

**ROYAL BOROUGH
OF
KENSINGTON & CHELSEA**

DOCUMENT SEPARATOR

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PUBLIC COMMENT



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EX DIR	HDC	TP	CAC	AD	CLU	AO
R.B.	1 AUG 2002				L/INGG	
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278

The front of the house, the dining room, drawing room and the master bedroom is miserably dark and gloomy with no TV reception because of the two 20-storey council buildings. The back of the house faces the little garden and represent LIGHT into my obscurely shadowy house.

The original planning application of Taylor Woodrow and partners included two towers higher than the electricity power station's chimneys, the council's towers, the Chelsea Harbour's tower and higher than any building across the river at Battersea. All the residents at the immediate area of the proposed development OBJECTED because of:-

inflated number of residents
inflated number of vehicles
inflated number of new visitors with
ADDITIONAL demands for parking
inflated number of NEW applications for parking permits
further AIR and NOISE pollution and of course,
RESTRICTED LIGHT and TV reception.

By reducing the height of two towers by a couple of metres and not reducing the number of new residents and commercial facilities the application is virtually the same and therefore OUR OBJECTIONS ARE THE SAME.

We would therefore like to REGISTER OUR OBJECTIONS and APPLY TO REPRESENT OUR CASE AGAINST THE REVISED APPLICATION before the Committee.

Please acknowledge receipt of this withstanding (opposing)

Yours faithfully,

Rabbi

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

15 Ashburnham Mansions
Ashburnham Road
London SW10 0PA
26th July 2002

49
0/5797

Dear Sirs,

Having inspected the revised plans by Circadia for the Lots Road Power Station site, I submit that they have not made enough effort to comply with local planning regulations. The two towers are still much above the height of surrounding buildings, and the density of population remains higher than is desirable.

Transport problems have not been solved. The additional bus services suggested will only add additional vehicles to roads that are already overcrowded. The increased flow along Lots Road and Chelsea Embankment together with provision of traffic lights at the Lots Road/Exmouth Road junction will cause further delays.

Parking problems remain; a reduction in the number of underground parking spaces for residents in the new buildings will lead to increased street parking.

To offset the reduction in residential accommodation by adding to the commercial/office space will increase both parking and transport problems: staff will need to come and go, and goods must be transported.

I hope that this application will be rejected.

Yours faithfully,

Dorothy Coles

(Dorothy Coles)

2123

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K.S. - 2 AUG 2002				PLANNING	
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2 Admiral Square
Chelsea Harbour
LONDON
SW10 0UU

298

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

27 July 2002

**RE: Planning application submitted by Circadian Ltd.
LB Hammersmith & Fulham ref: 2002/1366/P and /1368/P**

Dear Mr Entwistle

We are writing in response to the proposals contained in the above-mentioned planning application.

Please find below details of our concerns.

1. To the rear of our property is a pathway lined by two rows of mature chestnut trees, which are the subject of a Tree Preservation Order (T297/6/01). This is an amenity that is very attractive and is regularly used by many residents and non-residents as an access point to the river. Its value has clearly been recognised by the Borough in its issue of the TPO. The plans as submitted by Circadian envisage overturning the Tree Preservation Order, removing the trees and the pathway. All this simply to provide unnecessarily large courtyard gardens with "garden studios" for the ground floor flats of Block HF6 from which there is no way out into the development except through the flats themselves!

Ironically in a meeting of the Chelsea Harbour Residents' Association, Andrew Locke of Circadian referred to the planners' desire to incorporate into the development attractive public access routes to the river. Here is just such an amenity and yet Circadian, contrary to its stated intent, is planning to destroy it. They claim to be "transplanting" the trees to other parts of the site but our letter to Circadian (dated 15 July 2002) requesting more details of where they are to be transplanted to has not received a reply. After 12 years, during which time the trees have flourished on the site, they have developed complex and extensive root systems. How can they be relocated without causing them irreparable damage not to mention potentially undermining the foundations of the Admiral Square houses? We object in the strongest possible terms to any attempt to move or disturb these trees and remove the amenity provided by the avenue.

2. We welcome the removal of the alleyway, originally to be located behind the properties of Admiral Square, which was proposed in the previous planning application for the site. However, we were stunned to learn that the so-called "garden studios" to be built at the bottom of the gardens of the ground floor flats immediately behind Admiral Square are in fact habitable dwellings with plumbing and electricity designed to serve as "maids' quarters". These are now to be sited right up against the garden fences of the Admiral Square houses in a "back-to-back garden" arrangement. This is totally unacceptable to us for several reasons:

- These habitable dwellings would be located at less than 5 metres from the existing Admiral Square houses. At such close proximity there would be little privacy for the residents of either property, not to mention the problem of overlooking.

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- They pose a security risk. Sited up against the garden fence, what is to stop someone from using a ladder to climb onto the roof of the "studio", lowering the ladder down to access the back garden of the adjoining Admiral Square house and ultimately breaking in to the property?
- Located at the bottom of the garden, well away from the owner's flat, they are the ideal venue for late-night parties, loud music etc. At less than 5 metres away, the Admiral Square residents would be seriously affected by any anti-social behaviour indulged in by the occupants of the studios.
- The back-to-back design removes all access to the rear of the Admiral Square properties. If there is a fire in one of the Admiral Square houses trapping any occupants in the upper storeys at the rear, there is no access for a fire tender with turntable ladder to effect a swift rescue.

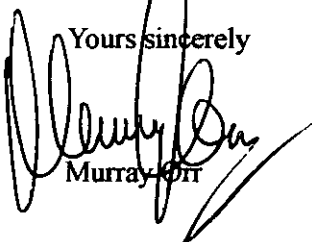
In our opinion this part of the planning application has not been thought through carefully enough. We submit that it is far more logical to retain the existing avenue of trees giving public access to the river, delete the "garden studios" from the plans altogether and reduce the size of the HF6 gardens.

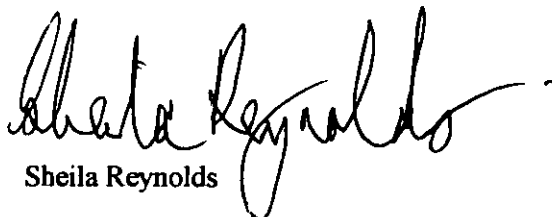
3. Considering the development as a whole, many of our objections to the rejected planning application remain applicable to the current one. The plans as drafted will have a major impact on those houses in Admiral Square that back on to the proposed development. The excessive height and uncomfortably close proximity of the planned buildings to existing Admiral Square properties will block the light and result in a significant loss of privacy. The maximum overall height of the development should be more in keeping with the existing buildings of Admiral Square.

4. The proposed number of houses and flats on the site is still excessive – an overall reduction compared to the rejected application of a mere 4.3%. This very high density is in itself unacceptable but will also put the already grossly inadequate transport infrastructure under severe strain. It currently takes nearly 15 minutes to get out of the Lots Road junction with the Embankment on some mornings. On two consecutive occasions in one week it took 1.5 hours on the unreliable number 22 bus service to travel from the Lots Road/Kings Road stop to Piccadilly. We remain far from convinced at the over-hyped green transport plan advocated by Circadian. The spurious proposals put forward by Circadian for car sharing, bicycles and encouragement to walk are laughable. Please explain how those of us who work in the City for very long hours which vary significantly from day to day will be able to share cars, quite apart from the risk to personal security. With no railway station, the nearest underground station a 25-minute walk away and bottlenecks at both Lots Road exits, the proposals as they stand would result in complete traffic gridlock.

Colin Buchanan and Partners have submitted a report on behalf of the Chelsea Harbour Residents Association which contains detailed objections to the planning application (2002/1366/P and /1368/P) referred to above. We fully endorse all of the points made and respectfully request that the Planning Authorities of Hammersmith and Fulham reject the application.

Yours sincerely


Murray Orr


Sheila Reynolds

(17)

16 ADMIRAL SQUARE
CHELSEA HARBOUR
LONDON SW10 0UJ
020 7376 8406

Mr John Thorne
Planning Officer
London Borough of Kensington and Chelsea
Town Hall
Thornton Street
London W8 7NX

0/5/02
300

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

27th July 2002

Dear Mr Thorne

Town and Country Planning Act 1990
Proposed Development at Lots Road Power Station, Lots Road, Chelsea , SW10

I refer to the above development and I attach a copy of my letter to Mr Paul Entwistle of Hammersmith and Fulham Council.

I would bring to your attention **Paragraphs 6, 7 and 8** of my letter which I feel are appropriate to your Council as well as Hammersmith and Fulham. I do hope the whole scheme will be considered in **its entirety**.

Yours sincerely



Alastair M. H. Fleming

2051

EX DIR	HDC	TP	CAC	AD	CLU	AO
R.B. K.C.		30 JUL 2002			PLANNING	
N	C	SW	SE	APP	IO	REC
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(59)

COPY

16 ADMIRAL SQUARE
CHELSEA HARBOUR
LONDON SW10 0UU
020 7376 8406

301

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

27th July 2002

Dear Mr Entwistle,

Town and Country Planning Act 1990

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

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

I refer to your letter of 25th June 2002 concerning the above applications. I wrote to your division on 11th January 2002 concerning the earlier applications submitted by Circadian and note that these were refused planning permission in April 2002.

I now refer to the above planning application for development by Circadian and am writing with particular reference to the houses in Admiral Square. I have tabulated my main objections below and attach my fuller comments:

1. Size and positioning of proposed buildings.
2. Fire Safety.
3. Tree Preservation order no. T297/6/01
4. Police and Security access.
5. Maintenance of Admiral Square Houses.
6. Site decontamination.
7. Design, Density, Traffic Congestion, Hospital, Police and Fire Services, Lack of Education and Community proposals.
8. Presentation of overall Plan.

I have sent a copy of this letter to the **Planning Officer** of **Kensington and Chelsea** with particular regard to paragraphs 6, 7 and 8.

Yours sincerely



Alastair M. H. Fleming

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R.B.		30 JUL 2002		PLANNING		
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Chelsea Harbour Phase 11 Development

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1. The new planned buildings immediately to the north of the Admiral Square houses are still **higher** than those in the original Commodore Square and Commodore Court scheme which was submitted to you by P&O Developments in I believe 1987. I understand that it is this original planning application on which the developers are founding. Despite the protestations of the Developers that **light** and **outlook** are not affected by these new plans this is clearly **not** the case as not only are these buildings some 26 feet **closer** but in addition rise to a tower of **eleven storeys** cutting off valuable light and outlook. In addition **Studios** are planned backing immediately onto the Admiral Square garden fence creating noise nuisance and hygiene problems (cooking and septic drainage).

2. When my wife and I purchased our house in 1989 we did so on the understanding that Commodore Square and Commodore Court would one day go ahead but we were assured that the road and avenue of trees to the north of the houses would always remain. However the Developers now propose to remove the access road and the trees and leave only a very narrow passage between the edge of our properties and the new development and this opens up a major **Fire Hazard** in that Fire and Emergency Services would have **no immediate access** to the north side of the houses. This would endanger the rescue of occupants from the upstairs rooms on this side which include most of the bedrooms and seriously slow down the dousing of any flames. This would also prevent Fire appliances reaching the River Walk in order to access the East face of both Admiral Court and King's Quay from the river front. To have such a safeguard removed after 12 years could lead to untold repercussions if the Residents were unable to be rescued because fire engines were no longer able to get access. The Developers have been advised by Arup Fire who point out that a Fire tender could not make use of the avenue as the present gardens having swimming pools (untrue) coupled with the fact that since they plan a house at the river end of the avenue this would prevent a Fire tender having a turning point. I would like to think that the Council will consult their own Fire Advisors. Circadian now inform me that they have **not consulted** the local Fire Brigade who regularly visit Chelsea Harbour as part of their duties.

3. The **Tree Preservation Order** (T297/6/01) which was recently confirmed by your council was made in order to screen the residential area and "make a positive contribution to the overall amenity value of the area which is otherwise largely devoid of trees." I would point out that Chelsea Harbour residents and their children and dogs together with people living **outwith** Chelsea Harbour have enjoyed this amenity for the past 12 years and have watched these magnificent Chestnut trees grow. The Developers now wish to move them which is not only defying the Preservation Order but removing many people's enjoyment of a most attractive avenue which is unique in this area. I have no doubt that moving these trees will result in their death whatever the Developers say.

continued.....

