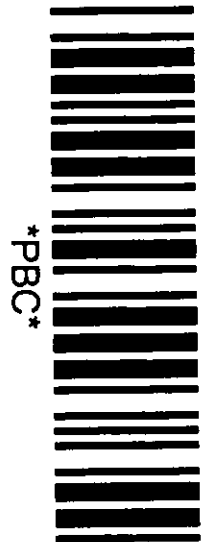


**ROYAL BOROUGH
OF
KENSINGTON & CHELSEA**

DOCUMENT SEPARATOR

DOCUMENT TYPE:

PUBLIC COMMENT



PBC

EX DIR	HDC	TP	CAC	AD	CLU	AO AK
R.B. K.C.	28 JUL 2002		PLANNING			
N	C	SW	SE	APP	IO	REC
			APR	SPR	DES	SEV

July 20th 2002

(26)

8
24/5/02

With regard to the latest proposal 1/07261

In the Circadian Development proposal for the
Lots Road site, as a property owner, I wish to
comment as requested.

First, although Reduced in height from the
previous proposal, the plan still feels inappropriate
for the waterside and environment.

There will continue to be additional and
extensive traffic emerging from there into Lots
Road and the next nearest exit on the other (Hammersmith)

side.

The growth of a Water Taxi service would be an advantage, but used by few I imagine.

Finally, the proposal for 300% extra buses is completely impractical. Where would they run and, more important - how? Kings Road is already blocked up and I cannot envisage that cars would reduce to accommodate the extra buses sufficiently.

Yours Sincerely,

Stephanie Wilson

Lady Wilson

(Re: ground floor flat.

54. Lotts Road. SW 10

246

11 CARLYLE COURT
CHELSEA HARBOUR
LONDON SW10 0UQ

0/57 (10)
Sunday, 21 July 2002

M. J. French Esq. (FRICS)
Executive Director
Planning & Conservation
R. B. K & C.
London W8 7NX

EX DIR	HDC	TP	CAC	AD	CLU	AO
R.B. K.C.	25 JUL 2002	PLANNING				
N	C	SW	25	APP	10	DEC

247
2041

Your Ref: DPS/DCSW/PP/02/1324+1325/JT
LOTS ROAD POWER STATION

Dear Sir,

On 14 November 2001 I wrote to the Borough of Hammersmith & Fulham objecting to the proposal by CIRCADIAN, with copy to R. B. K & C. I enclose a copy for easy reference. I was also very proud to note that that proposal had been turned down and wrote to express my appreciation.

I am reiterating my refusal of the CIRCADIAN plans because they will destroy the way life in this & other parts of SW10. eg. Their feeble attempt to show how transport will be improved in Lots Road & the area around it, is an insult to our intelligence.

I still stand firmly behind the excellent report prepared by Colin Buchanan & Partners and sincerely hope that you will refuse this gigantic project for what it is: An evident abomination in this beautiful area of London, where many architectural & planning crimes have already been committed. Please help us to protect what is left of SW10 from developers who do not care.

Yours sincerely
Suhail Saba

SUHAIL F. SABA (FRCM)
(not SAVA)

cc. London Borough of Hammersmith
and Fulham

0/JTT (17)

Holly Cato
13 Chelsea Crescent Chelsea Harbour London SW10 0XB

SIR	TP	CAC	AD	GLU	AO
R.B.	- 5 AUG 2002			PLANNING	
K.C.				44	
N	C	SW	SE	APP	IO
ARB			FPLN		
DES			FEES		

Sunday, 21 July 2002

Subject: Circadian (CH) Ltd. Development at Chelsea Harbour,
Chelsea Creek and Lots Rd Power Station

248

Mr MJ French
Executive Director -
Planning and Consultation
Environment & Planning Dept
RBKC
The Town Hall
Horton Street
London W8 7NX

Dear Mr French

I am writing to you to voice my concern about this proposed development.

I am deeply concerned about two aspects of the development:

1. the scale and fit of the development
2. the transportation problems that will mushroom from the increased density in this area.

1.
This pocket of London is largely defined by traditional houses, low-rise housing units and small commercial buildings that work together to form a neighbourhood that feels 'human' and 'individual' in scale and sizing. Even the power station, while large, adds its own character and personality to this neighbourhood.

The Circadian proposal, *particularly its 'twin towers,'* works toward obliterating the existing sense of scale, fit and character. *How will our neighbours and neighbourhood gain from it?* Is there no other way to imaginatively propose housing without being so aggressively out of character and scale with what already exists?

Do these towers need to be so high? They will be blights on the landscape, feel out of character and reduce light in what is now a relatively open area. Circadian has reduced the height of one of the towers once, I ask that they scale them back even more. Please consider this request as you use your judgement in determining what's right for this part of London.

2.
This scheme calls for over 800 new properties in the area. To accommodate the parking and transportation needs of the residents, commercial units and general traffic, Circadian

has proposed solutions ranging from additional buses, to river buses, and the removal of parking meters along a portion of Lots Rd. (to make traffic flow more easily.)

249

While this is commendable, does anyone really *believe* the area can handle the traffic that will result? I have the recurring fear that everyday will be similar to when Chelsea Football plays at home. The sheer volume will be horrendous and everyone will feel trapped in this pocket along the river. Increased frequency of buses is a good idea, but does the developer really believe that people who can afford these flats will actually consider taking a bus that crawls to Earl's Court or other points? (No, I suspect they will have at least one car and will, along with the existing cars in the area, choke the roads for all these proposed buses). And while it's a very needed and positive step to put in affordable housing, does the developer think these residents *want* to get up at 5:00 in the morning just so that they can be sure of getting to work on time and not get stuck in traffic?

Has the developer tried a real-life experiment to see just what traffic will be like? I don't think all the aspects of transportation have been sufficiently well thought out and I ask you to have the developer clearly re-think its transportation plans before we *all* get stuck here.

Please know that I am not wholly against this development. But I am concerned who will actually benefit most from it. At this point, it looks like the developer. I hope that you will demand that the developer re-consider its plans so that the existing neighbourhood can also benefit.

Thank you very much for your attention.

Yours sincerely



Holly Cato

(46) (250)

Fiona Farrow

44 Ashburnham Tower
Worlds End Estate Chelsae
London SW10 0EE

21st July 2002

REF: DPS/DCSW/PP/02/1234 & 1325/ JT

0/57

Dear Sir/ Madam,

I am writing in order to lodge an objection to the proposed plan to convert the Lots Road Power Station. This plan would result in a severe lack of sunlight to my home (and at least a hundred others on the World's End Estate).

Cremorne Gardens would also lose much of it's sunlight and for many of us in high rise blocks this garden is a very valuable and peaceful oasis.

As well as the lack of daylight the scale of the proposed building would mean a loss of privacy and views for local residents.

The demolition and building works would have a detrimental impact on the area and health as well as producing more traffic, in the already dangerous and overused, Lots Road.

Yours faithfully,

Fiona Farrow

EX DIR	HDC	TP	CAC	AD	CLU	AO AK
R.B. K10		15 AUG 2002				PLANNING
N	C	SW	SE	APP	IO	REC
			ARB	FPLN	DES	FEES

1493

Private letter

Wishes and Best of Health
London SW1A 1AA

1st July 2002

REF: DRSIDCSWPH/02/01/01

Dear Sir,

I am writing to you regarding the matter of the
information that you have provided to me in your letter of 1st July 2002.
I am sorry that I have not been able to provide you with a more
detailed response at this time.

I have been unable to find the information that you are looking for
at the moment. I will be looking into this further and will
contact you again as soon as I have more information.

I am sorry that I have not been able to provide you with a more
detailed response at this time. I will be looking into this further
and will contact you again as soon as I have more information.

I am writing to you regarding the matter of the
information that you have provided to me in your letter of 1st July 2002.
I am sorry that I have not been able to provide you with a more
detailed response at this time.

Yours faithfully,

John Brown

0/5T

(62)

SEVEN CORNWALL MANSIONS, CREMORNE ROAD, LONDON SW10 0PE

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

EX DIR	HDC	TP	CAC	AD	CLU	AO AK
R.B. K.C.	25 JUL 2002				PLANNING	
N	C	SW	SL	APP	IO	REC
			AP	NA	DES	FEE

22nd July 2002

Dear Mr. French,

ref: **RBK&C ref DPS/DCSW/PP/02/1324 & 1325/JT**
Lots Road Power Station and Chelsea Creek Development, SW10

Thank you for your letter of 27th June relating to the revised proposals submitted by Circadian.

I spent an interesting two and three quarter hours in the Planning Information Office studying the developers' proposed plans and very captivating they are. The wealth of detail to be perused could have kept me there a good deal longer, had the very effective air conditioning in the office not almost frozen me out!

I hope we are not too unduly cynical in wondering how much of the very beguiling detail will be lost in the reality of execution. Looking specifically at the RBKC related proposals, we note the increased affordable housing and the reduction in the number of more commercially oriented units, both steps in the right direction. The reduction in the height of the RBKC tower by nine floors is a start, but quite honestly, a loss of nine floors from a building of seriously monstrous height for this area, is hardly impressive, nor does it make sufficient difference to the effect of the imposition of such a structure on the existing community.

Why is it considered acceptable for the RBKC tower to be higher than that on the Hammersmith & Fulham bank of the Creek? Twenty five storeys are offensive enough, but thirty are truly iniquitous and we would like to think that the Borough planners would see this as a vital and primary argument. **Whither the UDP?**

We have heard a suggestion that the extra height of the RBKC tower reflects the extra kudos and therefore the achievable price by virtue of its location in our Borough as

2119.
1888.

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED DATE 11/23/2011 BY 60322 UCBAW

1961-1962 1000
 1962-1963 1000
 1963-1964 1000
 1964-1965 1000
 1965-1966 1000
 1966-1967 1000
 1967-1968 1000
 1968-1969 1000
 1969-1970 1000
 1970-1971 1000
 1971-1972 1000
 1972-1973 1000
 1973-1974 1000
 1974-1975 1000
 1975-1976 1000
 1976-1977 1000
 1977-1978 1000
 1978-1979 1000
 1979-1980 1000
 1980-1981 1000
 1981-1982 1000
 1982-1983 1000
 1983-1984 1000
 1984-1985 1000
 1985-1986 1000
 1986-1987 1000
 1987-1988 1000
 1988-1989 1000
 1989-1990 1000
 1990-1991 1000
 1991-1992 1000
 1992-1993 1000
 1993-1994 1000
 1994-1995 1000
 1995-1996 1000
 1996-1997 1000
 1997-1998 1000
 1998-1999 1000
 1999-2000 1000
 2000-2001 1000
 2001-2002 1000
 2002-2003 1000
 2003-2004 1000
 2004-2005 1000
 2005-2006 1000
 2006-2007 1000
 2007-2008 1000
 2008-2009 1000
 2009-2010 1000
 2010-2011 1000
 2011-2012 1000
 2012-2013 1000
 2013-2014 1000
 2014-2015 1000
 2015-2016 1000
 2016-2017 1000
 2017-2018 1000
 2018-2019 1000
 2019-2020 1000
 2020-2021 1000
 2021-2022 1000
 2022-2023 1000
 2023-2024 1000
 2024-2025 1000
 2025-2026 1000
 2026-2027 1000
 2027-2028 1000
 2028-2029 1000
 2029-2030 1000
 2030-2031 1000
 2031-2032 1000
 2032-2033 1000
 2033-2034 1000
 2034-2035 1000
 2035-2036 1000
 2036-2037 1000
 2037-2038 1000
 2038-2039 1000
 2039-2040 1000
 2040-2041 1000
 2041-2042 1000
 2042-2043 1000
 2043-2044 1000
 2044-2045 1000
 2045-2046 1000
 2046-2047 1000
 2047-2048 1000
 2048-2049 1000
 2049-2050 1000
 2050-2051 1000
 2051-2052 1000
 2052-2053 1000
 2053-2054 1000
 2054-2055 1000
 2055-2056 1000
 2056-2057 1000
 2057-2058 1000
 2058-2059 1000
 2059-2060 1000
 2060-2061 1000
 2061-2062 1000
 2062-2063 1000
 2063-2064 1000
 2064-2065 1000
 2065-2066 1000
 2066-2067 1000
 2067-2068 1000
 2068-2069 1000
 2069-2070 1000
 2070-2071 1000
 2071-2072 1000
 2072-2073 1000
 2073-2074 1000
 2074-2075 1000
 2075-2076 1000
 2076-2077 1000
 2077-2078 1000
 2078-2079 1000
 2079-2080 1000
 2080-2081 1000
 2081-2082 1000
 2082-2083 1000
 2083-2084 1000
 2084-2085 1000
 2085-2086 1000
 2086-2087 1000
 2087-2088 1000
 2088-2089 1000
 2089-2090 1000
 2090-2091 1000
 2091-2092 1000
 2092-2093 1000
 2093-2094 1000
 2094-2095 1000
 2095-2096 1000
 2096-2097 1000
 2097-2098 1000
 2098-2099 1000
 2099-2100 1000
 2100-2101 1000
 2101-2102 1000
 2102-2103 1000
 2103-2104 1000
 2104-2105 1000
 2105-2106 1000
 2106-2107 1000
 2107-2108 1000
 2108-2109 1000
 2109-2110 1000
 2110-2111 1000
 2111-2112 1000
 2112-2113 1000
 2113-2114 1000
 2114-2115 1000
 2115-2116 1000
 2116-2117 1000
 2117-2118 1000
 2118-2119 1000
 2119-2120 1000
 2120-2121 1000
 2121-2122 1000
 2122-2123 1000
 2123-2124 1000
 2124-2125 1000
 2125-2126 1000
 2126-2127 1000
 2127-2128 1000
 2128-2129 1000
 2129-2130 1000
 2130-2131 1000
 2131-2132 1000
 2132-2133 1000
 2133-2134 1000
 2134-2135 1000
 2135-2136 1000
 2136-2137 1000
 2137-2138 1000
 2138-2139 1000
 2139-2140 1000
 2140-2141 1000
 2141-2142 1000
 2142-2143 1000
 2143-2144 1000
 2144-2145 1000
 2145-2146 1000
 2146-2147 1000
 2147-2148 1000
 2148-2149 1000
 2149-2150 1000
 2150-2151 1000
 2151-2152 1000
 2152-2153 1000
 2153-2154 1000
 2154-2155 1000
 2155-2156 1000
 2156-2157 1000
 2157-2158 1000
 2158-2159 1000
 2159-2160 1000
 2160-2161 1000
 2161-2162 1000
 2162-2163 1000
 2163-2164 1000
 2164-2165 1000
 2165-2166 1000
 2166-2167 1000
 2167-2168 1000
 2168-2169 1000
 2169-2170 1000
 2170-2171 1000
 2171-2172 1000
 2172-2173 1000
 2173-2174 1000
 2174-2175 1000
 2175-2176 1000
 2176-2

