ROYAL BOROUGH
OF
KENSINGTON & CHELSEA

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PBC

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11 CARLYLE COURT
CHELSEA HARBOUR
LONDON SW10 0UQ

194

14 November 2001

COPY

Mr. Richard Kirby
Planning Department
London Borough of Hammersmith & Fulham
London W6 9JU

Re: Application for Development of Lots Road Power Station

Dear Sir,

One has to live in this area, as I do, to appreciate the gravity and awful implications of the project which has been proposed by CIRCADIAN for the development of the Lots Road Power Station.

Colin Buchanan and Partners have clearly and logically set these out to you in their letter of 16th October 2001. I support them totally in every respect and urge you to turn the application by Circadian down.

It is an abomination on this beautiful area, where many architectural crimes have already been committed.

Yours sincerely,

Suhail F. Saba (FRCM)

c.c. London Borough of Kensington & Chelsea.

bcc Sir Ralph Halpern.

ROUND HILL HOUSE, FAWLEY, HENLEY-ON-THAMES
OXFORDSHIRE RG9 6HU

195

Michael French Esq
Director of Planning & Conservation
Royal Borough of Kensington & Chelsea
The Town Hall
Hornton Street
London W8

June 9, 2002

Dear Mr. French,

Lots Road Power Station

I have read in today's Sunday Times of the latest proposals to be submitted for this site, and have to say that they fall very far short of what would be acceptable.

The "Twin Towers" are still on a scale totally alien to the Chelsea riverside, and would dominate views upstream from Battersea Bridge. The past error of the World's End Tower blocks should not be used as a precedent, and whilst the applicants may have made some modest gesture towards improving public transport, it remains my view that a pre-requisite to development of this site should be a new underground station on the Chelsea / Hackney line.

This is a typical developer's ploy[used by the same developer on the Albion Wharf site] of submitting an outrageous scheme, and then following it up with something which is marginally less objectionable. Kensington & Chelsea should reject this scheme as robustly as they did the original.

Your sincerely,

Andrew Hamilton

55

ANDREW HAMILTON, BSc. FRICS.
TELEPHONE: 01491 577846 FAX: 01491 575903 MOBILE: 07836 510101 FRANCE TELEPHONE: 00 33 4 94 04 49 58 / FAX: 00 33 4 94 04 40 29
E-Mail: hamiltonandrew@compuserve.com

Objection AO Ack ⇒ JT

(24) 196

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(56)

42 Burnaby Street.
Corner of Upcerne Road,
London
SW10 OPL

29th June 2002

REF DPS/DCSW/PP/02/1324/JT Lots Road.

For the Attention of Tracey Rust and John Thorne

Further to you letter, I would like to object strongly to the proposed re-development plans on the following grounds.

- **The size of the project at 30 stories will be the highest in the area and willo completely dominate the skyline to the south of my house, this will certainly not be aesthetically pleasing.**
- **Again the height, will block the sun for much of the day…it is due south from my property..therefore casting a shadow**
- **The area in which it will be built is a traditional Victorian environment, terraced houses, corner shops..the proposed development will be an eyesore.**
- **This area is effectively a cul de sac, with traffic already being a problem at all three exits, Both ends of Lots Road, and the main north exit to the embankment road running north to kings road** 202
- **Although I am sure you will be ensuring there is enough parking for the residential and work properties in the new development, it will certainly create further visitors to the area who will put extreme pressure on local meter and residents parking.**

It is my opinion that this development is another example of how the 'money' buys the council. It will create more traffic, less parking , less light, more pollution, and does not contribute to the infrastructure that should be created to alleviate what is already an unacceptable problem. Redeveloping the site could stay at low level ..ie the same height as the existing building, why isn't this a prerequisite of the planners. If I asked to put another floor on my property it would certainly be refused!!!!!!!

Yours truly, Roger Head 07990527290

836

0/5

16 Pooles Lane
Lots Road
LONDON SW10 0RH
Tel: 020 7376 5459

(52)

(20)

197

1 July 2002

M. J. French, Esq.,
Executive Director, Planning and Conservation
The Town Hall
Hornton Street
LONDON W8 7NX

Dear Mr French

Re: Proposed Development of the Lots Road Power Station

Thank you for your letter of 27 June 2002, outlining the proposal for the development of the above area. Whilst I am in agreement that this area is in considerable need of enhancement, I would like to express my horror at the idea of a 30-storey tower building being erected there. This proposal would detract from the surrounding area, by blocking natural light, ruining the skyline and would be totally out of keeping with the elegant charm of the majority of dwellings in Chelsea. Moreover, it will also serve to open the way for developers to build more and taller high-rise buildings in the area.

I would also like to make the point that until the issue of public transportation is resolved, building more homes and businesses in an area, where public transport is poor, and we are still without underground facilities, is indefensible.

May I respectfully request that the above points, which I believe also reflect the views of many of my neighbours, are given full consideration and that the Council will not proceed with this proposal until these amendments have been implemented.

Yours sincerely

Elise Moore-Searson

Elise Moore-Searson

Lots Rd.

AO objection

AO Ack → JT

EX DIR	HDC	TP	CAC	AD	CLU	AO AK
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2057

Garden flat
3 Field Road
London SW10 9AZ.

My ref: DPS/DCSW/PP/02/1324 + 1325/JT

(2) 198

Dear Mr French,

Thank you for your letter dated 27th June 2002, I was grateful to recieve it, yet angered by its contents. You state clearly what matters can be taken into account when opposing this disgusting proposal for a 30 storey eyesore in our conservation area, 4 out of 5 pertain to me!

1) The scale and appearance etc and impact. Visually, I can't think of anything more ugly than the last drawings, a glass monolith staring at us, towering over us, glowering at us.

2) Effect of character or app. of conservation area: I need to have permission to change my windows! to extend my existing home, yet all this is disgarded the moment outsiders, non c.tax paying people, greedy developers want to build an ugly glass eyesore. The rights of existing c.tax payers MUST come first, not Red Ken's love of tall buildings.

3) Effect upon special historic building setting: The powerstation is a beautiful building, and surely must be as cared as the Battersea Power station. 100's of Heron live in the warm waters around it. The Lots Road area is that of quaint Victorian charm.

4) Effect upon traffic, access and Parking: 199

This has to be the major complaint. We already live with gridlock, the Earls court Rd - Gunter Grove - Edith Grove - Redcliffe Road - Fulham Rd - N. Kings rd - and old Brompton Roads are allready totally overused and gridlock happens at all times, there is no rush hour, it is dreadful going towards fulham at all times of the day and night. AND YET!

Kings reach, SW10
Imperial Wharf, SW6.
Fulham Broadway, SW6
Earls Court 2, SW6
Redcliffe Rd Development, SW10

none of these have opened for business yet! Imagine this lots Rd eyesore on top of this !!!

We still have hopeless tube, + train links, busses are next to useless because of the gridlock. Developers should be forced to improve the infrastructure before building more homes. Busses are not good enough they can't move.

All those developments that have been mentioned do not include the 30 storey horror that you now propose!! This insanity must stop! it is too much to bear, we choose to live in this Borough, for its standards, safety, the Police already can not cope, the Chelsea and Westminster Hospital is already stupidly bussy. How on earth

do you expect us all to live. We have a Waitrose on the Kings Road, Sainsburys on the Fulham Road, and a Sommerfield at Worlds end!! Where can all these thousends of new people get thier groceries.. they won't be able to drive, park or shop!

You must purchase the right to go via Chelsea Harbour. or this end of Chelsea will come to a grinding halt.

Mr French, stand firm, and oppose these, dreadful plans, we voted for you and your fellow councillors in the last election and demand to be heard. A Rate Payers party would be just the thing to upset you and your fellow Officers now. We must be heard, we must be respected, we - those who pay to live here now, stop looking after those who do not yet live here!

Yours Sincerely

AS Bull

200

114 Edith Grove, London SW10 ONH

23

336

201

O/ST

M.J. French
Planning & Conservation Dept
The Town Hall
Hornton Street
London W8 7NX

2nd July 2002

Dear Sir/Madam

Proposed Development at : Lots Road Power Station, Lots Road, Chelsea SW10

Thank you for your letter dated 27th June to which I am duly responding.

I went to see the application yesterday afternoon at your offices. I strongly object to this development in its proposed form, due to :

a) The increase in traffic, during construction and after construction will be appalling - to already conjested roads of Edith Grove, Cremorne Road and Kings Road. It is bad enough when Chelsea play at home, without Circada lorries clogging up the local streets.

b) To put such a large tower within such close proximity to the listed Power Station will have a detrimental affect to the character and appearance of the area

c) There will undoubtedly be a reduction in sunlight from such a large tower on existing residents with in a ten minute walk of the proposed site.

d) Parking is difficult enough within this area, as there is no nearby Underground or Main Line station planned in the short term and with the additional of so many more residents, the scenario can only be utterly nightmarish.

e) With so many more residents living within this area, there can only be far higher levels of noise, disturbance and rubbish.

I wholly oppose this application.

Yours sincerely

Monima Siddique

Flat 4.