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4. The **Security** of Chelsea Harbour is of paramount importance to all Residents. The present internal Security service and placing of CCTV cameras have been planned and updated over the last twelve years and are undoubtedly efficient. The Security service here is in close contact with the **Police** who make regular visits to check the Harbour and to police the banks of the Thames. It is essential that all necessary access is given to the Police and that **Vehicular Access** down this road which is **regularly** used by them should be **kept open**. The last time there was a major incident here was a few months ago and involved several police vehicles attempting a river rescue. Without the road they would not have been able to get such a rescue attempt under way as quickly as they did. Can you assure me that the Police and Fire Service have been consulted **by the Council** on the proposed removal of this road?

5. **Maintenance** of the north side of the houses would be seriously affected if the road was removed as a cherry-picker would be unable to operate for essential maintenance such as the painting of windows, the washing down of brick facings and treatment of stonework. Such work will then prove to be extremely difficult if not impossible. I would point out that under the terms of our leases with Chelsea Harbour Ltd - 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. Should the roadway be removed such maintenance could not be carried out and in these circumstances Chelsea Harbour Ltd would be in default.

6. The architects have stated that whole area needs to be **Decontaminated**. Will the Council give those Residents in Chelsea Harbour who are materially affected by Phase 11 (and indeed in the adjoining part of the Lots Road Power Station site) their assurance that such work will be carried out in accordance with the necessary **Health and Safety Regulations**? Will the Council also give assurance to the Residents that the handling of **Asbestos** during the demolition of the large grey building immediately south of Lots Road Power Station (and which is within the Hammersmith and Fulham boundary) will also comply with the same Regulations? Will the Developers be held responsible for any future illnesses arising from decontamination such as the release of **carcinogens** or any other related **poisons** and will they also be held responsible for any illnesses following their handling of asbestos materials such as **asbestosis**?

continued.....

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7. The whole concept of this Development Phase is seriously flawed. It is ill-conceived, lacking in any character with no overall design or thought given to the requirements of the community it will inevitably destroy. There is a quite unacceptable degree of **Density** which is in my view motivated more by greed than by human need. There appears to be no co-ordination between the Lots Road Power Station and the two Schemes **north** and **south** of the Thames tributary and certainly no desire on the Developers' part to blend in with existing buildings. The vast increase in **Traffic**, coupled with the Development at **Imperial Wharf** to the south of the Harbour and **Kings** to the west at the junction of Lots Road and King's Road, will be quite horrific and very serious **Congestion** is inevitable. The Developers solution that this can be overcome by all of us, both young and old, either sharing our cars or cycling to and from our homes shows just how very little they care for the people who are going to be most affected by this development. The reality is that the roads will be **gridlocked** and all our emergency services unable to operate. It really is a most alarming scenario. No consideration seems to have been given to extra **policing**, provision for **medical surgeries**, extra **hospital beds**, extra **ambulance and fire vehicles** and extra **educational, community and recreational facilities**.

8. In the light of the above comments may I again suggest that the whole scheme be resubmitted to both **Hammersmith and Fulham** and **Kensington and Chelsea** Planning Authorities as **one Overall Plan** on a much smaller scale more suited to the area on which it is to be built. This would allow the people who live in both Boroughs and who are materially affected by this to see exactly what is planned. The recent plans have only created confusion as considerable artistic licence has been used in some of the sketches submitted by Circadian in three **different** presentations and the true picture of the development is therefore extremely misleading. I am sure that the Council will take into account all the objections it will have received from its ratepayers and mindful of the fact that the present plans will almost certainly totally ruin this area of Fulham and Chelsea, ask the Developers to resubmit their plans. Above all can the Council please ensure that the vital access that the road bounded by the avenue of trees provides, be allowed to remain not just for the safety and security of all residents but for everybody else minded to walk along the Thames Path or simply to enjoy the sight of such precious greenery in an area soon to be completely built over.



Ruby Lawson

25 Tetcott Rd
London
SW10 OSB

Phone: 0207 352 5925

1865

IR	HDC	TP	CAC	AD	CU	AS
R.B.	K.C.	30 JUL 2002	PLANNING			
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		ARB	FFLN	DAS	FEES	

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27/07/02.

Dear Planners,

I only returned from holiday yesterday and am disappointed that there is still only a one month objection date for the Lbi Rd. Power Station Development in spite of the fact that many people holiday in summer - or is this a good reason for the developers to submit a summer application?

As very little has changed apart from one 39 story tower I still object to this development. Development should only be to the height of the power station, with that as an enhanced significant feature - power stations can be exciting - Baltic (Gatehead) and Tate Modern. But the main concern is still the effect of almost doubling the population of this area with no real improvements to the infrastructure, in particular transport links. The King's Rd. new development has not yet had an impact locally and this, together with the St. George's Imperial Wharf development should be assessed prior to further massive expansion of this area. An impartial, independent traffic assessment (other boroughs have commissioned these, needs to take place. Yours faithfully, Ruby Lawson.

Ref: DB/DCSW/PR/02/1324 & 1325/JT

41 Tetcott Road
Chelsea
London
SW10 0SB

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

27 July 2002

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K.G.		30 JUL 2002			PLANNING	
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Dear Sir,

PROPOSED DEVELOPMENT AT LOTS ROAD POWER STATION

I refer to your letter dated 27 June 2002 inviting representations in respect of the above application.

I fully support the application, and am especially pleased to see the commitments to improve local transport facilities, in particular river boat services, which accompany it.

The small number of vociferous local residents who object to the application will object to any application which involves increasing the local population. Yet it is entirely unrealistic of them to expect a developer to spend money on facilities for local residents (shops, restaurants, galleries etc) without getting some return from residential development.

I believe this application strikes the right balance. It is ridiculous to suggest that the height of the proposed towers is a concern when neither exceeds the height of the existing chimneys to the power station. It is an imposing building which can absorb the impact of other high structures nearby. Nor are the number of residential units or new traffic movements disproportionate considering the size of the local population and the proposed compensatory traffic improvements.

Some of the more absurd objections should be ignored. Amongst the more ridiculous I have heard are: loss of sunlight as the sun passes behind the towers for 5 minutes a day (on how many days will this actually affect anyone and how does it compare to the loss of light already occasioned by the power station?) and destruction of the trees on the path to the river in Chelsea Harbour (not true according to the plans I have seen and, in any event, completely outweighed by the number of new trees that will be planted as a result of the development).

The development will in fact bring further life to the area, open up access to the river and prevent the power station becoming a derelict eyesore and target for crime and

