

Thames Tunnel: Consultation on Short-listed Sites within London Borough of Kensington & Chelsea (K&C)

All these sites are in conservation areas which contain listed buildings. Moreover, these sites are in one of the most important Listed River Frontages in London. We are pleased to see that some sites have been deleted from the original list. However, there are a number of constraints included in the tables below that we would like to point out.

Shaft Sites

Assessment work sheets for S08KC

Sites to be included on Short List (pending consultation with Boroughs):

S08KC, Intermediate shaft site, Foreshore, Chelsea Wharf	
Status of Site:	Included on Short List
Site Reference:	S08KC
Location:	Foreshore, Chelsea Wharf
Physical Characteristics	<ul style="list-style-type: none"> • Size: 8,800 m². • Current Use / Built Status: Pier and landing stage located on-site. • Access Arrangement: Located on river for river access. Close proximity to TLRN (A3220) but access point to highway unclear. 2.3km to existing rail access at the Clapham junction sidings. Route over one river bridge and one rail bridge with height restriction. Further assessment required. Medium PTAL rating for workforce transport. • Minimum distance to river: 0m (on river front) • Max distance from river: 29m • Neighbouring land use: Residential buildings / Houseboat dwellings are located to the NW. An area of 'open space' is adjacent (separated by Cheyne Walk) to the NW of the site. A public refuse tip/recycling centre owned by the local authority lies approximately to the NW of the southern area of the site.
Relevant Designations:	<p>TW analysis:</p> <p>Conservation Areas Areas of Metropolitan Importance. Open Spaces (close proximity). Thames Policy Area (part of site). Flood Risk Zone 2 and 3.</p> <p>K&C comments: The adjacent Cremorne Wharf is designated for waste management use, and is a safeguarded wharf.</p>
Advantages:	<p>TW analysis:</p> <p>Engineering Considerations</p> <ul style="list-style-type: none"> • Very large area, apparent availability of wharfage. <p>Planning and Environmental Considerations</p> <ul style="list-style-type: none"> • The site comprises of the foreshore and the bank/ a mud/shingle flat of the river, and piers and a landing stage are present at the northern end of the site. • No significant disruption to transport has been identified at this stage, and the site is in close proximity to TLRN network (A3220). <p>Property Considerations</p>

	<ul style="list-style-type: none"> • Undeveloped & unoccupied foreshore site. <p>Community Considerations</p> <ul style="list-style-type: none"> • The site is located in the foreshore and surrounded by few sensitive receptors. • There is some distance and buffer between the proposed site and medium to high density residential. This indicates a low likelihood of potential impacts on a large combination of sensitive receptors.
	<p>K&C comments:</p>
<p>Constraints:</p>	<p>TW analysis:</p> <p>Engineering Considerations:</p> <ul style="list-style-type: none"> • The site is relatively narrow, but workable. <p>Planning and Environmental Considerations:</p> <ul style="list-style-type: none"> • The site lies within the Thames Policy area, a conservation area and an area of Metropolitan Importance and use of parts of the site may potentially impact upon views from and of Chelsea embankment. <p>Property Considerations:</p> <ul style="list-style-type: none"> • Crown land/PLA. • Access rights to public highway required across S07KC. <p>Community Considerations:</p> <ul style="list-style-type: none"> • The site is located adjacent to Cremorne Gardens, depending on the use of which, use of the site may impact on community cohesion, health and well being as well as equality considerations. • As a recycling centre, pumping station, water screens as well as a commercial block located adjacent to south of site, use of the site may have some impact on the local economy.
	<p>K&C comments:</p> <ul style="list-style-type: none"> • Cremorne Wharf is safeguarded for waste management purposes in line with the London Plan and therefore cannot be used for other purposes without like-for-like replacement of the site. The proposed works would be likely to force the existing uses (waste management and rocksalt storage) of Cremorne Wharf off site. Cremorne is a safeguarded wharf, and these works could impact on its operation and use of its pier for river transport • Cremorne Gardens is a valuable open space for residents, and its loss would have a severe impact on local amenity. • The likely impact of these works on the amenity of current residents and on future residents of the Lots Road Power Station Development should be given more careful consideration. • Impact on views to the river should be considered. Special consideration should be given to policies CR5, CR7 and CL5 of the emerging core strategy which relate to Parks, Gardens, Open Spaces and Waterways, Servicing and Amenity. • The Lots Road/World's End Place in the emerging core strategy should also be taken into consideration. • Community considerations must include the risk of serious local disruption during works. The area has already been subject to heavy development recently, and further works are likely to be resisted by local people.