CONFIDENTIAL

August 10, 1941

1948-1949, 1950-1951, 1952-1953, 1954-1955, 1956-1957, 1958-1959, 1960-1961, 1962-1963, 1964-1965, 1966-1967, 1968-1969, 1970-1971, 1972-1973, 1974-1975, 1976-1977, 1978-1979, 1980-1981, 1982-1983, 1984-1985, 1986-1987, 1988-1989, 1990-1991, 1992-1993, 1994-1995, 1996-1997, 1998-1999, 2000-2001, 2002-2003, 2004-2005, 2006-2007, 2008-2009, 2010-2011, 2012-2013, 2014-2015, 2016-2017, 2018-2019, 2020-2021, 2022-2023, 2024-2025, 2026-2027, 2028-2029, 2030-2031, 2032-2033, 2034-2035, 2036-2037, 2038-2039, 2040-2041, 2042-2043, 2044-2045, 2046-2047, 2048-2049, 2050-2051, 2052-2053, 2054-2055, 2056-2057, 2058-2059, 2060-2061, 2062-2063, 2064-2065, 2066-2067, 2068-2069, 2070-2071, 2072-2073, 2074-2075, 2076-2077, 2078-2079, 2080-2081, 2082-2083, 2084-2085, 2086-2087, 2088-2089, 2090-2091, 2092-2093, 2094-2095, 2096-2097, 2098-2099, 2100-2101, 2102-2103, 2104-2105, 2106-2107, 2108-2109, 2110-2111, 2112-2113, 2114-2115, 2116-2117, 2118-2119, 2120-2121, 2122-2123, 2124-2125, 2126-2127, 2128-2129, 2130-2131, 2132-2133, 2134-2135, 2136-2137, 2138-2139, 2140-2141, 2142-2143, 2144-2145, 2146-2147, 2148-2149, 2150-2151, 2152-2153, 2154-2155, 2156-2157, 2158-2159, 2160-2161, 2162-2163, 2164-2165, 2166-2167, 2168-2169, 2170-2171, 2172-2173, 2174-2175, 2176-2177, 2178-2179, 2180-2181, 2182-2183, 2184-2185, 2186-2187, 2188-2189, 2190-2191, 2192-2193, 2194-2195, 2196-2197, 2198-2199, 2200-2201, 2202-2203, 2204-2205, 2206-2207, 2208-2209, 2210-2211, 2212-2213, 2214-2215, 2216-2217, 2218-2219, 2220-2221, 2222-2223, 2224-2225, 2226-2227, 2228-2229, 2230-2231, 2232-2233, 2234-2235, 2236-2237, 2238-2239, 2240-2241, 2242-2243, 2244-2245, 2246-2247, 2248-2249, 2250-2251, 2252-2253, 2254-2255, 2256-2257, 2258-2259, 2260-2261, 2262-2263, 2264-2265, 2266-2267, 2268-2269, 2270-2271, 2272-2273, 2274-2275, 2276-2277, 2278-2279, 2280-2281, 2282-2283, 2284-2285, 2286-2287, 2288-2289, 2290-2291, 2292-2293, 2294-2295, 2296-2297, 2298-2299, 2300-2301, 2302-2303, 2304-2305, 2306-2307, 2308-2309, 2310-2311, 2312-2313, 2314-2315, 2316-2317, 2318-2319, 2320-2321, 2322-2323, 2324-2325, 2326-2327, 2328-2329, 2330-2331, 2332-2333, 2334-2335, 2336-2337, 2338-2339, 2340-2341, 2342-2343, 2344-2345, 2346-2347, 2348-2349, 2350-2351, 2352-2353, 2354-2355, 2356-2357, 2358-2359, 2360-2361, 2362-2363, 2364-2365, 2366-2367, 2368-2369, 2370-2371, 2372-2373, 2374-2375, 2376-2377, 2378-2379, 2380-2381, 2382-2383, 2384-2385, 2386-2387, 2388-2389, 2390-2391, 2392-2393, 2394-2395, 2396-2397, 2398-2399, 2400-2401, 2402-2403, 2404-2405, 2406-2407, 2408-2409, 2410-2411, 2412-2413, 2414-2415, 2416-2417, 2418-2419, 2420-2421, 2422-2423, 2424-2425, 2426-2427, 2428-2429, 2430-2431, 2432-2433, 2434-2435, 2436-2437, 2438-2439, 2440-2441, 2442-2443, 2444-2445, 2446-2447, 2448-2449, 2450-2451, 2452-2453, 2454-2455, 2456-2457, 2458-2459, 2460-2461, 2462-2463, 2464-2465, 2466-2467, 2468-2469, 2470-2471, 2472-2473, 2474-2475, 2476-2477, 2478-2479, 2480-2481, 2482-2483, 2484-2485, 2486-2487, 2488-2489, 2490-2491, 2492-2493, 2494-2495, 2496-2497, 2498-2499, 2500-2501, 2502-2503, 2504-2505, 2506-2507, 2508-2509, 2510-2511, 2512-2513, 2514-2515, 2516-2517, 2518-2519, 2520-2521, 2522-2523, 2524-2525, 2526-2527, 2528-2529, 2530-2531, 2532-2533, 2534-2535, 2536-2537, 2538-2539, 2540-2541, 2542-2543, 2544-2545, 2546-2547, 2548-2549, 2550-2551, 2552-2553, 2554-2555, 2556-2557, 2558-2559, 2560-2561, 2562-2563, 2564-2565, 2566-2567, 2568-2569, 2570-2571, 2572-2573, 2574-2575, 2576-2577, 2578-2579, 2580-2581, 2582-2583, 2584-2585, 2586-2587, 2588-2589, 2590-2591, 2592-2593, 2594-2595, 2596-2597, 2598-2599, 2600-2601, 2602-2603, 2604-2605, 2606-2607, 2608-2609, 2610-2611, 2612-2613, 2614-2615, 2616-2617, 2618-2619, 2620-2621, 2622-2623, 2624-2625, 2626-2627, 2628-2629, 2630-2631, 2632-2633, 2634-2635, 2636-2637, 2638-2639, 2640-2641, 2642-2643, 2644-2645, 2646-2647, 2648-2649, 2650-2651, 2652-2653, 2654-2655, 2656-2657, 2658-2659, 2660-2661, 2662-2663, 2664-2665, 2666-2667, 2668-2669, 2670-2671, 2672-2673, 2674-2675, 2676-2677, 2678-2679, 2680-2681, 2682-2683, 2684-2685, 2686-2687, 2688-2689, 2690-2691, 26

[illegible][illegible][illegible][illegible]

under the regular course of litigation, and the court is not bound to follow the precedent of a previous decision in a case involving different facts and circumstances. The court is not bound to follow the precedent of a previous decision in a case involving different facts and circumstances.

(252)

opposed to Hammersmith & Fulham and even, dare we say it?, the more favourable return on Council Tax income. We trust this is no more than an ill-minded slur.

Reference in the proposals that the height of the towers harmonises with that of the singularly unappealing Montevetro, already a blot on the Battersea bank, and the Belvedere Tower in the Harbour immediately pinpointed the future, for every excess which is allowed to create a precedent clears the way for even more abuse of our local space. Manhattan upon Thames we are not!

We read of wonderful proposals for an enhanced River service, aspirations for the oft-discussed tube connection and substantial funding for bus services (300% increase??). All very impressive and hopeful. Several earlier attempts at a river bus service have foundered, but the concept might just work yet. The rail service is another long-hoped for idea which has never got further than the wish-list. Of course we should like more buses, but with the road space finite and already cluttered to near capacity with public and private vehicles, where will the increased traffic find space to proceed without causing total logjam (even before we consider the effect of Mr. Livingstone's masterplan), and even if the extra buses do materialise, how long will the developers continue to finance them once they have completed their work and gone on their way?

There is surely no way that the influx of the quoted figure of 1,700 residents, not to mention the substantial number of people brought into the area by the service and commercial interests, will not create misery for the established community. The increase in human density will be onerous enough, without considering the impact of the vehicular burden in an area where parking space is already at saturation level.

Whilst not denying the advantage which a sympathetic development programme would bring to the area, the proposals as currently submitted are far too ambitious. We understand perfectly that there are boundaries which govern how far the planners can go in their quest for damage limitation, but it is to be hoped that your department will have the courage to curtail Circadian's aspirations to a more acceptable and less greedy extent.

We wish you all the wisdom and valour you will need.

Yours sincerely,

D.R. Mount *M.C. Mount*

D.R. and (Mrs.) M.C. Mount

1. The first of these is the fact that the majority of the population of the United States is of European descent, and that the majority of the population of the United States is of European descent.

2. The second of these is the fact that the majority of the population of the United States is of European descent, and that the majority of the population of the United States is of European descent.

3. The third of these is the fact that the majority of the population of the United States is of European descent, and that the majority of the population of the United States is of European descent.

4. The fourth of these is the fact that the majority of the population of the United States is of European descent, and that the majority of the population of the United States is of European descent.

5. The fifth of these is the fact that the majority of the population of the United States is of European descent, and that the majority of the population of the United States is of European descent.

6. The sixth of these is the fact that the majority of the population of the United States is of European descent, and that the majority of the population of the United States is of European descent.

7. The seventh of these is the fact that the majority of the population of the United States is of European descent, and that the majority of the population of the United States is of European descent.

8. The eighth of these is the fact that the majority of the population of the United States is of European descent, and that the majority of the population of the United States is of European descent.

27a & 27c Stadium Street
London
SW10 0PU

8/57

(47) 253

22nd July 2002

Dear Planning & Conservation

Ref: DPS/DCSW/PP/02/1324&1325/IT
Proposed Development at Lots Road Power Station

Firstly, apologies for the late return of this letter as I/we have been away on leave.

I/We wish to object to certain aspects of this development, for virtually the same reasons as before, the tower is still too high at 30 storey, this will block out much needed daylight, sunlight, sky and view.

WE OBJECT MOST STRONGLY TO THE 30 STOREY TOWER, AND WE ASK, WHY IS THE HIGHER TOWER ALWAYS PROPOSED FOR OUR SIDE OF THE CREEK, WHY IS IT NOT ON THE MAIN DEVELOPMENT SIDE? THE REASON FOR THIS IS, YOU KNOW ONLY TOO WELL IT WILL BLOCK OUT SUNLIGHT, DAYLIGHT, VIEW AND SKY FROM YOUR NEW DEVELOPMENT AND THEREFORE DEVALUE YOUR NEW DEVELOPMENT.