1. Introduction

2. Methodology

3. Results

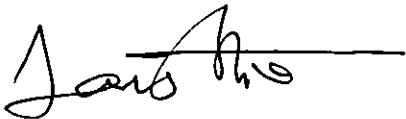
1981	1982	1983	1984	1985	1986
1.2	1.5	1.8	2.1	2.4	2.7
3.1	3.4	3.7	4.0	4.3	4.6
5.2	5.5	5.8	6.1	6.4	6.7
7.8	8.1	8.4	8.7	9.0	9.3
11.2	11.5	11.8	12.1	12.4	12.7
14.5	14.8	15.1	15.4	15.7	16.0
18.9	19.2	19.5	19.8	20.1	20.4
23.1	23.4	23.7	24.0	24.3	24.6
28.5	28.8	29.1	29.4	29.7	30.0
34.2	34.5	34.8	35.1	35.4	35.7
40.1	40.4	40.7	41.0	41.3	41.6
46.3	46.6	46.9	47.2	47.5	47.8
52.8	53.1	53.4	53.7	54.0	54.3
59.5	59.8	60.1	60.4	60.7	61.0
66.4	66.7	67.0	67.3	67.6	67.9
73.5	73.8	74.1	74.4	74.7	75.0
80.8	81.1	81.4	81.7	82.0	82.3
88.3	88.6	88.9	89.2	89.5	89.8
96.0	96.3	96.6	96.9	97.2	97.5
103.9	104.2	104.5	104.8	105.1	105.4
112.0	112.3	112.6	112.9	113.2	113.5
120.3	120.6	120.9	121.2	121.5	121.8
128.8	129.1	129.4	129.7	130.0	130.3
137.5	137.8	138.1	138.4	138.7	139.0
146.4	146.7	147.0	147.3	147.6	147.9
155.5	155.8	156.1	156.4	156.7	157.0
164.8	165.1	165.4	165.7	166.0	166.3
174.3	174.6	174.9	175.2	175.5	175.8
184.0	184.3	184.6	184.9	185.2	185.5
193.9	194.2	194.5	194.8	195.1	195.4
204.0	204.3	204.6	204.9	205.2	205.5
214.3	214.6	214.9	215.2	215.5	215.8
224.8	225.1	225.4	225.7	226.0	226.3
235.5	235.8	236.1	236.4	236.7	237.0
246.4	246.7	247.0	247.3	247.6	247.9
257.5	257.8	258.1	258.4	258.7	259.0
268.8	269.1	269.4	269.7	270.0	270.3
280.3	280.6	280.9	281.2	281.5	281.8
292.0	292.3	292.6	292.9	293.2	293.5
303.9	304.2	304.5	304.8	305.1	305.4
316.0	316.3	316.6	316.9	317.2	317.5
328.3	328.6	328.9	329.2	329.5	329.8
340.8	341.1	341.4	341.7	342.0	342.3
353.5	353.8	354.1	354.4	354.7	355.0
366.4	366.7	367.0	367.3	367.6	367.9
379.5	379.8	380.1	380.4	380.7	381.0
392.8	393.1	393.4	393.7	394.0	394.3
406.3	406.6	406.9	407.2	407.5	407.8
420.0	420.3	420.6	420.9	421.2	421.5
433.9	434.2	434.5	434.8	435.1	435.4
448.0	448.3	448.6	448.9	449.2	449.5
462.3	462.6	462.9	463.2	463.5	463.8
476.8	477.1	477.4	477.7	478.0	478.3
491.5	491.8	492.1	492.4	492.7	493.0
506.4	506.7	507.0	507.3	507.6	507.9
521.5	521.8	522.1	522.4	522.7	523.0
536.8	537.1	537.4	537.7	538.0	538.3
552.3	552.6	552.9	553.2	553.5	553.8
568.0	568.3	568.6	568.9	569.2	569.5
583.9	584.2	584.5	584.8	585.1	585.4
599.0	599.3	599.6	599.9	600.2	600.5
614.3	614.6	614.9	615.2	615.5	615.8
629.8	630.1	630.4	630.7	631.0	631.3
645.5	645.8	646.1	646.4	646.7	647.0
661.4	661.7	662.0	662.3	662.6	662.9
677.5	677.8	678.1	678.4	678.7	679.0
693.8	694.1	694.4	694.7	695.0	695.3
710.3	710.6	710.9	711.2	711.5	711.8
727.0	727.3	727.6	727.9	728.2	728.5
743.9	744.2	744.5	744.8	745.1	745.4
761.0	761.3	761.6	761.9	762.2	762.5
778.3	778.6	778.9	779.2	779.5	779.8
795.8	796.1	796.4	796.7	797.0	797.3
813.5	813.8	814.1	814.4	814.7	815.0
831.4	831.7	832.0	832.3	832.6	832.9
849.5	849.8	850.1	850.4	850.7	851.0
867.8	868.1	868.4	868.7	869.0	869.3
886.3	886.6	886.9	887.2	887.5	887.8
905.0	905.3	905.6	905.9	906.2	906.5
923.9	924.2	924.5	924.8	925.1	925.4
943.0	943.3	943.6	943.9	944.2	944.5
962.3	962.6	962.9	963.2	963.5	963.8
981.8	982.1	982.4	982.7	983.0	983.3
1001.5	1001.8	1002.1	1002.4	1002.7	1003.0
1021.4	1021.7	1022.0	1022.3	1022.6	1022.9
1041.5	1041.8	1042.1	1042.4	1042.7	1043.0
1061.8	1062.1	1062.4	1062.7	1063.0	1063.3
1082.3	1082.6	1082.9	1083.2	1083.5	1083.8
1103.0	1103.3	1103.6	1103.9	1104.2	1104.5
1123.9	1124.2	1124.5	1124.8	1125.1	1125.4
1145.0	1145.3	1145.6	1145.9	1146.2	1146.5
1166.3	1166.6	1166.9	1167.2	1167.5	1167.8
1187.8	1188.1	1188.4	1188.7	1189.0	1189.3
1209.5	1209.8	1210.1	1210.4	1210.7	1211.0
1231.4	1231.7	1232.0	1232.3	1232.6	1232.9
1253.5	1253.8	1254.1	1254.4	1254.7	1255.0
1275.8	1276.1	1276.4	1276.7	1277.0	1277.3
1298.3	1298.6	1298.9	1299.2	1299.5	1299.8
1321.0	1321.3	1321.6	1321.9	1322.2	1322.5
1343.9	1344.2	1344.5	1344.8	1345.1	1345.4
1367.0	1367.3	1367.6	1367.9	1368.2	1368.5
1390.3	1390.6	1390.9	1391.2	1391.5	1391.8
1413.8	1414.1	1414.4	1414.7	1415.0	1415.3
1437.5	1437.8	1438.1	1438.4	1438.7	1439.0
1461.4	1461.7	1462.0	1462.3	1462.6	1462.9
1485.5	1485.8	1486.1	1486.4	1486.7	1487.0
1509.8	1510.1	1510.4	1510.7	1511.0	1511.3
1534.3	1534.6	1534.9	1535.2	1535.5	1535.8
1559.0	1559.3	1559.6	1559.9	1560.2	1560.5
1583.9	1584.2	1584.5	1584.8	1585.1	1585.4
1609.0	1609.3	1609.6	1609.9	1610.2	1610.5
1634.3	1634.6	1634.9	1635.2	1635.5	1635.8
1659.8	1660.1	1660.4	1660.7	1661.0	1661.3
1685.5	1685.8	1686.1	1686.4	1686.7	1687.0
1711.4	1711.7	1712.0	1712.3	1712.6	1712.9
1737.5	1737.8	1738.1	1738.4	1738.7	1739.0
1763.8	1764.1	1764.4	1764.7	1765.0	1765.3
1790.3	1790.6	1790.9	1791.2	1791.5	1791.8
1817.0	1817.3	1817.6	1817.9	1818.2	1818.5
1843.9	1844.2	1844.5	1844.8	1845.1	1845.4
1871.0	1871.3	1871.6	1871.9	1872.2	1872.5
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1925.8	1926.1	1926.4	1926.7	1927.0	1927.3
1953.5	1953.8	1954.1	1954.4	1954.7	1955.0
1981.4	1981.7	1982.0	1982.3	1982.6	1982.9
2009.5	2009.8	2010.1	2010.4	2010.7	2011.0
2037.8	2038.1	2038.4	2038.7	2039.0	2039.3
2066.3	2066.6	2066.9	2067.2	2067.5	2067.8
2095.0	2095.3	2095.6	2095.9	2096.2	2096.5
2123.9	2124.2	2124.5	2124.8	2125.1	2125.4
2153.0	2153.3	2153.6	2153.9	2154.2	2154.5
2182.3	2182.6	2182.9	2183.2	2183.5	2183.8
2211.8	2212.1	2212.4	2212.7	2213.0	2213.3
2241.5	2241.8	2242.1	2242.4	2242.7	2243.0
2271.4	2271.7	2272.0	2272.3	2272.6	2272.9
2301.5	2301.8	2302.1	2302.4	2302.7	2303.0
2331.8	2332.1	2332.4	2332.7	2333.0	2333.3
2362.3	2362.6	2362.9	2363.2	2363.5	2363.8
2393.0	2393.3	2393.6	2393.9	2394.2	2394.5
2423.9	2424.2	2424.5	2424.8	2425.1	2425.4
2455.0	2455.3	2455.6	2455.9	2456.2	2456.5
2486.3	2486.6	2486.9	2487.2	2487.5	2487.8
2517.8	2518.1	2518.4	2518.7	2519.0	2519.3
2549.5	2549.8	2550.1	2550.4	2550.7	2551.0
2581.4	2581.7	2582.0	2582.3	2582.6	2582.9
2613.5	2613.8	2614.1	2614.4	2614.7	2615.0
2645.8	2646.1	2646.4	2646.7	2647.0	2647.3
2678.3	2678.6	2678.9	2679.2	2679.5	2679.8
2711.0	2711.3	2711.6	2711.9	2712.2	2712.5
2743.9	2744.2	2744.5	2744.8	2745.1	2745.4
2777.0	2777.3	2777.6	2777.9	2778.2	2778.5
2810.3	2810.6	2810.9	2811.2	2811.5	2811.8
2843.8	2844.1	2844.4	2844.7	2845.0	2845.3
2877.5	2877.8	2878.1	2878.4	2878.7	2879.0
2911.4	2911.7	2912.0	2912.3	2912.6	2912.9
2945.5	2945.8	2946.1	2946.4	2946.7	2947.0
2980.0	2980.3	2980.6	2980.9	2981.2	2981.5
3014.7	3015.0	3015.3	3015.6	3015.9	3016.2
3049.6	3049.9	3050.2	3050.5	3050.8	3051.1
3084.7	3085.0	3085.3	3085.6	3085.9	3086.2
3120.0	3120.3	3120.6	3120.9	3121.2	3121.5
3155.5	3155.8	3156.1	3156.4	3156.7	3157.0
3191.2	3191.5	3191.8	3192.1	3192.4	3192.7
3227.1	3227.4	3227.7	3228.0	3228.3	3228.6
3263.2	3263.5	3263.8	3264.1	3264.4	3264.7
3300.0	3300.3	3300.6	3300.9	3301.2	3301.5
3337.5	3337.8	3338.1	3338.4	3338.7	3339.0
3375.8	3376.1	3376.4	3376.7	3377.0	3377.3
3414.0	3414.3	3414.6	3414.9	3415.2	3415.5
3452.5	3452.8	3453.1	3453.4	3453.7	3454.0
3491.2	3491.5	3491.8	3492.1	3492.4	3492.7
3530.2	3530.5	3530.8	3531.1	3531.4	3531.7
3569.5	3569.8	3570.1	3570.4	3570.7	3571.0
3609.0	3609.3	3609.6	3609.9	3610.2	3610.5
3648.7	3649.0	3649.3	3649.6	3649.9	3650.2
3688.7	3689.0	3689.3	3689.6	3689.9	3690.2
3728.9	3729.2	3729.5	3729.8	3730.1	3730.4
3769.3	3769.6	3769.9	3770.2	3770.5	3770.8
3810.0	3810.3	3810.6	3810.9	3811.2	3811.5
3850.9	3851.2	3851.5	3851.8	3852.1	3852.4
3892.0	3892.3	3892.6	3892.9	3893.2	3893.5
3933.3	3933.6	3933.9	3934.2	3934.5	3934.8
3974.8	3975.1	3975.4	3975.7	3976.0	3976.3
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vandalism once it ceases to operate later this year. All of this is likely to increase the desirability of living in the area and hence the value of local properties (which the objectors are too short sighted to have considered).

I urge both Councils to approve the application and ensure that the commitments to improve transport are implemented straight away. Attention should focus on the impact on local residents while the works are being carried out over the next decade and not on some ill defined and mostly groundless concerns about sunlight or trees in 2010.

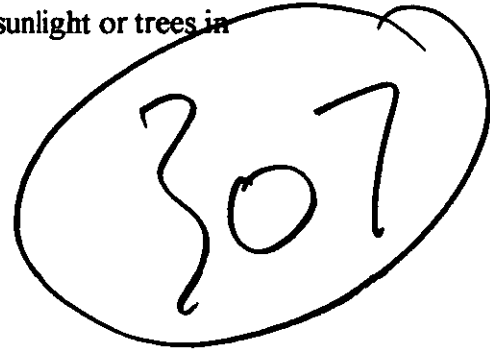
I have lived at the above address for 10 years.

Yours faithfully,



I R Christie

Cc: Paul Entwistle, Environment Department, London Borough of Hammersmith and Fulham, Town Hall, King Street, Hammersmith, London W6 9JU



(45)

Julio & Carmen Rama
54A Uverdale Road
Chelsea, SW10 0SS

John Thorne
Planning Department
RBKC
Hornton Street
Kensington, W8 7NX

O/JT

PLANNING	2 AUG 2002
REC	ARB
DES	FEE

(308)

27 July 2002

Dear Mr Thorne

1303

Our Objections to the Revised Planning Application

This is a second time that we received a letter from your department informing us about the plans of two property developers who proposed to "improve" the area by erecting two giantlike towers blocks on the horizon.

Though for the majority of the residents the Lot's Road Power Station for Underground represents a lovely architecture building which they would like to see preserved, those residents occupying the basement flats have suffered tremendously from hamming or trembling noise and certainly from lack of lights.

If there are 150 terraced houses in the triangle of the L-shaped Lot's Road, there are at least 120 basement flats in which residents suffer dampness and gloominess. Already the World's End's towers blocked the natural sunlight and, to have even taller blocks towering over the already tall Power Station building would bring nothing but distress and anguish to those living on the lower floors of all building in the area.

The lack of light, together with the air pollution from cars belonging to new residents and visitors to public places, on the top of the increase traffic and noise pollution - these are the reasons why the other residents and we, opposed the first application and, for the same reasons we are objecting to the revised application.

It would be unfair to have the property developers use such a small piece of land for such a large project, purely to justify the return on their investment.

Initially tower blocks were designed to accommodate impoverished population on small pieces of redundant land by the Local Authorities. Then the towers served to provide offices in one square mile of the City of London. And recently, some parts of London benefited from high-raised building, like Dockland and Royal Docks but why to allow the historically beautiful areas of Chelsea and Fulham to be spoiled by monstrously exaggerated towers. Why to add to the existing traffic jams and fume pollution on the Embankment, King's Road and Lot's Road? Why to "tease" the terrorists?

Please add our objections to other residents' objections and let us know whether we could have a spokesperson representing our voice at the Committee meeting.

Yours truly,

Carmen Rama

17 KING'S QUAY
CHELSEA HARBOUR
LONDON
SW10 0UX

TEL: 020 7352 4381
FAX: 020 7376 8538



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

28th July 2002

Dear Sir,

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

With reference to your letter of 25th June in respect of the planning application submitted by Circadian (CH) Ltd we strongly object to this application for the following reasons: -

1. The over-development of the application site is an example of extreme town cramming. We object to the excessive high-density proposed and to the sharp difference with that of Chelsea Harbour phase 1.
2. The key issue is that high densities can only be acceptable where there is easy access to good transport facilities, a so-called transport hub. The greatly increased local population of Imperial Wharf was, we understand, justified on the basis that a new mass-transit train station would be provided. Even this is now in doubt. In spite of Circadian's proposals for a modicum of extra bus and boat services, there is no way in which Chelsea Harbour and Lots Road can qualify as a transport hub. Therefore, there is no way in which high-density development, and all that hangs on it, can function or even be justified.
3. There is little assurance in the proposals that the increased population impacts on Borough services and facilities can adequately be met. There appear to be no proposals to meet the extra educational loads

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1. *Chlorophyll a* and *Chlorophyll b* were determined by the method of Arar and Collins (1971).

1997-1998: 100% (100% of 100%)

1. The first step is to identify the problem. This involves understanding the current situation and the desired outcome.

The following table shows the results of the regression analysis for the dependent variable "Number of children in the household" (N = 1,000). The independent variables are "Age of the head of household" and "Gender of the head of household". The results are presented in the following table:

The "Globe" is a very good newspaper. It is published daily except on Sundays and public holidays. It contains a great deal of news and information. The "Globe" is a very good newspaper. It is published daily except on Sundays and public holidays. It contains a great deal of news and information.

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July 28, 2002

310

or provision for a playing field. The proposed doctor's surgery is inadequate. Space would need to be provided for a full health centre.

