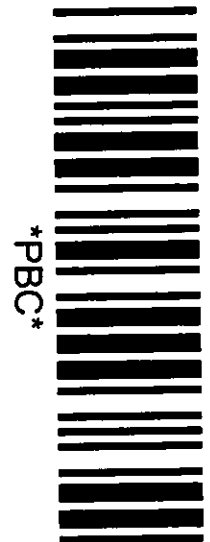


**ROYAL BOROUGH  
OF  
KENSINGTON & CHELSEA**

**DOCUMENT SEPARATOR**

**DOCUMENT TYPE:**

**PUBLIC COMMENT**



**\*PBC\***



Prof D Catovsky  
11 Thames Quay,  
Chelsea Harbour,  
London, SW10 0UY

0/5

7-8-02

(2)

Dear MR French

400  
LOTS

Re: GRadian proposals for  
Road and Chelsea Harbour II

I would like to express my support  
to the detailed objections raised  
by CHRA and its advisers which  
only support one of the revised proposals  
(for CH II consistent with the original  
plans) - Problems of density, height,  
lack of amenities and transport  
remain - The revised proposals  
are cosmetic changes to the one  
already rejected by both councils

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K.C.						
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Yours sincerely  
D Catovsky

2049



0/5

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K.C.						
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Dear Mr French

It is with dismay that I learn that Circadian have again submitted proposals for the above which totally disregard the basic problems on which their previous proposals have been turned down.

I understand that the tallest tower has been reduced to 30 stories but this is still double the height of the Belvedere Tower and other tall buildings in the area and the question of over density of this area has still not been addressed – I am told that there would be an estimated 2500 new residents and cars with permits. Not only would this be an impossible number of people in the area but the developers have continually turned a blind eye to the transport problem. There are no plans for a train station at Chelsea Harbour and the plans for a Chelsea-Hackney tube line seem to have faded away. We simply cannot sustain this number of new residents in this area. London traffic is nearly at gridlock already and in my capacity as a London Relocation Property Adviser I can assure you that easy public transport is now the chief priority for everyone proposing to buy a property in Central London. Extra “Hoppa” buses are not the answer and will only become stuck in the traffic themselves.

2148



I hope that once again the planners at both the Royal Borough and at Hammersmith & Fulham will reject this proposal as unrealistic and not addressing the major problems of transport, not to mention the over density with approximately 2500 new residents.

Yours sincerely

Josephine Sherrard

JosephineSherrard

402

c.c. Michael Portillo MP  
Nigel Pallace – London Borough of Hammersmith & Fulham  
Iain Coleman MP



**13 Britannia Road  
London SW6 2HJ**

0/5-403  
8 August 2002

MJ French Esq  
The Royal Borough of Kensington & Chelsea  
Planning and Conservation  
The Town Hall  
Hornton Street  
LONDON  
W8 7NX

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

Dear Sir

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

Thank you for your letter dated 27 June 2002, in connection with the above.

As a local resident, I will be severely affected by the proposed development, in particular:-

1. I understand that there is no proposal to increase the number of schools, doctors, hospital beds etc, to cope with the increased number of residents within the borough.
2. The site is a long way from an underground station and there are limited bus routes in the area. It is already difficult at peak times, to get on to a bus, let alone have a seat.
3. Traffic in the area is severely congested at all times of the day and night as it is. If this application is allowed, this will only exacerbate what is already a chronic problem.

I believe that the proposed development is excessive, bearing in mind the above. I also believe that the thirty storey residential tower will have a major impact on the local architecture and in particular, the power station building.

I believe Consent should be refused.

Yours faithfully

*Janie Strange*

**Janie Strange MRICS**

2114



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

Dear Mr French

LOTS ROAD POWER STATION DEVELOPMENT  
PLANNING APPLICATION REF: 01PP/01/1627

I am writing with my comments on the planning application by Circadian for the Lots Road site. I object to the application on the following grounds:

1. Overdevelopment of the site causing adverse environmental, traffic and amenity impacts on the surrounding residential areas. The proposed density of 1,340 habitable rooms/hectare is nearly four times the highest recommended figure in the RBK&C UDP and the Planning Brief for the site. The Council should enforce the maximum density set out in those documents, unless public transport in the area is improved significantly.
2. Scale, massing and height of the proposed tower blocks is inappropriate to the locality. RBK&C should insist that the UDP and Planning Brief for the site are respected: the height should be no greater than the general level of buildings east of Blantyre Street, or 6/7 storeys, or subordinate to the height of the existing power station. I am also concerned about loss of daylight and sunlight, particularly in Spring, Autumn and Winter seasons.
3. Inadequate transport and traffic proposals: the existing transport and road systems will not be able to cope with the increase in population and commercial activity, particularly if the forthcoming developments at Imperial Wharf, King's Chelsea, Fulham Broadway and Hortensia Road are taken into account. The area is poorly-served by public transport and this must be upgraded before any high density development is permitted, including:
  - Frequent, high capacity, affordable river bus service from Chelsea Harbour to Westminster and Festival piers and
  - New station on the West London Line at Chelsea Harbour and
  - A firm commitment to a station on the proposed Chelsea-Hackney line.

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

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

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

Yours sincerely



Jay Taylor

31

0/57

404

Jay Taylor  
Flat 5  
41 Stadium Street  
London  
SW10 0PX  
8th August 2002

EX	HDC	TP	CAC	AD	CLU	AO
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Prof D Catovsky  
11 Thames Quay,  
Chelsea Harbour,  
London, SW10 0UY

9-8-02

(405)

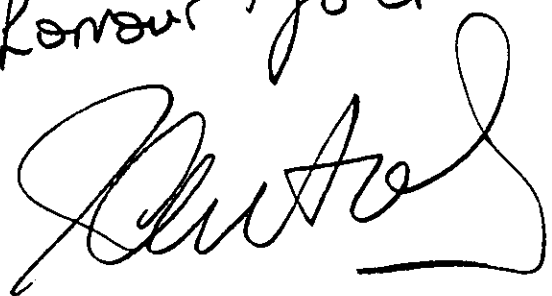
Dear Councillor Holt

Re: Circadian proposal for Lots Road P.S.  
9 CH Phase II -

I would like to support very strongly the objections raised by the CHRA to this massive proposal which, if added to Kings & Imperial wharf would make the whole area a permanent traffic jam - In particular I would urge to support only the Circadian proposal which is similar to the one made in 1986 for CH II and not the 2nd of their proposal which will destroy the <sup>unique</sup> character of Chelsea Harbour and a valuable and protected row of trees. The rest of Circadian <sup>new</sup> proposals are only different in a minor way to the ones rejected by your Council recently - They do not address the key issues of population density, transport and amenities

I hope you will honour your  
Mandate!

Yours.



2049



20 Stadium Street  
London SW10 0PT  
020 7352 2672

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

O/JT

9<sup>th</sup> August 2002

983

Dear Mr French

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

I would like to object to the above proposed development and ask the Council to refuse permission for the erection of the two towers (30 and 25 storeys). My objections are based on the following:

- (i) Overdevelopment of the site, resulting in direct adverse environmental, traffic and amenity impacts on the surrounding residential areas. The proposed density does not comply with the maximum allowable population density clearly defined in both the Government's and the Borough's established policies. It grossly exceeds all recognised guidelines.
- (ii) The scale, massing and height of the proposed tower blocks is inappropriate to the locality. The two proposed blocks of 30 and 25 storeys will have an adverse effect on the locality. They would be significantly taller than any neighbouring building and even the more distant tall buildings in the area do not exceed 20 storeys. Furthermore, the blocks would result in a considerable loss of sunlight and daylight – which is also clearly contrary to the recommendations of the Council's Unitary Development Plan. The height of the towers should not exceed surrounding towers or the existing power station chimneys.
- (iii) Existing transportation infrastructure will not cope with the increase in population, commercial activity, and traffic. The proposed density of development is totally incompatible with existing transport infrastructure in the area, which is already inadequate. The proposals put forward to mitigate this major issue are totally inadequate. Until viable proposals are put in place to deal with both the existing and the proposed increased population, a high density development of any type will not be suitable in this area.

The proposed scheme clearly runs contra the Government's and the Council's development guidelines and policies. It would also have the effect of seriously eroding the quality of life for existing residents as well as placing an intolerable burden on transport and the emergency services (fire, police and ambulance).