I/We feel that some regeneration of the site may be a good thing, but we certainly do not have the infrastructure to support what you propose, it is difficult enough now with the lack of public transport and parking.

I/We also feel that nothing should be higher than preferably 4 floors or a maximum height of 6 floors.

I/We hope that you will listen to us and take our objection seriously.

Yours sincerely

E. Musk

Mrs Thorpe 1963
1962

MISS J MUSK 27A

MRS M THORPE 27C

EX	HDC	TP	CAC	AD	CLU	AD
DIR						
R.B.						SS
K.C.	- 2 AUG 2002					PLANNING
N	C					
			ARB	FPLN	DES	RELS



0/57 ①
 254
 2004

Kinlegh Folkard & Hayward

EX	HUC	TP	CAC	AD	CLU	AO
DIR						AK
R.B.	23 JUL 2002				PLANNING	
K.C.						
N	C	SW	SE	APP	IO	REC
			ARB	FPL	DOES	FEE

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

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

22nd July 2002

Dear Mr French,

Town & Country Planning (Environmental Impact Assessment) (England & Wales) Regulations 1999
Proposed Development at Lots Road Power Station, Lots Road, Chelsea, London SW10

We act as Managing Agents on behalf of the Russell Chelsea (Co Ownership No 3) Housing Association Ltd which runs and manages a development of 38 properties situated within Pooles Lane, Lots Road, and Burnaby Street, Chelsea, London SW10.

On behalf of our above named clients we wish to object in the strongest terms to the proposed redevelopment, which they feel would be overwhelming and totally unsuitable for the area.

Our clients would like to object to the redevelopment specifically on the grounds of the traffic generated by the works and the development once it has been completed, the high density of residential accommodation proposed, particularly in respect of the tower block size, and the increased burden that the large scale of the planning proposal would put on local transport, and emergency services. They are also concerned about the lack of infrastructure in this part of the borough, and the impact on the local environment, including the natural habitat of Chelsea Creek.

Our clients would also like to refer you to the planning application submitted during 2001 under your reference, DPS/DCSW/PP/01/01627/JT, which the planning services committee refused, as the current proposals seem to be virtually identical apart from the fact that the proposed residential tower will be 30 storeys high instead of 39 as proposed last year.

We trust that these points and objections will be placed before the Council's planning services committee.

Residential Estate Management KFH House, Norstead Place, London SW15 3SA Web www.kfh.co.uk
 Tel 020 8780 8700 Fax 020 8780 3604 Email propman@kfh.co.uk

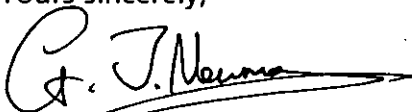


Franklin(02lettersjuly)GN
 Kinlegh Limited trading as Kinlegh Folkard & Hayward. Registered Office KFH House, Norstead Place, London SW15 3SA. Registered in England No 913323 VAT No 237 0253 86
 Representative only of the Legal & General marketing group, members of which are regulated by the Financial Services Authority, for the purposes of making introductions to other representatives for recommending, advising on and selling life assurance and investment products bearing Legal & General's name.

255

We would be grateful to receive any updates in respect of progress on this application, and will be pleased to forward to you any further information you may require in respect of our client's objections.

Yours sincerely,



G. J. Newman

KINLEIGH FOLKARD AND HAYWARD

Direct Dial: 020 8780 8737

e-mail: gnewman@kfh.co.uk

John Thorne
Planning and Conservation
Town Hall
Hornton St
London W8 7NX

Dear John Thorne

Re: Revised proposal for development of Lots Road power station site

I wish to object on several accounts to the revised proposal for a riverside development at Lots Road, Chelsea.

Aesthetically, the river provides a unique environment which will be spoiled for ever if the tall towers are built. These are far too high and will extend shadows across one of London's choicest landscapes. I enclose a press cutting which describes the qualities of this stretch of river. Turner, Whistler, Girtin, Grieve and dozens of Chelsea's finest artists will be turning in their graves.

The developer's plans to construct bridges over Chelsea Creek will deprive this area and the Thames in general of a rare asset. Chelsea Creek is shown on the charts as Navigable Water at High Tides. Any construction of bridges will block this important and ancient right of way for leisure boats and working craft. The developers accept that the Creek will silt up within a few years. If the Creek is kept open to craft their movements will prevent this happening. Are there any other facilities or points of access on the river within the borough that could provide similar access for recreational or commercial use by residents or businesses?

You may be aware there is a growing movement supported by the River Thames Society and others, to remind local authorities and riverside developers of their obligations to provide access to the river, not just for pathways but also to provide steps, piers and wharves so that people can get on to the water. The Thames is an invaluable asset, certainly the most important part of this development, and it appears that the developers have not given enough thought to this part of the scheme.

Can you explain how the site relates to the council's plans for river usage and access, and how does it relate to other developments within the Thames Strategy area?

The public transport facilities in the area are not sufficient for the current number of inhabitants. Provision of water borne access for public transport, recreation and delivery of goods might help to alleviate the situation.

Yours sincerely,

Graeme Ewens

EX DIR	HDC	TP	CAC	AD	CLU	ACK
R.B.	25 JUL 2002				P. HING	
K.C.						
N	G	SW	SE	APP	IC	DEC
			ARB	FPLN	DES	FEES

0/57

61

9 Cornwall Mansions
Cremorne Road
London, SW10 0PE

257

July 23, 2002

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

EX DIR	HDC	TP	CAC	AD	CLU	AD CAK
R.B. K.C.	25 JUL 2002				PLANNING	
N	C	SW	SE	IA	IC	REF
ARB			FPL		25	FEI

Dear Mr French,

**PROPOSED DEVELOPMENT AT: LOTS ROAD POWER STATION,
LOTS ROAD, CHELSEA, SW10
REF: DPS/DCSW/PP/02/1324&1325/JT**

I still object strongly to the above revised planning application for the Lots Road Power Station. The revised application is still totally unacceptable for the following reasons:

1. Overdevelopment of the site will cause problems with traffic, amenities, and the environment. Space and amenities are already limited in this neighbourhood. The number of housing units proposed is still far too high.
2. The height and scale of the proposed tower block are still blatantly in contravention of the UDP. Kensington and Chelsea should insist that the UDP and Planning Brief for the site are respected: the height should be no greater than 6/7 floors, or smaller than the height of the existing power station. Building tower blocks of this size will definitely reduce the amount of sunlight and daylight available to the local residents.
3. Insufficient transport and traffic proposals: the current infrastructure of the neighbourhood will not be able to cope with the increase in residential and commercial populations. The transport infrastructure needs to be improved. The improvements

2121.

258

proposed by Circadian seem uncertain and largely cosmetic. Furthermore, we understand that Kensington and Chelsea are planning to give the residents of the proposed development parking permits for the borough. The parking in the Lots Road neighbourhood is sparse enough without the addition of the population from the new site. Either the development should not be allowed at all, or the residents of the new site should not be given parking permits. Even if sufficient parking on the new site is provided, there will still be a lot of extra incidental demand for parking at all times of the day. The revised proposed development has **EVEN FEWER PARKING SPACES WITHIN THE DEVELOPMENT.** *

I expect the Royal Borough 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

Warwick Jessup

Warwick Jessup

cc The Right Hon. Michael Portillo

* A PARKING SPACE MUST BE PROVIDED FREE OF CHARGE WITH EVERY PRIVATE OR AFFORDABLE UNIT. CIRCADIAN'S PLANS TO LEGALLY DEBAR RESIDENTS FROM OBTAINING KENSINGTON AND CHELSEA PARKING PERMITS WILL NOT SUCCEED WHEN CHALLENGED IN THE COURTS.

8/57

21 Kings Quay, Chelsea Harbour

EX	DOC	TP	CA	D	CLU	AK
R.B.	N.C.					
				1 AUG 2002		
N	C	SW	SE	APP	IO	REC
			ARB	FPLN	DES	FEES

259 (15)

PL30NG

July 23, 2002

Planning Case Officer and Councillors,
London Borough of Kensington & Chelsea
Council Ref: Planning Application by Circadian Ref. 01PP/01/1627 (revised 2002)

Planning Case Officer and Councillors,
London Borough of Hammersmith and Fulham
Council Ref: Planning Application by Circadian Ref. 2001/1589P (Revised 2002)

Dear Sirs,

As a long-time resident of the Lots Road area, I am appalled at the revised application submitted by Circadian. They obviously think the local Council are fools and can – by relatively minor changes being made to the original, unacceptable application – be duped into agreeing to a development that violates the planning guidelines which the Council have established and upon which residents have relied. Thus they have only reduced the actual area built by 7 per cent! (from 144,000 square meters to 134,000 square meters) plus they have cut parking spaces by 212 – further adding to the parking congestion in the area (residents in social housing have cars and will need parking just as much as other residents). Thus the scheme is fatally flawed:

1. Density is too great.
2. Changes character of the area – already an attractive mix of low income housing and small houses. Adding two 25-story tower blocks is a complete change in character and environment, and is only done to satisfy the developer's greed and economics. Four- or five-story blocks would be more appropriate.
3. The traffic light proposed will add further congestion at the Lots Road intersection, and also on Embankment especially at peak times. Thus the traffic light will cause further backup on Embankment traffic between the King's Road and Cheyne Walk area.
4. Chelsea Harbour Phase is twice the density that had been approved (with P&O) for original development. Furthermore, the structure, design and density clash with the Chelsea Harbour development.
5. Plan would remove a row of chestnut trees on the current Chelsea Harbour site. These 20 year old trees provide a pleasant arbour walk down to the River Walk – and should be saved for that purpose under any future development plan. In addition, they can provide a modest screen to block the dirt and noise of any future development from the nearby buildings and houses.

260

-2-

6. No need for commercial/retail space as Worlds End shops are already a short walk away – and Chelsea Harbour/Lots Road already have substantial space available for more that has been empty for several years. The claim that 400 jobs will be created is completely specious and should be challenged. Some job losses could occur in the nearby shops in Lots Road/King's Road. Any other jobs would merely be transfers from elsewhere in London – other than maintenance people on site.
7. Retaining the power plant is a waste of space and has very little historic value or interest. Moreover, this is not a brownfield development. This is a developed residential area which happens to have a small power station taking up about 5% of the developed area represented by the Lots Road houses and Chelsea Harbour. In contrast, Imperial Wharf was a large derelict site which had been underdeveloped since its original warehousing and transport use ceased 10-12 years ago. Thus it is a classic brownfield site of substantially lower density than proposed by Circadian.
8. The real transport problem is lack of easy access to the Tube – the area is already well served by the 19 and 22 buses. A train station is years away. Moreover, any evaluation of transport impact and density must consider the impact of the very large development at Imperial Wharf – with 1,600 housing units – on the King's Road and Lots Road area.
9. The proposal will take 8 years to complete – if on time – causing unnecessary disruption to current residents and traffic jams on Embankment and the Lots Road area.

Please reject the proposal.

Thank you.



J. Roger Morrison

London Borough of Kensington and Chelsea
Town Hall
Hornton Street
London W8 7NX

The Planning Department
John Thorn, Planning Case Officer

Councillor A. Wood
3B Nevern Square
London SW5 9PE

Councillor T. Bolton
36 Lennox Gardens
London SW1X 00H

London Borough of Hammersmith and Fulham
Town Hall
King Street
London W6 9JU

Paul Entwistle
Environment Department

Councillor Sally Powell
Councillor Colin Pavelin
Councillor Brendan Bird
Councillor Gerald Wombwell

261

John Bodenham
Houseboat Odyssey
Old Ferry Wharf
106 Cheyne Walk
London
SW10 ODG

0/57

John Thorne
Case Officer: Lots Road Power Station Development
Planning and Conservation
Royal Borough of Kensington and Chelsea
The Town Hall
Hornton Street
London, W8 7NX

DIR	HDC	TP	CAC	AD	CLU	AC
R.B.	K.C.	23	JUL 2002	PLANNING		
N	C	SW	SE	APP	IO	REC
			ARB	FPLN	DES	FEE

24 July 2002

262

REF: Objection to planning application at Lots Road Power Station

I would like to register my objection to the proposed development of Lots Road Power Station on the following grounds....

Scale and appearance of development

261.

The scale of this development is completely out of keeping with the area - at 30 stories high the main tower block of this development is substantially higher than anything else in the area.

Furthermore, if high-rise residential developments are such a good idea then why are councils all over London demolishing 60's tower blocks and replacing them with low-rise developments?