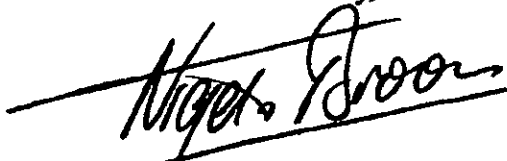
4. The proposed removal of an existing direct and well used public pedestrian access route leading to the Thames river walk, together with the well established tree avenue on either side is unacceptable, especially as the Borough has issued tree preservation orders on these particular beautiful trees.

The proposed building of five single storey, single room (servants) quarters and providing extremely large courtyard gardens for the five ground floor apartments of Block HF6 is unacceptable. The impact of those houses in Admiral Square directly backing on to this proposed development will be catastrophic. This is not back to back gardens; these are habitable dwellings backing onto existing gardens in Admiral Square (which are extremely small, less than 20ft).

5. The proposal of 296 car-parking spaces for a total of 444 units of residential accommodation and a restaurant is totally inadequate. It is also of great concern, that of these 296 spaces, only 20 are proposed to be allocated to the 222 affordable dwellings, this will result in the Security Department of Chelsea Harbour being in constant battle to maintain the traffic-free quality of the estate. The proposed removal of some 36 public parking spaces in Lots Road hardly helps this issue.

We would be extremely happy for the original plans of the four uncompleted Chelsea Harbour blocks Phase II, as it was known, comprising 52 apartments and 18 houses to be developed. As with the existing Chelsea Harbour buildings, each of these blocks would contain the necessary car parking for each of the dwellings.

Yours faithfully,



Nigel Brookes



Susie Brookes

Cc: Members of Planning Applications Committee
London Borough of Hammersmith & Fulham

Members of Planning Services Committee
Royal Borough of Kensington & Chelsea

... ..

[illegible][illegible][illegible]

The first of these is the *Journal of the American Medical Association* (JAMA), which has been the most influential of the medical journals in the United States. It was founded in 1883 and has since then published a wide range of medical research, including clinical trials, epidemiological studies, and reviews of the literature. The journal is published weekly and is one of the most widely read medical journals in the world.

Handwritten: 10-17-68

[illegible][illegible]

Copy to: Tracey Rust & John Thorne Royal Borough of Kensington & Chelsea
FAX 020 7361 3463

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

Dear Mr. Entwistle,

Re: Application 2002/1366/P & 2002/1368/P

313 (12) 0/JT (LWS RD)

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| EX DIR | HDC | TP | CAC | AD | CLU | AO AK |
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Thank you for the opportunity to respond to this enormous new infrastructure. Please accept our apologies for late reply. It is vitally important that Councils realise they have the power even though the Developers have the money. Anyone familiar with this area of London knows it is tantamount that transport facilities need to be improved. If this development, and its second stage, is allowed through without total commitment, before commencement, of an improved transport scheme, then the whole refurbishment will become a nightmare for all concerned.

There is far too much development along this part of the Thames as it is. Since the arrival of Montevetro, together with the new block currently going on in Hester Road (former bus garage site), the traffic is gridlocked. It is a regular sight now for cars to be nose to bumper along Battersea Church Road making it difficult and time consuming to exit/enter Morgan's Walk. With so many extra habitats both on our side and now proposed on North side, the area will turn into a swirling fume filled ghetto.

We have long recognised the need for another tube. At least underground travel clears the roads for those with business vehicles and public transport. Here is an opportunity to fund such a system with massive subsidy from Developer.

We note that a restaurant is mentioned but nothing about Doctor's surgery, dental practice or similar. So, Hammersmith and Fulham, stand up for yourselves and allow development to go ahead but on your terms. Without your signature the might of the Developer disappears as quickly as a leaf in a cyclone.

Good luck.

Mr. & Mrs. R. Watkins, 21d Thorney Crescent, Morgan's Walk,
London SW11 3TT

Y. Watkins

2081

20 LOTS ROAD, LONDON SW10 0QF

28th July 1'02

M J French Esq.,
The Town Hall
Hornton Street
W8 7NX

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

Dear Sir

Re PROPOSED DEVELOPMENT AT LOTS RD. POWER STATION

Despite the revision of the above, the height envisaged for both tower blocks cannot be justified.

A poll of people's ideas on types of housing, revealed that three quarters of those questioned desired to live in a bungalow! Bringing up children in tower flats at this height is inhuman for a parent (I can see this from my daily passage through World's End's existing complex.) Services break down, older children rampage in staircases and lifts and walkways.

Admittedly young working people out all day will be happy with the "wonderful views", but when they too acquire children and are forced to live in these conditions with such difficult access to the ground floors, they will want to move away....

It is unimaginable that the existing infrastructure with the burden of 498 extra units of housing, could support the increase in circulation it would involve.

Clearly the development must take place, but not at this insane density.

The "better transport plan", and free river trips is decorative but alters nothing.

Please ask Circadian to think again and revise the plan.

Yours faithfully

Carola Shephard

Carola Shephard

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28th July '02

315

20 LOTS ROAD, LONDON SW10 0QF

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

Ref: DPS/DCSW/PP1324 &1325

Dear Sir

PROPOSED DEVELOPMENT AT: LOTS RD. POWER STATION

I am unhappy with the vast scale of the project.
which would be a huge burden on the Lots Road Triangle and
unsustainable.

The development should not proceed until the Chelsea/Hackney
Line is implemented.

Any traffic signals at the Lots Road (Chelsea Embankment)
junction would exacerbate the traffic flow, and bring it to the
levels currently seen at the Lots Road/Kings Road junction.

Such an introduction would also impinge on a "Red" route!
Residents should be aware of this.
An independent traffic survey is urgently needed.

Lots Road is within a light industrial zone, and should
remain that way.

Yours faithfully

HJ Shephard

H J Shephard

1940.

89 Hartington Road, London, W4 3TU. Tel/Fax: 020-8994.0232

Dear Sir,

LBH&F ref 2001/1589/2933/2260/P, RBK&C ref DPS/DCSW/PP/01/01627/JT

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| Chelsea | | 28 th July 2002 | | | | |
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We are writing to ask you to note our regret that our comments on the River issues in the previous proposals, in our letter of 31 AUG 01, have NOT yet been satisfactorily dealt with in the current revised proposals. Our comments covered the Built Environment, Design, Heritage and Views, and the Natural Environment; Use of the River – Passenger Transport, and Leisure and Recreation; the Natural Environment; the Educational Use of the River; and the Regeneration of the Surrounding Area. We continue to welcome the redevelopment of this site, but again urge your Council to reject the amended application in its current form, and to continue to negotiate with the applicant for a more imaginative, sustainable and community-oriented scheme in line with the Strategic Planning Guidance for the River, the Thames Strategy – Kew to Chelsea, and with both UDPs, with close cooperation between both Boroughs.

In particular we would emphasise the Riverscape shortcomings of the current proposals. Knocking a few floors off the highest tower block is a frivolous and irresponsible response to a serious Riverscape problem of local and metropolitan significance. No account has yet been taken of the large, tall buildings now being built nearby at Imperial Wharf. They should be included, to enable the urban canyonisation of the River caused by the cumulative effect of Imperial Wharf, Chelsea Harbour and these Lots Road proposals, to be assessed with reasonable honesty. Nor has any respect been shown to the two existing 'landmarks' of Chelsea Harbour, and the Lots Road Power Station itself.

The other major River-unfriendly proposal is the encroachment into Chelsea Creek. This is totally contrary to all the existing River guidance referred to above, and also contrary to the clear and emphatic thrust of The draft London Plan – Annex 2, Blue Ribbon Network. Nothing should be done to prejudice the chance in future to extend the body of water back up towards the King's Road, and to create a really distinguished addition to the Blue Ribbon Network, of immense value to the community at large (as well as to the relevant developer). The present proposal is just a cheap way out. All alternative solutions to the water-flow problem have NOT been assessed, and until they have been, this scheme should be refused.

We support the excellent submission by our member-Group the Hammersmith and Fulham Historic Buildings Group, in particular the River-related sections. We also support the excellent submission by the Lots Road Action Group.

We continue to welcome the redevelopment of this site, but again urge your Council to reject the amended application in its current form, and to continue to negotiate with the applicant for a more imaginative, sustainable and community-oriented scheme in line with the Strategic Planning Guidance for the River, the Thames Strategy – Kew to Chelsea, and with both UDPs, in close cooperation with both Boroughs.

Yours faithfully,

Poor Makarov.

Peter Makower, Honorary Planning Adviser.

C.c. Lots Road Action Group, Chelsea Society, Fulham Society, H&F Historic Buildings Group, Circadian Ltd.

Association of Residents in Sands End - Barnes Community Association - Battersea Society - Bishop's Park Co-ordinating Group
Chiswick Protection Group - Chiswick Pier Trust - Chelsea Society - Friends of Duke's Meadows - Fulham Society
Gargoyle Wharf Community Action Group - Grove Park Group - Hammersmith & Fulham Historic Buildings Group
Hammersmith Society - Harlington Court Residents Association - Kew Residents Association - Kew Society
Kew Riverside Action Group - Mortlake Community Association - Mortlake with East Sheen Society
North Barnes Residents Association - Old Chiswick Protection Society - Putney Society - Strand on the Green Association
Wandsworth Society - Westerly Ware Association

London Forum - London Rivers Association - London Society - Richmond River Group - River Thames Society - Thamesbank

2032.

0/JT

HAMMERSMITH AND FULHAM HISTORIC BUILDINGS GROUP

Chairman: Angela Dixon
31 St Peter's Square, London W6 9NW
Tel: Home: 020 8748 7416 Mob: 0772 179 1305
fax: 020 8563 8953 email: dixon.angela@talk21.com

29th July 2002

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

Dear Mr French,

Lots Road Power Station, Lots Road, Chelsea SW10
(Your ref DPS/DCSW/PP/02/1324 & 1325/JT)

I write on behalf of the Hammersmith and Fulham Historic Buildings Group to object to the above revised application for redevelopment of Lots Road Power Station site.

We objected to the previous schemes for this site which were subsequently refused both by the London Borough of Hammersmith & Fulham (LBHF) and the Royal Borough of Kensington & Chelsea (RBKC)

We have studied the revised application and regretablely do not find that the changes to the proposals meet our objections to the intensity of the development; the height, scale, massing, siting and relationship of buildings to existing buildings, to the River and to the Creek; lack of public open space, private amenity space and play space; uneighbourliness to existing homes; lack of river related uses and encroachment into Chelsea Creek.

I enclose a copy of our letter to the LBH&F which details our objections. We ask you to take them into account in your consideration of this application. We are not familiar with your UDP but the issues transcend the boundary between our two Boroughs. For example shortage of open space provision in LBH&F will effect residents in both Boroughs, the Creek is a shared natural asset, the Power Station is a key element in views from along and across the River and an appropriate river related use would benefit residents in both Boroughs. We very much hope the two Boroughs can work together on proposals for this site.

We ask your Council to refuse this planning application in its present form. We hope a more acceptable scheme can be negotiated taking into account the requirements of RPG3B/9B, the Boroughs' UDP policies and the advice of the Thames Strategy Kew to Chelsea.

Please keep us informed of any revisions

Yours sincerely

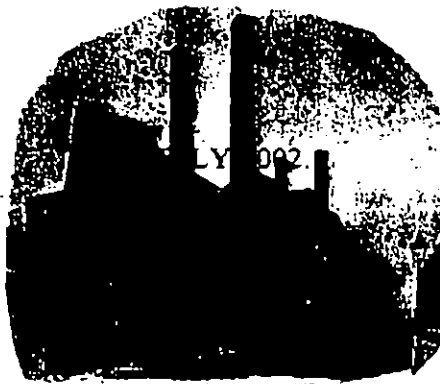
Angela Dixon
Chairman

c West London River Group
Lots Road Action Group
Chelsea Society

HBGlet/LotsRdK&C 29.7.02

318

FAX 020 7361 3463



O/JT
LARA

Lots Area

Residents Association

28 July
 2006
 319
 2

Chair:
 Vilma Meynell
 51(a) Upcarn Road
 London SW10 0SF
 Tel: 0207 352 5082
 M Tel: 0794822379

Secretary:
 DR Richard Dumbrell
 10 Tadema Road
 London SW10 0NU
 Tel: 07765 307 195

Treasurer:
 Margret Gunn
 51(c) Upcarn Road
 London SW10 0SF
 Tel: 020 7376 5398

TO. M.J. FRENCH. EXECUTIVE DIRECTOR, PLANNING & CONSERVATION

✓ C.C. JOHN THORNE CASE OFFICER.