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O/JT

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27 Halsey Street
London
SW3 2PT

0171 589 7184

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118

M.J.French,
Executive Director
Planning and Conservation
The Royal Borough of Kensington and Chelsea
The Town Hall
Hornton Street
London W8 7NX

2 July 2002

202

Ref ; DPS/DCSW/PP/02/13247 1325/JT

Dear Sir

Thank you for your letter of 27th June 2002 about the proposed development at Lots Road Power Station. I wish to renew my objection on the grounds of:

1. Unsuitability for the site. A 30-storey tower block is quite inappropriate for the riverside site which is of national interest as a famous site, painted numerous times and of reasonable aesthetic and scenic interest in spite of the nearby Chelsea Harbour site, which is already too high and intrusive for a pleasant riverside walk.

2. Potential unpleasant and even dangerous wind effects due to too high a building in an open riverside site.

3. Overdevelopment of a "cul-de-sac" site with consequent traffic problems locally and in the overcrowded King's Road and Fulham Road main routes. That area is not accessible by Underground, bus routes are slowed by traffic congestion and car traffic is already subject to frequent jams.

Without the 30-storey block, the plans might be worth a second look.

Yours sincerely

Serena Davidson

Dr Serena Davidson MA BM BCh MRCP FRCPCH

2088

29

38d WHISTLERS AVENUE
MORGAN'S WALK
LONDON SW11 3TS
0171 228 6963
CheyneMR@BTinternet.com

203

Mr. M. J. French,
Executive Director,
Planning & Conservation,
Royal Borough of Kensington & Chelsea,
The Town Hall,
Hornton Street,
London W8 7NX

2 July 2002

Dear Mr. French,

Redevelopment of Lots road Power Station

The site of Lots Road Power Station is directly opposite Morgan's Walk where I live on the South side of the River Thames.

I had thought that there was some agreement among the planning community that high rise buildings should be avoided immediately by the riverside. However, we are now presented with a building of 30 storeys for erection at the Lots Road power station site. It seems that the axis of developers and architects will again attempt to storm the due planning process. As a resident I would like to hope that the planning committees will not be brushed aside as it was in the case of the MonteVettro site opposite.

In the hope that the planning process is alive and well I would like to register my objection to the proposed development at the Lots Road Power Station site on the grounds that the height of the buildings is against the accepted guidelines for development immediately next to the Thames riverside.

Yours sincerely,

Mark Cheyne

Mark R. Cheyne

37

Flat 5 31 Cheyne Place London SW3 4HL
020 7352 7636

16

204

M J French
Executive Director
Planning and Conservation
Royal Borough of Kensington & Chelsea
The Town Hall
Hornton Street
London W8 7NX

2077

2nd July 2002

Dear Mr French

Your Ref DPS/DCSW/PP/02/1324 & 1325/JT; Proposed development at Lots Road Power Station, Lots Road, SW10

Thank you for your letter about the above. I am writing to object to the Lots Road Planning developments. The reasons for this are that the proposed developments run counter to the provisions of the Unitary Development Plan, and that they will severely adversely affect the cherished character and appearance of a Conservation Area, which by definition has been deemed worthy of protection against this sort of development. In particular, a development of this scale would impact on busy roads in the area which are at saturation point as they are. We strongly urge you to reject these applications.

Yours sincerely

Jamie and Caroline Ross

cc Michael Portillo MP
Merrick Cockell

17 Paultons Square, London SW3 5AP
Tel: 020 7352 8501

Your ref DPS/DCSW/PP/02/ 1324 & 1325/JT

209

I would make the following points re Lots Road Power Station. (22)

I trust you will open the Chelsea Harbour Road to Townmead Road again (it never should have been closed) to take all those thousands more cars or the Kings Road will grind to a standstill. It must be a public road again.

A 30 storey "tower" sounds horrendous. We already have the

208

Planning & Conservation

The Town Hall

Horn Street

London W.8. 7NX

17 Paultons Square, London SW3 5AP
Tel: 020 7352 8501

2.

world's end towers which are a total eyesore and ruin any river view in this area.

Please keep to human proportions in this residential area, and take inspiration from the excellent development of Kings college at the end of Lots Road.

Yours truly E. S. Jackson.

102

objection AO Ach → JT

(19)

28E Tadema Road
Chelsea
London
SW10 0NX

03.07.02

206

Planning and Conservation
The Town Hall
Hornton Street
London
W8 7NX

Your Ref: DPS/DCSW/PP/02/1234 & 1325/JT

Dear Sir
I write in reply to your letter of the 27th June 2002, with regard to the planning permission for the proposed development at Lots Road Power Station, SW10.

Circadian appear to think that the removal of nine stories from the proposed glass tower represents a reasonable re-working of their initial development plans rejected by yourselves in March this year. I feel that they fail to comprehend the basic problem and that, as far as I am concerned, is access to the proposed development and the implications that this has for increased traffic movements in the Lots Road area.

It is clearly stated on the reverse of the letter which you sent me that one of the things which can be taken into account is the effect upon traffic, access, and parking. A person with a very rudimentary grasp of physics can understand flow and access. What I fear is that Circadian care not a jot as to whether this development will function following their departure, with vastly increased bank balances. For this reason they have failed to realise that there will be very little flow, and hardly any access to their proposed gargantuan development. Due to this the quality of life in the Lots Road Triangle will fall dramatically, as the Victorian streets laid out before the dawn of the motor car choke with the volume of traffic that this development will attract.

The chimneys of Lots Road at 275 feet should not become a precedent, representing a yardstick against which other developments in the area are measured, they should be seen for what they are, a piece of our industrial heritage.

There is little doubt that this development has the capacity to become a location that establishes itself as a feature of the ever expanding night life of the metropolis, but I for one like the solitude that can still be found in the Lots Road Triangle of an evening. I know that the development of the site would create opportunities for some multinationals and budding entrepreneurs, but I fear that it would destroy the tranquillity of this part of London all but forgotten until 25 years ago.

All I ask is that this part of London, which I have known since childhood, remains what it has been since the 1870s, and that is a relatively quiet area of terraced housing that retains some of its 'village' character.

Yours truly

Mr P. Rid

EX DIR	HDC	TP	CAC	AD	CLU	AO AK
R.B. K.C.	04 JUL 2002					
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8/7

17

204

39b Burnaby Street
Chelsea
LONDON
SW10 OPP

3rd July 2002

207

Your ref: DPS/DCSW/PP/02/1234&1325/JT

M J French
Executive Director
Planning and Conservation
The Royal Borough of Kensington & Chelsea
The Town Hall
Hornton Street
LONDON
W8 7NX

Ddear Sir/Madam

Re: Proposed Development at Lots Road Power Station, Lots Road, Chelsea

Thank you for your recent communication regarding the above. It is my view that such a development would be disastrous for the area.

I object on all five bullet points listed under the heading "What Matters Can Be Taken Into Account".

A 30 storey building would be an ugly sight, regardless of its design, would block light and as far as I can see a development on this scale would generate such an enormous volume of traffic, our roads would not be able to cope.

There is already a large development in progress in Townmead Road and that will bring problems enough for us all.

Yours faithfully

June A Trowbridge

Jany Temime

18B Burnaby Street
London SW10 0PJ
Tel: 020 73524878
Mobile 07 866412284

London 5-07-02

(208)

Ref: DPS/DCSW/PP02/13242
1325/JT

Dear Sir / Madam,

Answering to the proposed development at Lots Rd Power Station,
I am against the erection of a 30 storey residential tower on the waterfront
I do think the scale of the project will affect the "village" character of the area.
A building of 30 storey, a lot higher than the high chimney of the power station will create a loss of light on the lower houses in the adjacent streets.
I really mind all the occupants of this tower looking down into my house - this will certainly affect my privacy!
I hope that the parking rules will be severe enough not to allow an extra 1000 cars to try

to squeeze in on sheet!

Yours Sincerely,

J. Tenuone

209

47 Berenger Tower, Blantyre Street, Chelsea, London SW10 0EF

10

1639

Planning and Conservation
The Town Hall
Hornton Street
London W8 7NX

5th July 2002

Dear Mr French,

Re: Proposed Development at Lots Road Power Station

In response to your letter dated 27th June, I should like to mention the following:

1. This local resident was not informed by letter of the earlier planning proposals;
2. It is inappropriate to build property that does NOT meet the needs of the local population;
3. In the current climate of architectural conservation, it is hard to believe that another use could not be made of the building;
4. The population density of Chelsea needs to be limited.

On these practical and ecological grounds, the above proposal needs must be turned down.

Yours truly,

Christine Robinson, MA, MIL

EX DIR	HDC	TP	CAC	AD	CLU	AO AK
R.B. K.C.	18 JUL 2002					PLANNING
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Tel/fax: 020-7351-2049 email: christine@crls.freeserve.co.uk mobile: 07754502543

objection AO Ack ⇒ JT.