Effect upon character and appearance of the area

In a neighbourhood which predominantly comprises of two story Victorian terraces a 30 story tower block is - to say the least - out of keeping with its surroundings.

What's more, many of the millionaires flats in this development are likely to remain unoccupied for most of the year (just like in Chelsea Wharf up the road). The net result is likely to be a dead, mostly unoccupied development in the heart of a residential area.

Effect upon traffic access and parking

The developer's token offer of better river taxis is a waste of time. There's a river taxi service already and no one uses it. How many people who live in Chelsea Wharf regularly use the river taxi? The answer is practically no one - so why are the residents of this development suddenly going to start travelling by river?

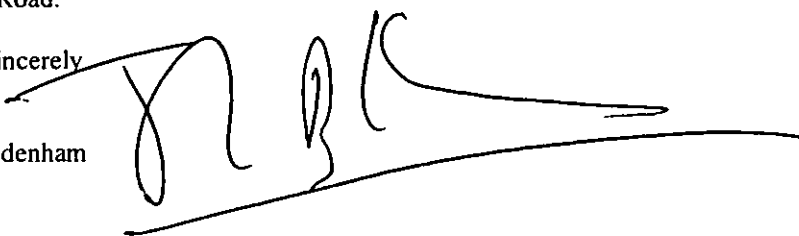
Loss of privacy and sunlight

I live on a houseboat almost directly under the two proposed tower blocks, so it'll block out my afternoon sun. And, when any of the apartment owners drop in from one their other homes they'll be looking directly into my home which means it'll have a serious impact on my privacy.

For these reasons I would like to register my strongest objections to the current plans for the development of Lots Road.

Yours sincerely

John Bodenham



S/ST

EX DIR	HDC	TP	CAC	AD	CLU	AO AK
R.B.	24 JUL 2002			PLANNING		
K.C.	N	C	SW	SE	AFD	FE
				ARB	FPLM	FEES


**BRITISH
CANOE
UNION**

Adbolton Lane
West Bridgford
Nottingham NG2 5AS
Tel. 0115 - 982 1100
Fax. 0115 - 982 1797
Email - info@bcu.org.uk
membership@bcu.org.uk
coaching@bcu.org.uk
Website - www.bcu.org.uk

John Thorne,
Kensington and Chelsea Borough Council,
Planning Dept.

24/7/02

Dear Sirs,

Re:- Circadian and Lots Road Power Station Site and Chelsea Creek.

I write on behalf of our members, plus at least 3 Outdoor Centres and several Canoe Clubs that we have in the area.

Canoeists use Chelsea Creek at present, mainly the White Water of the waves that occur over the steps when the tide goes out.

We would like to register our interest in seeing this facility enhanced if at all possible.

We feel that simple steps or a ramp down to river level that that would enable paddlers to launch and pull out of the river would be ideal.

We also feel that the creek itself could have its bottom and sides sculptured like a young upland river with the water pumped round in an enclosed circuit is also a possibility and finally, if some Canoe/kayak storage could be provided that would be ideal and if incorporated into the scheme it would enhance the area for residents and visitors alike.

I would like you to treat this letter, as the first contact of what I would hope could be an on going dialogue.

The BCU is the governing body of Canoesport in the UK. We provide our expertise free to start with.

Yours truly,

Chris. Hawkesworth.
Facilities and Planning Manager.

British Canoe Union

Registered in England as a company
limited by guarantee
without a share capital.
Reg. No. 1525484

Registered office:
John Duddenridge House
Adbolton Lane
West Bridgford
Nottingham NG2 5AS

To: Planning 0/55

Date: 24/7/02 63

The attached document(s) is/are forwarded:

- ☐ as discussed
- ☒ for action by you
- ☐ for your information
- ☐ for your consideration and comments
- ☐ for noting and returning
- ☐ as requested

Notes:

please respond to
the client with any
info you have on the
proposed redevelopment
at lots Road

Mary thanks

Sharon Dybell.

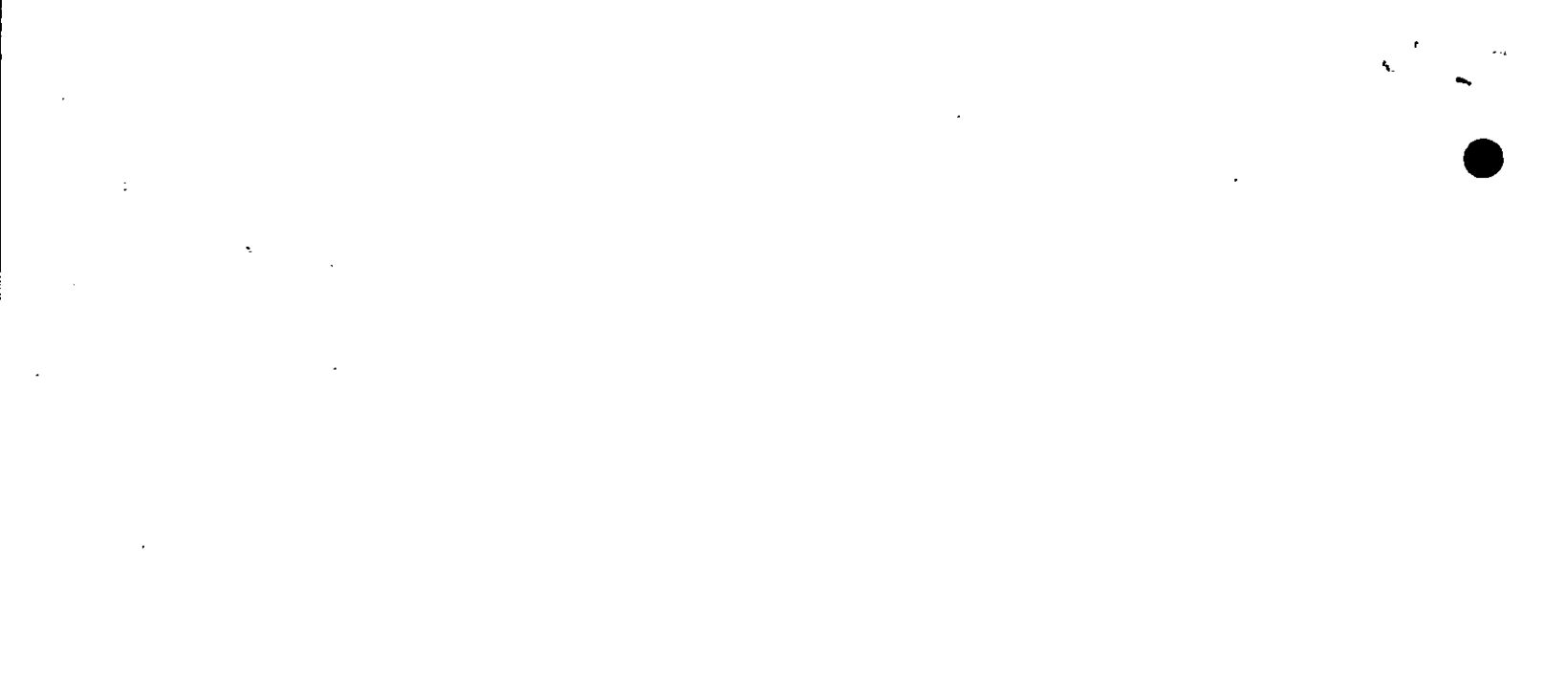
With the Compliments of **The Director of Environmental Health**
Council Offices,
37 Pembroke Road, London W8 6PW
Telephone: 020 7341

Fax: 020 7341 5711

THE ROYAL
BOROUGH OF



KENSINGTON
AND CHELSEA



OBJECTOR'S QUESTIONNAIRE

You have recently raised a written objection to an application for the grant/renewal/transfer/variation of a Public Entertainment Licence. It would assist the Council in improving the system for dealing with objections to licence applications if you would complete the questionnaire below and return it in the enclosed prepaid envelope to the Council Offices.

Please tick the box that most closely reflects your perception of the service you received from Licensing Officers regarding the licence application you have registered an objection to:

	VERY GOOD	GOOD	SATISFACTORY	LESS THAN SATISFACTORY	UNHELPFUL
Notification of the application	✓				
Information regarding the progress of the application	✓				
Response from Licensing Officers to any questions you have raised	✓				
Information regarding the process at the Licensing Panel	✓				
Information regarding the decision of the Licensing Panel	✓				

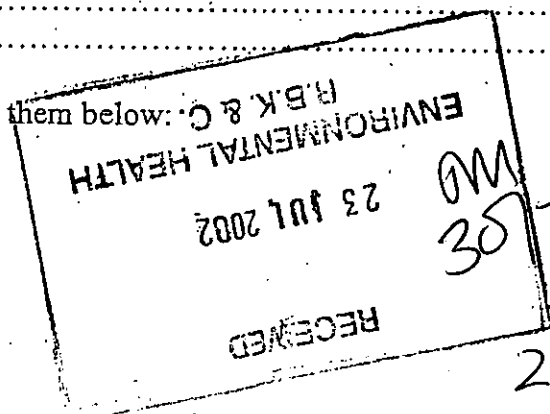
EX DIR HDC TP CAC AD CLU AO
 D.B. K.C. 26 JUL 2012
 N C SW SE APP IS REV
 I ARB FPLN DES FEES

If you have any further comments to make regarding the assistance you have received from the Licensing Team staff or how you feel we could improve our service to you in relation to licensing issues please continue below:

I DO NOT FEEL I HAVE ENOUGH/ANY INFORMATION ON THE PROPOSED 29 STOREY BUILDING TO BE AT THE SITE OF THE POWER STATION (NEAR CHELSEA HARBOUR). HOW CAN I GET INFORMATION AND BE KEPT INFORMED
 THANK YOU

If you wish to leave your name and address please add them below:

CHRISTY AUSTIN
 43 PAULTONS SQ
 LONDON
 SW3 5DT



EX	HDC	TP	CAC	AD	CLU	AO
DIR						AK
R.B.	26 JUL 2002			PLANNING		
K.C.				185		
N	C	SW	SE	APP	IO	REC
			ARB	FEES		

3517

66

266

41 Upcerne Road
London SW10 0UD

24.07.2002

M.J. French Esq.
Executive Director
Planning and Conservation
R.B.K & C.
London W8 7NX

Your Ref: DPS/DCSW/PP/02/132&1325/JT
Lots Road Power Station

Dear Sir,

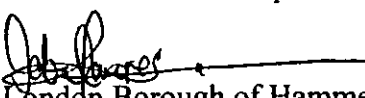
On 14 November 2001 I wrote to the Borough of Hammersmith & Fulham objecting to the proposal by CIRCADIAN, with copy to R.B.K & C. I enclose a copy for easy reference. I was also very proud to note that that proposal had been turned down and wrote to express my appreciation.

I am reiterating my refusal of the CIRCADIAN plans because they will destroy the way life in this and other parts of SW10. E.g. their feeble attempt to show how transport will be improved in Lots Road and the area around it is an insult to our intelligence. I still firmly behind the excellent report prepared by Colin Buchanan & Partners and sincerely hope that you will refuse this gigantic project for what it is: An evident abomination in this beautiful area of London, where many architectural and planning crimes have already been committed.

Please help us to protect what is left what is left of SW10 from developers who do not care.

Yours sincerely

Mrs. Imelda Balmores Opare


c.c. London Borough of Hammersmith and Fulham

1991

14 November 2001

267

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.

cc. London Borough of
Kensington & Chelsea

Yours sincerely,
Mrs. Imelda Balmores Gore

Donna Ambler
53B Upcerne Road
London SW10 OSF
Tel: 07889 041 635

(69) 268

24th July 2002

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

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

EX	HDC	TP	CAC	AD	CLU	AG
DIR						AK
R.B.						
K.C.		29	JUL 2002		PLANNING	
N	DC	SW	SE	APP	IO	REC
		ARB	FPLN	DES	FEES	

Dear Mr French

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

Thank you for your notification of the proposed development of Lots Road Power Station.

I am writing to object to the erection of a 30 storey residential tower. This would dwarf the power station and drastically change the character of the river bank. There would also be a clash between this giant skyscraper and the nearby Victorian terraces. Our neighbourhood infrastructure - schools, roads, parking and transport is totally unable to integrate this level of new homes.

There has already been massive redevelopment stretching from Chelsea to Fulham Broadway and the Lots Road/Sands End area supplies limited public transport services. The proposed high density housing of this tower would also have a devastating effect on the level of traffic passing through Lots Road which is already at saturation point. Local residents parking could not meet the extra demand generated by the influx of so many new residents.