DEAR SIRs,

DPS.DCSW.PP.02.1324JT.

PROPOSED DEVELOPMENT LOTS RD. POWER STATION.

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AK |
| R.B.
K.C. | 30 JUL 2002 | | | | PLANNING | |
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| | | ARB | PL | ID | S | FEED |

I RECEIVED YOUR LETTER OF THE 27TH JUNE. I WOULD LIKE TO SAY HOW DIFFICULT IT HAS BEEN IN SO SHORT A TIME, WITH SCHOOL HOLIDAYS, FOR US TO GET A FEED BACK ON THIS DEVELOPMENT. I WOULD LIKE TO KEEP THE OPTION TO ADD VIEWS FROM SEVERAL PEOPLE WHO HAVE BEEN AWAY.

FIRST. THE BIG CONCERN IS TRANSPORT, AND TRAFFIC. THIS STILL HAS NOT BEEN SATISFACTORILY DEALT WITH. MY TREASURER MARGARET GUNN AND MYSELF TOOK UP THE OFFER OF A FREE TRIAL ON THE RIVERBOARD SERVICE AND WERE AT THE HARBOUR AT 10 TO 11 FOR DEPARTURE AT 11. WE LEFT AT 11.40. PEOPLE WHO HAVE JOBS IN THE CITY WOULD BE UNABLE TO RELY ON THIS SERVICE. WHO IS PAYING THE SUBSIDY OF £50,000 TO THE OPERATOR? TO BE EFFECTIVE THIS SYSTEM OF TRANSPORT WILL HAVE TO BE VERY HEAVILY SUBSIDISED. IF THAT IS DONE, I SHARE LOCAL VIEWS THAT IT WOULD BE A GOOD MOVE TO EASE TRAFFIC CONGESTION.

THE TRAFFIC JAMS ALONG THE KINGS ROAD ARE WORSENING WEEKLY, WITH BUSES NOW RETURNING TO THE DEPOT AND OFF LOADING PASSENGERS WHEN IT BECOMES STATIC. I PERSONALLY HAVE HAD TO GET OFF A BUS TWICE DURING ONE WEEK.

UNTIL TRANSPORT IS UPGRADED THE DENSITY OF THIS DEVELOPMENT SHOULD BE HALTED.

AT A RECENT OPENING OF A COMPUTER TRAINING PROGRAMME

WAS TOLD "OH, THEY NEVER EXPECTED TO GET PLANNING PERMISSION FOR THE FIRST PLAN" IF THIS IS THE CASE, TO SAVE FURTHER TIME AND EFFORT, OF PEOPLE WHO DO THIS WORK ON A VOLUNTARY BASIS, COULD WE PLEASE SEE PLAN c AND d AND SO ON.

THERE IS A POSITIVE FEELING THAT IT COULD BE A WONDERFUL HAPPENING, TO BE ABLE TO WALK TO THE RIVER, & THE ENHANCEMENT OF THE AREA, IF THE WHOLE CARBUNCLE IS REDUCED IN SIZE. OBVIOUSLY THE DEVELOPERS NEED A RETURN ON THEIR INVESTMENT, BUT SURELY THEY WILL ACHIEVE A CONSIDERABLE PROFIT EVEN WITH A SCALED DOWN VERSION.

CONSIDERATION SHOULD BE GIVEN TO THE AFFORDABLE HOUSING ISSUE, AS LOCAL PEOPLE HAVE HAD TO WAIT SOME TIME FOR LOCAL DOCTORS AND NURSES TO BE REPLACED WHEN THEY LEAVE. THE PRICES ARE ROCKETING IN THIS AREA, AND SO KEY WORKER AFFORDABLE HOUSING IS A VERY IMPORTANT FACTOR.

SO, TO SUM UP, YES IF IMPROVEMENTS ARE MET ON THE TRANSPORT SIDE AND THE DEVELOPMENT IS SCALED DOWN MORE.

YOURS SINCERELY,

Vilma Meynell

VILMA MEYNELL.

320

2 Admiral Square
Chelsea Harbour
LONDON
SW10 0UU

321

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

29 July 2002

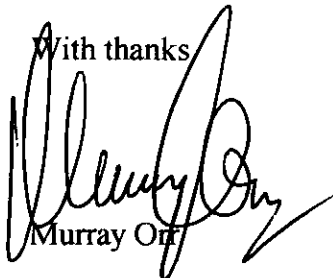
**RE: Planning application submitted by Circadian Ltd.
LB Hammersmith & Fulham ref: 2002/1366/P and /1368/P
Land adjacent to South side of Chelsea Creek, and land at Thames
Avenue, Chelsea Harbour Drive, London SW10**

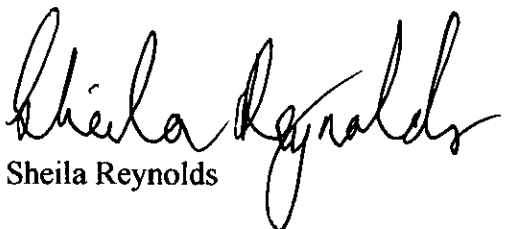
Dear Sir

We are writing to you to request your support in ensuring that the planning authorities at the London Borough of Hammersmith and Fulham consider fully all the implications of the planning application referred to above.

Please find enclosed our response to the proposed development.

With thanks


Murray Orr


Sheila Reynolds



322 ④

THE CHELSEA SOCIETY

founded by Reginald Blunt in 1927 to protect and foster the amenities of Chelsea

www.chelseasociety.org.uk

From: Terence Bendixson, Hon. Sec. Planning
39 Elm Park Gardens, London SW10 9QF
Tel & Fax 44 (0)20 7352 3885 t.bendixson@pobox.com

Mr M J French, FRICS DipTP MRTPI Cert TS
Executive Director, Planning and Conservation
Royal Borough of Kensington and Chelsea
Town Hall
Hornton Street
London W8 7NX

30 July 2002

Submitted to: Greater London Authority and London Borough of
Hammersmith & Fulham.

Dear Mr French

Lots Road Power Station Redevelopment: Circadian Ltd
Ref. PP/02/1324 & 1325

Continuing objection

Last October, the Society objected to the applicant's first scheme for this site – PP 01/1627. Following the scheme's rejection by the Royal Borough and the London Borough of Hammersmith & Fulham it has been revised by the applicants. Many of the proposed changes are very welcome but as they fail to address some of the Chelsea Society's key concerns, we have no choice but to lodge a further objection.

Please note that this objection concerns the applicant's entire site, the part in Kensington & Chelsea, the part in Fulham belonging to London Transport and the part in Fulham bought by Circadian from P&O.

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Summary

Overall the Society supports the change of use, but wants to see less intensive development and the elimination of the 30 and 25 storey towers. The aim should be to reduce density to a level that would a) reflect the accessibility of the site by public transport, b) reduce road traffic and c) protect the privacy and amenity of nearby residents. It would also help to conserve the famous, small-scale, architectural character of Chelsea.

MAIN OBJECTIONS

- *The density of 961 habitable rooms per hectare is too high for a location with poor accessibility to and by public transport*
- *The proposed river bus service should be regarded as a low-capacity, low-probability option and not accepted as a justification for high density.*
- *The architectural character of Chelsea makes Lots Road an inappropriate location for 30 and 25 storey towers.*
- *The Thames Path should be designed as a varied sequence of spaces devoted to strolling, sitting, meeting, eating and relaxing. Traffic calming should be provided to safeguard cyclists in Lots Road.*
- *The Councils should safeguard the future of Chelsea Creek as a 'Little Venice' embracing walkways between Fulham and Chelsea and from the King's Road to the Thames and across to Battersea*

Above all the Chelsea Society urges the GLA and the Councils to bear in mind that Sir Terry Farrell has designed a sympathetic replacement for the ugly Marsham Street towers of the old Department of the Environment with lower buildings criss-crossed by footways. Fulham and Chelsea merit similar treatment. The proposals in their present form are unacceptable.

Yours sincerely

Terence Bendixson

Attachment



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THE CHELSEA SOCIETY

founded by Reginald Blunt in 1927 to protect and foster the amenities of Chelsea

Lots Road Power Station Redevelopment: Circadian Ltd
Ref. PP/02/1324 & 1325

OBJECTIONS

Summary

Overall the Society supports the change of use but wants to see less intensive development and the elimination of the 30 and 25 story towers. The aim should be a density that would better reflect the accessibility of the site by public transport, reduce road traffic and protect the privacy and amenity of nearby residents. The Society's case is that:

The density of 961 habitable rooms per ha. is too high for a location with poor accessibility to public transport. The high density of the development is inappropriate at a site that does not have the characteristics of a transport interchange. A much lower density would enable the 11 and 12 story blocks to be reduced in bulk and for the towers to be abandoned. PPG3, GLA draft Policy 3c.2, RBK&C Strategies 1 & 4c and LBH&C's UDP all advise much lower densities.

The proposed river bus service should be regarded as a low-capacity, low probability option. Cities based on clusters of islands or located beside wide estuaries have flourishing ferry services. Such ferries offer direct links not available overland. River buses on the Thames would have no such competitive advantage. The Thames offers slow meandering routes and the proposed buses are low in capacity and would be expensive to run. Other shortcomings of river buses are that piers serve catchments of only 180 degrees (which limits their market) and are subject to the vagaries of tidal flow, wind, flotsam and the 25 foot range between high and low water mark. River bus services do not exist in Paris and have failed before in London.

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There is no reason to believe the present proposal would succeed where others have not. And even if the service is subsidised initially, there is no reason to expect this to continue. Why should an 'executive' service be subsidised?

In assessing the travel and transport impact of Circadian's proposals, the proposed river bus services should be regarded only as a possibility and as an expensive one at that. Given uncertainty about the long-term viability of river buses, the proposed development will be mainly dependent on cars and buses. RBK&C Strategies 4, 4c & 4d and Policies TR1a and TR39 apply.)

The low-rise architectural character of Chelsea makes the site an inappropriate one for towers. Lots Road Power Station cannot be called a 'strategic' site. It is large site and it is by the river. What is strategic about that? It is not at a major transport interchange such as Paddington Station or Clapham Junction.

Chelsea is a historic district of London famous internationally for, and distinguished by, its small, intimate scale. This architectural character comes from 250 years of building in the form of terraces, squares and mansion blocks which, while achieving a high density, do not exceed six stories. The World's End Estate, and one or two other tall buildings, detract from this historic character. Such inappropriate structures should not be regarded as precedents for the Lots Road Power Station site. (Indeed it would be preferable if, like a number of 1960s towers in other Boroughs, they were demolished.) Both the Circadian towers should be redesigned as buildings of not more, and preferably fewer, than 10 floors. (This point is supported by RBK&C Strategies 1 & 9 and Policies CD1 and CD4 and by LBH&F policies EN8 & 9.)

The Thames Path should be designed as a varying sequence of spaces for strolling, sitting, meeting, eating and relaxing. Traffic calming should be used to create a cyclists route in Lots Road.

The applicant's revised scheme shows a broad, continuous riverside walk in Fulham that is linked to Chelsea via a bridge over Chelsea Creek and then runs inland towards Lots Road. At present it is envisaged that walkers and cyclists should share this route, although precisely how is not indicated. Such sharing will satisfy no one. Architects, such as Camillo Sitte and Jan Geyl, who have studied the needs of people on foot, all argue for spatial variety (narrow passages followed by wide open squares) that offer changing

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vistas, framed views and opportunities for strolling, sitting, eating, courting, and meeting.

Designers of cycle tracks prescribe continuous widths, no sharp turns and gentle curves. For people on foot such spaces are a tedious experience and expose them to the risk of being hit by someone pedalling at up to 20 mph. The K&C UDP states that: 'The Council will also encourage separate provision for cyclists to be provided alongside the riverside walkway, subject to practicability and safety considerations.' (Policy CD5)

The Chelsea Society urges the Councils to: a) to designate the Thames Path through the Lots Road site as a 'footpath'; b) design the path to offer delight and safety for walkers; and c) provide in Lots Road either traffic calming or a separate track for cyclists. Cyclists who want to meander slowly along the footpath should be free to do so. This would create safety for pedestrians.