ROUND HILL HOUSE, FAWLEY, HENLEY-ON-THAMES
OXFORDSHIRE RG9 6HU

25

211 2079

5 July 2002

Mr M J French
Executive Director, Planning & Conservation
The Royal Borough of Kensington & Chelsea
The Town Hall
Hornton Street
London W8 7NX

Your ref: DPS/DCSW/PP/02/1324 & 1325/JT

67

Dear Sir

Town & Country Planning Act 1990 – The Town & Country Planning (Environmental Impact Assessment) (England and Wales) Regs, 1999
Proposed Development at : Lots Road Power Station, Lots Road, Chelsea, SW10

I have previously written to you regarding the latest application for this site in Chelsea.

I would be grateful if you would kindly give consideration to the comments made in my earlier letter – namely that the scale of this development is totally alien to Chelsea and the pressure to build two high rise residential blocks of flats should be resisted most strongly.

I remain convinced that a pre-condition to <u>any</u> high density development at this site should be provision of a new underground station as existing public transport links are already stretched to the limit.

I am also of the view that a far preferred option would be to demolish the existing Power Station – Battersea Power Station across the river serves as a continuing example of a blight having been empty now for over 15 years – with a low rise residential development including social housing as a replacement.

The latest application is in no way an improvement over the earlier application and both start from entirely the wrong premise. I hope that the Royal Borough will be as stalwart in its opposition to these latest proposals as they were to the first.

Yours faithfully

ANDREW HAMILTON
(dictated by Andrew Hamilton & signed in his absence)

ANDREW HAMILTON, BSC. FRICS.
TELEPHONE: 01491 577846 FAX: 01491 575765 MOBILE: 07836 510101 FRANCE TELEPHONE: 00 33 4 94 04 49 58 / FAX: 00 33 4 94 04 40 29
E-Mail: hamiltonandrew@compuserve.com

objected to Adv ⇒ JT

EX DIR	HDC	TP	CAC	AD	CLU	AC/AK
R.B. K.C.	09 JUL 2002				PLANNING	
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1981 -

Ian Creber
37 Tetcott Road
London SW10 0SB
Tel: 020 7352 5588 Fax: 020 7349 0508
Mobile: 07 007 013 013 ian.creber@eurofin.net

13

212

M J French Esq
Executive Director, Planning and Conservation
RBK&C
The Town Hall
Hornton Street
London W8 7NX

6th July 2002

Dear Sir,

Lots Road Power Station

I received and have read your letter dated 27th June 2002 which includes summary detail of Circadian's Major Application for planning permission.

I remain concerned as to the height of the proposed 30 storey tower block to be built within the Borough. It changes the face and character of the neighbourhood.

I am now of the considered view that the maximum height of the tower block in the Borough should be no more than about 5% above that of any existing tower block in the surrounding area ie Worlds End Estate.

You have publicly made references to height restrictions now prevailing in the Borough, and I implore you to be mindful of them in deliberations in respect of this Major Application.

The Secretary of the Lots Road Action Group has reminded me that the density as applied for would still, if approved, just about double the population of the Lots Road triangle area.

You have publicly made references to density limits now prevailing in the Borough, and I implore you to be mindful of them in deliberations in respect of this latest application.

The sequential issue here is transport.

It simply is not feasible for RBK&C to allow any development to proceed on the basis of the developer's written proposals on transport provision. The promises to date that I've heard and read from Circadian are naïve and unable to be enforced.

I believe that any decision to grant planning permission should be preceded by your sighting acceptable, signed, watertight conditional contracts between relevant counterparties as to provision and initial and ongoing funding of comprehensive transport services.

I include in this the proposed railway station, no matter how difficult it may be at this time for Circadian to get the Strategic Rail Authority (if that's one relevant party) to commit to contract.

I would ask that my specific points be taken into account when consideration is given to Circadian's Major Application.

Yours Faithfully,

Ian Creber.

24D Thorney Crescent
London SW11 3TT
Tel. +44 (0)20 7350 2130 Fax. +44 (0)20 7924 4465
email: hygro@btinternet.com

Mr M J French
Executive Director, Planning & conservation
The Town Hall
Hornton Street
London W8 7NX

6th July 2002

Dear Mr French,

Your ref: DPS/DCSW/PP/02/1324 & 1325/JT
Lots Road Power Station redevelopment

I was interested to see that the new application has reduced the height of the proposed tower on the north side of Chelsea Creek to 30 storeys. I believe this is still too high, compared with its neighbours at Chelsea Marina and the World's End estate.

I have not yet had the opportunity to examine the plans, but I would like to register my continuing objection to the *scale* of the proposed development. It will place great pressure on the infrastructure in this bottle-necked corner of London, where the roads are already congested, sometimes gridlocked, at peak hours, the separate bus lanes are impossibly slow, the cycle routes are rarely separated from the traffic and the river ferry, admirable as it is, is expensive and is not integrated with the rest of London's travel pass systems.

I live in a small flat opposite, in Battersea, on a site which used to be industrial – that of the Morgan Crucible Company. Like the Lots Road site, it too required a lot of cleaning up before housing could be built on it (in the early 80s). Of the 220-odd homes here, no building is higher than 4 storeys, but I have absolutely no doubt that the developers, Messrs Wates, made a respectable return on their investment.

While I appreciate the cost to the developers of cleaning up the site, they knew all about that when they bought the land, and I believe the density of the development at Lots Road is driven by the desire for unreasonably inflated profits.

Yours sincerely,

Charlotte Darwin.

[illegible]

EX DIR	HDC	TP	CAC	AD	CLU	AK

R.B.K.C. - 9 JUL 2002

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Carrier House
11 Stadium Street.
S.W.10.0PX

Objection
AO Ack ⇒ JT

(64)

214

3rd July 2002

(60)

Ref. DPS/DCSW/PP/02/1324 & 1325/JT.

Proposed Development at: Lots Road Power Station,
Lots Road. Chelsea S.W.10.

Dear Sir

I am writing to say that I strongly object, to the above planning application.

The reasons being nothing has been stated how Lots Road Power Station is to be cleared, and what precausions are to be taken for the polution, it will bring to the environment, and the wild life in the River Thames.

The effect it will have on traffic, access, parking, no public transport, which is very

bad even now.

No planning has been given to the Emergency Services Police, Fire or Ambulance.

Amenity issues loss of privacy, loss of light and sunlight. Noise of disturbances resulting from a use, hours of operations.

A 30 storey block would spoil the character of the Conservation Area, and have an effect upon special historical interest, of a listed Building, and its surrounding.

Pedestrian Bridges are not needed across the River Thames.

The scale and apperance of this whole proposal would have a devastating impact upon the surround area.

Yours sincerely

Gemma Jameson

215

(12)

CHAMBERLAIN DE BROE

Chamberlain de Broe Limited
5 Cromwell Place
London SW7 2JE
Telephone 020 7584 3300
Fax 020 7589 2082
DX 35573
E-mail cdb@cdbroe.com
www.cdbroe.com

The Royal Borough of Kensington and Chelsea
Planning and Conservation
The Town Hall
Hornton Street
London W8 7NX

Attn: M J French, Executive Director.

8 July, 02

Dear Sir,

Re: Proposed Development at: Lots Road Power Station, Lots Road, Chelsea SW10.

As a house owner of 16B Edith Grove, Chelsea, I wish to register my strong objection to the proposed conversion of Lots Road Power Station as set out in your letter of 27th June. I believe that this Borough is already extremely densely populated and over-crowded, and the Proposal, if successful, would only serve to add more misery, pollution and chaos to the existing traffic jams, lack of sufficient car parking, and not to mention the major disruption to the various services in the area. In my opinion it would just serve to add to a concrete jungle Borough which, in itself, could trigger a wide variety of further serious problems for this area.

Yours faithfully,

Adrienne Higgins (Mrs)

22 LAWRENCE STREET
LONDON SW3 5NF
020 7352 2729

EX DIR	HDC	TP	CAC	AD	SECRETARY

R.B.K.C. 10 JUL 2002 PLANNING

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2066

Dear Mr French,

Ref. DPS/DCSW/PP/02/1324 & 1325/JT.

I wish to object to the proposal to redevelop Lots Road Power Station.

The proposed 30-storey tower is grotesque over-development, out of character and would be visually offensive. The towers of the World's End Estate should be the tallest buildings allowable on this sensitive site.

Yours sincerely,

Ron Pocock

Objection AO Ack → JT

(9)

218

MOIRA COLLINS

6a Stadium Street, London, SW10 0PS
020 7376 7795

1966

Mr M.J. French,
Executive Director, Planning & Conservation,
The Town Hall,
Hornton Street,
London, W8 7NX

EX DIR | HDC | TP | CAC | AD | CLU | AO
R.B.K.C. 12 JUL 2002 PLANNING
C | SW | SE | APP | IO | REC
ARB | FPLN | DES | FEES

10th July 2002.

Dear Mr French

Your ref: DPS/DCSW/PP/02/1324 & 1325/JT

Thank you for the notification of fresh application for the development of on land around Chelsea Creek and Thames Avenue. I am relieved to learn that the earlier application was refused.

I still feel the fresh application does not address the problem of parking, traffic and congestion. The allocation of 296 parking spaces will hardly accommodate the 444 unit residents. The area is already severely pressured for parking and even with the restrictions recently imposed on outsider parking it is still problematical.

