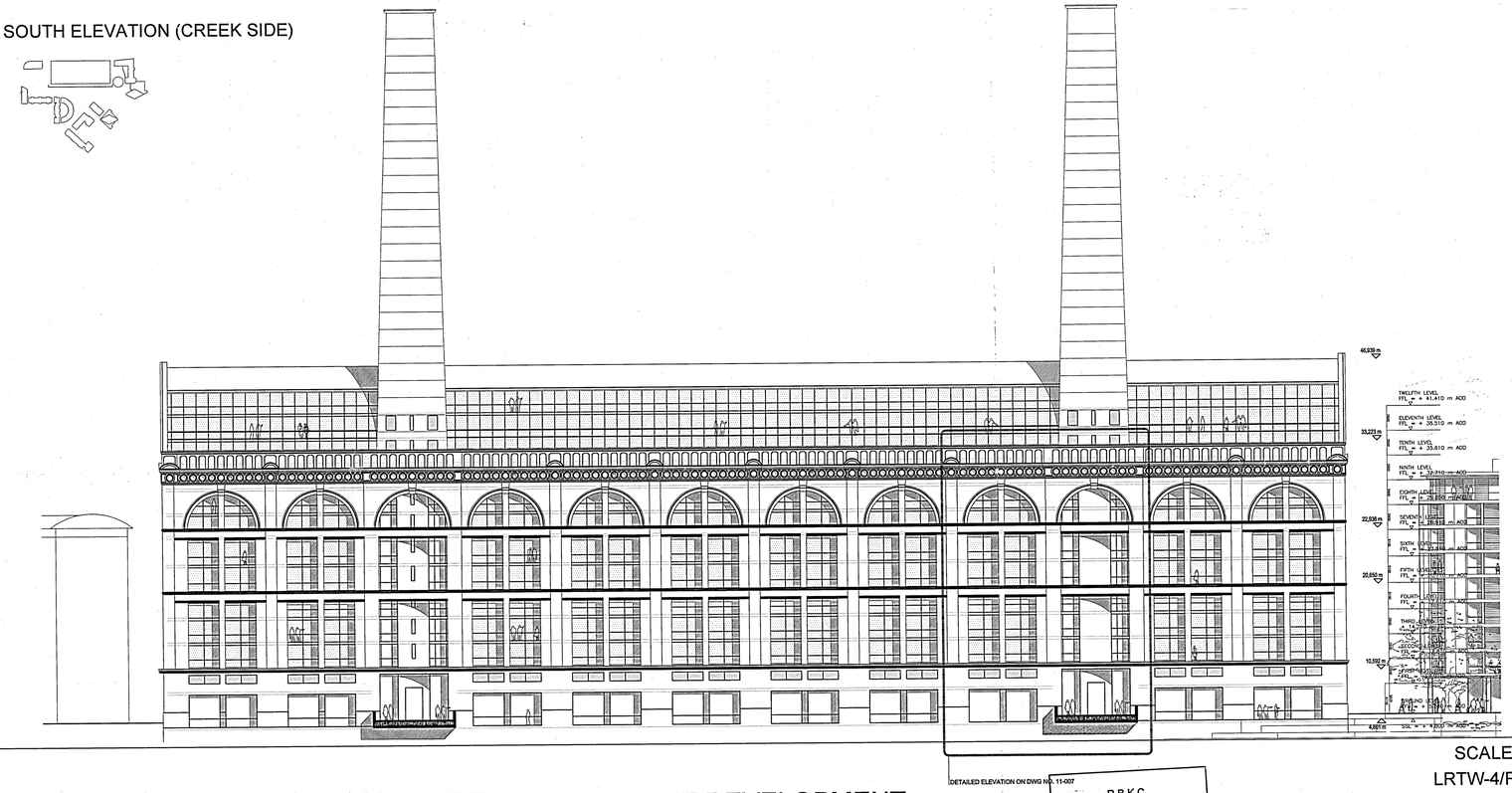
NORTH ELEVATION (LOTS ROAD SIDE)



WEST ELEVATION



SOUTH ELEVATION (CREEK SIDE)