See the Countryside Agency's Thames Path 'Good Practice Guide' page 6 :
" New sections of the Thames Path created through development should be legally established as a public footpath".

The Councils should safeguard the future of Chelsea Creek as a 'Little Venice' embracing walkways between Fulham and Chelsea and from the King's Road to the Thames and across to Battersea

Chelsea Creek will undergo a major change in its ecology when warm waste water from the power station ceases to flow into it. As the applicants make clear, this necessitates design changes. The Creek also has the potential to be the basis of footways stretching from the river to King's Road with links into the former canal basin in the Imperial Gas Works site and to Battersea via a gallery on the existing railway bridge.

The Society urges the two Councils to draw up a long-term plan for achieving this 'Little Venice' so as to enable them to negotiate with Circadian and St George about their contributions to the start of its realisation.

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The Society also urges that the applicants make clear their intentions for renewable energy and local car hire.

The existing proposals show a lack of clarity about the use of renewable energy. Is it possible, for instance, that the power station chimneys could be re-used as mountings for wind turbines?

There is also a lack of detail in the very welcome proposal to offer local car hire as an alternative to car ownership.

CONCLUSION

Above all the Chelsea Society urges the Mayor and the Councils to bear in mind that Sir Terry Farrell has designed a sympathetic replacement for the ugly Marsham Street towers of the old Department of the Environment with lower buildings criss-crossed by footways. Fulham and Chelsea merit similar treatment. Circadian's proposals in their present form are unacceptable.

Copies to: Mr Nigel Pallace, London Borough of Hammersmith
Mr. Giles Dolphin, Planning Decisions Manager for Mayor Livingstone
Mr Colin Wilson, Greater London Authority

MARI SAVILLE
46 LOTS ROAD SW10 0QF

JULY 30 2002

Mr M J French FRICS Dip TP MRTPI Cert TS
Executive Director of Planning & Conservation
Royal Borough of Kensington & Chelsea
The Town Hall
Hornton Street
London W8 7NX

Dear Mr French

I'm sure you are eminently aware of the responsibility you hold – not only for the quality of life of your Borough residents – but also for the legacy that sound planning will hold for future generations on the river front.

We are all too familiar with corporate greed and its ghastly manifestation. And we must look now to you to hold it in check.

The problems with this Circadian application have been paraded before you continuously and in a very coherent and logical form. All of the residents of the Lots Road Triangle have joined together in a most vociferous and powerful lobby,

I only want to register my support for the Lots Road Action Group, and to reiterate a couple of the major problems:

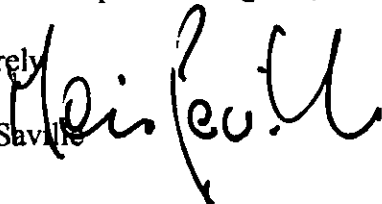
1. The proposed over development of the site which could only result in adverse environmental. traffic amenity problems in the surrounding residential area.
2. The scale massing and height of the proposed tower being wholly inappropriate to the locality.
3. The existing transport infrastructure would not be able to cope with the increase in population and commercial activity.

And so on.

With kindest personal regards;

Sincerely

Mari Saville



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THE UNIVERSITY OF CHICAGO
DEPARTMENT OF POLITICAL SCIENCE

1964-1965

1. The first part of the course will be devoted to a study of the basic concepts and methods of political science. This will include a discussion of the nature of the political system, the role of the state, and the relationship between the individual and the state. The second part of the course will be devoted to a study of the major theories of political science. This will include a discussion of the theories of Aristotle, Hobbes, Locke, Rousseau, and Marx.

2. The third part of the course will be devoted to a study of the major political systems of the world. This will include a discussion of the political systems of the United States, Great Britain, France, Germany, Japan, and the Soviet Union.

3. The fourth part of the course will be devoted to a study of the major political movements of the world. This will include a discussion of the movements of liberalism, conservatism, socialism, and communism.

4. The fifth part of the course will be devoted to a study of the major political problems of the world. This will include a discussion of the problems of international relations, human rights, and development.

5. The sixth part of the course will be devoted to a study of the major political figures of the world. This will include a discussion of the figures of Aristotle, Hobbes, Locke, Rousseau, and Marx.

6. The seventh part of the course will be devoted to a study of the major political institutions of the world. This will include a discussion of the institutions of the United States, Great Britain, France, Germany, Japan, and the Soviet Union.

7. The eighth part of the course will be devoted to a study of the major political movements of the world. This will include a discussion of the movements of liberalism, conservatism, socialism, and communism.

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51 Milmans Street Chelsea SW10 0DA telephone 020 7352 7072

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

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| | | | ARB | FPLN | DES | FEES |

10th July 2002

Dear Mr. French,

Lots Road Power Station Site

The increased affordable housing and the promised improvements in transport in the revised scheme are welcome.

The two towers are not acceptable, notwithstanding the reduction in height of the taller tower. The original scheme displayed and explained by the architect in his offices omitted the towers altogether and so would have met the requirements of your brief for the site which limited the use of tall buildings.

One must assume, therefore, that the proposals were financially viable without the towers.

I hope that the Council will again refuse planning permission.

Yours sincerely,

Hugh Krall

Hugh Krall

c.c. Nigel Pallace Esq., Director (Development Services) Hammersmith & Fulham

THE TEN ACRES RESIDENTS ASSOCIATION
Affiliated to The Chelsea Society and the King's Road Residents' Association

*Incorporating Limerston, Hobury, Shalcomb, Langton, and Gertrude Streets
and Lamont Road in London SW 10*

2330
0/57

Chairman: Filippo Guerrini-Maraldi

12 Hobury Street, London SW10 OJB
Tel: (020) 7376 8997 (home)
Tel: (020) 7929 9394 (office)
Fax: (020) 7352 3708
Email: Filippo.GM@rkharrison.co.uk

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

| | | | | | | | |
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| K.C. | 31 | JUL | 2002 | | | 30 th | July 2002 |
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| | | | ARR | FPLN | DES | FEED | |

Dear Sir

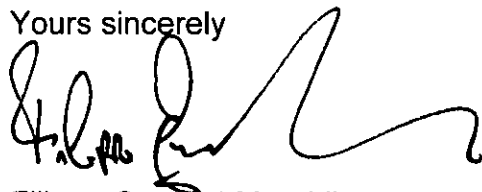
RE: Lots Road Power Station Development – Ref. 01PP/01/1627

At a meeting of the TARA committee dated 29th July 2002 it was unanimously decided that TARA wish to express our concern with this development.

Please could you make certain that TARA is kept up to date with any information and/or developments concerning this proposed site.

Thank you, I remain.

Yours sincerely



Filippo Guerrini-Maraldi
Chairman - TARA

0/57 call! 2047 (13)

Christopher & Anna Kingsman

6 Admiral Square
Chelsea Harbour
London SW10 0UU

Tel: 020 73514838

| | | | | | |
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To:
Mr. MJ French
Planning & Conservation
Town Hall, Hornton Street
London W8 7NX

London, 30 July 2002

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

Dear Mr. French,

We are copying you in on our letter to Mr. Entwistle at H&F with our objections to Circadian's revised proposals.

We would also like to ask you whether it is still the policy to review the two applications (Chelsea Harbour Phase II and Lots Road Power Station) that are submitted to the two councils as one and that a decision should be taken in agreement with the two councils. Is our understanding correct? If not, why has there been a change to this policy?

Thank you very much for all your good work.

Yours sincerely,


Christopher & Anna Kingsman

Christopher & Anna Kingsman

6 Admiral Square
Chelsea Harbour
London SW10 0UU

Tel: 020 73514838

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To:
Mr. Paul Entwistle
Planning Department
London Borough of Hammersmith & Fulham
Town Hall, King Street
London W6 9JU
CC: Mr. M French, RBK&C

London, 30 July 2002

Re Application No: 2002/1366/P & 2002/1368/P (Chelsea Harbour Phase II)

Dear Mr. Entwistle,

We write to you with our objections to Chelsea Harbour Phase II, most of which also apply to the redevelopment of the Lots Road Power station application (e.g. density, etc.), which, of course is dealt with at RBK&C. We would also like to emphasise that we support the objections put forward by the Chelsea Harbour Residents Association, the Lots Road Action Group.

May we start by saying thank you to you and your colleagues at K&C for the good work on assessing the planning applications so far. We also note that it has been the policy to review the two applications (Chelsea Harbour Phase II and Lots Road Power Station) that are submitted to the two councils as one and that a decision should be taken in agreement with the two councils (i.e. either rejected by both councils or accepted by both). Would it be possible to have a confirmation that this is still the policy?

The objections that we would like to highlight are the specifications of the project in general (e.g. density in the context of a lack of public infrastructure) and the removal and replacement of the current walkway with a double line of protected mature chestnut trees, where there has been no change from the previous application.

The **proposed removal of the chestnut trees** has six aspects to which we object:

- 1) It is a reduction in public amenity in general as it is a much-loved feature for residents (as well as the securest play area for small children).
- 2) It significantly increases the impact that the proposed new buildings will have on existing residents at Admiral Square, in particular reducing privacy (in this context it should be mentioned that the proposed buildings are higher than Admiral Square, so even without the loss of the chestnut trees, there would be a greater loss of privacy than under previous planning applications).
- 3) The public walkway is to be replaced with private gardens (this is hardly justifiable, given that a project of the proposed size needs more, not less public space).
- 4) Instead of one row of chestnut trees there is supposed to be a row of single-room flats, which is clearly a reduction in amenity in itself, but on top of that will create a nuisance to residents, as a) they are immediately adjacent to the small gardens of residents' of Admiral Square and therefore only about 5m away from the actual houses, b) they are likely to be occupied by younger people, which one could reasonably assume would lead to more noise emanating from the flat than from existing properties. Since these flats are situated under the bed-rooms of existing residents (3rd floor, north-facing) and closer to Admiral Square than to the actual properties they are supposed to belong to, any noise pollution is more likely to affect existing residents than those of the new properties. May we also point out that we personally doubt whether we would get permission to build a habitable dwelling in our gardens!
- 5) The current walkway is big enough to be used by emergency services to access the rear of Admiral Square. This emergency access would no longer be possible under Circadian's

proposals. We believe that all existing buildings in Chelsea Harbour can be accessed to some degree from multiple sides. Removing such access would increase risks to residents in case of a fire that may prevent them from getting to the south side of the building where emergency services would still have access to.

- 6) Nothing material has been done to address the concerns of residents regarding the proximity and height of the proposed buildings adjacent to Admiral Square (they have been reduced, but still overlook existing buildings – particularly the eleven-storey tower block) and there is still a building at the end of the existing walkway, which effectively blocks what would have been the remaining view of the river for existing residents.

We would also like to point out that plans for replanting the trees in “other areas” look likely to fail given the maturity of the trees and one has to doubt whether Circadian have seriously looked into this issue at all.

With regard to more **general objections**, we would like to point out the following:

- 1) Despite density having been highlighted as one of the key issues for refusing the application, overall density has been reduced by less than 5%. How can such a “reduction” be interpreted as having addressed the issue?
- 2) Transport proposals “look” good (the marketing material misleadingly suggests that there will be an overall reduction in traffic, which is of course a result of misleading statistics), but the river bus will only serve a minority, the railway station contribution will have no affect for years. One should also remember that the railway station in itself is already a condition of completing Imperial Wharf and as such it cannot be promised a second time by a different developer. The extra bus frequency and new route will not affect the time it takes to get to a transport hub (this is impossible, because of existing traffic flows). The real problem of this area is that it is by no means a transport hub and cannot be one for decades, given the substantial infrastructure investments required. However, Circadians proposals exceed even guidelines for transport hubs. We would also stress that the transport proposals put forward ought to be independently verified for obvious reasons.
- 3) Nothing material has been proposed to address other deficiencies of public infrastructure that the existing area suffers from: medical, educational and recreational. Despite having two small children we, as existing residents have been refused by the local doctor’s surgery, and when the children reach school age they will have to travel at least 20 minutes to get to their school. There are very limited recreational facilities in the area and those that exist are already heavily used. Adding a development that exceeds all density guidelines in an area that already cannot cater for existing residents, would be highly irresponsible.
- 4) With regard to recreational facilities it is worth pointing out that a substantial population who are forbidden from owning a car (more than 500 individuals, if one assumes an average household of 2.5 people for 222 affordably housing units) and will thus be somewhat restrained in their mobility, do not appear to have recreational facilities provided for them and their children. Affordable housing is good, but affordable housing without public infrastructure is hardly a good idea.