The addition of more vehicles to the area will render Lot's Road impassable and it will impact the Cheyne Walk junction and impede the traffic flow on the Embankment. A nearby underground station would relieve this problem. The area certainly requires a redevelopment plan but not before the proper infrastructure is in place to allow freedom of movement to all who live there.

My other concern is the Creek,which supports a teaming family of herons who give a great deal of pleasure to inner London dwellers who rarely have the opportunity to watch these birds at such close quarters. I am sure the plan could be tailored in some way to maintain the eco system that creates the food chain in the Creek and to disturb them as little as possible.

Yours sincerely

Moira Collins

AO Ack Objection → JT

MRS LESLEY LEWIS
38 WHITELANDS HOUSE
CHELTENHAM TERRACE
LONDON SW3 4QY
TEL. 020 7730 6030

Planning &
Conservation
RBK & C
Town Hall
HORNTON St. London W8 7NX

10 July 2002

Your Ref DPS/DCSW/PP/02/~~*/"@ &*/"£/JT~~ 1324 & 1325/JT

What a dannably long reference No.

219

Dear Mr.French,

Lots Road Develop,ent

2073

I have looked at the proposals for the Lots Road Power Station development in the superficial way which is all that a non-professionally qualified resident can manage for such a huge scheme..

I would go along with, indeed welcome, the scheme with the proposed tower blocks, bridges over the Creek etc.if the project were for an entirely new, independent commercial residential and recreational riverside centre on a site obviously suitable for major redevelopment.

It seems, however, inevitable, that, given its proximity to West and Central London, it will merely be a satellite with large numbers of people working and living from it rather than in it. I have not been able to ascertain whether, among the mountainous paperwork, what provision, if any, is made for entirely new transport facilities. The long-promised Chelsea-Hackney Underground seems as far away as ever, and river transport on any useful scale is impracticable unless or until the tidal flow and variations are reduced .

The strain on the already inadequate transport system would be intolerable and lead to one massive traffic block , ruining the amenities of our Borough, especially Chelsea, and probably blighting the prospects of the new development at the same time. Even the financial profit of the scheme, which I suppose is the main objective, will probably be disappointing to the promoters, as I believe Chelsea Harbour already is.

Have these problems been addressed before approval of the buildings etc. are put before the public ?

Yours sincerely

Lesley Lewis

Lesley Lewis

EX DIR	HDC	TP	CAC	AD	CLU	AO
R.B.K.C.	12 JUL 2002				PLANNING	
N	C	SW	SE	APP	IO	REC
			ARB	FPLN	DES	FEES

12/7

objection AO Ack → JT

Campaign for Fair Play
54, Ifield Road,
London SW10 9AD
Tel: 020-7351 1432
Fax: 020-7351 4434

220

Mr M J French,
Planning and Conservation, RBKC
Town Hall,
Hornton Street,
London W8.

1

July 11th, 2002.

Dear Mr French, I

REF: DPS/ DCSW/PP/0/1324/FT

On behalf of the members of The CAMPAIGN FOR FAIR PLAY I write to object to the development proposed by Circadian at Lots Road.

Despite reducing the height of the towers originally proposed the scale and appearance of the proposal and impact on the surrounding area and adjoining neighbours(us) is always going to be unacceptable in a borough so densely populated , and where current traffic problems regularly bring the area to a halt. endangering lives because the emergency services are blocked.

As before the scheme contravenes numerous Government and Borough town planning guidelines such as lack of public transport, infrastructure, density, lack of open space, and the ensuing environmental risks.

Development in the Lots Road area must be kept to a minimum putting quality of life for the residents of the Royal Borough before the vaulting ambition of Circadian and its Hong Kong backers.

Yours sincerely,

Annie Edwards

ANNIE EDWARDS/ CAMPAIGN FOR FAIR PLAY.

2078

cc Paul Entwhistle, development control division LBHF

cc Rt Hon Michael Portillo M.P.

EX DIR	HDC	TP	CAC	AD	CLU	AO
R.B. K.C.	12 JUL 2002				PLANNING	
N	C	SW	SE	APP	IO	REC
			ARB	FPLN	DES	FEES

objection AO Ack → JT

221 (26)

48D WHISTLERS AVENUE
MORGAN'S WALK
LONDON SW11 3TS
020 7585 2142

11th July, 2002

Dear Mr. French,

Proposed development at: Lots Road Power Station and Chelsea Creek, London

2061

I write again with reference to the above and your letter DPS/DCSW/PP/01/01627/JT.

I wrote to you quite fully earlier in the year and my objections have not changed.

I particularly object to the proposed 30 storey tower block. As residents here we deplore the high buildings all around us particularly the new and hideous Montevetro Building just along side my apartment. These buildings hinder light, cause considerable wind nuisance and bring with them more and more traffic congestion.

I do not hope this will not run on and on. I thought from your letter of 21st March '02 the Committee had refused permission in this case. Whilst realizing things must change with the times, I do think it very sad that the river bank is being built up in an alarming way which will become far too many residents and cars for the area.

Yours sincerely,

Mieda Hippisley-Cox

objection AO Ack ⇒ JT

Nigel Horrell B'Arch RIBA
4 Stadium Street, London SW10 OPS

212 (8)

M.J. French Esq.
Executive Director,
Department of Planning
Royal Borough of Kensington & Chelsea
The Town Hall,
Hornton Street, W8 7NX

12th July 2002

Dear Sir,

R8K&C REFERENCE: PP/02/01324 and PP/02/01235
Lots Road Power Station and Chelsea Creek London SW10

I am a local resident. I am writing to object and ask the Council to refuse permission for the current application as described on the application for the "conversion of the Power Station to provide a mix of residential, retail and office, business and restaurant uses, together with erection of 30 storey tower with ground floor gym, a 3-8 storey building incorporating commercial and residential uses, a 7 storey residential building, associated parking, servicing and landscaping and works to Chelsea Creek".

In contrast to the above description I have been to the Town Hall to review the drawings for inspection, which clearly indicate that the scheme actually comprises 2 towers, 1 of 30 storeys, plus a considerable mass of plant on the roof and a 2nd tower of 28 storeys. The application is therefore for a part of the full development only and thus is wholly misleading. Such a major development must be considered as a whole so that its impact can be properly assessed.

My planning objections are based on the following:

1. The proposal contradicts the RBK&C draft/ consultation document of May 1998, which restricts the site for Light Industrial/Employment zone. Planning consideration should not be given therefore to an additional development of 2 residential towers and 13 residential buildings comprising a total of over 900 homes.

2. The proposal should be rejected in the light of the additional impact of Imperial Wharf (1600 homes) Kings College (288 homes) and Imperial Wharf currently under construction.

3. The impact of the proposed 30 and 28 storey residential tower blocks in addition to the 15 other residential buildings shown on the scheme proposals would be wholly detrimental to the area. The area described by Terry Farrell, the architect of the proposals, as "Forgotten Chelsea" is already overshadowed by the close proximity of the high rise blocks of the Worlds End Estate, the Power Station and its chimneys, the tower of Chelsea Harbour and across the river, Montevetro. The area will become even more lost if it is hidden behind and overshadowed by the veritable wall of skyscrapers planned in the Lots Road scheme.

4. There is a considerable deficit of infrastructure and an almost complete absence of public transport services in this part of the Borough. The nearest underground station is 25 minutes by foot and almost the same time by bus. The triangular area bounded by Kings Road, Edith Grove and Lots Road comprises an area of small scale Victorian dwellings. The amenity of the area is already greatly diminished by the traffic that thunders down Edith Grove and Gunter Grove so that many of the houses and flats face or back onto streets that are highly polluted, dirty and noisy. Only a small hinterland comprising a handful of streets can qualify as being reasonably pleasant places for people to live. The impact of the traffic that would be generated by the proposed development submitted in the application will create further pressure on this small area so the it becomes an intolerable environment for the existing dwellings.

The developers proposed measures to address this are totally unsatisfactory. There are no concrete traffic management plans. The vague proposals outlined by Circadian (bicycles, buses and boats) are based purely on conjecture and lack any commitment to their implementation. They also ignore the existing bottleneck conditions and the limited road access to the neighbourhood. A proposal on such a large scale would put an intolerable burden on transport, emergency services - fire, police, ambulance. It would also seriously erode the quality of life for existing residents.

5. The Environmental Impact. The existing parking provision in the area is already severely overloaded and access in and out of the Lots Road triangle is also severely restricted. The provision of one car space per unit will not satisfy the car ownership pattern of the socio-economic group who would be able to afford to buy these units. The majority of the flats are likely to have 2 cars each thus resulting in a massive under provision of car parking spaces in the area relative to demand. The impact of additional traffic will exacerbate an already highly congested situation.

The Environmental Impact on light, wind, decontamination process and the River Thames itself, as well as Chelsea Creek, a natural habitat for herons and other wildlife and their survival during the construction and completion of such a development is of great concern. It seems highly likely that the whole of the River Thames will be affected.

Finally the impact of the construction works of such a massive development which will take at least 4 years, in such a small high density and congested area, will have a severely detrimental effect on quality of life for the existing residents of the Lots Road Triangle.

I cannot emphasise my objection to these proposals strongly enough.