SCALE 1/250@ A0

LRTW-4/PA/08-103-G

R.B.K.C. SUPERSEDED

LOTS ROAD POWERSTATION AND LAND AT THAMES AVENUE DEVELOPMENT

BLOCK KC3: PROPOSED BUILDING ELEVATIONS

OCTOBER 2004

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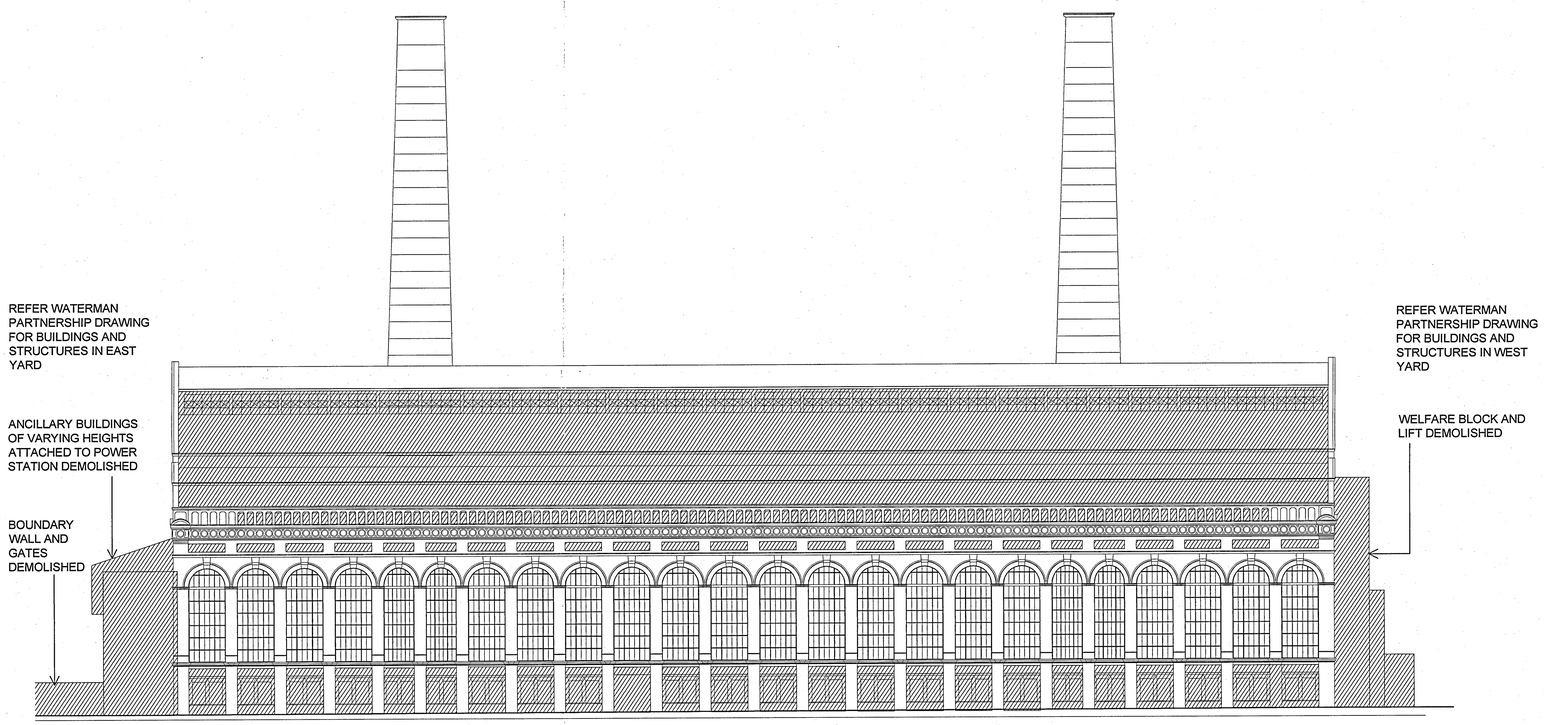
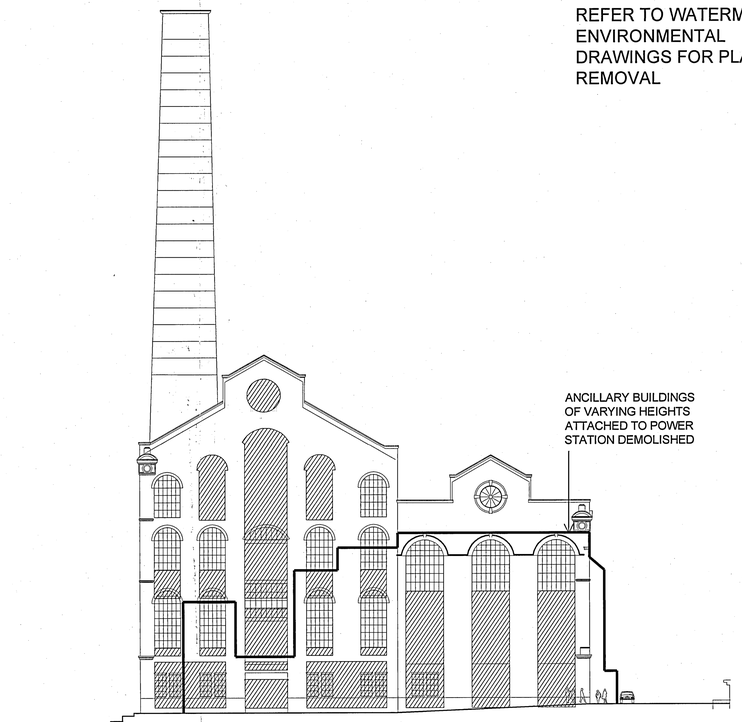
EX DIR	HDC	TP	CAC	AD	CLU	AO AK
R.B. K.C.	22 JUN 2007				PLANNING	
IN	C	S	APP	IO	REC	
RBS		ARB	FPLN	DES	FES	