I would therefore ask the Council to refuse the permission for the development as it currently stands.

Yours sincerely



Andrew della Casa

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cc Mr Nigel Pallace  
Planning Director, London Borough of Hammersmith & Fulham



RE: LOTS ROAD POWER STATION DEVELOPMENT

0/5T

28 Lots Road  
LONDON SW10 0QF



35

9/8/02  
407

Dear Mr. French

I would like to object to the above proposal for the following reasons.

- 1) It is too great an increase in population and current transportation here can barely cope.
- 2) Transport proposal of six 'Hoppa' buses peak time is not a solution and will further increase congestion and pollution.

It is a 20-minute plus walk to the nearest underground.

- 3) There is already insufficient parking spaces for residents and visitors already and to remove any existing parking spaces, be it resident or Pay & Display to allow a developer to put forward such a gross plan, is not serving our community.
- 4) We do not have police on the streets now, how will we cope with double the existing population?

We already have 50% plus social housing in the area with very few local amenities, unlike North Kensington, which sees greater funding.

The Royal Borough of Kensington & Chelsea said in 1999 that the development would allow the Power Station to be the 'dominant Landmark'. The Council should enforce their own report. Houses in Lots Road are only three stories.

There is no 'real' outside spare/parking area – where will people be able to sit & the young kick a ball around?

T.V. reception is already bad here; will the signal be weakened further? What mast will be use by the developers? It is recognised that health risks originate through certain masts, causing carcinogens.

This development should be refused completely.  
I wait your reply.

Yours Sincerely

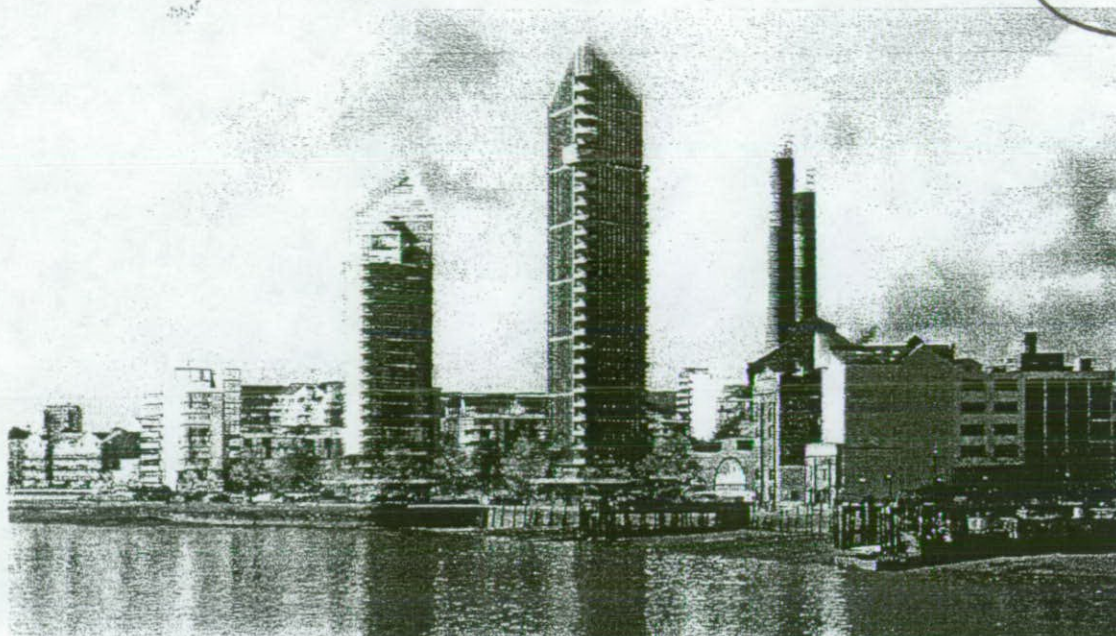
*Diana Poland*

Diana Poland (Mrs)

1942



# LOTS ROAD POWER STATION DEVELOPMENT



- **OVER 4 TIMES MAXIMUM ALLOWABLE POPULATION DENSITY**
- **2500 NEW RESIDENTS AND CARS WITH PERMITS  
ALL ACCESSED VIA LOTS ROAD ONLY**
- **NO TUBE, NO TRAIN STATION**  
Existing transport will not cope with increased population.  
Lots Road Triangle is currently 2012 homes and businesses.

## **OVERLOOKED, OVERSHADOWED AND OVERWHELMED**

- **2 TOWERS (30 + 25 STOREYS)**  
Taller than any other building in Chelsea, dominating the skyline
- **10 RESIDENTIAL BUILDINGS (RISING TO 12 STOREYS)**
- **8 YEARS PLUS CONSTRUCTION**
- **TRAFFIC OVERLOAD / CONGESTION**
- **INADEQUATE PARKING**

Developers proposals; (6 'Hoppa' buses per hour / peak time) will add to existing traffic levels

Please write your objections **NOW** to both Councils

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

Nigel Pallace  
Planning Director  
London Borough of Hammersmith & Fulham  
The Town Hall  
King Street, Hammersmith  
London W6 9JU  
Iain Coleman, M.P Hammersmith & Fulham

For more information go to [www.lotsroadpowerstation.co.uk](http://www.lotsroadpowerstation.co.uk)  
Lots Rd action Group 46 lots Rd, SW10 0QF



01 JT

M.J French  
Executive director of planning and Conservation  
Royal Borough of Kensington and Chelsea  
The Town Hall  
Hornton Street  
London  
W8 7N

4091

12 Stadium Street  
Chelsea  
London SW10 0PT  
Phone 0171 351 5222

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Dear Mr French  
LOTS ROAD POWER STATION DEVELOPMENT  
PLANNING APPLICATION REF: 01PP/011627

I would like to **object** to the development of Lots Road Power Station.

These are a number of points that are totally unacceptable to myself, as a local resident.

1. The size of the proposed towers will, without a doubt, impact hugely on the whole area. Not only are they completely out of keeping with the character of the area, but bigger towers brings more people, which in turn also has much farther reaching implications.
2. The towers will house far too many new residents in the area, without adequate compensation for parking. The parking in the area is just satisfactory that if you get home before 8 in the evening you can find a residents parking spot. If the parking for the new development is not totally covered the impact on the area will be appalling to all existing and new residents. The development should supply adequate parking for all new residents, so there is no need to impact on the existing residents permit spaces. Even now if you arrive home after 8 pm in the evening you will not find a parking space. **What will happen if a further 2500 new residents move to the area?**

1971.  
B222



- 410
3. The area is also badly serviced by public transport and the proposed new services to cope with the new residents falls far below what is required for this type of development. Even if they do lay on more buses this will only add to the congestion on the Lots Road and surrounding area. There are no other alternatives as far as transport are concerned, unless they propose there own tube station leaving direct from the power station.
  4. The extent of the development will also mean years of development for the local area. This will mean trucks, dust and noise for over five years. I have 3 small children and plan to live in this area for a good few years, I am not happy about our neighbourhood being turned into a construction site. If they limit the size of the development, this time will be reduced.

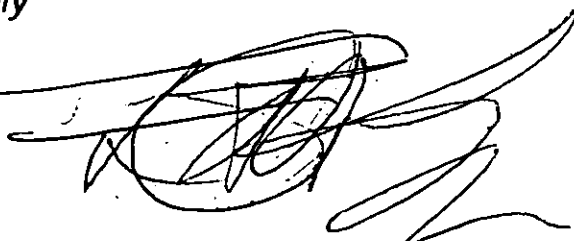
We have spent a lot of time and money on our house and are happy with the services that the RBKC provide in the borough. The neighbourhood is a great place to live and there is a very strong community spirit. If this size of development goes ahead it will change the area forever, but it will not be to the advantage of the area.

I am in agreement with new developments and urban regeneration but it has to be sympathetic to the area. What is proposed here is totally out of touch with local opinion, as it does not, in any way, fit in with the local area.