Yours faithfully

213

Nigel Horrell

Susan Dawson Dip Arch RIBA
4 Stadium Street, London SW10 OPS

214

M.J. French Esq.
Executive Director,
Department of Planning
Royal Borough of Kensington & Chelsea
The Town Hall,
Hornton Street, W8 7NX

12th July 2002

Dear Sir,

R8K&C REFERENCE: PP/02/01324 and PP/02/01235
Lots Road Power Station and Chelsea Creek London SW10

I am a local resident. I am writing to object and ask the Council to refuse permission for the current application as described on the application for the "conversion of the Power Station to provide a mix of residential, retail and office, business and restaurant uses, together with erection of 30 storey tower with ground floor gym, a 3-8 storey building incorporating commercial and residential uses, a 7 storey residential building, associated parking, servicing and landscaping and works to Chelsea Creek".

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My planning objections are based on the following:

1. The proposal contradicts the RBK&C draft/ consultation document of May 1998, which restricts the site for Light Industrial/Employment zone. Planning consideration should not be given therefore to an additional development of 2 residential towers and 13 residential buildings comprising a total of over 900 homes.

2. The proposal should be rejected in the light of the additional impact of Imperial Wharf (1600 homes) Kings College (288 homes) and Imperial Wharf currently under construction.

3. The impact of the proposed 30 and 28 storey residential tower blocks in addition to the 15 other residential buildings shown on the scheme proposals would be wholly detrimental to the area. The area described by Terry Farrell, the architect of the proposals, as "Forgotten Chelsea" is already overshadowed by the close proximity of the high rise blocks of the Worlds End Estate, the Power Station and its chimneys, the tower of Chelsea Harbour and across the river, Montevetro. The area will become even more lost if it is hidden behind and overshadowed by the veritable wall of skyscrapers planned in the Lots Road scheme.

4. There is a considerable deficit of infrastructure and an almost complete absence of public transport services in this part of the Borough. The nearest underground station is 25 minutes by foot and almost the same time by bus. The triangular area bounded by Kings Road, Edith Grove and Lots Road comprises an area of small scale Victorian dwellings. The amenity of the area is already greatly diminished by the traffic that thunders down Edith Grove and Gunter Grove so that many of the houses and flats face or back onto streets that are highly polluted, dirty and noisy. Only a small hinterland comprising a handful of streets can qualify as being reasonably pleasant places for people to live. The impact of the traffic that would be generated by the proposed development submitted in the application will create further pressure on this small area so the it becomes an intolerable environment for the existing dwellings.

The developers proposed measures to address this are totally unsatisfactory. There are no concrete traffic management plans. The vague proposals outlined by Circadian (bicycles, buses and boats) are based purely on conjecture and lack any commitment to their implementation. They also ignore the existing bottleneck conditions and the limited road access to the neighbourhood. A proposal on such a large scale would put an intolerable burden on transport, emergency services - fire, police, ambulance. It would also seriously erode the quality of life for existing residents.

5. The Environmental Impact. The existing parking provision in the area is already severely overloaded and access in and out of the Lots Road triangle is also severely restricted. The provision of one car space per unit will not satisfy the car ownership pattern of the socio-economic group who would be able to afford to buy these units. The majority of the flats are likely to have 2 cars each thus resulting in a massive under provision of car parking spaces in the area relative to demand. The impact of additional traffic will exacerbate an already highly congested situation.

The Environmental Impact on light, wind, decontamination process and the River Thames itself, as well as Chelsea Creek, a natural habitat for herons and other wildlife and their survival during the construction and completion of such a development is of great concern. It seems highly likely that the whole of the River Thames will be affected.

Finally the impact of the construction works of such a massive development which will take at least 4 years, in such a small high density and congested area, will have a severely detrimental effect on quality of life for the existing residents of the Lots Road Triangle.

I cannot emphasise my objection to these proposals strongly enough.

Yours faithfully

Susan Dawson

Susan Dawson

215

objection AO Ack ∂ JT (3)

216

The Loft Flat
11 Burnaby Street
Chelsea
SW10 0PR

Friday, July 12, 2002

Mr MJ French
Executive Director of Planning & Conservation
Royal Borough of Kensington & Chelsea
Town Hall
Hornton Street
London W8 7NX

EX DIR | HDC | TP | CAC | AD | CLU | AO
R.B. K.C. | 15 JUL 2002 | PLANNING 08
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APB | FPLN | DES | FEES

Dear Mr French

LOTS ROAD POWER STATION DEVELOPMENT

I am writing to object to the application primarily because,

a) the infrastructure of our local area will not be able to cope with the extra residents this project will create along with the extras already due with Kings Chelsea, Imperial Wharf etc etc. It needs to be scaled down to be in accordance with all relevant guidelines.

b) I also think the east tower is still too high and will impact my property with loss of light and gross overlooking.

c) Parking spaces will be at an even higher premium than they are now.

d) We don't have the public transport infrastructure for a development of this size.

I would like to see some development on the site, but trust the likes of yourself will ensure it fits in with the existing community.

165

Below are the same reasons I objected to the first applications, which were on the following grounds:

1. Overdevelopment of the site causing adverse environmental, traffic and amenity impacts on the surrounding residential areas. The proposed density of 1,340 habitable rooms/hectare is nearly four times the highest recommended figure in the RBK&C UDP and the Planning Brief for the site. The Council should enforce the maximum density set out in those documents, unless public transport in the area is improved significantly.

2. Scale, massing and height of the proposed tower blocks is inappropriate to the locality. RBK&C should insist that the UDP and Planning Brief for the site are respected: the height should be no greater than the general level of buildings east of Blantyre Street, or 6/7 storeys, or subordinate to the height of the existing power station. I am also concerned about loss of daylight and sunlight, particularly in Spring, Autumn and Winter seasons.

3. Inadequate transport and traffic proposals: the existing transport and road systems will not be able to cope with the increase in population and commercial activity, particularly if the forthcoming developments at Imperial Wharf, King's Chelsea, Fulham Broadway and Hortensia Road are taken into account. The area is poorly-served by public transport and this must be upgraded before any high density development is permitted, including:
   - Frequent, high capacity, affordable river bus service from Chelsea Harbour to Westminster and Festival piers and
   - New station on the West London Line at Chelsea Harbour and
   - A firm commitment to a station on the proposed Chelsea-Hackney line.

The UDP identifies the need for high trip-generating development to be located in areas served by public transport and this development does not meet those criteria.

I am also concerned about all traffic being routed through Lots Road and the risk of parking spilling over into surrounding streets, because of the low provision on the site.

4. Inadequate public amenities: there is already a deficit in local amenities, including public open space, sports facilities and health centres, and this development will do nothing to improve it.

We expect RBK&C to enforce the recommendations of the UDP and Planning Brief for this site, both of which have been the subject of extensive public consultation.

Yours sincerely

217

Mr & Mrs L.M.Tecofsky

cc:

Nigel Pallace	Director of Environment Department London Borough of Hammersmith & Fulham Town Hall, King Street, London W6 9JU
Merrick Cockell	Leader of the Council Royal Borough of Kensington & Chelsea The Town Hall, Hornton Street, London W8 7NX

0/JT

218

BARRETT ◆ LLOYD DAVIS ◆ ASSOCIATES ◆ LIMITED
ARCHITECTS

EX DIR | HDC | TP | CAC | AD | CU | AC | AK
R.B. K.C. | 22 JUL 2002 | PLANNING
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15

0000/JP/ajc

M. J. French Esq.
Executive Director, Planning & Conservation
The Town Hall
Hornton Street
London W8 7NX

MM
24/7

12th July 2002

Dear Mr. French,

PROPOSED DEVELOPMENT AT LOTS ROAD POWER STATION

We reply to your letter dated 27th June 2002 which has been sent to various addressees in the Lots Road area.

We write on behalf of the undersigned who represent both themselves personally and many of the businesses in the area which will be affected by the proposed redevelopment.

The development is proposed for a site which has poor road links. The only road access and egress is:

1. Lots Road, which is a narrow residential street, although it serves also some small scale business premises.

2. Townmead Road, which is of a more commercial nature although currently subject to very restricted access from Chelsea Harbour.

With the present scale of development Lots Road is frequently blocked by traffic. The junctions of Lots Road with Kings Road and Lots Road with Cremorne Road / Cheyne Walk are already substantially congested and overloaded.

Day to day evidence from the area suggests that the increase in daily vehicle movements which would result from such a substantial development as proposed would cause chronic congestion in Lots Road and the surrounding small scale residential streets as they become used as "rat-runs".

Unless substantial and significant access via Townmead Road can be enforced, and there are significant effective traffic restrictions in the Lots Road, Tadema Road and Uverdale Road areas it is our view that the resulting traffic blight in the street "grid" to the south of Kings Road between the railway line and Cremorne Road will cause irreparable damage to the business and residential environment there.

535 King's Road London SW10 0SZ
Telephone: 020 7838 5555 Fax: 020 7352 4341 E-mail: user @ blda.co.uk
Company No. 4302704 VAT No. 791 6618 93

219

It is our view that the resulting environmental damage will significantly downgrade this area with a substantial risk of driving away currently viable businesses and creating as a result a very much secondary "twilight" urban fringe.