To summarise, let me repeat point 3 of the initial refusal to grant planning permission: “The proposed development is unacceptable due to its height, scale, massing, siting and relationship to existing development...” Unfortunately one struggles to find any material changes in the planning application that would warrant the deletion of this sentence. Let me repeat that density has been reduced by less than 5% and that there is unfortunately nothing one can do to seriously affect the transport infrastructure in the near term given the time and money it would cost to build rail/underground infrastructure and public infrastructure other than transport is not even sufficient for existing residents.

Therefore we urge the two councils to reject the revised proposals.
Yours sincerely,

Christopher & Anna Kingsman

30.7.02

8/59

Dear Mr French.

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(50334)

I object to the proposed redevelopment plans for the Lots Road Power Station.

1. Over density ie, at present the Lots Road triangle has some 2012 homes and businesses. An increase of 2500 new homes with parking permits, plus businesses and restaurants, which all have to be serviced by refuse collection, office supplies, catering etc. will totally swamp our area.
2. An inadequate proposed transport system. I do not consider river travel or 6 hopper buses per hour in peak time, as a serious option of transport as opposed to using a car.

I believe the redevelopment of the Power Station should be postponed until such time as a Station and rail links are provided to connect this area to central London and the city. At the moment for exits and only two exits service this area to the main routes, which are usually blocked. Once King's College, Imperial Wharf and the development at Fulham Broadway are completed, I am wondering if

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THE ALTHEA WILSON GALLERY

any traffic will be able to move.

Yours sincerely.

Althea Wilson.

335.

3, King's House
400, King's Road
LONDON SW10 0LL
Telephone: +44 (0) 20 7351 3236
Facsimile: +44 (0) 20 7351 5927

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M.J. French

Executive Director of Planning & Conservation
R.B.K.&C, The Town Hall
Hornton Street
LONDON W8 7NX

9/57

30th July 2002

Dear Mr French

**PROPOSED DEVELOPMENT LOTS ROAD POWER STATION
PLANNING APPLICATION Ref: 01PP/01/1627**

Thank you for your letter 27th June I write as a resident of King's Road SW10 and a Committee Member of the Ten Acres Residents' Association to object to the above planning application and to beg the Committee to restrain, further, the developer's plans to a scale with more understanding of the neighbourhood and its resources.

The main grounds of my objection remain:

1. **Overdevelopment of the site.**
2. **Height and massing of proposed tower blocks.**
3. **Traffic.** Without some new, additional arrangement for access and public transport I do not believe the area, the King's Road its small residential streets, already used as 'rat runs', and even the embankment would be able to cope with the additional weight of traffic.
4. **Open space, the 'lungs' of the neighbourhood.** Greater attention needs to be paid to this aspect.

Please make sure your Committee instructs RBK&C to enforce its own recommendations of the UDP and Planning Brief for the Lots Road site. There is a real opportunity to improve this area.

Yours sincerely,

Christian Dewar Durie

Christian Dewar Durie

cc Nigel Pallace

Hammersmith & Fulham

2093.

4 Pages including top page
Please forward to MR. Michael

0/57

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16 Lots Road, London SW10 0QF.

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

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Dear Mr. French,

**RE: LOTS ROAD POWER STATION DEVELOPMENT
CIRCADIAN DPS/DCSW/PP/02/1234 & 1325**

I would like to object to the above (second) application. There is only a meagre 5% reduction (46 residential units) from the original proposal and less than 1 car park space per unit, although all RBK&C residents will be eligible for residents car permits.

Transport

Circadian state the £50,000 per annum funding for a proposed river boat service will be paid not by themselves but by the incoming residents in their service fees. It seems entirely possible future residents may choose to not subsidise this service. The proposed service will run as a commuter service, peak hours only, closing at 7p.m. The charge (£5 single journey) will be too high for the people in social housing. Chelsea Harbour Pier is a 15 minute plus walk for people living in the Lots Road Triangle. As a private company, the river bus company could well choose to cancel their service if they wish to do so. This is not a transport solution.

The nearest tube station is Fulham Broadway. Circadian's Transport Officer and I timed the walk to the station from their office at 90 Lots Road (opp site side of road to Power Station). I had on flat walking shoes, no bags, etc. and the walk took 16.20 seconds to Fulham Broadway and 18.20 seconds to return to site. We are not in a 'transport hub' and it is not a "10-15 minute brisk walk" as their proposal suggests. I estimate it to be 20 minutes plus with all the usual work paraphernalia, heeled shoes, etc.

West London Line (WLL). Circadian state in their 'Non Technical Summary' "a commitment to investigate whether the extension of a new station would be feasible" and "£1 million should proposed new station become a reality in next 8 years". There is no commitment at all. £1 million seems a derisory figure given the profits a development of this size will accrue for the Hong Kong developers (Hutchison Whampoa). The WLL/West Brompton station operates a restricted service and, like the proposed river bus, is only open at certain hours.

Hoppa Bus Service. The change of use of Lots Road into a new, major bus route with humps, traffic lights, double yellow lines and removal of existing parking (Pay & Display/Residents' Bays) in Lots Road will exacerbate current traffic congestion and highlight the current existing shortage of parking spaces. RBK&C issues 43,000 permits for only 27,000 space in the borough. The proposed reduction in on-site parking could see 600-900 cars, with RBK&C permits, all forced onto streets which cannot cope with present parking levels. Westfield Close and Worlds End Estate are prime examples of low-income families with 1-2 cars. Will the Council open up the car park in Worlds End Estate (400 spaces) for residents - it is currently used as storage? Where will friends from outside the borough park? Cars will always be used until there is efficient, reliable public transport, i.e. the much talked about Chelsea-Hackney line but, until this becomes a reality, we are in a transport desert.

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2.

We are constantly reading that the Council seek the views of residents and yet, most people in the Triangle and Cheyne Walk are unaware of the developer's bus transport proposal and its implications for further noise, pollution, traffic congestion. The Council should fully inform residents/businesses in Lots Road/Cheyne Walk for their input on this issue. Again, as London Transport is also a private company, if they cannot provide an adequate service because of traffic congestion, etc. they can choose not to continue the route.

Houses and flats will need to install double glazing/secondary glazing - will the Council accept these changes and will there be funding for this?

The air quality in the Triangle is already poor but the developers 'No a Technical Summary' Page 25/14.00 - states

"the development is expected to have a negligible impact on traffic in the area", "and only minor increases in Nitrogen Dioxide (NO2)" This is nonsense - the development (RBK&C and LBH&F) proposes 2,500 people coming into the area with an estimated 400 workers - existing homes/businesses in Lots Road Triangle total 2012!

Will the Council relocate the Car Pound to ease traffic if this proposal is accepted?

The developers have had no negotiations with LBH&F to issue cards to access the barrier in Chelsea Harbour - all cars from both boroughs can only access development from Lots Road. Likewise, residents in the Triangle could be issued with a card to help them escape the impending gridlock - we are bordered on one side by the Thames and West London Line on the other.

There is only minimal allocation for shops in the development - 16,000 square feet according to Andrew Locke, Circadian. If we are lucky enough to have a Sainsbury's 'Local' or similar Tesco store, this will only allow for a maximum of 20 small shops/restaurants to accommodate Chelsea Harbour, Lots Triangle and Power Station. The Triangle currently consists of 2 pubs, Lots Market, Indian restaurant, a newsagent and no visible police presence. A real community needs Doctor, Dentist, Police Station, School, Playground, Chemist, Rymans, Laundry Dry Cleaner, Internet cafe, greengrocer, florist, Library, Post office, bookshop, PizzaExpress, Pret aManger.

Open Space

"5 new lively and traffic free public open spaces"

- | | | |
|-------------------------|------------|--|
| 1. Power Station Street | (0.7 acre) | Site A Internal Street |
| 2. Power Station Plaza | (1.0 acre) | Site A (heavily enclosed on 3 sides i.e. in shadow) |
| 3. Riverside Square | (1.0 acre) | Site B (path with steps with 'token' shrub either side of steps) |
| 4. The Oval | (0.6 acre) | Site B (oval-shaped pavement again, with steps, no seating) |
| 5. Creekside Park | (0.6 acre) | Site B (walkway) |

There is insufficient, inadequate open space in general. RBK&C (Site A) has none, effectively. Where is the facility for kids to play ball.

TV Reception

This is already a difficult area for TV reception as the summary acknowledges, increased heights will weaken signal even further - how will this be resolved? What type of mast are the developers intending to install - studies show a direct correlation with carcinogens and particular masts.

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3.

Daylight

The proposal will lose daylight and create overshadowing during Spring, Autumn and Winter. Circadian's (Hutchison Whampoa, Hong Kong) first venture was to build Monte Vetro, Battersea. My home in Chelsea directly overlooks this building and, during wintertime, I now lose 22 minutes of sunlight in the morning and in the afternoon watch the buildings behind Monte Vetro in shadow. It is very depressing. Further loss of light to this area will be like living in a blacked-out blanket.

Security

Chelsea Harbour has, until now, had an effective, private security system. The Triangle is experiencing increased street crime, can we propose a police station to be sited within the development? The developers refer to CCTV but this is not used by Metropolitan Police.

Social Housing

The current percentage of Social Housing in this area is 43%, the figure rises to 54% if including TMO leaseholders. Unlike North Kensington, we have very few amenities. RBK&C own several sites in the Triangle, instead of negotiating for further social housing from this development, could they negotiate funds for desperately needed amenities for existing residents?

SITA WASTE DEPOT, 27 LOTS ROAD

The developers have said this adjacent site will be closing in 18 months - will this land (including pier) be sold to them for further development? I would like to suggest that it is created as an open space with Thames Path and, if a river boat service is operational, can it be accessed from the existing pier.

The RBK&C planning brief for the site 3 years ago states "*the maximum height permissible is 6 or 7 storeys but this must be balanced against lower heights elsewhere on the site and residential considerations*" "*If the Power Station is retained then it will form the dominant landmark on the site to which all other new buildings around it should be subordinate in height*" The Council should enforce their own recommendations for this site and the Chelsea Harbour land should proceed with the original planning consent for 173 homes with no social housing (LBH&F received £2.1 million for off-site affordable housing from P&O in 1986) The Hong Kong developers were aware of these recommendations /consents when they bought the 2 sites and this would have been reflected in the purchase price. Permission should be given for only the Power Station (which is currently a light industrial/employment zone) to be developed with parkland and access to the river as per Circadian's first exhibition. This area cannot cope with a development of this scale until a tube line is operational and other amenities in place.

If the Council do not enforce their own guidelines, it will 'green light' the Hong Kong developers (who now own other properties in Lots Road) to put in proposals on an equally massive scale and force this community to endure further mass development in an area that will not and cannot cope. PLEASE REFUSE THIS APPLICATION AND REITERATE TO THE DEVELOPERS YOUR OWN PLANNING BRIEF.