I would like to see Lots Road Power Station developed to provide a mix of residential and business use in a manner and scale that is in keeping with the character of the area. A 30-storey tower does not meet these standards.

I look forward to seeing new proposals for the development of this important site.

Yours sincerely

Donna Ambler

Donna Ambler

1251

Derek G. Williams

4 ADMIRAL SQUARE
CHELSEA HARBOUR
LONDON SW10 0UU
UNITED KINGDOM

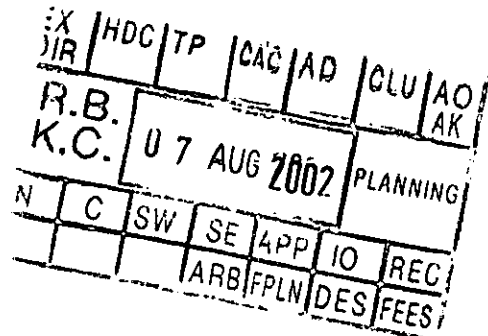
269

24 July 2002

Telephone: 020-7351 2925

Fax: 020-7351 5583

For the attention of Mr Paul Entwistle
Development Control Division
Environment Department
London Borough of Hammersmith & Fulham
Town Hall
King Street
Hammersmith
London W6 9JU



0/57
Dear Mr Entwistle,

Town and Country Planning Act 1990

Application Numbers: 2002/1366/P and 2002/1368/P

**Land adjacent to South side of Chelsea Creek, and land at Thames Avenue,
Chelsea Harbour Drive, London SW10**

I am writing to acknowledge your letter dated 25 June 2002, concerning the above applications that have been submitted to you for the development of the land above.

I note that earlier applications submitted on behalf of Circadian referred to in my correspondence with your division over the period November 2001 to January 2002 were refused planning permission in April 2002.

I regret to say that the present proposals have not been amended sufficiently to enable me to provide my support. I have seen a copy of the objections to the proposed development made to you on behalf of the Chelsea Harbour Residents' Association and I endorse that submission.

As a resident of a property in Admiral Square backing right up to the proposed development, my particular concern, as pointed out to you in previous correspondence on the proposed development of the site, is for the retention of the avenue of 16 established protected chestnut trees and the walkway leading down the river behind my property. I urge that this open area be kept in its existing form for the benefit of all residents and visitors to Chelsea Harbour. Besides the amenity benefits, I must emphasise again the necessity to retain the walkway for police/security reasons, access for fire risk and more importantly for the maintenance of the properties on this side of Admiral Square.

I should state that I am an original purchaser and under the provisions of my lease on 4 Admiral Square with Chelsea Harbour Limited, Sixth Schedule (Landlord's Covenants) Item 3, Repair and Maintenance – sub clause 1, to maintain, repair and renew: (7 sections) and under sub clause 2, full details are specified of the maintenance to be provided. It is quite clear from these provisions that to carry out this maintenance, access is required to the rear of my property and the only way is by the provision of a cherry picker on the walkway to be able to paint window frames, clean the brick facings, maintain and repair any stonework plus other ancillary items. A cherry picker was so used on this walkway at the rear of my property when the last major maintenance was carried out. If the walkway was removed such maintenance could not be carried out. In these circumstances Chelsea Harbour Limited would be in default.

270

This is an urgent matter which needs discussion between Chelsea Harbour Limited and Circadian. It appears to me that when the development land was sold it should have been made clear to the developer that the tree avenue should remain. In view of the tree preservation order over the 16 chestnut trees, I have no doubt it was to be expected this should be the case.

It seems the walkway and trees have been removed on Circadian's plan to make way for the building of five single storey quarters for staff (termed studios) for the five ground floor flats and to provide over-large courtyard gardens.

In summary:

1. The studios should be eliminated, they are far too close to the Admiral Square properties and could also generate a nuisance problem including, noise (music) and cooking smells.
2. The walkway and tree avenue to remain.
3. The gardens of the five ground floor flats be reduced to patio size gardens being the same size as for the Admiral Square houses.
4. The proposed house at the end of the walkway to be eliminated from the plan.

I shall be grateful if you will record my objections to the proposals accordingly.

In view of the high density and impact upon local transport facilities and road overcrowding, I anticipate that the scheme as submitted, will in any event fail to be approved. I have every hope that the developer will then decide to implement the original Chelsea Harbour Phase II plan for the site which would be far more in keeping with Phase 1.

Yours sincerely,



Derek G. Williams

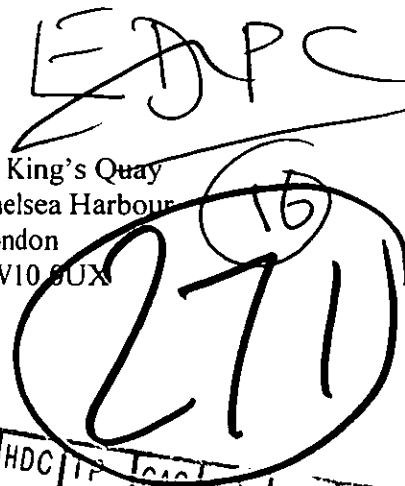
c.c. Sir Ralph Halpern, Chelsea Harbour Residents' Association
All Admiral Square residents
Chelsea Harbour Limited

- 2 AUG 2002



0/JT

30 King's Quay
Chelsea Harbour
London
SW10 8UX



EX	HDC	IP	CAC	AD	CLU	AO
DIR						AK
R.B.		- 5 AUG 2002		PLANNING		
K.C.						
N	C	SW	SE			
		AR				

24th July 2002

Mr. Paul Entwistle,
Development Control Division,
Environment Department,
London Borough of Hammersmith and Fulham,
Town Hall,
King Street,
London,
W6 9JU.

Dear Mr. Kirby,

Planning Application by Circadian Ref. 2002/1366/P & 2002/1368/P

I am writing to express my objections to the above planning applications.

My objections are :-

1. Once again, we are faced with an application that gives details of only one part of the entire development and I urge you to view this application in conjunction with the application for the development of the Lots Road Power Station and surrounding area.
2. The sheer scale of the developments and the very brief period of time to enable us to consider the plans and the implications is far too short and more time should be granted in order for a more detailed study to be made. If the developers are so convinced that this development is of such value to our area then what have they got to lose?
3. The developers transport scheme which seeks to cosy up to government initiatives on green transport usage cannot work. It is unrealistic and can in no way support the proposed volume of new inhabitants and outside workers to the area. The idea that a bus route to Parliament Square, a few extra buses, a bicycle pool and the other nonsensical proposals will suddenly enable the current residents and workers in the Lots Road vicinity, much less the new ones, to travel in a harmonious manner on public transport for work and recreational purposes is utopian nonsense. The new river bus service they aim to support will never attract the custom until it becomes an integral part of a Transport for London Travelcard or similar package. At present, the current operator struggles to fill the limited number of very small journeys it provides. Under the present scheme, the discounts offered for travel on the new boats will require a Travel Card before they come into operation. I have difficulty in reconciling the initial cost of a Travel Card against a one third reduction in the return cost of the River Bus if the user merely wishes to travel from one dock to another without requiring a bus or tube! All this scheme will do is turn Lots

2195

272

Road and its surrounding area into one big traffic jam with scores of private and commercial vehicles attempting to find a viable manner in which to leave the area and exit on to a road going in the direction they actually require. The developers propose the introduction of a 20 mph speed limit for Lots Road and the local side streets. This shows their lack of knowledge because even without speed restrictions it is rare for speeds to exceed 20 mph particularly during peak times. The idea of car sharing was long ago shown to be unworkable for all but the most local of arrangements e.g. school run. It has long been known that unless people are going to and from exactly the same place at exactly the same time, car sharing fails. It was also a commercial failure despite a huge radio campaign by the company involved to get people to adopt it. Developers in this area seem terribly good at marketing their properties highlighting a "proposed new station" but there is no commitment to actually build one. Unless we get one and, more importantly an Underground station, then the traffic scheme put forward will do nothing to prevent the overload of traffic from these planning applications and those already approved e.g. Imperial Wharf etc. The developers put forward false percentage figures to support their laughable claims using local resident population rather than households. I urge you to commission an independent and reputable transport consultant to prepare a transport review of the proposals. The developer appears to wholly and, in my judgement, deliberately misunderstand the need for suitable and efficient transport to be available in peak periods and that their remedies will do nothing to prevent the inevitable additional delays from the town-cramming they seek to impose upon this neighbourhood.

4. The changes in the plans take little or no account of the reasons behind your Council's having rejected the previous application, most importantly in the density and the lack of a transport hub. A mere 4.3% reduction in the number of dwellings is absurd and, once again, reflects this developers outright arrogance and greed and their continued disregard for the existing local community.
5. The heights of buildings HF5 & 6 should be reduced substantially to no more than five storeys thus preserving river views for existing properties. The application also provides for the closure of the footpath to the Thames and the removal of its trees which are the subject of a preservation order and the provision of 5 single storey habitable buildings at the bottom of the gardens replacing the path and trees. These should be removed and the path and trees retained and the gardens for Block HF 6 reduced to a suitable size in keeping with the existing gardens. The Block HF1 is too high and should be reduced substantially in size. The affordable housing should be spread throughout the development and in its current location must be built in similar materials used on what will become the joint entrance to Chelsea Harbour.
6. I am extremely concerned about the access provisions in the scheme and the Chelsea Harbour estate roads being used to accommodate this new traffic and in the lack of adequate parking. I would also like to know how the occupiers of properties where an undertaking not to own a motor vehicle is a condition of residency will be governed once they are in occupation? Clearly, once they are in residence unless sanctions are in place then there will be nothing to prevent their obtaining a vehicle for which no parking space has been allocated.

- (273)
7. I understand that it is possible for the Council and the developer to reach a Section 106 Agreement to enable the scheme to go ahead on a compromise basis. I would sincerely hope that no such agreement would be concluded without first consulting the local residents.
 8. Chelsea Harbour is a quiet, peaceful and secure development which has been tastefully built and maintained and any new development should not impinge upon this. The current proposals will most certainly impinge upon us and our surroundings. Once again, a far more enlightened scheme is required.

Yours sincerely,

J. P. Doyle

Cc: Hammersmith and Fulham Councillors: W. Harcourt, C. Treloggan, C. Aherne, J. Khaled, Dame Sally Powell, M. Cartwright, F. Stainton, M. Adam, S. Dawson, C. Donald, S. Hamilton

Development Services Division, Hammersmith and Fulham Council

R. Leigh, Committee Co-ordinator Hammersmith and Fulham Council

Kensington and Chelsea Councillors: T. Ahern, L.A. Holt, V. Borwick, F. Buxton, B.

Campbell, J. Corbett-Singleton, A. Dalton, J. Edge, N. Halbritter, Lady Hanham, J.

Husband, J. Kingsley, B. Phelps, S. Ritchie, M. Simmonds, D. Weatherhead, J.

Atkinson, K. Cunningham, B. Hoier, R. Horton, S. Shapro

Environmental Services Department, Kensington & Chelsea Council

A. Blackmore, Committees Co-ordinator, Kensington & Chelsea Council ✓

30 King's Quay
Chelsea Harbour
London
SW10 0UX

274

24th July 2002

Mr. Paul Entwistle,
Development Control Division,
Environment Department,
London Borough of Hammersmith and Fulham,
Town Hall,
King Street,
London,
W6 9JU.

0/57

Dear Mr. Kirby,

Planning Application by Circadian Ref. 2002/1366/P & 2002/1368/P

I am writing to express my objections to the above planning applications.