I am prepared to fight this development all the way and I know I am not alone. The sooner developers start thinking **COMMUNITY AND NOT CASH** the better

Yours sincerely

Ed Butcher



6. August 2002



3, 39 Cheyne Walk, London SW3 5HJ  
Tel: 020 7352 1190 Fax: 020 7349 9207 e-mail: j.ulfane@talk21.com

9 August 2002

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

Dear Mr French

**Lots Road Power Station Development**

Please note that I object most strongly to proposals to develop Lots Road Power Station. I believe that the residents of the surrounding area would be directly, and adversely, affected by such proposals. I sincerely hope that all the options will be considered most seriously before allowing any of the planned works to proceed.

Yours faithfully,

  
Janine Ulfane

0/57

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21 Burnaby Street  
London SW10 0PR

Tel: +44 (0)20 7351 5563  
Fax: +44 (0)20 7323 1445  
Mob: 07808 589 251

e-mail: kisherwood@cps-direct.co.uk

2141

36  
412

10<sup>th</sup> August, 2002

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

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Dear Sir,

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

I refer to your notice dated 27<sup>th</sup> June, 2002 in respect of the above application. I apologise for the lateness of this response, however I have been absent from the country for much of the time since the date of your notice.

I wish to advise you formally of our objection to the proposed scheme (in its now amended form) as outlined in your letter. In doing so, I write on behalf of my husband and myself in our capacity as individuals, although I would mention that we are also officers of the Lots Road Action Group.

In our view, the amended proposal has made no significant alteration or improvement to the initial development proposal which was so overwhelmingly rejected by the Council earlier this year. We see the decrease in the height of the main tower block as being an entirely insignificant modification in terms of the density / transport problems, given that the upper levels of the tower block would in reality house only a very small number of people. The amendments, while promoted by the developers as being substantial, are in fact insignificant in terms of reducing the negative impact of the development overall. The proposal still contravenes key guidelines of the Council's Unitary Development Plan and stated requirements for development within the borough. It seems that the developers have blatantly ignored the Council's earlier clearly stated reasons for refusal (i.e. as set out in the Report for the Planning Services Committee 20/03/02<sup>1</sup>), and as such it appears that the developers are taking the Council for fools in continuing to seek "a significant departure from the Unitary Development Plan without any reasoned justification"

<sup>1</sup> APP NO. PP/01/01627/MAJM: AGENDA ITEM NO. 6020



In short, our objections, which we ask to be taken into account, are the same as those set out in considerable detail in the letter to you of 19<sup>th</sup> July, 2002 from the Lots Road Action Group. I have not enclosed a copy of that correspondence, as you will already have it in your records and I do not wish to add to the already copious paperwork on file. However, if a copy is required for the purposes of this objection please let me know.

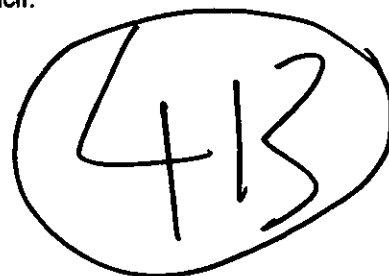
I must stress that we are aware that our objections are required to be limited to the proposed development as a separate entity within the confines of RBK&C land. However, we are at the same time mindful of the corresponding proposals for the adjoining Hammersmith and Fulham land. Whilst we appreciate that the latter plans are not within your jurisdiction, their very existence only serves to heighten the scale of the problems which are inherent in the proposal put forward to your Council.

Please keep us advised of all further matters relating to this proposal.

Yours faithfully



**Kay De Bernardo**  
(for self and Kevin Isherwood)



cc. Mr. John Thorne (Case Officer)  
Councillor Ahern  
Councillor Holt  
Councillor Atkinson  
Councillor Borrick  
Councillor Buxton  
Councillor Campbell  
Councillor Corbet-Singleton  
Councillor Cunningham  
Councillor Dalton  
Councillor Edge  
Councillor Halbritter  
Councillor The Lady Hanam  
Councillor Hoier  
Councillor Horton  
Councillor Husband  
Councillor Kingsley  
Councillor Phelps  
Councillor Ritchie  
Councillor Simmonds  
Councillor Shapro  
Councillor Weatherhead



2 CORNWALL MANSIONS  
CREMORNE ROAD  
LONDON SW10 0PE  
TEL & FAX 020 7352 2355  
E-MAIL [sowler@btinternet.com](mailto:sowler@btinternet.com)

9/57

34

44

Planning Department  
Royal Borough of Kensington and Chelsea  
Town Hall  
Hornton Street  
London W8

12 August 2002

Dear Sirs

### **Lots Road Power Station Development**

In principle, I strongly support this proposal. What follows is criticism of certain aspects of the scheme and should not be read as detracting from my essential approval.

1. Some of the materials give cause for concern, in particular the use of concrete and coloured enamel.
2. It would seem sensible to move the tallest tower from its site at the mouth of the creek to the Pump House site. This would minimise the overlooking of the residential part of Lots Road. The block proposed for the Pump House site could be moved to the creek mouth.
3. Provision of light industrial workshops is not appropriate in a residential, retail and office development.
4. The immediate area is already well served for affordable housing, especially the World's End Estate and the Guinness Trust housing and does not need more provision. This is an opportunity to seek cash *in lieu* of affordable housing.
5. I support the enhancement of public transport, particularly the fast bus service to Westminster. This should be instituted as soon as possible. The C3 extension should be to Shepherds Bush rather than the other proposed locations which are already accessible by local services.
6. Other transport measures are deplorable. Recent consultation on residents parking shows a need for more, not less, parking space. The whole development provides only 696 spaces for 866 new dwellings but there should be at least as many spaces as dwellings to avoid pressure on existing on-street parking.
7. Since the opportunities to extend road capacity are limited in the Borough, by reason of its developed nature, all available opportunities should be taken. This site provides an opportunity, which should not be missed, to route the A3220 away from housing and along the line of the railway.
8. The proposed 'environmental cell' may do no harm, but it should not lead to a loss of parking spaces, nor should dangerous measures such as advance cycle stop lanes be encouraged.

2118



- 415
9. There is no case for signalling the Cremorne Road/Lots Road junction. This would interfere with the smooth flow of traffic in Cheyne Walk and Cremorne/Ashburnham Roads, leading to acceleration away from the lights, with increased pollution resulting.
  10. Two iniquitous and Marxist measures should not be countenanced. These are the compulsory travel card payment and river bus subsidy intended to be imposed on the private units, and the prohibition on certain residents applying for parking permits. Such conditions are probably unlawful and unenforceable, either as not relating fairly to the tenancies, or under the Unfair Contract Terms legislation. In particular, the Council cannot refuse an otherwise qualifying Council Taxpayer a permit and no court would (in my opinion as a Solicitor) order forfeiture of a lease for breach of such a condition.

I look forward to hearing of further progress on this potentially exciting development.

Yours faithfully



T R H Sowler

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M.J French  
Executive director of planning and Conservation  
Royal Borough of Kensington and Chelsea  
The Town Hall  
Hornton Street  
London  
W8 7N

10 STADIUM ST  
LONDON  
SW10OPT

12.8.2002

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416

6 August 2002

Dear Mr French  
LOTS ROAD POWER STATION DEVELOPMENT  
PLANNING APPLICATION REF: 01PP/011627

I would like to **object** to the development of Lots Road Power Station.

These are a number of points that are totally unacceptable to myself,  
as a local resident.

1. The size of the proposed towers will, without a doubt, impact hugely on the whole area. Not only are they completely out of keeping with the character of the area, but bigger towers brings more people, which in turn also has much farther reaching implications.
2. . The towers will house far too many new residents in the area, without adequate compensation for parking. The parking in the area is just satisfactory that if you get home before 8 in the evening you can find a residents parking spot. If the parking for the new development is not totally covered the impact on the area will be appalling to all existing and new residents. The development should supply adequate parking for all new residents, so there is no need to impact on the existing residents permit spaces. Even now if you arrive home after 8 pm in the evening you will not find a parking space. **What will happen if a further 2500 new residents move to the area?**

1032



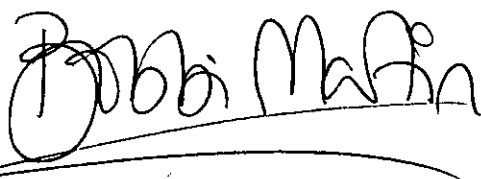
- (417)
3. The area is also badly serviced by public transport and the proposed new services to cope with the new residents falls far below what is required for this type of development. Even if they do lay on more buses this will only add to the congestion on the Lots Road and surrounding area. There are no other alternatives as far as transport are concerned, unless they propose there own tube station leaving direct from the power station.
  4. The extent of the development will also mean years of development for the local area. This will mean trucks, dust and noise for over five years

We have spent a lot of time and money on our house and are happy with the services that the RBKC provide in the borough. The neighbourhood is a great place to live and there is a very strong community spirit. If this size of development goes ahead it will change the area forever, but it will not be to the advantage of the area.