Signed:	Name:	Date:
	GERARDO JORGE SEGURA	12.7.2002
	ANN G. KIDDELL	16/7/02
	ANDREW WOODS	17/7/02
Garrett MR	Chalon UK Ltd.	17.07.02.
	Paulo Azevedo	17/07 02
	PREMAN MOHAN	17/7/2

535 King's Road London SW10 0SZ
Telephone: 020 7838 5555 Fax: 020 7352 4341 E-mail: user @ blda.co.uk
Company No. 4302704 VAT No. 791 6618 93

Julia Dawson
23 Stadium Street, London SW10 OPU

220

M.J. French Esq.
Executive Director,
Department of Planning
Royal Borough of Kensington & Chelsea
The Town Hall,
Hornton Street, W8 7NX

12th July 2002

Dear Sir,

R8K&C REFERENCE: PP/02/01324 and PP/02/01235
Lots Road Power Station and Chelsea Creek London SW10

I am a local resident. I am writing to object and ask the Council to refuse permission for the current application as described on the application for the "conversion of the Power Station to provide a mix of residential, retail and office, business and restaurant uses, together with erection of 30 storey tower with ground floor gym, a 3-8 storey building incorporating commercial and residential uses, a 7 storey residential building, associated parking, servicing and landscaping and works to Chelsea Creek".

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The developers proposed measures to address this are totally unsatisfactory. There are no concrete traffic management plans. The vague proposals outlined by Circadian (bicycles, buses and boats) are based purely on conjecture and lack any commitment to their implementation. They also ignore the existing bottleneck conditions and the limited road access to the neighbourhood. A proposal on such a large scale would put an intolerable burden on transport, emergency services - fire, police, ambulance. It would also seriously erode the quality of life for existing residents.

5. The Environmental Impact. The existing parking provision in the area is already severely overloaded and access in and out of the Lots Road triangle is also severely restricted. The provision of one car space per unit will not satisfy the car ownership pattern of the socio-economic group who would be able to afford to buy these units. The majority of the flats are likely to have 2 cars each thus resulting in a massive under provision of car parking spaces in the area relative to demand. The impact of additional traffic will exacerbate an already highly congested situation.

The Environmental Impact on light, wind, decontamination process and the River Thames itself, as well as Chelsea Creek, a natural habitat for herons and other wildlife and their survival during the construction and completion of such a development is of great concern. It seems highly likely that the whole of the River Thames will be affected.

Finally the impact of the construction works of such a massive development which will take at least 4 years, in such a small high density and congested area, will have a severely detrimental effect on quality of life for the existing residents of the Lots Road Triangle.

I cannot emphasise my objection to these proposals strongly enough.

221

Yours faithfully

Julia Dawson

Julia Dawson

objection AO Ack → JT

(2)

Planning and Conservation
The Royal Borough of Kensington & Chelsea
The Town Hall
Hornton Street
London W8 7NX

222

29 Thorndike Close
London SW10 0ST
Tel 020 7352 1154
& 01622 871353

Your Ref: DPS/DCSW/PP/02/1324 & 1325/JT

13 July 2002

Dear Mr French, LOTS ROAD POWER STATION Chelsea SW1

Thank you for your letter of 27th June, warning us about the proposed development at Lots Road Power Station.

My wife and I are bitterly opposed to the plan outlined in your letter and in particular to the erection of a 30 storey tower for whatever purpose. We are also bitterly opposed to any building which is higher than the existing power station. That in itself is too high.

The area immediately behind and North of the Power Station bounded by Ashburnham Road, Lots Road and Parkings Road is made up of low rise, mainly two storey, houses with narrow streets and communal garden parks. If it isn't already, it should be designated a Conservation Area or an area of outstanding local importance" in order to preserve it, protect it and the special village atmosphere which exists in spite of the proximity of Chelsea Harbour.

Ideally the Power Station itself should be demolished and in its place should be quiet low rise residential houses with gardens and off street parking. There should be public access to to Creek and river works landscaped with trees and gardens.

A 30 storey tower would be a disaster – totally out of keeping with the area. It would block out the sun, the light and the river and be a constant visual irritation.

It would together with the other proposed developments bring in and generate an insupportable and unacceptable level and volume of traffic which is already too dense. Lots Road itself is already a rat run. Enough with developments in this saga.

Please keep me in touch with developments in this saga.

Thank you

Yours sincerely

Desmond North

DESMOND NORTH

1214

EX DIR	HDC	TP	CAC	AD	CLU	AO AK
R.B. K.C.	15 JUL 2002				PLANNING	
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objection AO Ack → JT

2033

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18/7

5

223

M.J. French
RBK&C Planning Department
RBKC Town Hall,
Hornton St.,
London W8 7NX

31 Lacland House
Cremorne Estate
London SW10 OBP
020 7352 5988 Home
020 7526 6120 Work
14/7/02

Ref DPS/DCSW/PP/02/1234 & 1235/JT

Dear Mr Thorne

Lots Road power station, SW10

I have seen the revised plan of Circadian Ltd to build two huge towers near to the Lots Road generating station.

Although they have reduced the planned height of the towers their height, especially the taller of the two, is totally out of proportion to the surroundings. They will spoil the view that I and other local residents have of the sky to the West - the sky that Turner and Whistler painted and that we can still enjoy at the moment. They will also cut out sunlight and daylight for the current residents around that area.

I would be grateful if RBK&C would oppose the planning application to build the planned towers.

Yours Sincerely,

T. Beaumont

Thomas Beaumont

1943 Objection AO Ack → JT

(6)

YOUR REF 1) PS/1e/SW/PP/02/1224/S/JT

H.B.
K.C. 12 JUL 2002 PLANNING

N	C	SW	LE	AH	TO	REC
			ARB	FPLN	DES	FEES

MR G FORAN
64 LOTS RD
CHELSEA
SW10 0QJ
15TH JULY 02

Dear Sir

Re - Town & Country Planning as above ref 9 still strongly object to losing my view of the Thames and loss of sunlight and privacy taken away due to the building of a 30 storey tower block

Yours faithfully

G Foran

(224)

Objection AO Ack JT

2065

52A IFIELD ROAD
LONDON SW10 9AD
~~0171~~-352 0183
0207.

225 (4)

15th July 2002

Mr. M. J. French,
Planning & Conservation
R.B.K & C.
Town Hall
Hornton St. W8 7NX

OM 2217 (42)

Dear Sir,

Re Development at Lots Rd. Power Station

Your ref. DPS/DCSW/PP/02/1324 & 1325/JT

Once again I am writing to make a further strong objection to above development.

As I said previously, a sympathetic redevelopment of the warehouse/wharf section is one thing, but the sheer scale of what is proposed is completely beyond what could possibly be considered as acceptable from any point of view.

Apart from the awfulness of a ~~three~~ 30 storey tower block - (I notice no mention has been made of the second one in your letter) beside the river - just look at the horror

226

of Mandeville across the river - such a building is completely at odds with what is, & should be kept, a conservation area.

I'm aware that the Council is concerned about conservation, but it is all too evident that the developers are not. I'm worried that the central government may bring pressure to bear on behalf of Circadian despite all our efforts to the contrary, not to mention our sky-scraper loving, Lord Mayor.

But even they must be aware of the insoluble problem of traffic congestion; well, of course they are, but other interests may prevail. I don't have to point out that the infrastructure is just not there to cope with a vast influx of cars, vans, lorries etc. which would result from this proposed plan. The traffic situation is ~~not~~ almost now at saturation point - about to worsen with the huge Kings College redevelopment - & the parking problem exacerbated. Just what do the developers suggest? Building roads in the sky? Double decker parking places??

The aim of the Council at the moment

should be to try to mitigate the traffic/parking situation at present in this area - not to permit the whole place to become gridlocked caused by an unnecessary & totally unacceptable vast development.

As for access; roads leading to Chelsea Wharf now are congested most of the time & at peak hours pretty well grind to a standstill - think the Embankment, Edith Grove, Gunter Grove & the junction of Lots Rd & the King's Road. So unless we return to Tudor times & use boats, access will be well nigh impossible if this development is sanctioned.

As I said before, the whole proposal, which <u>does</u> include two towers, is completely unacceptable in every way - environmentally, quality of life re the residents, impossible traffic congestion & it is up to the Council to stand firm against any outside pressure & prevent this disaster.

Yours sincerely

Eileen Rawlence (MRS.)

1964

(15)

228

17 Stadium Street
London SW10 OPU

16th July 2002

Your reference: DPS/DCSW/PP/02/1324 & 1325/JT

M.J.French
Executive Director,
Planning and Conservation
Royal Borough of Kensington and Chelsea
Town Hall
Hornton Street
London W8 7NX

Dear M.J. French

I am writing to register my objection to the proposed development at Lots Road Power Station SW10.

My objections are as follows:

The height of the proposed towers will result in serious loss of light to many of the surrounding homes.

Many homes will be overlooked, resulting in loss of privacy.

The impact of the development on the surrounding area will be enormous. Many more residents with more vehicles will inevitably lead to congestion and more pollution than we have at present.

