

3. A copy of the Order, plans identifying the areas affected by the Order and the Council's Statement of Reasons for making the Order can be inspected during the Council's normal office hours Mondays to Fridays at Merton Link, Merton Civic Centre, London Road, Morden, Surrey.

4. Any person desiring to question the validity of the Order or of any provision contained therein on the grounds that it is not within the relevant powers of the Act, or that any of the relevant requirements of the Act, or of any relevant regulations made under that Act have not been complied with in relation to the Order may, within six weeks from the date on which the Order was made, make an application for this purpose to the High Court.

Dated this the 7th October 2013.

*Mario Lecordier*

Traffic and Highways Services Manager  
London Borough of Merton,  
Merton Civic Centre,  
London Road,  
Morden,  
Surrey, SM4 5DX

(1915317)

## London Borough of Merton

WAITING AND LOADING RESTRICTIONS (AMENDMENT NO. 342) TRAFFIC ORDER 2013

QUEENSMERE ROAD, SW19

1. NOTICE IS HEREBY GIVEN that the London Borough of Merton, have made the above mentioned Order under section 6 of the Road Traffic Regulation Act 1984 (therein after referred to as the Act), and all other enabling powers. The Order was made on 2nd October 2013 and shall come into force on 7th October 2013.

2. The general effect of the Order is to continue in force an experimental order which introduced at any time waiting restrictions on the south side of Queensmere Road, SW19 within the London Borough of Merton.

3. A copy of the Order, a plan identifying the area affected by the Order, and the Council's Statement of Reasons for making the Order can be inspected during normal office hours on Mondays to Fridays inclusive at Merton Link, Merton Civic Centre, London Road, Morden, Surrey.

4. Any person desiring to question the validity of the Order or of any provision contained therein on the grounds that it is not within the relevant powers of the Act, or that any of the relevant requirements of the Act, or of any relevant regulations made under that Act have not been complied with in relation to the Order may, within six weeks from the date on which the Order was made, make an application for this purpose to the High Court.

Dated this the 7th October 2013.

*Mario Lecordier*

Traffic and Highways Services Manager  
London Borough of Merton,  
Merton Civic Centre,  
London Road,  
Morden,  
Surrey, SM4 5DX

(1915321)

## Highways

### London Borough of Hackney

RAISED ENTRY TREATMENTS - HIGHWAYS ACT 1980 - SECTION 90C

TT946

1. NOTICE IS HEREBY GIVEN that the London Borough of Hackney, in accordance with the Section 90C of the Highway Act 1980 as amended proposes to make raised junction treatments, on the following Roads, as detailed in the schedule to this notice.

- Gloucester Drive junction with Queen's Drive
- Princess Crescent junction with Queen's Drive

2. Plans of the proposed measures can be inspected during normal office hours on Mondays to Fridays inclusive until a period of 21 days from the date, on which this notice is published, in the reception area, London Borough of Hackney, Keltan House, 89-115 Mare Street, London, E8 4RU. Further information may be obtained by contacting Helpdesk on 020 8356 2897.

3. Any objections or other representations about either of the Orders should be sent in writing to the Assistant Director (Public Realm) at

the address specified in paragraph 2 above until the expiration of a period of 21 days from the date on which this Notice is published. All objections must specify the grounds on which they are made.

Dated this 07th day of October 2013.

*Tom McCourt*

Assistant Director (Public Realm)  
(The officer appointed for this purpose)

### SCHEDULE 1

**Entry Treatment: SCHEDULE**

**Note:** The carriageway will be raised to the footway level in Gloucester Drive and Princess Crescent. The ramp gradients will be between 1:10 and 1:15 and the maximum height of the speed table will be 140mm.

Gloucester Drive	From its junction with Queen's Drive for a distance of approximately 7m
Princess Crescent	From its junction with Queen's Drive for a distance of approximately 7m

(1915340)

## Planning



## Town and Country Planning

### Forewind Limited

PLANNING ACT 2008

REGULATION 17, THE INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2009

NOTICE OF FURTHER ENVIRONMENTAL INFORMATION: ORNITHOLOGY ADDENDUM

1. On 29 August 2013 Forewind Limited (the Applicant) of 55 Varnern Road, Reading, Berkshire, RG1 8BU applied to the Secretary of State for Energy and Climate Change for a development consent order (DCO) under section 37 of the Planning Act 2008 (the Application). The Application was accepted for examination on 25 September 2013 (Application Reference: EN010021).

2. The Application relates to the construction and operation of Dogger Bank Creyke Beck (the Project). Dogger Bank Creyke Beck is the first stage of development of the Dogger Bank Zone in the North Sea. It comprises two offshore wind farm arrays (Dogger Bank Creyke Beck A and Dogger Bank Creyke Beck B) each with a generating capacity of up to 1.2 gigawatts and associated infrastructure. Dogger Bank Creyke Beck A is 515km<sup>2</sup> in area and Dogger Bank Creyke Beck B is 599km<sup>2</sup> in area. Each wind farm array is 131 kilometres at its closest point from the Holderness coast.

3. The Application seeks an order granting development consent for the construction and operation of both Dogger Bank Creyke Beck A and Dogger Bank Creyke Beck B. The proposals include export cables that will connect the offshore wind farm arrays to the UK on the Holderness coast near Ulrome; and onshore cables from the coast to the converter stations and substation near Cottingham, East Riding of Yorkshire.

4. The DCO would, amongst other things, authorise:

#### Offshore

— Up to 400 wind turbines with supporting tower structures, foundations fixed to the seabed and associated support and access structures;

— Two offshore high voltage direct current (HVDC) converter platforms with foundations fixed to the seabed;

— Up to eight offshore collector platforms with foundations fixed to the seabed;

— Up to four offshore accommodation or helicopter platforms with foundations fixed to the seabed and including facilities for vessels and helicopters for operations and maintenance activities;

— Offshore platforms may be co-located on a single foundation, resulting in a combined offshore platform comprising two or more of the platform structures described above;

— Up to 10 offshore meteorological monitoring stations with foundations fixed to the seabed;

— Subsea cables between the elements of offshore infrastructure described above;

— Offshore export cables carrying electricity from the offshore HVDC converter platforms to the Holderness coast; and