I am in agreement with new developments and urban regeneration but it has to be sympathetic to the area. What is proposed here is totally out of touch with local opinion, as it does not, in any way, fit in with the local area.

I am prepared to fight this development all the way and I know I am not alone. The sooner developers start thinking **COMMUNITY AND NOT CASH** the better

Yours sincerely



Bobbi MARTIN.



M.J French  
Executive director of planning and Conservation  
Royal Borough of Kensington and Chelsea  
The Town Hall  
Hornton Street  
London  
W8 7N

0/57

75

1972

14 STADIUM ST

LONDON

SW10 0PA7

12.8.2002

418

6 August 2002

Dear Mr French

LOTS ROAD POWER STATION DEVELOPMENT  
PLANNING APPLICATION REF: 01PP/011627

EX	HDC	TP	CAC	AD	CLU	AC
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I would like to **object** to the development of Lots Road Power Station.

These are a number of points that are totally unacceptable to myself, as a local resident.

1. The size of the proposed towers will, without a doubt, impact hugely on the whole area. Not only are they completely out of keeping with the character of the area, but bigger towers brings more people, which in turn also has much farther reaching implications.
2. The towers will house far too many new residents in the area, without adequate compensation for parking. The parking in the area is just satisfactory that if you get home before 8 in the evening you can find a residents parking spot. If the parking for the new development is not totally covered the impact on the area will be appalling to all existing and new residents. The development should supply adequate parking for all new residents, so there is no need to impact on the existing residents permit spaces. Even now if you arrive home after 8 pm in the evening you will not find a parking space. **What will happen if a further 2500 new residents move to the area?**



3. The area is also badly serviced by public transport and the proposed new services to cope with the new residents falls far below what is required for this type of development. Even if they do lay on more buses this will only add to the congestion on the Lots Road and surrounding area. There are no other alternatives as far as transport are concerned, unless they propose there own tube station leaving direct from the power station.
4. The extent of the development will also mean years of development for the local area. This will mean trucks, dust and noise for over five years

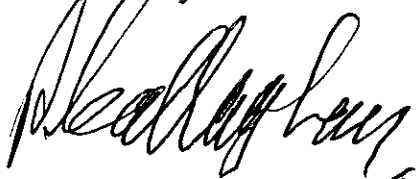
419

We have spent a lot of time and money on our house and are happy with the services that the RBKC provide in the borough. The neighbourhood is a great place to live and there is a very strong community spirit. If this size of development goes ahead it will change the area forever, but it will not be to the advantage of the area.

I am in agreement with new developments and urban regeneration but it has to be sympathetic to the area. What is proposed here is totally out of touch with local opinion, as it does not, in any way, fit in with the local area.

I am prepared to fight this development all the way and I know I am not alone. The sooner developers start thinking **COMMUNITY AND NOT CASH** the better

Yours sincerely



PETER CALLAGHAN



420

9/57

12 Studios ~~111 St~~  
London  
SW10 0PT

12. August 2002

2023

EX DIR HDC TP CAC AD GCU AG  
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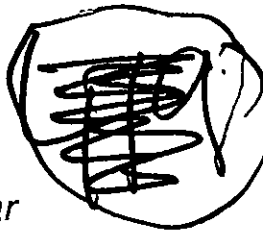
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Yours sincerely



TESSA LANGMEAD



421



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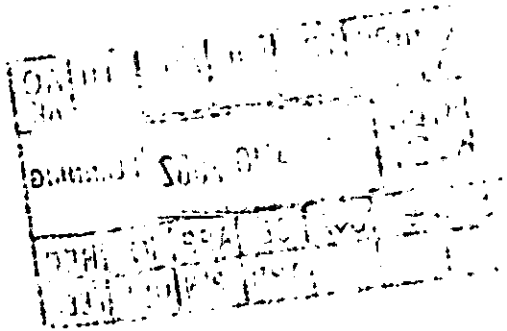
I have just seen the revised plans by Circadian, and received a letter from RBKC which seems to have taken some time to reach me.

- Are still too tall. They do not suit the area – the Lots Road triangle is a low-rise, residential area. The towers are out of character even with Chelsea Harbour.
- Are to be where at present there is no building, and adjacent buildings are low. The part of Lots Road from Cremorne Road to the junction with Ashburnham Road is at present the only part which does get sunlight – the section to the west, as far as Chelsea Harbour, being in the shadow of the power station. The taller tower would shade the only sunny stretch, for much of the day. Those whose yards are north and north-west of these towers (my own included) will lose even more sunlight and this will reduce the quality of our environment.

Wang Jie

Ref: w60lotsroad1.rtf







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(29)

18 LOTS ROAD  
LONDON  
SW10 0QF

TEL: 020 7351 6088  
FAX: 020 7565 0637

rosemary.baker@ukgateway.net

20 AUGUST 2002

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

0/JT (423)

Dear Mr French

**Lots Road Power Station Your Ref: DPS/DCSW/PP/02/1324 and 1325/JT**

We did not receive our own copy of your letter of 27<sup>th</sup> June about revised proposals for the development of Lots Road Power Station in your original mailing but had to phone up for a copy having been alerted by the Chelsea Society. A copy of the letter reached us on 29<sup>th</sup> July in an envelope postmarked 26<sup>th</sup> July.

We wish to object as strongly to the revised application as we did to the original application because:

1. The size of the development will still add enormously to the existing population density of the Lots Road area and its immediate surroundings, which already have to absorb large scale increases in population and traffic as a result of the Mar/John and Imperial Wharf developments.
2. The scale of the 30 storey residential tower will still be over twice the height of the power station, which already dwarfs the 2/3 storey Victorian houses that give the Lots Road triangle its particular character as a residential neighbourhood.
3. Your own planning brief said that "the scale of the Power Station is completely discordant with its hinterland, which is completely overwhelmed by its bulk. . . demolition. . . offers the greatest potential for the successful integration of the site into the local urban fabric. . . if the building is to be wholly or partially retained in any development. . . it will form the dominant landmark to which all other new buildings should be subordinate in height." Self evidently this last reference must be to the roofline not the chimneys, the height of which the applicant is using to justify the 30-storey tower, which should be no more than 12 storeys high.
4. The totally inadequate transport facilities in the Lots Road area which the developers inadequate proposals cannot begin to guarantee will be improved: the Strategic Rail Authority are known to be opposed to increased passenger operations on the West London line; river boat services can only make a marginal contribution to commuter needs and have always failed in the past; the Embankment is so congested in the rush hour that an express bus to Westminster is an unrealistic concept; traffic lights at Lots Road/ Cremorne Road will not allow buses "quick access" to the main road when the traffic is already solid; Cross Rail 2 is 15 years away at best and may not come this way.





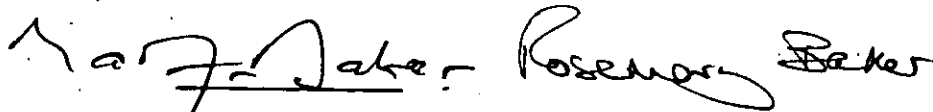


424

5. £5 million for transport improvements is totally inadequate as planning gain-- the section 106 going rate means that the developers should be providing over £10 million in total for a project of this scale.
6. Remedial works to remove all contamination from the site may cost £50m but that is not a justification for cramming excessive amounts of housing and a residential tower on the site; the cost of remedial works should have been reflected in the contract price agreed between the developers and London Underground whose duty in the absence of a willing buyer must be to decontaminate the site after a century of profitable use.
7. The developers will argue erroneously that the only way they can afford to develop the site and meet the affordable housing quota for London's Mayor is to build higher and more densely but that means making the local community suffer from an excessive development in what is already the most densely populated borough in London.
8. The effects upon traffic access and parking will be overwhelming from adding 1,750 residents and 400 permanent jobs on a site which has up to now created very few traffic movements and no congestion. Parking space is already overloaded.
9. Overlooking will be excessive if the tower is built above the height of the power station roofline -- "the scale of the Power Station" as your planning brief remarks "is particularly oppressive close up along Lots Road.". Overshadowing and loss of daylight will be significant and unacceptable for residential areas to the north.
10. Noise is bound to increase substantially in Lots Road which is already very noisy from private vehicles, taxis, dust carts going to the dump and tow vehicles going to the pound seven days a week.
11. Disturbance is bound to be significant for many years unless all site access for waste and materials is to be made obligatory by river.