Rationale for Inclusion on Short List:	
Other Comments:	<p>TW analysis:</p> <p>Further investigation is required into the use levels and patterns of the Pier and gardens.</p> <p>K&C Comments: “Kew to Chelsea Strategy” should be consulted.</p>

CSO Sites

CS10X, Lots Road Pumping Station

Sites to be included on Short List (pending consultation with Boroughs):

C10XA, Foreshore	
Status of Site:	Included on Short List
Site Reference:	C10XA
Location:	Foreshore
Physical Characteristics	<ul style="list-style-type: none"> • Size: 1,502 m². • Connection feasibility: Interception at outfall which is located within the tidal zone of the river. Arrangement would probably comprise an extension of the existing storm relief sewer to the foreshore and a drop shaft with interception chamber directly on top (i.e., one structure). • Current Use / Built Status: Foreshore. • Access Arrangement: Short distance to TLRN, access route has no restrictions, further assessment needed. Located 2.2 miles from nearest rail access, distance unsuitable. Poor PTAL rating - issues relating to workforce transport. • Minimum distance to river: 0m (on river front) • Neighbouring land use: An area designated as housing lies approximately 30m to the north of the site, however it is not clear if use of the site would impact upon this area as it is separated by the pumping station and recycling centre. Further residences lie approximately 85m to the NW of the site, beyond a public refuse tip/recycling centre and a pumping station and an area designated as 'open space' lies approximately 80m to the north of the site. Chelsea Creek is located approximately 55 metres to the south of the site.
Relevant Designations:	<p>TW analysis:</p> <p>Thames Policy Area. Conservation Areas. Listed Lots Road LCC pumping station (50m NW). Areas of Metropolitan Importance. Open Spaces (80m north).</p> <p>K&C comments: Cremorne Wharf is designated for waste management use, and is a safeguarded wharf.</p>

Advantages:	<p>TW analysis:</p> <p>Engineering Considerations</p> <ul style="list-style-type: none"> In river (no land take, disruptions etc), no impact on assets/properties, ic within site. <p>Planning and Environmental Considerations</p> <ul style="list-style-type: none"> The site is open and on the bank / a mud/shingle flat of the river and incorporates a pier. It is relatively screened from residential properties in Kensington and Chelsea by the adjacent recycling centre, although would likely be visible from the opposite bank. The site is in close proximity to TLRN Network and use of site is unlikely to significantly disrupt transport considerations. <p>Property Considerations</p> <ul style="list-style-type: none"> Low value foreshore. Minimal impact on residential. <p>Community Considerations</p> <ul style="list-style-type: none"> Low number of sensitive receptors within immediate vicinity of site so low potential impacts on community cohesion, public health and equality considerations. <p>K&C comments:</p>
Constraints:	<p>TW analysis:</p> <p>Engineering Considerations:</p> <ul style="list-style-type: none"> Cofferdam required, future access probably river based. <p>Planning and Environmental Considerations:</p> <ul style="list-style-type: none"> The site lies within the Thames Policy area, an area of Metropolitan Importance and the Thames conservation area which seek to protect views of the Chelsea Embankment. There is a pier located within the site and within the conservation area that may be affected if not put to use as part of the shaft site. There is potential for views to be partially impacted, however, neighbouring land uses mean that the impact is not likely to be considered significant. <p>Property Considerations:</p> <ul style="list-style-type: none"> May have adverse effect on waste/recycling facility. The site has no access to roads. <p>Community Considerations:</p> <ul style="list-style-type: none"> Possible impact on commercial (multi-storey offices and recycling centre) due to being located adjacent to site. <p>K&C comments:</p> <ul style="list-style-type: none"> Cremorne Wharf is safeguarded for waste management purposes in line with the London Plan and therefore cannot be used for other purposes without like-for-like replacement of the site. The proposed works would be likely to force the existing uses (waste management and rocksalt storage) of Cremorne Wharf off site. Cremorne is a safeguarded wharf, and these works could impact on its operation and use of its pier for river transport Cremorne Gardens is a valuable open space for residents, and its loss would have a severe impact on local amenity. The likely impact of these works on the amenity of current residents and on future residents of the Lots Road Power Station Development should be given more careful consideration.