TERRY FARRELL PARTNERS

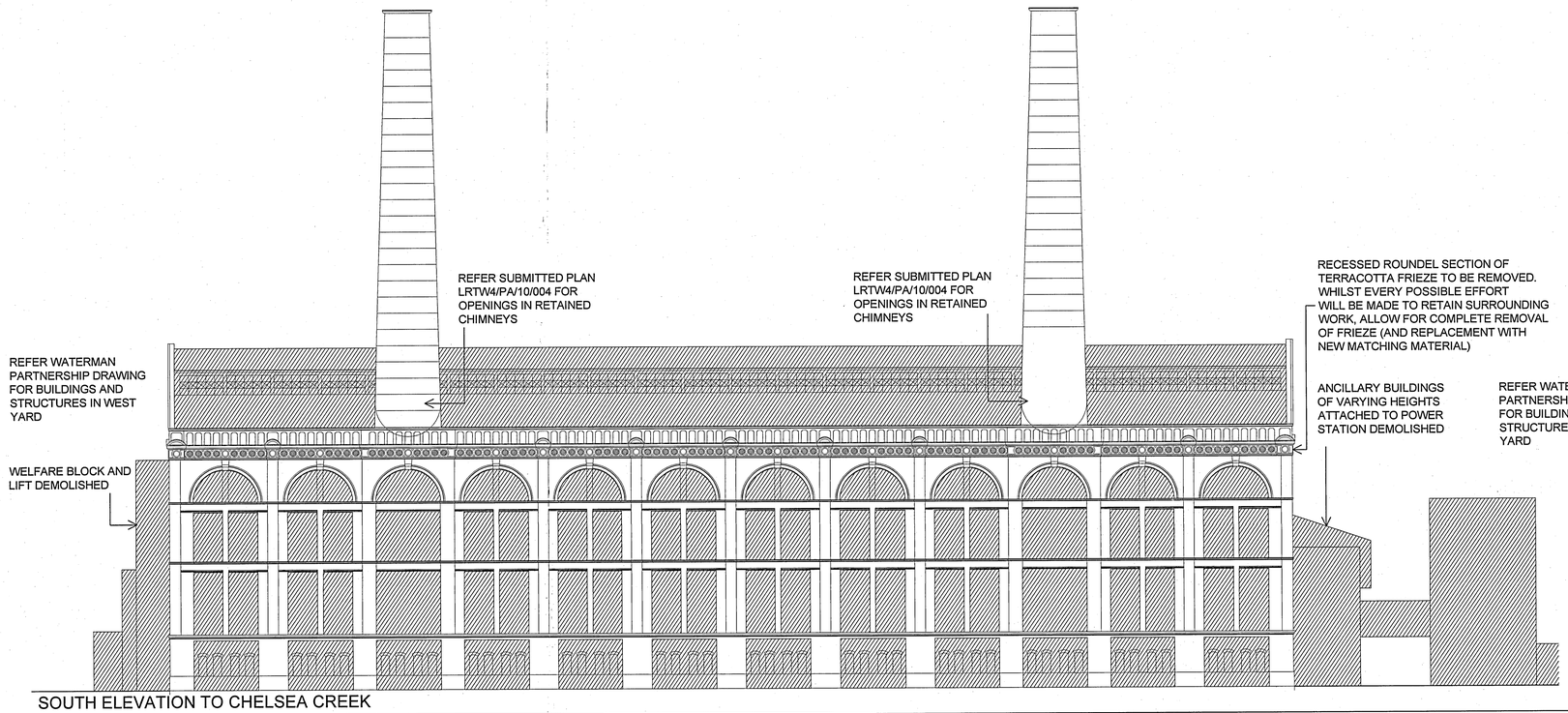
REFER TO WATERMAN ENVIRONMENTAL DRAWINGS FOR PLANT REMOVAL



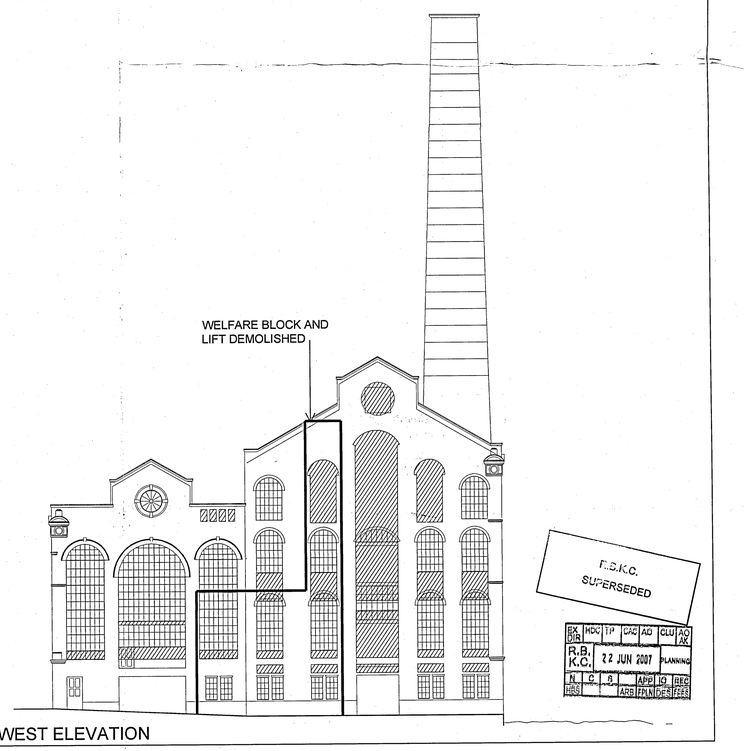
NORTH ELEVATION TO LOTS ROAD



EAST ELEVATION



SOUTH ELEVATION TO CHELSEA CREEK



WEST ELEVATION

R.B.K.C. SUPERSEDED

BK JB | HDC | TP | CAC | AD | CLU | AO AK
R.B. K.C. 22 JUN 2007 PLANNING
N | C | S | APPL | LO | REC
HRS | ARB | PLNG | CES | FES

AREA OF DEMOLITION

ALL EXISITING WINDOWS AND DOORS TO BE REMOVED

SCALE 1/250@ A0

LRTW-4/PA/10/003-B

LOTS ROAD POWERSTATION AND LAND AT THAMES AVENUE DEVELOPMENT

ELEVATIONS SHOWING REMOVED WORK

OCTOBER 2004

CIRCADIAN Ltd.

TERRY FARRELL & PARTNERS

FACADE
CROSS SECTION

ATRIUM
LONG SECTION

KEY

01 EXISTING RETAINED LATTICE STEEL COLUMNS (SEPARATING BOILER HOUSE AND TURBINE HALL).