I would like to see more concrete plans for transport improvement, by way of road, rail and river before approving any development plan for the area.

I realise that something has to be done with the site as it exists, but would prefer, as would many residents ,to have something on a smaller scale, perhaps a greater proportion of housing for workers in the borough,and with far more space given over to public amenities - more trees and grass, space for children to play ball games etc.

Yours faithfully,

M. Carragher

M.Carragher (Ms)

VERA QUIN
FLAT 3
4 TEDWORTH SQ.
LONDON
SW3 4DY
020 7352 4133

16.07.02.

229

(14)

To John Thorne
Planning & Conservation
RBK&C
W8 7NX

Dear Mr Thorne,

DPS/DCSW/PP/02/1234 & 1235/JT

2101

I objected to this development when it was first mooted, and, having examined the new plans, wish to object again.

My objection in the first instance is aesthetic. The tower/s is/are plain ugly, out of scale with the local built environment. Being largely glass they will be subject to great variations of temperature inside (like the booktowers in the Bibliothèque Nationale Française, up stream from Gare d'Austerlitz), uncomfortable to live in (talk to the teachers in Pimlico Comprehensive), they will leak (as in Monte Vetro and "Ken's Egg"). They will cast extensive shadows over the development, starting with the Power Station Piazza, and surrounding area, making it that much harder to grow anything in local gardens. I know about this at first hand, as I lived for ten years in Pooles Lane.

I have doubts about the proposed residential use for block KC4 on the contaminated site of the West Pump Yard. Surely this area should comprise units where people do not spend long periods, eg gym, café, cinema, shop, squash court.

It seems questionable to put 3 to 8 floor block/s over the former East Pump Yard, where the strategic mains sewer running North-South is accommodated. Also, who will want to live overlooking the noise and smell of the Waste Sorting Station, with constant heavy lorry traffic?

If the commercial developments in the old power station are to succeed, people need very easy access to them. Circadian seem to think Upcerne, Uvedale and Tadema roads will provide it. These are far too narrow to do so; besides public transport to the area is poor, Lots, Ashburnham and Cremorne roads acting as moats to isolate the whole area. Circadian are not putting in any extra buses, nor even a regular, rush hour river bus.

If the development on both sides of the Creek comes off, there will be many more children around. Where are they to go to school? Ashburnham has no space to expand. Is there to be whole-sale redevelopment of Park Walk/another school? Is North Thames HA proposing equally substantial redevelopment of the World's End health centre?

Circadian says additional children in the area can play in Westfield Park. As you and I know, apart from its modest size, it is infested with dog faeces and discarded hypodermics. Is Circadian taking over the maintenance of the park, and to a much higher standard than at present?

I worry about the bridges across the creek (which has, for small yachts, easy access to the open sea). Knowing kids, there will be games/dares of climbing the railings. Are the bridges to be closed in like the Rialto/Ponte Vecchio?

This looks to me like a development that, a few years on, will go sour on Circadian, who will then "generously" hand it over to RBK&C and H&F. These two will then have another problem estate on their hands. We can do without.

Yours very truly

Vera Quin

2111

Your ref
[redacted]S/DCSW/PP/02/1324 & 1325/JT

30 Riley Hse
(60) Cremorne Estate
SW10 0BS

16 July 02

OM 23/7

230

Dear John Thorne,

Thank you for your letter of 27th June regarding the revised proposal for redevelopment of the Lots Road Power Station site & land adjacent.

I continue my objection to the proposal for the same reasons as in my original letter to you. Even one tower if it is 30 storeys will be a monster and overbearing to the extreme. I would go on objecting to anything that is not lower than Worlds End Estate and Chelsea Harbour towers.

I continue to support the position held by Chelsea Society, RBK&C Labour & Conservative

parties and, if there is disagreement between them, I would favour the Chelsea Society position.

Yours sincerely,

Mary Pascoe

Ms MARY PASCOE (MA PGCE)

231

objection AO Ach ∋ JT

1557.

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232

POWER STATION PLANNING

17th July 2002
John Rendall
58 Chelsea Reach Tower,
Blantyre Street,
London SW IO OEG

Dear Mr French,

Att; M.J. French
Executive Director,
Planning and Conservation

Your ref DPS/DCSW/PP/02/1324 & 1325/JT

I object to the above development on the grounds set out below. I have viewed the scale models of the proposal and am prepared to support these objections at any public enquiry.
Reasons for objecting;

1. The scale and appearance of the development, specifically the 30 story tower, would have a disastrous visual impact on the surrounding area. A backwater of Chelsea, already under siege by developers, would be swamped by a development of this size and scale.
2. Houses in the Lot's Road area are continually being upgraded by residents, maintaining a low-built Chelsea village atmosphere for young families. This development would be in sharp contradiction to this historic old Chelsea environment.
3. The Power station chimneys are a landmark skyline feature of the area and no development should detract from that.

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4. Local traffic is already at saturation point in the area. Suggestions that frequent 'Hoppa' buses would serve the new development are totally unrealistic. Private vehicles already clog the access roads to the Embankment and the Kings Road and we are yet to experience the impact of additional vehicles once the Kings College and Imperial Wharf developments have been completed.
   Suggestions that a railway station will be built on the line running between Chelsea Harbour and Imperial Wharf have been delayed and even in doubt and there are problems with scheduling extra trains on this already line which is on the Eurostar loop and an important goods line.
   Plans for a tube line connecting with existing lines remain a distant hope.
   Ferry services on the river are infrequent and future development faces problems with the Longshoreman's union and the lack of capital investment to provide more boarding wharfs makes this concept unrealistic. (The developers have suggested they contibute 50,000 pounds)
5. The loss of light and privacy to residents in Chelsea Harbour must also be a consideration and the loss of open space between Chelsea Harbour and the Lot's Road Power Station will permanently affect residents in the low built neighbouring houses.

I have also expressed my objections to Louise Nicholson, the Communications Manager for Circadian Ltd, 4 Dunraven Street, London W1 7PQ.

Yours faithfully,

John Rendall

John Rendall

58

Ack.

234

COLLETTE WILKINSON
46 LOTS ROAD
CHELSEA
LONDON S.W.10 OQF

17 July 2002

Dear MR Ahern,

As a resident of Lots Road for over twenty years, I wish to object to the revised plans put forward by Circadian for the redevelopment of the power station and the surrounding area on the following grounds.

There are still no concrete realistic transport proposals in their revised plans. There should be a tube station built before a brick is laid on the Power Station development, and that would take about 10 years to achieve. All Circadian write about are on going feasibility analysis, to me that is no solution to what is in effect a transport dessert (meaning the Lots Road area)

The £50,000-per annum subsidy to the river boat service that they give the impression they will be paying for (through the clever use of words in their slick broachers,) is in fact I believe going to be paid by the new residents of the development through their service charges. So if they the residents for whatever reason don't pay the subsidy the rest of us suffer as a consequence.

The reduction in the height of the skyscraper is negligible, with the second one staying the same, and still breaks U D P guidelines in my opinion.

The bus route proposals are laughable, Lots Road is already a very busy road during the day and to have buses every 3 minutes going along Lots Road will just add to the congestion, it is too narrow for buses even if they take away parking spaces on one side of the road.

There will be absolute gridlock on the roads in the area here for approximately 10 years while this development is being built

Where are the extra 2,500 people plus going to park when they move into the Lots Road triangle, it is a nightmare already with too many cars chasing too few spaces

It is unbelievable that the council have let Circadian submit these revised plans in their present form as the new proposals have changed very little from the original plans and those plans broke numerous U D P guidelines

There are no plans for things like a police station, doctors surgery dentist, adequate recreational space (instead of their derisory .60 of an acre for such things) all of which are essential in any community, in fact we will loose all sense of community if this project goes ahead in its present form.

I hope you give serious consideration to my concerns as I am the one that will still be living here long after Circadian have made their money and gone

235

Yours sincerely,

Signature Collette Wilkinson

14 Admiral Court, Chelsea Harbour
London SW10 0UU
020 7795 0381

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236

Mr. J. French
Executive Director, Planning and Conservation
The Royal Borough of Kensington and Chelsea
The Town Hall
Hornton Street, London W8 7NX

17th July 2002

Your ref: DPS/DCSW/PP/02/1324&1325/JT

Dear Mr. French,

Thank you for your letter of 27th June regarding the revised planning application at the Lots Road Power Station site.

I have now viewed the revised plans for the Power Station site as well as the plans on the Borough of Hammersmith and Fulham side of Chelsea Creek. The revised plans are an improvement on those initially submitted but I believe that the development still proposes a capacity that is beyond the scope of this are of London to absorb given the huge extra capacity already building in the vicinity and that the density should be reduced still further. It is essential that the whole development in both Boroughs be considered as the single development that it is.

The tower at the mouth of Chelsea Creek originally designed for 39 stories and now 30 is still totally out of keeping with the surrounding residential neighbourhood of small late Victorian terraced houses. There is nothing of this height in the vicinity, it is much higher than the council flats at Worlds End. The tower needs to be reduced still further before it can be said to fit into the local environment.