	<ul style="list-style-type: none"> • Lots Road Pumping Station is a Grade II Listed Building and these works will harm its setting. • Impact on views to the river should be considered. Special consideration should be given to policies CR5, CR7 and CL5 of the emerging core strategy which relate to Parks, Gardens, Open Spaces and Waterways, Servicing and Amenity. • The Lots Road/World's End Place in the emerging core strategy should also be taken into consideration. • Community considerations must include the risk of serious local disruption during works. The area has already been subject to heavy development recently, and further works are likely to be resisted by local people.
Rationale for Inclusion on Short List:	
Other Comments:	<p><i>TW analysis:</i></p> <p><i>K&C Comments:</i></p>

No deleted sites at this stage

CS14X, Ranelagh

Sites to be included on Short List (pending consultation with Boroughs):

C14XA, Foreshore	
Status of Site:	Included on Short List
Site Reference:	C14XA
Location:	Foreshore
Physical Characteristics	<ul style="list-style-type: none"> • Size: 1,426 m². • Connection feasibility: Interception at outfall which is located within the tidal zone of the river. Arrangement would probably comprise an interception chamber with a separate drop shaft adjacent to it. It is noted that there are several options currently being suggested for the Crossrail Link and it is possible that there will be a tunnel or tunnels directly below this site. If this proves to be the case, it will be very unlikely that the drop shaft could be located within the site area currently shown and it would then need to be relocated further to the east. • Current Use / Built Status: Foreshore. • Access Arrangement: Located adjacent to TLRN A3212. Site located 0.4 miles from rail access, 14' 9" height restriction on route, further assessment needed. Poor PTAL rating - issues relating to workforce transport. • Minimum distance to river: 0m (on river front) • Neighbouring land use: Ranelagh Gardens lie to the north of the site separated by Chelsea Embankment Road. Royal Hospital buildings located some distance from site
Relevant Designations:	<p><i>TW analysis:</i></p> <p>Thames Policy Area Flood Risk Zone 2 and 3. Conservation Area.</p>

	<p>Area of Metropolitan Importance. Tree Preservation Orders (adjacent).</p> <p>K&C comments:</p>
Advantages:	<p>TW analysis:</p> <p>Engineering Considerations</p> <ul style="list-style-type: none"> In river (no land take, disruptions etc), no impact on assets/properties, ic within site. <p>Planning and Environmental Considerations</p> <ul style="list-style-type: none"> The site is open, on the shore of the river. The site is in close proximity to TLRN network and use of site is unlikely to significantly disrupt transport considerations. <p>Property Considerations</p> <ul style="list-style-type: none"> Foreshore, limited impact on others. <p>Community Considerations</p> <ul style="list-style-type: none"> Located on foreshore, relatively low cumulative impact on sensitive receptors. No indication at this stage of an impact on local economy and equality groups. <p>K&C comments:</p>
Constraints:	<p>TW analysis:</p> <p>Engineering Considerations:</p> <ul style="list-style-type: none"> Cofferdam required. The site may need to be extended to allow for the Crossrail Link should the final route for this tunnel necessitate it. <p>Planning and Environmental Considerations:</p> <ul style="list-style-type: none"> Use of the site could have limited impact upon views from and of Chelsea Embankment and dust/noise impacts on nearby receptors that require mitigation. <p>Property Considerations:</p> <ul style="list-style-type: none"> No info available. <p>Community Considerations:</p> <ul style="list-style-type: none"> Depending on level of current use and value (e.g. leisure / recreation / sport), Chelsea Embankment and Royal Hospital grounds could be impacted. Therefore, potential impacts on community cohesion and public health.

	<p>K&C comments:</p> <ul style="list-style-type: none"> • The Royal Hospital is Grade I Listed Building and these works will impact on its setting, which we will object to. The gardens to the Royal Hospital and Ranelagh Gardens are both listed. • The embankment wall is Grade II listed • Potential implications for the setting of the Ranelagh Gardens and South Gardens. • Impact on views to the river should be considered. Special consideration should be given to policies CR5, CR7 and CL5 of the emerging core strategy which relate to Parks, Gardens, Open Spaces and Waterways, Servicing and Amenity.
Rationale for Inclusion on Short List:	
Other Comments:	<p>TW analysis:</p> <ul style="list-style-type: none"> • Royal Hospital grounds, open space could be used for leisure, recreation or sport. Further investigation is required in to the use levels and patterns of site at next stage. <p>K&C Comments: “Kew to Chelsea Strategy should be consulted”</p>