02 GLAZED SHOP FRONT AND BUSINESS UNITS.
03 INSITU CONCRETE FRAME TO STAIR CORE AND LIFT SHAFT.
04 GLAZED PANELS TO STAIR CORE AND LIFT SHAFT.
05 SCENIC LIFT
06 SAFETY GLASS BALUSTRADE WITH SS HANDRAIL.
07 ALUMINIUM FRAME CASEMENT DOORS.
08 FOLDING ALUMINIUM LOUVRE SHUTTERS.
09 SLIDING ALUMINIUM LOUVRE SHUTTERS.
10 RAKING 'T' STEEL BEAM
11 EFTE ROOF
12 LIGHTWEIGHT WALKWAY
13 ALUMINIUM ROOF
14 EXISTING BRICK CHIMNEYS

R.B.K.C. SUPERSEDED

EX DIR | HDC | TP | CAC | AD | CLU | AO AK
R.B.K.C. 22 JUN 2007 PLANNING
N | C | S | APP | IO | REC
HBS | ARB | PLN | DES | EES

SCALE 1/50@ A0
LRTW-4/PA/11-003-A

LOTS ROAD POWERSTATION AND LAND AT THAMES AVENUE DEVELOPMENT

BLOCK KC3 INTERNAL SECTIONS
OCTOBER 2004

CIRCADIAN Ltd.

TERRY FARRELL & PARTNERS