Yours sincerely

Melyssa Stokes

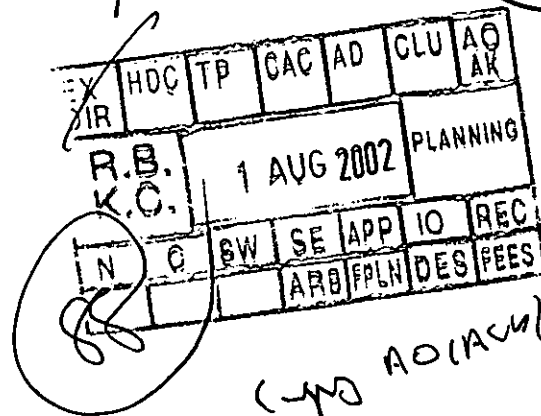
Melyssa Stokes

copy Mr. Nigel Pallace, L.B. Hammersmith & Fulham

22 Stadium Street
London SW10 0PT

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

Mr. Nigel Pallace
Director of Environment Department
London Borough of Hammersmith & Fulham
The Town Hall
King Street
London W6 9JU



31 July 2002

Dear Mr French and Mr. Pallace

Proposed redevelopment by Circadian of Lots Road Power Station and surrounds - Planning Application ref 01PP/01/1627

1970

I am writing, once again, with my comments on the revised planning application by Circadian for the Lots Road site. I was heartened by the Councils' refusal of the earlier applications and would urge you once again to reject this application in its current form. I continue strongly to object to the height of the towers and to the complete lack of appropriate transport facilities as well as the impact on light and general amenities in the area.

Serious adverse environmental, traffic and amenity consequences of overdevelopment

The proposed density of 1,340 habitable rooms/hectare exceeds by a substantial margin all recommended standards. It is nearly four times the highest density identified in the Government's Planning Policy Guidance Note 3, nearly three times the highest recommended figure in the RBK&C UDP and the Planning Brief for the site and nearly four times the LBH&F UDP. Both Councils should enforce the maximum density set out in those documents, unless public transport in the area is improved significantly.

Proposed tower blocks too high – light diminution

The Councils should insist that the UDPs and Planning Brief for the site are respected. The height should be no greater than the general level of buildings east of Blantyre Street, or 6/7 storeys, or subordinate to the height of the existing power station. My own house as well as others in the area will be badly affected by loss of light, particularly in the crucial Spring, Autumn and Winter seasons, when light is at a premium anyway.

Inadequate transport and traffic proposals

The existing transport and road systems have difficulty coping with current traffic levels. They are quite inadequate for what is proposed and the suggestion that increased bus services will deal with the situation is derisory. No proper account has been taken of the increase in population and commercial activity, particularly if the forthcoming developments at Imperial Wharf, King's Chelsea, Fulham Broadway and Hortensia Road are taken into account. The area is poorly-served by public transport, particularly the Embankment into which Lots Road flows, and this must be upgraded before any high density development is permitted, including:

- frequent, high capacity, affordable river bus service from Chelsea Harbour to Westminster and Festival piers and
- a new station on the West London Line at Chelsea Harbour and
- a firm commitment to a station on the proposed Chelsea-Hackney line.

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

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

Inadequate public amenities

There is already a deficit in local amenities, including public open space, sports facilities and health centres, and this development will do nothing to improve it. In particular, the proposals for public open space fall well short of the standards set out in the UDP.

I expect RBK&C to enforce the recommendations of the UDP and Planning Brief for this site, both of which have been the subject of extensive public consultation and I would urge the LBH&F to do likewise. These proposals still require substantial amendment before they can be approved.

Yours sincerely



Gerald Thorburn



Copies to

Michael Portillo MP
House of Commons
London SW1A 0AA

Merrick Cockell
Leader of the Council
Royal Borough of Kensington & Chelsea

66B Lots Road
Chelsea
LONDON
SW18 0QD

31 July 2002

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

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Dear Mr French

RE: LOTS ROAD POWER STATION DEVELOPMENT.

I am writing to register my absolute objection to the proposed development of Lots Road power station.

Aside from the extreme detrimental impact the development will undoubtedly have on all residents within a large vicinity of the site for a considerable period of time, the project can be opposed on the following environmental and planning grounds:

1. The development represents over 4 times the maximum allowable population density
2. The forecasted 2500 new residents will be accessing the site via an already extremely busy Lots Road, equipped with car permits for an area with already inadequate provision
3. The existing transportation infrastructure is insufficient to cope with the current, let alone projected increase in local population
4. The proposed 2 towers will be taller than any other building in Chelsea dominating the skyline in an appalling manner
5. The construction is scheduled to last 8 years which will obviously lead to further traffic overload and congestion in a district which already suffers from poor circulation

Surely someone in the Planning and Conservation Department can see sense?

Yours sincerely

Charles Alcock
Charles and Emma Alcock

2175

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FULHAM
LONDON SW6 2LX

Telephone: 020 7371 5935

Facsimile: 020 7371 7855

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E-mail: john@hardingjones.fsnet.co.uk

343 (23)
O/JT

Mike French Esq.
Director of Planning
Royal Borough of Kensington & Chelsea
Kensington Town Hall
Hornton Street
London W8 7NX

31 July 2002

Dear Mr French,

My wife and I moved into Hazlebury Road in Fulham 5½ years ago. The traffic was pretty awful then and inevitably will become much worse when the new developments on the Kings Road and at Imperial Wharf come on stream, as I am sure you are well aware. Add to this the massive developments over the river in Wandsworth and I really do not see how the system will continue to operate. Then we have the new proposals for Lots Road Power Station and Chelsea Harbour which, if built to high density and without essential infra-structural investment, will ensure almost permanent gridlock throughout West Chelsea and Fulham.

The purpose of this letter is to add our voice to the protests over what seem to be ever less discriminating development proposals, whether by Circadia or others, that simply do not take into account the knock on effects. We know the bus proposals are unlikely to prove feasible, and we have heard for so long about the proposed station at Chelsea Harbour that the likelihood of it actually opening in my lifetime are becoming increasingly remote. Even if it does materialise, where will people go? You cannot often get on the first underground at Parsons Green or Fulham Broadway so getting to West Brompton in the rush hour would help no-one. The Chelsea-Hackney line seems the only answer to handle high density development in the area. We do not wish to see derelict ground wasted, but the proposed new underground is so obviously vital for Chelsea and Fulham irrespective of any new developemnts that surely nothing more should be built, at very earliest, until construction of the tube is under way. One also would require more than promises about any transport investment. There have been too many false hopes raised over the years.

We are extremely concerned for our quality of life. We were particularly incensed that the Circadia developers seem to limit their communication to those near enough to be seduced by the (probably false) prospects of consequential rising property prices, whilst ignoring others, including the whole of the "Bury" Triangle and around Lots Road, who will suffer ever increasing congestion on the roads and overloading of other essential services. I am sure few will argue against the sensible development of brownfield sites but not at the expense of existing residents and resources. River boats have been tried so often that it is hard to believe they will ever be commercially viable. Any arrangements for subsidies from the developers will never survive in the long term, and it would be wrong for the residents, i.e. us, to end up footing the bill for any uneconomic venture.

Add to this the existing gridlock whenever there is a match at Stamford Bridge and the consequence of the new congestion charge to be introduced by the Mayor, and I really despair. The congestion charge, as I understand it, is bound to increase the chaos in the peripheral Boroughs such as ours. I am in favour of road pricing provided it is fair to all users and local residents but Livingstone's cack-handed proposals seem to incorporate the worst of all worlds.

Is there anything that can be done to mitigate these incipient horrors and protect at least some of our quality of life?

Yours sincerely

John Harding Jones

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Professor Julia M. Polak, MD, DSc, FRCP, FRCPath, FMedSci.
Director: Tissue Engineering and Regenerative Medicine Centre

JMP/sl

Mr John Thorne
Case Officer

Environment & Planning Department

RB Kensington & Chelsea, Town Hall

Hornton Street, London W8 7NX

Imperial College
SCHOOL OF SCIENCE, TECHNOLOGY AND MEDICINE

1st August 2002

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Dear Mr Thorne,

**RE: PLANNING APPLICATION SUBMITTED BY CIRCADIAN (CH LTD) TO
HAMMERSMITH & FULHAM REF:
2002/1388/P and /1389/P (COMMODORE COURT)
2002/1374/P and /1379/P (QUADRANGLE)
2002/1381/P and / 1382/P (FOUNDATION COURT)
2002/1386/P and /1387/P (THAMES POINT)
AND OTHERS SUBMITTED TO KENSINGTON & CHELSEA (LOTS ROAD POWER
STATION)**

I am writing to voice my strong objection to the approval of the second planning permission of Circadian Ltd. to develop the power station in Lots Road and the so-called Chelsea Harbour Phase Two. The new application offers little to mitigate the strong objections that were put forward to all of you regarding this **MASSIVE** proposed new developments by the BASIC reason that the development. The proposed development does not take into account the following very basic considerations.

- That there are other major developments in the area already. Imperial Wharf was approved on the basis that the new train station would become functional, but this proposal is in jeopardy. Hence, the crisis in the transport infrastructure is much more aggravated if these two new developments are approved.
- The new planning application does not take into consideration the high density population being imposed onto the Lots Road area with no provision of schooling, doctors' clinics and amenities. It seems a "stand alone" application with little regard for the rest.
- The new planning application has reduced at most twenty percent of the height of one of the towers but very little in terms of density. The proposed reduction of car parking provides no details on where the huge number of cars will park.
- I was horrified to discover that the beautiful avenue of trees in the so-called Chelsea

345

Harbour Phase Two will be demolished in favour of a high density building. The **TREES** must be preserved at all costs.

- e) The rest of possible solutions submitted by Circadian are all in a "wish list" of not very concrete proposals including:-
- i) the hope of having a new bus route – but which only adds to the congestion in the Lots Road area.
 - ii) addition of bicycle lanes – as yet poorly defined.
 - iii) addition of traffic lights at the end of Lots Road and Cremorne Gardens – again, due to increased density of cars, this will add to congestion.
 - iv) a donation of a certain amount of money if a train station is built – although this is a big if.
 - v) the offer to increase this donation if a river bus route is created – again this has yet to be determine.

I can not believe that such little effort was put forward by Circadian in offering a solution to the serious problem of congestion, poor amenities and others.

I strongly suggest that all the related planning applications (Hammersmith & Fulham and Kensington and Chelsea) are considered jointly. My proposition is that they are rejected and that the period is extended so that all neighbourhoods have a chance to comment. The deadline given was rather short and placed in the middle of the holiday period. I however, support the original approved planning proposal for Chelsea Harbour Two.

Yours sincerely,

Julia Polak

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(41)

Thorne, John W.: PC-PlanSvc

From: Lady Vera-Brigitte Bilek PhD [brigittebilekchee@hotmail.com]
Sent: 02 August 2002 12:59
To: johnw.thorne@rbkc.gov.uk
Cc: sternberg_assoc_@hotmail.com
Subject: Revised Application For Proposed Development of Lot's Rd Power Station

O/JT

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Dear Mr Thorne,

I understand you are in charge of this second planning application by the same two developers whose first application proposing to erect two ridiculously tall towers in the Chelsea Wharf and in the middle of the small piece of land behind the Lot's Road Power Station, was opposed by almost 100% of the local residents.

The RBKC, once again exhibited a total lack of appreciation for the time of the year when many residents are preparing for their annual summer vacation and, sent the letter from the Planning Department, informing the residents about this outrageously absurd proposal, at the end of June unreasonably demanding the response by the end of July 2002 when many of the residents are away.

Many residents believe that the Council is also openly exhibiting the Planning Department's support of this project by accepting the revised application which is only marginally different from the original, first application. The application for the erection of the two over 40-storey towers was rejected mainly because of the united outrage of all residents and their objections to the enormous implication on the residents' property and their day-to-day lives.

We, the "Lot's Road Triangle" residents, welcome the redevelopment of the site and would be glad to see a similar residential and commercial development to the St George's Imperial Wharf, with the height of the buildings matching the height of the old power station building, NOT THE HEIGHT 'TOWERING' OVER THE CHIMNEYS.

Apart from the terrorist target, the two towers represent too many residents on a very small freehold area (OVERPOPULATION), too many new cars, thus an INCREASE OF TRAFFIC, too many new residents' parking permits, thus a LACK OF PARKING SPACES, an OBSTRUCTION OF LIGHT, thus DEVALUATION OF PROPERTIES in close proximity, an increase of NOISE POLLUTION, which together with AIR POLLUTION result in STRESS, thus more casualties and residents out-of-work.

I would like you to add my objections to the revised application to the other residents' objections and, would like you to note that I shall be opposing the proposal by writing to my MP and PM and, contacting GMTV.

Yours sincerely,

(Lady) V B Bilek(-Chee) PhD
Ivy Cottage, 56 Uverdale Road
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