C14XC, Ranelagh Gardens	
Status of Site:	Included on Short List
Site Reference:	C14XC
Location:	Ranelagh Gardens
Physical Characteristics	<ul style="list-style-type: none"> • Size: 2,938 m². • Connection feasibility: Sewer passes beneath site. It is noted that there are several options currently being suggested for the Crossrail Link and it is possible that there will be a tunnel or tunnels directly below this site. If this proves to be the case, it will be very unlikely that the drop shaft could be located within the site working area currently indicated and would need to be relocated to either the west (perhaps still then within the currently defined site boundary) or to the east (in which event the site would need to be extended to suit). 9.3m x 13.0m ic. 1 x 3.12m id, 1 x 2.74m id and 1 x 0.86 x 1.45m sewers, 8.20m ic invert, 3.00m square connection. • Current Use / Built Status: The site lies within the open space area of Ranelagh Gardens (Grade II Registered Parks and Gardens). • Access Arrangement: Located adjacent to TLRN A3212. Site located 0.4 miles from rail access, 14' 9" height restriction on route, further assessment needed. Poor PTAL rating - issues relating to workforce transport. • Minimum distance to river: 25m • Neighbouring land use: Royal Hospital owned grounds (large open space) located to north of proposed site. A War memorial is located 50m from edge of site.
Relevant Designations:	<p>TW analysis:</p> <p>Thames Policy Area Flood Risk Zone 2 and 3. Conservation Area. Listed Buildings (adjacent) Listed Park and Garden (5% of site). Open Spaces (part of site).</p>

	<p>Areas of Metropolitan Importance Open Spaces. Area of Metropolitan Importance. Tree Preservation Orders.</p> <p>K&C comments:</p>
Advantages:	<p>TW analysis:</p> <p>Engineering Considerations</p> <ul style="list-style-type: none"> • Large site, close to river. <p>Planning and Environmental Considerations</p> <ul style="list-style-type: none"> • Open site, with road/river to the south. • The site is in close proximity to TLRN network and use of site is unlikely to significantly disrupt transport considerations. <p>Property Considerations</p> <ul style="list-style-type: none"> • Large site. <p>Community Considerations</p> <ul style="list-style-type: none"> • Relatively low cumulative impact on sensitive receptors. • No indication at this stage of an impact on local economy and equality groups. <p>K&C comments:</p>
Constraints:	<p>TW analysis:</p> <p>Engineering Considerations:</p> <ul style="list-style-type: none"> • Access not possible/viable from the north, so temporary access required direct from Chelsea Embankment (assumed this would happen for assessment purposes), potential Crossrail Link route could render the site as now shown as non viable (in which event, it would need to be extended to the east to contain the shaft - the Interception Chamber could be above the crosslink, but it is assumed that the relative depths would allow this. Both these factors are assumed for this assessment). <p>Planning and Environmental Considerations:</p> <ul style="list-style-type: none"> • The site is within a Grade II registered park/garden and designated open space. • Use of the site could have limited impact upon views from and of Chelsea Embankment and dust/noise impacts on nearby receptors that require mitigation. <p>Property Considerations:</p> <ul style="list-style-type: none"> • Likely to have adverse effect on Chelsea Flower Show. <p>Community Considerations:</p> <ul style="list-style-type: none"> • Depending on level of current use and value (e.g. leisure / recreation / sport), Chelsea Embankment and Royal Hospital grounds could be impacted. Therefore, potential impacts on community cohesion and public health. • The Royal Hospital grounds are also located immediately opposite to north of site and Ranelagh Gardens located to the east and northeast, so potential impact on leisure / recreation.

	<p>K&C comments:</p> <ul style="list-style-type: none"> • The Royal Hospital is Grade I Listed Building and these works will impact on its setting, which we will object to. The gardens to the Royal Hospital and Ranelagh Gardens are both listed on their own right and we will object to their harm. • These works neither preserve nor enhance the Conservation Area and we will strongly object works in this point. • Impact on views to the river should be considered. Special consideration should be given to policies CR5, CR7 and CL5 of the emerging core strategy which relate to Parks, Gardens, Open Spaces and Waterways, Servicing and Amenity. • The Lots Road/World's End Place in the emerging core strategy should also be taken into consideration. • The proposals is likely to compromise one of the very few sports pitches in the Royal Borough.
Rationale for Inclusion on Short List:	
Other Comments:	<p>TW analysis:</p> <ul style="list-style-type: none"> • .
	<p>K&C Comments: "Kew to Chelsea Strategy should be consulted"</p>

DRAFT AND CONFIDENTIAL