The reduction in car parking space is regrettable; perhaps the developer has found a more profitable use for this space. Even if more people use public transport to get about London many will still own a car and it is far better if these cars are kept off the narrow congested streets of the area in order to facilitate the movement of the extra buses promised in this scheme. More parking spaces not less are needed.

The proposed improvements in public transport are very welcome; indeed the increased frequency of the C3 bus already makes a difference. Please make these proposed transport improvements a reality.

Yours sincerely

Roseann Beddington

95

2103

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Kristiane Backer
9 Burnaby Street, London, SW10 0PR
Tel: 44 207 352 4218, Fax: 44 207 565 8850

Ref: DPS/DCSW/PP/02/1324&~~1325~~/JT

237

M.J. French
Planning and Conversation
The Town Hall
Hornton Street
London W8 7NX

18.7.02

Dear Mr French

I would like to convey to you my concerns about your proposed plans for the Lots Road development.
I agree there needs to be some development in the area but the number of homes you are planning to provide, over 620 people sounds frightening, please **cut them down to four stories maximum**.
Surely, it would be much better if you **built low rise flats in keeping with the architectural character and style of the Chelsea area** rather than building two ugly high rise towers along with numerous blocks that look more like the belong to Manhattan rather than Chelsea?

This would also result in considerable **loss of light** for all houses in Ashburnham Street, Burnaby Street and the side roads in between.
The **traffic** is the worst problem, it is extremely congested as it is. What are the intended opening dates for tube and railway lines? River boats and extended bus services need to be in place as soon as the developments are completed.
In addition I am very concerned about the **parking situation** as already now one has great difficulty finding a parking space in the evening sometimes having to circle the area for 45 minutes. **Please ensure that there are more parking spaces available as new flats** (as people often have two cars per household). What is the intended parking quota for?
Please also make sure you provide parking facilities for the restaurants, shops, work shops and other amenities you are planning. What is the intend parking quota here?
Also, there **doesn't seem to be enough room for green spaces.**
Further I am very worried about the actual dismantling of the power station.
Please ensure this is done with maximum caution and in accordance with European Union health and safety standards.
Could you please confirm this?

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A lot of toxic material will need to be cleared out just walking by there now one sees various warning signs with sculls on them. **What are your health/ safety provisions fort the residents?**
If any health damage to residents occurs even years later, this would be a scandalous and unpleasant situation and the legal implications could get very expensive for the developers as people today are more aware of environmental and health issues.
Thank you very much for taking my concerns into account and I look forward to seeing new and revised plans for this development including details on the environmental precautions.

Kind regards

Kristiane Backer

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O/JT

ARGYLL HOUSE,
211, KINGS ROAD, CHELSEA, S.W.3.
01-352 5154

EX DIR	HDC	TP	CAC	AD	CLU	AO AK

R.B. K.C. 30 JUL 2002 PLANNING

N	C	SW	SE	APP	D	REC
			ARB	FPLN	DES	FEES

M J French Esq
Executive Director Planning and Conservation
Royal Borough of Kensington & Chelsea
The Town Hall
Hornton Street
London W8 7NX

18 July, 2002

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Dear Mr French

Thank you for keeping me informed about the proposal at Lots Road. I feel that this will have a disastrous effect on the character and appearance of the area as well as creating an appalling increase in traffic in terms of the increase in bus capacity of 300%. When one thinks of the difficulties of getting up and down the Kings Road and parking there at the moment, it would be lunacy to increase traffic to this sort of extent.

This part of the River is the last place to retain some of the character of Old Chelsea and high rise buildings seem entirely inappropriate.

Yours sincerely

The Dowager Marchioness of Normanby OBE

2090

72

5 Ashburnham Road,
Chelsea, London SW10. OPF.
July 19th. 2002.

240

Your Ref: DPS/DCSW/PP/02/1324&1325/JT

Re: Proposed Lots Road Development.

Dear Mr French,

Following an earlier letter sent to you some time ago, I am writing again to protest about the ammended plans for development at Lots Road Power Station.

My main objection is to the building of two tower blocks on the strip of land between the Power Station and the River. I believe this to be a desecration of the Chelsea riverside, and a prominently ugly intrusion to the skyline.

Moreover the whole development is too dense and places an unbearable, continuous burden of people and traffic upon this fragile and currently pleasurable area. Chelsea's special ethos should be preserved with sensetivity. Planners should remember that Chelsea is a precious heritage, that for the 'wrong' reasons all might be so easily be lost for ever. Things have to be right, Now, before one brick is moved.

Yours sincerely,

Iris Oliver.

Iris Oliver, Mrs.

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109.

23/7

38, THE QUADRANGLE, CHELSEA HARBOUR, LONDON SW10 0UG
TEL: 020 7352 2196 FAX/ : 020 7376 3451

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PLANNING AND CONSERVATION.
ROYAL BOROUGH OF
KENSINGTON AND CHELSEA.
REF: DPS/DCSW/PP/02/1325/JT.

EX DIR	HDC	TP	CAC	AD	CLU	AO ARI
R.B. K.C.	22 JUL 2002			PLANNING		
N	C					
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9/7/02

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Dear Sirs,

Whilst wishing the planning to be resolved & the area to be improved I must make comment on the amendment of the original planning application.

First & foremost the development is crushing & ruining Chelsea Harbour Phase I — it is in no way complementary & will lower the values of Phase I. It needs to be looked at afresh in order to complement the entire area instead of this hodge-podge! It will another what is already there — hardly enlightened design despite the huge flashy overall & overbulk new buildings.

Our values will plummet — the affordable housing will be worth more than ones for example with our views blocked.

38, THE QUADRANGLE, CHELSEA HARBOUR, LONDON SW10 0UG
TEL: 020 7352 2196 FAX/ : 020 7376 8451

(2)

242

The bulk is taking its lead from the Toxic Monster (The Power Station) which should be demolished. The poisons used in the past will forever be embedded in the bricks! Hardly for residential purposes! Surely an empty canvas would have been preferable. We would be better off with well placed buildings broken up to allow in light & air & not cramping the pavement.

The buildings are too high & too wide & too close together creating a huge by congested area with no light. It appears the designers didnt give a hoot to being complimentary to its neighbors! There must be balance. The area will be blocked-in, no daylight, cramped! Dare we imagine a more nightmarish scene than the traffic congestion in the Harbour & its environs. The viewing towers will either be a great failure or will attract the characters — by the dozens!!!

38, THE QUADRANGLE, CHELSEA HARBOUR, LONDON SW10 0UG
TEL: 020 7352 2196 FAX/ : 020 7376 3451

(3) 243

If the Power Station is to remain it should be divided twice up to the sky allowing light, air & access through. The chimneys must go. Don't keep told that there is too much of this anyway in this country we must not lock backwards unless the building is exceptional.

Regarding the very pleasant walkway at the side of Quadrangle - Admirals Court & Carlyle Court - it is madness to destroy this asset giving pleasure to the entire neighbourhood in & out of the Harbour. This must be retained. The lungs must be protected.

The river bus service is a disgrace — old uncared for boats — smelly, noisy — a need cowboy operation. Unless there is a super efficient service it will not be used. We need boats & buses & of course TRAINS here!

Hoping that wisdom will guide your judgement & not allow greed to take its place

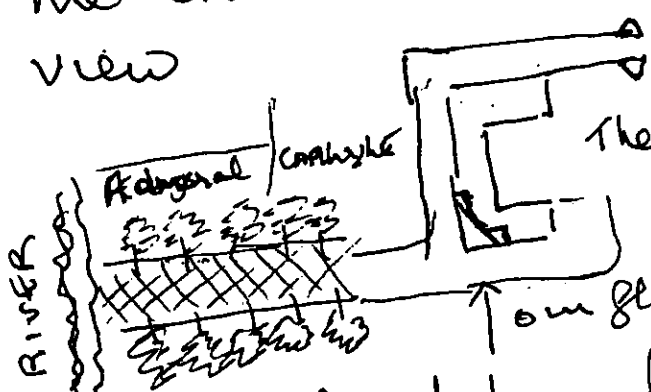
Yours faithfully Jeffrey & Avril Swift

P.T.O.

38, THE QUADRANGLE, CHELSEA HARBOUR, LONDON SW10 0UG
TEL: 020 7352 2196 FAX/ : 020 7376 3451

(4)

There is another matter concerning the tree lined garden pathway down to the river. We paid top of the market price for our flat in late 1980's — ours being more expensive for that pathway & river view. The developers told us the pathway would always remain. It was sold to us. Am I to understand that this tree lined pathway has been sold again — twice over our heads to the new developer who now wants to destroy the only green we have & to put up a lodge, private gardens & studios & a house at the bottom by the riverside — completely blocking our view



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If indeed this land has been sold twice — to us & to the new developer it is a very serious matter indeed.

We shall be totally hemmed in with no daylight. And to add another slap in the face I believe an affordable housing block is to be called Quadrangle. We have been on & off the market with 16 agents for 11 years — impossible to sell with the uplifts and & molestations. Why are they punishing us further. The pathway must remain OPEN — no pvt. gardens, studios & private house hogging the park.

Yours Jeffrey & Astrid Snowden