My objections are :-

1. Once again, we are faced with an application that gives details of only one part of the entire development and I urge you to view this application in conjunction with the application for the development of the Lots Road Power Station and surrounding area.
2. The sheer scale of the developments and the very brief period of time to enable us to consider the plans and the implications is far too short and more time should be granted in order for a more detailed study to be made. If the developers are so convinced that this development is of such value to our area then what have they got to lose?
3. The developers transport scheme which seeks to cosy up to government initiatives on green transport usage cannot work. It is unrealistic and can in no way support the proposed volume of new inhabitants and outside workers to the area. The idea that a bus route to Parliament Square, a few extra buses, a bicycle pool and the other nonsensical proposals will suddenly enable the current residents and workers in the Lots Road vicinity, much less the new ones, to travel in a harmonious manner on public transport for work and recreational purposes is utopian nonsense. The new river bus service they aim to support will never attract the custom until it becomes an integral part of a Transport for London Travelcard or similar package. At present, the current operator struggles to fill the limited number of very small journeys it provides. Under the present scheme, the discounts offered for travel on the new boats will require a Travel Card before they come into operation. I have difficulty in reconciling the initial cost of a Travel Card against a one third reduction in the return cost of the River Bus if the user merely wishes to travel from one dock to another without requiring a bus or tube! All this scheme will do is turn Lots

EX	HDC	TP	CAC	AD	CLU	AO
DIR						AK
R.B.						PLANNING
K.C.		- 5	AUG	2002		42
N	C	SV	SE	APP	IO	REC
			ARB	FPLN	DES	FEE

(275)

Road and its surrounding area into one big traffic jam with scores of private and commercial vehicles attempting to find a viable manner in which to leave the area and exit on to a road going in the direction they actually require. The developers propose the introduction of a 20 mph speed limit for Lots Road and the local side streets. This shows their lack of knowledge because even without speed restrictions it is rare for speeds to exceed 20 mph particularly during peak times. The idea of car sharing was long ago shown to be unworkable for all but the most local of arrangements e.g. school run. It has long been known that unless people are going to and from exactly the same place at exactly the same time; car sharing fails. It was also a commercial failure despite a huge radio campaign by the company involved to get people to adopt it. Developers in this area seem terribly good at marketing their properties highlighting a "proposed new station" but there is no commitment to actually build one. Unless we get one and, more importantly an Underground station, then the traffic scheme put forward will do nothing to prevent the overload of traffic from these planning applications and those already approved e.g. Imperial Wharf etc. The developers put forward false percentage figures to support their laughable claims using local resident population rather than households. I urge you to commission an independent and reputable transport consultant to prepare a transport review of the proposals. The developer appears to wholly and, in my judgement, deliberately misunderstand the need for suitable and efficient transport to be available in peak periods and that their remedies will do nothing to prevent the inevitable additional delays from the town-cramming they seek to impose upon this neighbourhood.

4. The changes in the plans take little or no account of the reasons behind your Council's having rejected the previous application, most importantly in the density and the lack of a transport hub. A mere 4.3% reduction in the number of dwellings is absurd and, once again, reflects this developers outright arrogance and greed and their continued disregard for the existing local community.
5. The heights of buildings HF5 & 6 should be reduced substantially to no more than five storeys thus preserving river views for existing properties. The application also provides for the closure of the footpath to the Thames and the removal of its trees which are the subject of a preservation order and the provision of 5 single storey habitable buildings at the bottom of the gardens replacing the path and trees. These should be removed and the path and trees retained and the gardens for Block HF 6 reduced to a suitable size in keeping with the existing gardens. The Block HF1 is too high and should be reduced substantially in size. The affordable housing should be spread throughout the development and in its current location must be built in similar materials used on what will become the joint entrance to Chelsea Harbour.
6. I am extremely concerned about the access provisions in the scheme and the Chelsea Harbour estate roads being used to accommodate this new traffic and in the lack of adequate parking. I would also like to know how the occupiers of properties where an undertaking not to own a motor vehicle is a condition of residency will be governed once they are in occupation? Clearly, once they are in residence unless sanctions are in place then there will be nothing to prevent their obtaining a vehicle for which no parking space has been allocated.

- 276
7. I understand that it is possible for the Council and the developer to reach a Section 106 Agreement to enable the scheme to go ahead on a compromise basis. I would sincerely hope that no such agreement would be concluded without first consulting the local residents.
 8. Chelsea Harbour is a quiet, peaceful and secure development which has been tastefully built and maintained and any new development should not impinge upon this. The current proposals will most certainly impinge upon us and our surroundings. Once again, a far more enlightened scheme is required.

Yours sincerely,

J. P. Doyle

Cc: Hammersmith and Fulham Councillors: W. Harcourt, C. Treloggan, C. Aherne, J. Khaled, Dame Sally Powell, M. Cartwright, F. Stainton, M. Adam, S. Dawson, C. Donald, S. Hamilton

Development Services Division, Hammersmith and Fulham Council

R. Leigh, Committee Co-ordinator Hammersmith and Fulham Council

Kensington and Chelsea Councillors: T. Ahern, L.A. Holt, V. Borwick, F. Buxton, B.

Campbell, J. Corbett-Singleton, A. Dalton, J. Edge, N. Halbritter, Lady Hanham, J.

Husband, J. Kingsley, B. Phelps, S. Ritchie, M. Simmonds, D. Weatherhead, J.

Atkinson, K. Cunningham, B. Hoier, R. Horton, S. Shapro

Environmental Services Department, Kensington & Chelsea Council ✓

A. Blackmore, Committees Co-ordinator, Kensington & Chelsea Council

21 Thames Quay
Chelsea Harbour
London SW 10 0UY

25th July 2002

277

Mr Paul Entwistle
LBHF
Environment Department
Development Services Division
Town Hall
King Street, W6JU

Dear Sir

Re: Application 2002/1366 and 1368P Chelsea Harbor/Creek etc.

I thank you for your letter of the 25th June regarding the above redevelopment application.

This revised application should be rejected for the following reasons:-

1. The building density is too great and the application seeks an outrageous over development of the site in the pursuit of financial greed.
2. This proposed development in conjunction with the Power station and other neighbouring redevelopments will impose immense pressures on the traffic infrastructure of the local area which already has difficulty in coping with current traffic densities. The traffic proposals submitted by Circadian are farcical in the extreme and are an insult to the public's intelligence.
3. Likewise there appears to be no provision for upgrading local social and public amenities which are already overstretched.
4. The Chelsea Creek development is incompatible with Chelsea Harbor lay out and at the time of the original application in circa 1986 a substantial financial contribution was made to the Council for local amenities. Circadian wish to destroy the avenue of trees in Chelsea Harbor leading down to the riverside walk which is one of the leading features of the Harbor and this destruction is just one example of Circadian's commercial vandalism and their scant regard for the residents.
5. Sir, - I do hope you and your colleagues together with the council members will have the good sense to reject this application and insist the Chelsea Harbor plan as approved in circa 1986 is completed as per the original plan, and any departure from this planning permission should be subject to a proper enquiry encompassing all aspects of the this redevelopment together with the Lots road power station redevelopment.

I thank you your favourable consideration

Yours faithfully

T L W Evans

TateCollection

Camden Graphics

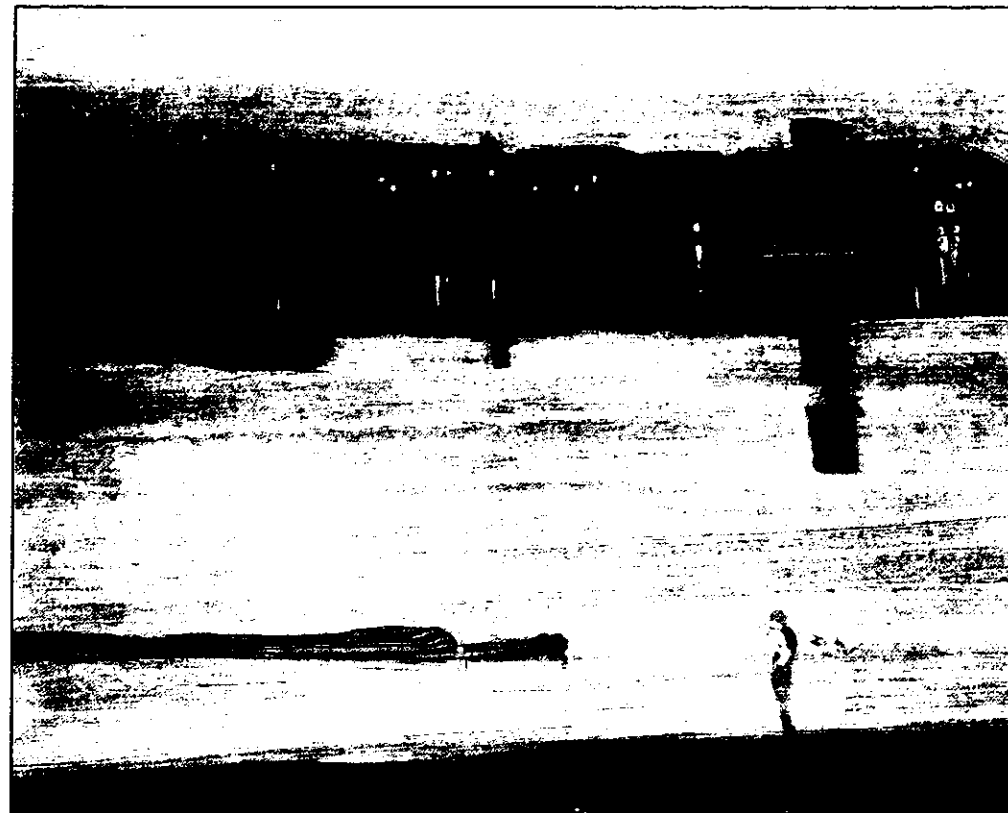
TA 21 Nocturne in Blue and Silver: Chelsea
James Abbott McNeill Whistler
© Tate Gallery 1999
Item No. 040-365886
Published and Distributed by
Camden Graphics Ltd.

Code HH 50



5 015862 235021

Nocturne in Blue and Silver: Chelsea James Abbott McNeill Whistler



⑥ 0/57 13 Tetcott Road,
S.W.10, OSA. 1985
25.7.02. OM 3517

Dear Sir/Madam,

We are writing to object to the most recent proposal to the conversion of the Lots Road Power Station. We believe that the mixture of residential and business developments will not benefit the local community for the following reasons.

- ① There will be an increase in traffic in an already congested area.
- ② The 30 storey residential tower

will spoil the river views and impact on those living behind it in terms of shadows / winds / and access.

- ③ The area does not need more retail, office, business concerns - witness the 'ghost' town of Chelsea harbour

- ④ We admit the impacts of 'Kings' (Chelsea) - 300 residential developments - on traffic in the area.

- ⑤ The Sands End developments are increasing and this is becoming a high density area / expensive area to live in.
- Yours faithfully. Paula Matthews / John O'Regan
(Lecturers).

9 Chelsea Crescent
Chelsea Harbour
London SW10 0XB

278

25 July 2002

Dear Sir

Circadian Application – Lots Road

Ref: 2002/1366/P

2002/1368/P

Site B South of Chelsea Creek

I write to object to the planning application by Circadian for the development of the area to the South of Chelsea Creek and which joins on to Chelsea Harbour. However, much of what I have to say applies to the whole proposed development including that land falling within the Royal Borough of Kensington and Chelsea.

I am very much in favour of the regeneration of the whole area along the river, including the land under development by Imperial Wharf and the completion of the Chelsea Harbour development and redevelopment of the Lots Road power station site. I am also in favour of the provision of affordable housing. What I object to is the over saturation of the area, which is already beset with transport problems.

There is considerable doubt as to whether the railway station will ever be built, and I do think it is objectionable that the Imperial Wharf developers are able to prominently display artists' impressions of this 'pie in the sky' station on various parts of their development. The Circadian model on public display in Lots Road also misleadingly shows the station in a degree of solidity, which is wholly inappropriate. Such misleading tactics by these developers makes one more than ever suspicious of their intentions.

The proposal regarding the river bus service will, I fear, turn out also to be window dressing. I am all in favour of the development of the river as a means of transport, but virtually all efforts to do so have failed and are likely to continue to fail unless river boats are treated as part of an integrated London transport system with tickets interchangeable with the other transport systems. Furthermore, it will require investment in more piers with floating pontoons in order to create feeder routes from further up the river and, in particular, to service the many people living on the Battersea side of the river. It is typical of the Circadian approach that they offer a semi solution and look only at parts of the problem by offering a subsidised boat. It is beyond any of these developers to organise a proper boat system, which would have a satisfactory impact on the transport difficulties of the Sands End/Lots Road area. Even the bus solution has, in my view, been inadequately thought out. The installation of new traffic lights, on the already very busy junction of Lots Road and Cremorne Road, will during peak hours cause considerable further delay to a road which, even during weekends, is extremely busy.

2188.

279


Lots Road itself, is frequently choked, particularly on Saturdays when Chelsea Football Club are playing at home. Most Sunday afternoons Lots Road, particularly on the section leading to the Kings Road, is extremely busy because of the auction houses.

In simple terms, an intolerable situation will develop if any further dense developments are allowed before the transport problem is properly tackled. With nearly 2,000 new dwellings going up on the Imperial Wharf site I believe that it is only appropriate to allow light development of the other sites until the transport infrastructure has actually been developed. In particular, when (if) the station is built and a proper water transport system developed, then it would be appropriate to allow development approaching that for which planning permission is sought.