We would urge the Council to reject this revised planning proposal as inconsistent with all the Royal Borough stands for in terms of standing up for its community.

Yours sincerely



Martyn and Rosemary Baker



S/JT

**ST·GEORGE**

ST. GEORGE CENTRAL LONDON LTD

ST GEORGE HOUSE

7 IMPERIAL ROAD

FULHAM

LONDON

SW 6 2AN

TELEPHONE: 020 7471 444

FAX: 020 7471 444

20<sup>th</sup> August 2002

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

Dear Sir,

**Lot's Road Power Station, Planning Application Reference 02/01324 and 02/01325**

We write in connection with the planning applications for the Lot's Road power station as referred to above. As the owner of a major landholding in the area, at Imperial Wharf, we write to express our support for the proposals and would encourage the early grant of planning permission.

The proposals seek to regenerate an important part of this reach of the river, which has suffered from a number of undeveloped sites for many years. The constructive use of a landmark building together with the introduction of high quality new buildings will add to the vitality of the area. The proposals introduce a balance of homes, jobs and facilities, which we believe are appropriate for the site and the location.

If the vision set out in the London Plan is to be achieved, it is essential that opportunities such as this are developed to appropriate densities and should not be limited by local perceptions as to highway constraints. The imaginative and comprehensive public transport proposals promoted as part of this development will substantially improve accessibility to this area and the critical mass created by the development itself will ensure the viability of enhancements already proposed.

The development of this site will increase the prospect of the long overdue introduction of a passenger station on the West London Line both through the commitment of additional funding and through the creation of an increased market potential for the train operating companies concerned.

Environmentally, the proposals to enhance and revitalise Chelsea Creek are welcomed and provide the opportunity for wider improvements as promoted by local amenity groups. The introduction of the riverwalk, bridging the creek, will enable a continuous riverside walk of some 1.5 km stretching from Fulham Wharf in the south though to Chelsea Wharf.

In conclusion, we believe the present proposals represent a considered and well-balanced scheme for the site and would encourage the early approval of planning permission.

Yours faithfully

**John Herron**  
 Land Director

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MONTEVETRO 100 BATTERSEA CHURCH ROAD LONDON SW11 3YL

From:  
The Chairman,  
Montevetro Residents Association  
The Montevetro Building,  
Apartment E21,  
100, Battersea Church Road,  
London SW11 3YL

To:  
Mr MJ French FRICS Dip TP MRTPI Cert TS  
Executive Director of Planning and Conservation  
Royal Borough of Kensington & Chelsea  
Town Hall  
Hornton Street  
London W8 7NX

23 August 2002

426

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0/57

Dear Mr French

TOWN AND COUNTRY PLANNING ACT 1990  
LOTS ROAD POWER STATION DEVELOPMENT  
PLANNING APPLICATION BY CIRCADIAN (REF: DPS/DCSW/PP/02/1324 & 1325)

I am writing on behalf of the Montevetro Residents' Association. All of the flats in the Montevetro building directly face Circadian's proposed development across the River, and all of the residents of Montevetro would be directly affected by this proposed development.

We have examined the application and we object to Circadian's proposal to develop the Lots Road Power Station site in its present form, for the same or similar reasons as were set out in our objections to the earlier planning applications.

We have also seen the Lots Road Action Group letter to you dated 19<sup>th</sup> July regarding the application. We support the objections raised in this letter - with particular reference to their concerns over the potential adverse impact on the traffic and transport in the area.

For clarity we list our own concerns below:

1. Consultation process

Residents of the adjoining borough will be directly affected by adverse impacts on traffic and transport, and we feel it is most important to seek opinions from the London Borough of Wandsworth.

We are also concerned that despite our objections to the previous scheme that the residents of Montevetro have not been included in the list of sensitive receptors.

2. Impact on the Riverside

There is an almost complete neglect of the impact on the facing shore of the river. In particular, there is little made of the fact that the proposed towers will substantially impede views of the Power Station from much of this stretch of the river. The mass of these buildings will crowd the river frontage from the viewpoint of Montevetro and the other developments on this part of the South (East) bank of the Thames.



Specifically, the proposed tower blocks would be situated immediately opposite much of Monteverto and will both partially obstruct the view of the Power Station building. This means that the Power Station would not be the dominant landmark that it was envisaged to be in the RBK&C's Borough Planning Brief.

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3. Scale, mass and height of proposed development

The proposed towers contravene present planning guidelines for both the Royal Borough of Kensington & Chelsea and the London Borough of Hammersmith & Fulham.

- a. The proposed tower heights conflict with the RBKC local policies which suggest buildings should be no higher than the existing buildings to the east of Blantyre Street – i.e. about 20 storeys. Policy CD31 specifically resists new high buildings that would significantly exceed the height of neighbouring buildings and would harm the skyline.
- b. The proposals, and the twin towers in particular, are similarly conflicting with the LBHF strategic policies in respect of building height and river views (Policy EN9).

Monteverto residents would resist buildings that are so much taller than the highest block of our property. The height and mass of the towers should be reduced.

There is also inadequate information to demonstrate that the proposed towers are sufficiently exceptional in quality of design and appropriateness of impact as to justify an exception to current planning guidelines. It would be most helpful to hear a presentation of the scheme by the architects.

4. Loss of sunlight

In the first submission we learnt that Monteverto would be shaded by the proposed development at certain times of the year. We are still awaiting a presentation by the developers' rights of light surveyor on this matter. We are currently trying to see their presentation on the 30<sup>th</sup> August.

We do not know how this issue has been resolved in the new application or whether this will affect other Wandsworth residents. In any case the scheme seems likely to cause significant reduction in the evening sunlight of at least some Monteverto apartments and significantly reduce views of the sunset, which was a selling point for many of the occupiers when they purchased apartments from the same Taylor Woodrow/ Hutchinson Whampoa property partnership.

5. Microclimate

Monteverto residents would like to be assured that there would be no impact from increased wind speeds as a result of the proposed development across the river.

6. Public Access

The basis for the statements suggesting that the development will improve pedestrian access through Chelsea Harbour seems at odds with those residents' intent to discourage access for security and privacy reasons.

While there is an emphasis on space and access, the tower blocks will severely constrain the amount and scale of public open space. It is also doubtful whether many people enjoy walking beneath and close to such high buildings. There is no analysis of the microclimate created at the base of these towers in such an exposed site.



The Government's Strategic Planning Guidance 3D envisaged that developments along the river should enhance the vitality of the river. At Montevetro both the residents and the public have benefited from such foresight. We are concerned that the Lots Road Development would not benefit in a similar way.

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7. Wildlife

It appears that we shall lose much of the bird life – notably the herons – as a result of the decommissioning of the Power Station. While the project is making a significant effort to maintain and improve the ecology we are concerned that the existing bird population will be displaced.

8. Traffic

While there is considerable analysis of traffic in the Lots Road area, no attention appears to have been given to the impact on the growing traffic problem across Battersea Bridge that, in turn, is causing congestion in Battersea Church Road, Battersea Square and elsewhere in Wandsworth. The analysis of traffic flows ought to be extended to cover the whole area from Wandsworth Bridge to Albert Bridge. Additional congestion due to development and future residential traffic in the whole surrounding area will likely cause additional "rat runners" to seek new routes such as those through North Battersea.

In addition we are looking for assurances that none of the bus services originating or routed this side of the river will be denigrated as a result of the development. We do not believe that the existing transport infrastructure will be able to cope with the increase in population and commercial activity just across the bridge.

This development is nearly three times the GLA density applicable to this site and therefore beyond any agreed plans that Transport for London are making for transport infrastructure in this area.

While we support the Lots Road Action Group's need for a significantly improved transport interchange, we suggest that the full scheme, which would potentially introduce an additional population of 2,500 into this area, should not be permitted to proceed, unless the implications on the adjoining Borough are fully understood.

It is indeed notable that the London Borough of Wandsworth is not referred in the traffic assessment proposals listed in "Development SW10 Better Transport Plan" published by Circadian. We are part of the Lots Road neighbourhood and transport policies need to consider the effect on North Battersea and Wandsworth.

We believe that the RBK&C are required to indicate the effect on the adjoining Boroughs. As far as we are aware this has not happened.

9. Noise

No consideration appears to have been given to the noise levels likely to be experienced by those living along the South (East) bank of the Thames.

All residents of Battersea including the residents of Montevetro share the key areas of concern i.e. visual impact, microclimatic effect, public transport infrastructure and ecological effect. Adequate and further information is urgently required to fully assess the impact of this development about which our members have grave concerns.



We are copying this letter to the Royal Borough of Kensington and Chelsea and in particular to the London Borough of Wandsworth who we will also attempt to contact directly to represent our concerns.

Yours sincerely

Anne J. Edgley

Anne Edgley  
Chairman, Montevetro Residents' Association

429

cc	Councillor Merrick Cockell	Leader, Royal Borough of Kensington & Chelsea
	Councillor Daniel Moylan	Deputy Leader, Royal Borough of Kensington & Chelsea
	Councillor Barry Phelps	Royal Borough of Kensington & Chelsea
	Mr Ken Livingstone	The Mayor of London
	Mr Bob Kiley	Transport Commissioner, Transport for London
	Mr Michael Portillo	MP for Kensington & Chelsea
	Mr Andrew Locke	Circadian
	Mr Ian Thompson	Borough Planner, Wandsworth Council
	Ms Julia Kelly	Borough Planner's Office, Wandsworth Council
	Mr Nigel Pallace	Planning Director, London Borough of Hammersmith & Fulham
	Mr John Pringle AADipl RIBA	Secretary, Lots Road Action Group



Environment Dept  
Development Control

Lambeth Borough of Hammersmith & Fulham

Planning Officer - Dear Sir,

In passing I send a notice at 9/57 PM 29/8  
Chelsea Hammersmith & Fulham  
"concessions" made by Council  
for their old plan. These are ridiculous  
& do not address any of the problems  
have the aim that we will give up.  
They speak of times remaining - is  
that the complete removal of 2 lines of  
trees - this is totally unacceptable. They say  
the single story offices will go - what  
of the low house & the block in the  
middle of the avenue spoiling the view  
& walk for everyone else of the development?  
The house should go completely.

The trifling amendments amount to  
nothing - the buildings are far too  
overbuilt, close together, close to us  
& ill fitting into the existing neighbourhood.



②

38, THE QUADRANGLE, CHELSEA HARBOUR, LONDON SW12 0UG  
TEL: 020 7352 2196

FAX/ : 020 7376 345

431

I am very concerned that the block planned in front of the Quadrangle is far too close (on top) of it - far too large & that the garage for hundreds of cars will be beneath our apartments seriously polluting the air. They need to put the garage entrance away from other blocks & take their cars through their own driveway & not ours. Why is phase II of Chelsea Harbour an so aggressive design that fights the existing area around it? It does not make sense.

We hope that Curzon will go back to the drawing board with different ideas & not try to pull any more fast ones (meaningless ones!) hoping to wear us down. They need to cut the development radically - in half - otherwise our closed roads with pathetic transport will gridlock completely.  
Yours faithfully A + J. Swift.



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CHelsea SOCIETY

Information & Advice  
for Residents



34 ALBANY MANSIONS ALBERT BRIDGE ROAD SW11 4PG

020-7223 5699

e-mail deakins@zoo.co.uk

The Borough Planner  
LB of Kensington & Chelsea  
Town Hall – Hornton Street  
London W8

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30 August 2002

9/55

Dear Sir, **Chelsea Harbour - Tower Blocks up to 30 and 25 Storeys**

This Society wrote to your office last year about proposals for new 'Tower' blocks on sites adjacent to the Old Lots Road Power Station, and understands that there are now revised proposals that will be as high as 30 storeys and 25 storeys. Both towers are still far too tall. Additionally, it is clear that very little regard has been given to the Lots-Road Power Station, or to the town-planning form of the original Chelsea Harbour scheme, where a clear and simple layout grouping has already been compromised by the very 'low-grade' visual layout of housing further to the West.

The Society would therefore like to record its protest to the newly revised proposals also, as being not of a standard that should be achievable on such an important 'river-bend' site.

Yours faithfully,

Peter Deakins  
Honorary Secretary

Patrons: Lady Berkeley; John Bowls OBE MBE; Lord Dubs



(26)

433  
0/55  
MA  
17/9

110 Crown Lodge  
12 Elystan Street  
Chelsea, London SW3 3PW

10 September, 2002

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

Dear Mr. French,

I know it's long past the date by which comment on the latest Circadian proposal for the Lots Road site were supposed to have been submitted. However, as I believe that *Circadian's timing of its second plan was cynically designed to catch ordinary people like me at a time in the year when we are at our busiest*, with end-of-school activities, summer holidays, house moves and so on, *I beg you to accept late comments* such as this one.

(The date on your office's notification of Circadian's latest proposal was the 27<sup>th</sup> of June. Within two weeks of that date, a large percentage of residents most likely to be affected by Circadian's plans would be either off on holiday, moving house, or otherwise caught up in busy personal lives. Also within two weeks of that date, children came home for the summer. Yet your notice of the receipt of Circadian's proposal specifies that "Anyone who wishes to make representations about the application should write to the Council at the above address within 1 month of the date of this letter." (!)

Although it was interesting to read the various changes that Circadian made to their original plan, they are, of course, cosmetic and superficial. Evidently the developer still doesn't grasp--or pretends not to grasp--the fundamental problem with building at that density and height in that location.

Therefore, even though I personally agree wholeheartedly that the Lots Road area would benefit from well-planned, sympathetic redevelopment, I respectfully must ask you, once again, to turn down the latest planning application by Circadian, which you know as Planning Application Ref.# DPS/DCSW/PP/02/1234 & 1325/JT.



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If you do not heed my warning, and the warnings of those more expert than I, there will be, I am convinced, ***a public planning fiasco at least as spectacular as that of the Millennium Dome.***

It is not the height of the towers, per se, that is the problem, though the original design of 39 storeys did have the strong whiff of greed about it. But as I'm sure you are well aware, **even in its reduced form these towers do not comply with key RBK&C UDP policies and other governmental guidelines pertaining to building heights in such locations.**

Even more fundamentally, however, the problems with Circadian's new plan are as follows:

#### **1. TRANSPORT IN THE AREA WOULD STILL BE INADEQUATE**

The idea that restoration of the West London railway and a £50,000 donation to a little-used river-bus service, coupled with a few more buses on the area's already congested streets, would somehow make up for the sudden arrival of 1,750 new residents, would be funny, if one didn't have the strong sense that some urban planners (and a certain sadistic mayor) might actually think this would be enough!

Before I continue, please allow me to draw your attention to an item in Monday's Evening Standard (enclosed), which reports an uproar among residents of the Chelsea Harbour development. They are furious that thousands of new homes are nearing completion at Imperial Wharf, even though ***a promised railway station--agreed to as a condition of approving the development--has never materialised.***

Not only is this sort of typical governmental bumbling virtually certain to happen as well to Circadian's lofty promises (as is so often the case with London development...ever heard of Richmond ice rink?), but Imperial Wharf is also not far from the proposed Lots Road site. So even before the ground is ~~even~~ broken on Lots Road, transport in the area could already be in a state of paralysis, as thousands of Imperial Wharf residents set up house and begin to move around.

As for Circadian's promises about the West London railway and the river-bus service, neither would have much value in reducing the development's impact on traffic in the area because they can be used only by people traveling to certain relatively limited destinations. (The reason repeated attempts over many years to get Londoners to switch to river buses have never succeeded is that at best, ***the river bus will only ever appeal to people whose destinations are also near the river.***)



435

As for the West London railway, it is said that it was originally known as "Mr. Punch's Railway" after Punch Magazine in the last century described it as "going from nowhere to nowhere," shortly after it was built. And although times change, it still connects nowhere with nowhere, unless you happen to believe either West Brompton or Clapham Junction is "*somewhere*."