On a different point, I particularly object to the loss of open space in the Chelsea Harbour development. Several times a week I take a walk along the eastern side of Admirals Walk, and I understand that this walk will be disappearing and that small "studio" style properties will be built over the area where the trees and gardens currently exist. I think this is simply shocking of the developers and displays contempt for the current residents of Admirals Walk. Planning authorities should realise that there is no altruism about companies like Circadian.

I fear that if this planning application is granted it will create accommodation but at a huge cost to the community of the area and those who travel through it. I hope common sense prevails and that a much reduced scheme is all this is allowed.

Yours faithfully

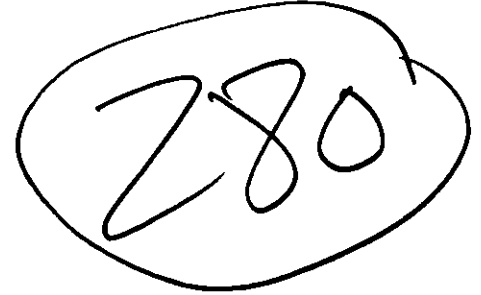


Frank Presland

khjul5

25 The Quadrangle
Chelsea Harbour
London SW10 0UG

Messrs Paul Entwistle/John Sanchez - Planning Officers
Environmental Department
London Borough of Hammersmith and Fulham
Town Hall, King Street
Hammersmith
London W6 9JU



25th July 2002

Dear Messrs. Entwistle/Sanchez

CHELSEA HARBOUR PHASE TWO

Planning Applications submitted by Circadian (CH) Ltd

LB Hammersmith & Fulham ref: 2002/1336/P and 1368 P - SITE B South of Chelsea Creek

I write again as a leasehold resident of The Quadrangle, Chelsea Harbour and strongly object to the above planning application submitted by Circadian (CH) Ltd on the following grounds:

1. Large Scale Development

Although this application refers to Site B - South of Chelsea Creek it should be considered along with Site A - North of Chelsea Creek which is the subject of a separate application to the Royal Borough of Kensington and Chelsea. The proposals for Site A and Site B form a single design and therefore it would be improper for one Authority to approve their element of the project without the agreement of the other.

This application should not be considered as a revision and reduction in content of a previously rejected application - 2001/2933/P. This application must be considered on its own merits and compared to the policies approved under the adopted and revised Unitary Development Plan and measured against the reasons underlying the planning refusal for the initial Circadian scheme 2001/2933/P. I believe this new application does not meet the policies approved under the Unitary Development Plan and therefore should be rejected.

281

2. Density and Cramming

This application should be compared with the original approved scheme for Chelsea Harbour Phase Two which satisfies the density provisions of both the old and modified Borough Unitary Plans:

	Chelsea Harbour Phase Two as Approved	Circadian Site B Application 2002/1366 and 1368/P	Increase in Accommodation Over approved Scheme
Dwellings	70	444	374
Habitable Rooms	246	1669	1423
Site Area in Lectures	0.87 ha	1.9 ha	
Density	282 hr ha	894 hr ha	3.2 times increase

The density of the development increases by 3.2 times over the existing consent and is 2.6 times above the density prescribed in the Unitary Development Plan. This high density application fails to meet existing density requirements and is so dramatically different from the density, style and character of the existing planning consent for Chelsea Harbour Phase Two that it should be rejected.

3. Effect on The Quadrangle

- a) The location of the entrance to the 276-space Car Park opposite The Quadrangle is the sole entry and exit for the car park servicing the whole of Site B. This will result in constant and considerable noise nuisance to habitable rooms in the Quadrangle.
- b) The twelve-storey block of flats in the affordable housing will mean considerable overlooking of the Quadrangle resulting in loss of privacy and light to the residents.

4. Impact of Blocks HF5 & 6 on Admirals Court

- a) Block HF6 creates a wall of flats over-looking the town houses and thus loss of privacy. This is exacerbated by the removal of the double line of protected trees.
- b) Block HF5 virtually totally blocks river views from the houses forming the north side of Admirals Court.
- c) The five single storey apartments are placed too close to Admirals Court creating cramped private open space and possibly denying access to the residents of Admirals Court for repairs and refurbishment to their homes.

282

5. **Traffic Congestion in Chelsea Harbour**

- a) Chelsea Harbour Entrance - the proposed new access road leading into Site B creates a clumsy and difficult traffic junction with Lots Road at the entrance to Chelsea Harbour. Traffic volume is likely to double and this will create serious safety issues for pedestrians and vehicle users.
- b) Linkage of Site B roads with Chelsea Harbour Estate roads - the Chelsea Harbour roads are private roads where no parking is permitted. This proposed linkage has the potential to greatly increase the volume of traffic with the resultant adverse effect on safety, noise and environmental pollution. I will be pressing Chelsea Harbour to seal off the linkage at Block HF7 by a barrier to be placed on Chelsea Harbour's own land and therefore outside the control of the owners of Site B.

6. **Lack of Transport Hub and Traffic Congestion in Lots Road**

High density developments are only acceptable where there is easy access to good transport facilities - **a transport hub**. It is impossible for Chelsea Harbour and Lots Road to qualify as a transport hub and therefore there is no way that this high density planning application can be justified or approved.

In addition insufficient consideration has been given to the impact of greatly increased volume of traffic that will use Lots Road especially in the direction of the Embankment. Even with the installation of traffic lights this will cause severe back-up of traffic in Lots Road and the Embankment. As a regular user of this route it is likely that traffic at this junction will become grid-locked, causing severe hold-ups, inconvenience and pollution to the residents of Lots Road and the wider area and to all travellers using this important route into London.

I object to this application on the grounds that it will overwhelm the existing road system and the limited public transport facilities in Lots Road and the surrounding area.

7. **Design and Management of Affordable Housing**

I object to the application on the basis that there is inadequate information on the quality, type and materials to be used in the construction and the management of the affordable housing. These factors are essential to a successful proposal and an important element of the planning statement.

283

In conclusion

Application 2002/1366/P is in breach of a number of Hammersmith and Fulham's Unitary Development Plan's general and specific policies and does not conform with other planning guidance policies. Application 2002/1366/P and 1368/P is part of a larger development and should not be considered separately.

Application 2002/1366/P and 1368/P should not be allowed to proceed due to the absence of a transport hub and the huge adverse impact on already congested traffic conditions in Lots Road and the entrances to the Embankment and the New Kings Road.

The application documents are faulty and incomplete.

The development of Chelsea Harbour Phase Two should be restricted to the provisions of the existing planning consent which are in keeping with the existing development at Chelsea Harbour.

My objections lead to the conclusion that the Planning Authority should refuse the application and you are kindly requested to do so.

Yours sincerely



Keith Hodgkinson

copy: Mr Nigel Pallace - Director of the Environment
London Borough of Hammersmith and Fulham
Town Hall, King Street, Hammersmith, London W6 9JU

Attach: List to whom this letter has been sent

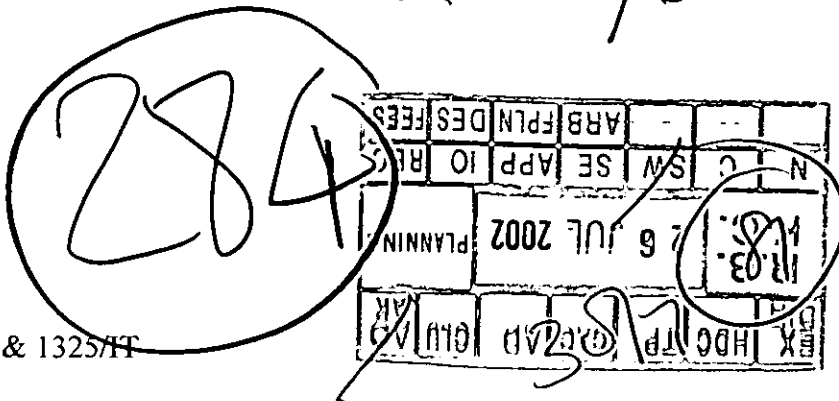
PLANNING & CONSERVATION
The Town Hall
Hornton Street
London W8 7NX

MR & MRS E MAUND
50 LOTS ROAD
LONDON SW10 0QD

0/57

25 July 2002

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



Dear Sir,

**Proposed Development
Lots Road Power Station, Lots Road, SW10**

In response to your notification of the above planning application, we would like to register our comments.

Like most residents of the 'Lots Road Triangle' my wife and I are in favour of the general intention to redevelop this site, but with appropriate, reasonable amendments.

In this respect, we feel strongly, that in a limited space such as this, the influx of new residents should be in accordance with a reasonable number of residences built, not the number proposed. This in turn would control the amount of cars, which is a prime factor to be addressed.

If the proposal to build a 30 storey residential tower (which most existing residents appear to dislike intensely), is permissible because of the height of the existing disused smoke stacks, then why not reduce their height, and that of the tower. The tower was apparently only an afterthought included in the second planning application. (The top section of the chimneys were rebuilt not so many years ago), because the brickwork had deteriorated.

Lots Road, over its whole length, was never designed, or intended to cope with the type and volume of traffic using it now, and this increases daily, presenting problems on the narrower sections.

Ambulances, fire engines, police and all public service vehicles will never function properly in Lots Road, to reach an emergency in good time, when traffic reaches saturation as it frequently does even now.

1863.

Bus services have already attempted to operate Cremorne Road/Chelsea Harbour and failed. They would now have to contend with 40 ft - 50 ft articulated lorries negotiating the turn into Cremorne Wharf Recycling Facility; vans of all sizes

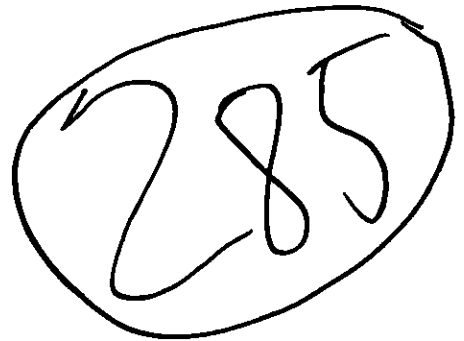
delivering and collecting to and from various businesses in Lots Road, not forgetting the car pound. Most residents here believe it will be impossible to provide a practical, efficient bus service.

Traffic blockages happen quite often and have to be seen to be believed. These jams will ultimately have a knock-on effect to traffic over a wide area. We believe the volume of traffic will increase, so will the congestion and all the unpleasant side effects that go along with these.

We are all concerned particularly about traffic, for we will have to live with it and its effects.

We do not envy you the task that is before you. But it is clear that if this redevelopment is not thoroughly controlled and supervised from the outset, the only people who will gain will be the investors and builders, certainly not those of us who will still be living here. We sincerely hope that the quality of life here will increase and not decrease.

Yours sincerely,



Copies to:-

Councillor Jennifer Kingsley

Planning Department, Fulham & Hammersmith Town Hall W6

Ashburnham Community Association

My Ref.

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

Antonina Antsifrova
18 Pooles Lane,
London SW10 0RH

(73)

Please, don't transform London
to the impersonal City.

1. The scale & appearance of the proposal and impact upon the surrounding area.
2. Effect upon the character of a Conservation area.
3. Effect upon the special historic interest
4. Effect upon traffic.
5. Disturbance as loss of Sunlight.

EX	HDC	TP	CAG	AD	CLU	AQ
IR						AK
F.B.						
K.C.	29	JUL	2002		PLANNING	
	C	SW	SE	APP	IO	REC
			ARB	PLN	DES	PPS

(60)

OM
29/7

(286)

25.07.02

838

A

54

EX DIR	HDC	TP	CAC	AD	CLU	AD AK
R.B.	31 JUL 2002			A/N/C		
K.C.						
N	C	SV	SE	APP	O	REC
			ARB	FPLN	DES	FEES

1277

REC
S FEES

287

0/57

0/5r

Range

31 JUL 2002

MAHERALI
33 THE QUADRANGLE
CHELSEA HARBOUR
LONDON SW10 0UG

288

25th July 2002

0/55

Mr. Paul Entwistle
Environment Department
London Borough of Hammersmith & Fulham
Town Hall
King Street
Hammersmith
London W6 9JU

EX	HDC	TP	CAC	AD	CLU	AO
DIR						AK
R.B.	- 2 AUG 2002				PLANNING	
K.C.						
N	C	SW	SE	10	REC	
		AFB		FIDES FEES		

Dear Mr. Entwistle

**APPLICATION REFERENCE. 2002 /1374/1379/1381/1382/1366/1368 CIRCADIAN
CHELSEA HARBOUR PHASE II**

We write with reference to the above proposal of Phase II Chelsea Harbour.

We have studied the revised plans and whilst welcoming development on this brownfield site, we must ensure that it is sustainable and acceptable to current residents. The Harbour has been our home for seven years. The main attraction to living in Chelsea Harbour was the serenity of riverside living overlooking the river and parkland within an immensely secure development in the heart of central London.

With the recent development of new homes at Imperial Wharf and Kings Chelsea, this has proved that the area's infrastructure, particularly the roads, cannot handle the pressure of large numbers of new homes. For example, my usual route to the local Sainsbury's used to take 5 minutes. It now takes 15-20 minutes. With the new development, this will no doubt add even more time to what should be a relatively short and simple journey. The prospect of driving down Lots Road has now become distressing. These traffic pressures have had a significant impact on drivers and reaching the traffic lights at the end of the road has now become an obstacle course. This is not what you should expect to endure leaving and entering your home. We, together with our neighbours, are deeply anxious that the current neighbourhood's planned infrastructure of roads, parking and transport would seriously be in danger of meltdown.

We believe that Circadian's answer to the transport gap to remove existing parking in Lots Road and to have a more frequent bus service (which is already every 3 minutes) will require a more urgent and more realistic solution. People who visit the Harbour should be offered the choice of meters on Lots Road or the Car Park. Removing meters on this road will not alleviate the congestion faced on this road.

From a design point of view, the area is extremely workable and has tremendous scope for re-development. We welcome the plans for the two complementing sky-scraper towers and refurbishment of the Power Station together with the canal clean-up and modernisation. However, the area in front of the current Quadrangle surrounded by Admiral Square has to be modified carefully so as to complement the existing surrounding design giving enough parkland and open space so as not to "imprison" the current residential buildings, blocking them of the existing sunlight and compensate the lack of views.

The proposed plans (see attached map) offer the new buildings parkland and river views. The addition of affordable housing along the canal way will add significantly to the mass and density of housing already on this site. We and our neighbours are deeply concerned with this design approach as this will drastically change the character of the river bank by cramming too many homes onto this six acre site.

In order to alleviate this congestion, would it not be better to reduce the numbers and change the prospect of buildings in front of and surrounding the Quadrangle and separate the Phase I and Phase II sites by parkland?

In view of the above, we urge you to take the above factors into consideration before granting any planning permission to the developers.

We thank you for your time and await your response in due course.

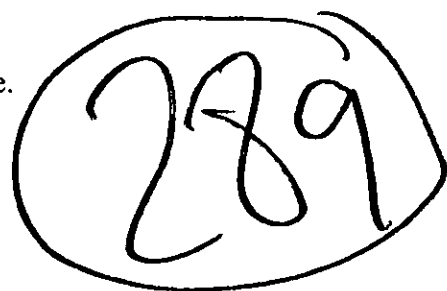
Yours sincerely



S.MAHERALI

c.c : Councillor Wesley Harcourt LBH&F
Councillor Charlie Treloggan LBH&F
Councilor Jafar Khaled LBH&F
Councillor Dame Sally Powell LBH&F
Mr. Richard Leigh LBH&F

Mr. Alan Blackmore RBK&C
Councillor Tim Ahern RBK&C
Councillor L.A Holt RBK&C
Councillor The Lady Hanham RBK&C
Councillor Mrs. J. Kingsley RBK&C



39

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

62 Uverdale Road
London SW10 0SS

25 July 2002

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

290

Dear Sir,

Re: PROPOSED DEVELOPMENT AT : LOTS ROAD POWER STATION, LOTS ROAD, SW10

Thank you for your letter dated 27 June 2002 with regard to the above. I wish to object to the new proposal as this provides little change to the adverse effect this development would make environmentally on the surrounding residential areas.

A massive increase in traffic, in an area already deprived of adequate public transport would suffocate and cause permanent gridlock. The hollow recommendations to improve the transport problem in the event of this redevelopment are unrealistic and impractical.

Parking, already a headache acknowledged by the RBK&C, would become a nightmare.

Overcrowding this small area as proposed with all that it encompasses would be detrimental to the lives of the residents and would cultivate a frustrated unhappy and aggressive community. This would be magnified by the surrounding developments already under construction or completed such as Imperial Wharf, Kings College, Hortensia Road and Fulham Broadway.

The proposed landmark towers and 'tarting up' of the power station chimneys is aesthetically repellent and vulgar - a case where mixing old with new does not work together and will look out of date sooner rather than later - an architectural disaster.

Yours faithfully

A. Rodrigo

A. Rodrigo

1993

EX	HDC	TP	CAC	AD	CLU	AD
DIR						AR
R.B.		- 7 AUG 2002				
K.C.		PLANNING				
N	C	SW	SE	APP	IO	REC
		ARB	FPLN	DES	FEES	

40

EX	HDC	TP	CAC	AD	GLU	AD	AV
DIR							
R.B.	- 5 AUG 2002				PLANNING		
K.C.					38		
N	C	SW	SE	16/8	REC		
				ARB	FLN	DES	FEES

21 Thames Quay
Chelsea Harbour
London SW10 0UY

25th July 2002

M J French Esq.
Planning and Conservation
RBK&C
The Town Hall
Horton Street
London W8 7NX

Dear Sir


Re: Redevelopment of Lots Road power station etal/ yr ref:DPS/DCSW/PP/1324&1325/JT

I thank you for your letter of the 27th June regarding the above redevelopment application. In this connection I attach a copy of my letter dated the 25th July to Mr. Paul Entwistle of LBHF concerning the redevelopment of the neighbouring site to the Power station by the same developer.

My comments in paras 1-3 in the aforementioned letter apply equally to the power station redevelopment

The proposed redevelopment of the two sites will have such a dramatic and detrimental impact on the whole local area it should be subject to a specific overall independant enquiry combining the resources of the two councils involved so all aspects together can be carefully considered.

Yours faithfully


T L W Evans

9
Mr. J. Thorne.
e.c. Mr. J. Thorne.
Executive Director
Planning & Conservation

0/57 291

2096.

khjul5nn

175F

Over to
you.

25 The Quadrangle
Chelsea Harbour
London SW10 0UG

2

Councillor Barry Phelps
Maisonette
26 Nevern Place
London
SW5 9PP

BP
Atadad
26th July 2002

292

26th July 2002

Dear Councillor Phelps

CHELSEA HARBOUR PHASE TWO

Planning Applications submitted by Circadian (CH) Ltd

LB Hammersmith & Fulham ref: 2002/1336/P and 1368 P - SITE B South of Chelsea Creek

I am writing to you in connection with the above Planning Application submitted by Circadian Limited.

I object to this undesirable application for high-density development at Chelsea Harbour and Lots Road. The reasons for this are detailed in the attached letter to Messrs. Paul Entwistle and John Sanchez - Planning Officers at Hammersmith and Fulham Council.

I would welcome your support in ensuring that this application is rejected and that any future development at Chelsea Harbour is confined to the existing planning consent granted for Chelsea Harbour Phase Two which maintains the environmental, style, standards of development and density of the present development at Chelsea Harbour.

Thank you for your consideration.

Yours sincerely

Keith Hodgkinson

Keith Hodgkinson

Attach: copy of letter to Messrs. Entwistle and Sanchez dated July 25th 2002

FRIENDS OF BROMPTON CEMETERY

Registered Charity no. 298605

39 Hollywood Road London SW10 9HT

Tel (020) 7372 5127

Chairman: Arthur Tait

M J French Esq FRICS Dip TP MRTPI Cert TS
Executive Director of Planning and Conservation
Kensington & Chelsea Town Hall
Hornton Street
W8 7NX

Please reply to:
Bernard Selwyn
3 Hogarth Road
London
SW5 0QH

Tel & fax (020) 737 00 854

Fax 7361 3463

26 July 2002

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

Dear Mr French

LOTS ROAD POWER STATION REDEVELOPMENT, SW10

Arthur Tait, Chairman of the Friends of Brompton Cemetery, thanks you for your letter of 27 June inviting comments on the revised proposals for this scheme, and he has authorised me to reply on behalf of the Friends.

I have examined the drawings and Environmental Statement (ES) and noted the comments regarding the Cemetery on page 77 of the ES. At the applicant's Exhibition at Lots Road, I have also discussed with representatives of the architects the photographs and projections of the tallest block, as would be seen from various parts of the Cemetery, as illustrated in Appendix C to the ES.

We do not accept the implication in the page 77 description that the proximity of existing eyesores around the Cemetery could be an excuse for adding a few more further away, or that the viewpoints chosen represent all that might be at risk or from where the existing chimneys can be seen.

Nevertheless, it appears that the height of the tallest block reduced to 30 storeys is a considerable improvement from the original scheme and is unlikely to intrude at most times of the year and not significantly even in the Winter months.

Capping the power station chimneys (the original tops of which were removed) ought to improve their appearance but consideration of the design is necessary. It may be preferable for them to be basically of brickwork with oversailing courses (projecting more than the original which were poorly proportioned for the height) rather than substantially glass which might be too reflective. If the scheme is approved, we ask, therefore, that a condition be imposed requiring submission of details of this for your approval and that we are further consulted on them.

Yours sincerely



Bernard Selwyn
for the Friends of Brompton Cemetery

EX	HDC	TP	GAG	AD	GLU	AO
DIR						AK
R.B.	29 JUL			PLANNING		
K.C.						
N	C	SV	SE	APP	REC	
			ARB	FPLN	DPS	FEE

2046.

EX	HDC	TP	CAC	AD	CLU	AG
IR						AK
R.B.	29 JUL 2002		PLA 29			
K.C.						
V	C	SW	GE	PA	REC	
			ARB	FLN	DES	FEES

**39 TETCOTT ROAD
CHELSEA
LONDON SW10 0SB**

TEL/FAX (020) 7460 2535

68
294

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

26 July 2002

Dear Mr French,

Thank you for your letter ref. DPS/DCSW/PP/02/1324 & 1325/JT dated June 27th advising brief details of the proposed development at the Lots Road Power Station site.

My wife and I have studied all the plans and the literature from the developers but we remain totally opposed to the development for the following reasons:

- The density is just too high – the height of the blocks must be lower in order to meet both the height restrictions in the Borough and current density limits. A 30 storey block would change the entire character of the neighbourhood.
- My wife and I use public transport every day - traffic is badly congested now and will become worse – both Kings Road and Fulham Road are impossible to use when Chelsea FC play at home.
- There are no firm plans to open a rail station at Chelsea Harbour. Why cannot the previous mainline Chelsea station be re-opened rather than build new?
- The water taxi service is poor – limited times in Summer and unpleasant/dangerous to use in Winter or during rain. There is no firm assurance that the frequency will increase.
- What measures have been put in place to ensure that toxic remains within the old Power Station and outflows are removed without danger?

You will see that our main objection relates to the lack of a proper transportation infrastructure without which all the new residents will be using their cars to travel. RBKC should surely expect proper contracts to be drawn up with providers of bus, rail and water taxi transport before the application is approved.

Yours sincerely,

Michael Sam

1166

Mr & Mrs M J Booth

Ms J Subramanian, Mr F Khan and Mr N Khan
Garden Flat, 25/26 Tadema Road
Chelsea, London SW10

(S3)
0/5T
295
1082

26 July 2002

Mr John Thorne
Planning Department
The Royal Borough of
Kensington & Chelsea
Hornton Street
London W8 7NX

EX	HDC	TP	CAC	AD	CLU	AO
D						AK
R.B.	31 JUL 2002					LIGNING
K.C.						
V	C	SW	SE	APP	IO	REC
			ARB	FPLN	DES	FEES

Dear Sir,

Ref: Opposing the Revised Planning Application - Lot's Road Power
Station

Recently we received a newsletter from the two developers whose application for a development with two tower blocks was rejected after almost 100% of the residents around the Lot's Road objected.

The newsletter informed us that the revised application again includes two tower blocks with the height reduced by a few metres but the width stretched sideways.

The developers missed the residents' points of objections.

- too many ADDITIONAL residents
- too many ADDITIONAL vehicles
- too many ADDITIONAL requests for residents' parking permits
- too many ADDITIONAL visitors with
ADDITIONAL demands for parking
- too much AIR and NOISE pollution
- RESTRICTED LIGHT and TV reception.

By reducing the height of two towers and not reducing the number of new residents and commercial facilities THE OBJECTIONS REMAIN.

We would therefore like to have you to register for the Planning Committee that WE ARE PLACING THE ABOVE OBJECTIONS AS THE REASONS WHY WE ARE OPPOSING THE REVISED PLANNING APPLICATION from the two developers, Taylor Woodrow and Hutchinson Whampoa.

Please acknowledge receipt of this withstanding (opposing)

Yours faithfully,

M Khan