In any event, I think it would be safe to say that neither West Brompton nor Clapham Junction is likely to be the daily destination of many of the 1,750 people who would live in the proposed Circadian development.

The only possible way this density at this location would work would be *if a new underground line, with adequate capacity*, could be extended out to Lots Road--as has been discussed, but in my opinion is unlikely to be built, at least during my lifetime. (Of course, any such improvement to the transport infrastructure should be in place--or at least well on its way to completion, *before* building permissions are granted, not after.) And even then there would be the problem of overcrowding further down the line, as commuters got further in to central London, where overcrowding already is a serious problem during peak hours, as you know.

But I don't need to tell you this. You already know that *the RBK&C's very own Unitary Development Plan calls for "high trip-generating development" to be located in areas served by public transport*. And despite the addition of more buses, the proposed Lots Road development would *continue to fail this qualification in a spectacular way*.

Likewise, the plan also *exceeds by nearly three times* the density recommended by the Greater London Authority's Draft London Plan for a site such as this one (even after the developer's proposed transport infrastructure improvements), *is nearly three times the RBK&C's UDP policy with respect to maximum density*, and *is nearly three times the Borough's own 1998 planning brief for the site!*

I speak as a Chelsea resident of 10 years, who has never owned a car, and who has relied exclusively on public transport (and a bicycle) to get around. Ten years here has taught me:

- a.) to avoid having to travel to Fulham for any reason whatsoever, because the transport there and back is so slow, unreliable and often crowded (see my previous letter of 8 March, 2002, on the subject of Circadian's previous development proposal);
- b.) you can't rely on buses during the morning rush hour, because by the time they get to Chelsea they are often full; and



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- c.) No matter how tempting a particular house or flat in Fulham might seem, never be tempted to move there. Even if you owned a car, you'd spend your life in traffic.

Until a few weeks ago, I lived on Oakley Street, and did almost daily battle with the 239 bus that runs along the Embankment from Clapham Junction to Victoria Station. So unreliable was it that we paid £500 a term (£1,500 a school year) to a private bus company to shuttle our daughter to and from her Pimlico school, which should have been a breeze on the 239. But every time the school bus broke down, we were reminded what it's like to be trying to get someplace by a particular time, and watching buses--already packed to the gills with commuters--sail right past, without even bothering to slow down, let alone stop. (Now we've solved the transport problem completely, and sent our beloved 11-year-old to boarding school.) *One afternoon this past June, I walked all the way to Victoria Station from the foot of Oakley Street, along the route of the 239 bus, without once being passed by a 239!* (I was late to pick up my daughter, but I would have been even later, apparently, if I'd have waited for the bus.) As I recall, we took a taxi cab home. (For additional Chelsea/Fulham Transportation Horror Stories I Have Known, please see my earlier letter.)

Given such experiences, how long does anyone think that a "normal" Circadian resident--that is, someone who owns a car, and who thinks bicycles are for children and the suicidal--would last on public transportation, before climbing back into his or her car, conveniently parked in the Circadian development's car park?

I know car owners in Chelsea who don't even know which bus they would take if they wanted to take one! These are people who have never, ever taken the Tube. (Many of these are affluent foreigners, who come from places where public transport is virtually unheard of. They stay here for three years, and are replaced by new, equally public-transport-ignorant foreigners.) I'm not saying this is right, but I am telling you that increasing the density of the Lots Road "Triangle" is not going to get such people out of their cars, any more than the Mayor's congestion charge will.

Call me cynical, but I have not the slightest doubt that, after giving the buses, and perhaps the river ferry, a try, Circadian's 1,750 new residents would end up doing exactly as everyone else in Fulham (who can afford to) now does--ignoring the buses, driving their cars, and bitching about the traffic on a daily basis until they can afford to move to Chelsea.

As for Mayor Livingstone's congestion charge, they will bitch about it, too, but otherwise will ignore it--and continue to use their cars as though it didn't exist.



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I need hardly point out, of course, that the problem of overcrowded and inadequate buses exists *now*--even *before* hundreds of new residents will be moving into the area in the coming months and years as a result of various major developments already under way (Albion Wharf in Battersea, Imperial Wharf in Fulham, the King's Collge development on the King's Road)--and even *before* initiaion of the congestion charge!

Furthermore, if enough buses were added to handle the current demand, plus the demand forecast to come on line in the next 10 years, you'd end up needing so many buses that the problem then would become a problem of buses unable to move... for all the other buses.

As for whether police cars, fire engines, and ambulances will be any more successful at getting through this bus gridlock of the future than the buses themselves, my guess is that they won't.

There is a really fabulous program for schoolchildren at the London Transport Museum, which I happened to see earlier this year with my daughter's class. If I were the mayor, I would make every developer, urban planner and government official involved in planning issues see this program, which is performed by two young male actors and lasts about half an hour. Because it explains, clearly and concisely, in language even 10-year-olds can understand, *why the only solution for congestion on the roads is to go underground*. This is what the wise Victorians did; this is how they managed to turn London almost overnight into a thriving city of 3 million people, from a stifled, gridlocked, horse-manure-slicked city of 1 million. And this, I would argue, is what the shrewd RBK&C urban planner would be wise to emulate.

This is also why, in turn, that high-rise buildings work in New York City in a way they cannot, always, in London: *Because New York City, with roughly half the area of London, has almost three times as many miles of Subway track. (See enclosed.)*

(Also, many of New York's streets are laid out like the grout between floor tiles, whereas London buses navigate streets laid out like a plate full of spaghetti. Straight, perpendicular streets are ideal for bus travel, because every destination is no more than two straight bus trips away.)

In addition to being a hopeless mess on the transport front, the Circadian development also fails to provide much in the way of new amenities, and will only further strain those that exist now to serve the community.



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## 2. NEW PUBLIC AMENITIES STILL INADEQUATE

Obviously, Circadian's revised plan's additional access to the river, and the little bit of extra open space, add up to a step in the right direction--but only a very, very tiny step. (And it's cheating, just a bit, to count an internal street as open space when adding up the hectares, in my opinion.)

The truth is, as you no doubt realise, that *even this revised plan by Circadian doesn't meet with the RBK&C's own UDP policy with respect to the provision of open space alongside new developments; does not comply with the National Playing Fields Association's standards of recreational space per 1,000 people; and doesn't even meet the Borough's own planning brief for this site with respect to amenity space, medical and dental offices, and so on.* But let me tell you more, as a resident of Chelsea, about Fulham residents.

Fulham residents shop in Chelsea. They send their children to private schools in Chelsea. (Although Kensington Prep is beginning to take some of the pressure off Chelsea's independent girls' schools.) When we lived on Oakley Street, my son attended Sussex House School for boys, in Cadogan Square. All his best friends from school lived in Fulham, and at that time, he desperately wanted us to move there, too.

When my friends who live in Chelsea Harbour want to kick a football around with their son, they pile into the car and drive to Battersea Park. Afterwards, they park their car, with its RBK&C parking permit, on a side street near the King's Road, and have lunch at their favourite restaurant--Benihana, next to Marks & Spencer. They rent their videos from a shop on Sloane Avenue. Their son goes to a private school in Chelsea.

Fulham residents, like those who live in Belgravia, consider waiting in the queue that often extends far down the King's Road, in order to get into the Marks & Spencer car park, a perfectly sensible way to spend a morning, particularly if they are having guests for dinner that evening. (There is, as yet, no M&S in Fulham.)

The Circadian proposal apparently calls for a 4,200 square foot (392 square metre) "food store" as part of its development. If I were you, I would make the developers give you iron-clad assurances about the type of food store they will have--and insist, if necessary, that they offer the space at below-market-rates in order to attract and keep the kind of shop or shops residents of this development might otherwise drive in search of, the way Chelsea Harbour residents do now (A Sainsbury Local, for example, would not be adequate.) Instead, you might insist on an M&S, with its quality and service, or Waitrose, with its prices and selection; ideally, your development would have



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one of each of these, along with a miniature John Lewis, a video store, and a dry cleaner's.

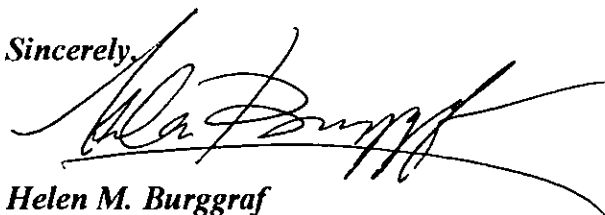
Also key, in my opinion, would be a bicycle shop--the developers might have to offer this space for next to nothing, but you must insist that they do so. If you want people riding bikes, you cannot expect them to have them serviced in Battersea, or wherever else a bike shop might be able to afford the rent.

But above all, Circadian must provide sports facilities, for use by all of the Lots Road neighbourhood: A couple of 1/4-size football pitches, a basketball court/ paved area for skateboards or roller blades that, in the winter, could be flooded for an outdoor ice rink. (Ever since the demise of the Richmond ice rink, Chelsea and Fulham residents have to slog up to a tiny ice rink in the basement of a building on Queensway if they want to ice skate... The Queensway rink is, at 71 years of age, the oldest rink still in use in the U.K., and as crowded as the London Underground on a winter weekend afternoon.)

Ideally, Circadian might also consider leasing space to a local independent school, in order to reduce the need for residents of the development to drive into Chelsea on a daily basis. I know this is a philosophical problem for some, but it needn't be: Private schools pay rent, and attract affluent residents with children. If I were this developer, I would consider approaching Thomas's, or Garden House, or Eaton Square: All are mixed (boys and girls) schools, attract some of their student body from Fulham, and are expanding exponentially despite fees that run upwards of £3,000 a term.

If you have read this far, thank you. But I will be even more grateful if you do the right thing, and tell Circadian, and Londoners generally, ***that you believe development cannot be allowed to take place without a modern public transport infrastructure to support it--and turn down the proposed development.***

Sincerely,



Helen M. Burggraf

Cc: Mr. Nigel Pallace; Michael Portillo, M.P.; Cllr. Merrick Cockell; Mayor Ken Livingstone; Mr. Bob Kiley



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## **LONDON VRS. NEW YORK CITY:**

London is the larger city, at  
620 sq. m.

New York is only 301 sq. m.

Population is more than  
7.5 million

Population is 8 million

The Underground stretches  
over 250 miles of track

The Subway extends over  
656 miles of track



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# Celebrity revolt at flood of homes in Chelsea Harbour



Residents to the right of the planned flats (outlined) want a rail link first

IT IS one of London's celebrity enclaves. For more than a decade, entertainers, sports stars and captains of industry have made their homes in upmarket Chelsea Harbour.

But now they are at the centre of an angry row over an attempt by the developers of London's biggest housing scheme to build hundreds of flats nearby without erecting the railway station that was promised.

Residents including Sir Michael Caine, Sally Burton, Sir Tom Stoppard and Vestey heiress Julia Stephenson were perturbed in May when St George got planning permission for Imperial Wharf, a huge development of 1,665 homes as well as shops and offices at Sands End in Fulham.

As the site has no public transport and very congested roads, there was stiff opposition from locals who feared traffic chaos would be the inevitable result.

Hammersmith and Fulham council gave immediate authorisation for the first phase of 1,065 homes, with a legal requirement that the next phase could only go ahead "after a station has been

**By Mira Bar-Hillel, Planning Correspondent, and Hugh Muir**

built on the west London line". However, two years on, with no progress having been made on providing the rail link, St George has applied to increase the number of flats in the first phase by 300 — effectively by piling them on top of blocks that received planning approval in 2000. A spokesman for the council told the Evening Standard that St George had neither built a new railway station "nor presented a study showing that alternative public transport improvements could work".

Sir Ralph Halpern, who chairs the Chelsea Harbour Residents Association (CHRA), said: "There is no transport hub within 10 minutes of Imperial Wharf and the much talked about railway station appears unlikely to be a reality for many years. Residents are against the scheme being progressed in this way." Sally Burton, widow of actor



Opposed: Julia Stephenson fears the development will destroy her "serene" home

Richard, moved to Chelsea Harbour four years ago. She said: "It is very disappointing they want to go ahead without the railway. We appreciate the need for more affordable housing but there is such a thing as saturation development. We are very conscious of the lack of public transport and worry the streets will be overrun with traffic."

The CHRA is also concerned that another scheme, the £500 million development proposed on the Lots Road power station site next to Chelsea Harbour, has been re-submitted by developers Circadian to the Hammersmith and Fulham and Kensington and Chelsea councils. The original plans by architect Sir Terry Farrell, which include towers of 39 and 25 storeys, were rejected by both councils in May because of concerns about damage to the skyline and traffic congestion.

The plans have now come back with some modifications, including the scaling down of the taller tower to 30 storeys and 866 flats instead of 912. But planning and traffic experts commissioned by the Chelsea Harbour resi-

dents conclude the traffic consequences of both schemes would be undesirable.

The proposals go before Hammersmith and Fulham's planning committee on Wednesday. Sir Ralph said: "It is one thing for developers to seek planning permission for sensible redevelopment. It is quite another to submit plans that, if approved, would grossly overdevelop areas without adequate infrastructure."

Julia Stephenson, television presenter and Green Party activist, said the plans would change the nature of the area. "It is very serene here. If everyone moves in under these arrangements it will be like a rabbit warren," she said.

St George claimed £1.7 million for the station had been deposited with Hammersmith and Fulham council. Managing director Tony Carey said the project was being held up by Railtrack, adding: "We think our application for the additional flats is completely appropriate. We have offered to fund the affordable element on this part of the scheme by ourselves."



objection  
AOACh → JT

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~~6/2/02~~

THAMES  
VALLEY  
HOUSING

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7<sup>th</sup> October 2002

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N	G	SW	SEN	APP	ID	REC

10/10

Dear Mr French

Proposed Development at Lots Road Power Station, Chelsea

Thank you for your recent response to my letter of 30<sup>th</sup> August 2002. I have also received details of the proposed development from the Circadian Group.

Thames Valley Housing Association owns a number of properties at Thorndike Close, Burnaby Street and Ashbourne Road.

In considering the proposals, we have two concerns:

- 1 The visual impact of such tall buildings which will affect the occupants of our homes.
- 2 The impact of the development on traffic congestion and parking opportunities in this neighbourhood.

Our residents at Thorndike Close have been consulted and I know objections to the proposals have been sent to you by Mr North of 29 Thorndike Close. I am not sure if our other tenants in the locality have been directly consulted on this matter.

Yours sincerely

*Tracey Lees*

Tracey Lees  
Housing Director





# London and Middlesex Archaeological Society

Archaeology Local History Historic Buildings

9/5T

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Head of Planning and Conservation  
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65 Carpenders Avenue,  
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12<sup>th</sup> December 2002

Dear Sir

## Lots Road Power Station Site and Imperial Wharf Development

- The tower blocks proposed around the Lots Road Power Station are, in our view, massively out of scale, and dominate the power Station to the detriment of its setting.
- We suggest that the maximum heights should be set at the 8–12 storey height given as the equivalent of the brick base of the Power Station.
- Of the two towers, the eastern one at 27–30 storeys is just over the overall height of the chimneys; and the other at 22–25 storeys is just under this overall height, though I understand that they have been marginally reduced.
- There is no spatial relationship between the towers and the geometry of the chimneys; and the impact of the existing building is weakened as a result.
- Height is not the problem with the Imperial Wharf scheme, but the proposal is not considered to be of a sufficiently high standard for this important site – west of Chelsea Harbour.
- The massive uniformity of the blocks does little to re-assure us. The overall scheme needs more variety in its massing, more imagination in its layout and a better consideration of the features of this site.
- Even though works are under way or completed on Blocks A and B, the new blocks C and H are very prominent particularly in terms of the River Thames.
- Given the scale of change being considered on this stretch of the Thames, we would suggest that both schemes be called in for Public Inquiry.

Yours faithfully

Jon M Finney

Chairman  
Historic Buildings and  
Conservation Committee

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cc: Lynne Walker  
Council for British  
Archaeology  
Bowes Morrell House  
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John Clark - Secretary  
Historic Buildings and  
Conservation Committee

cc: GLA      cc: ODPM      cc: London Borough of Hammersmith and Fulham

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