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PLANNING AND CONSERVATION

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THE ROYAL
BOROUGH OF



KENSINGTON
AND CHELSEA

pp102/1324-1325/JT Date: 20 July 2001

My Ref: DPS/DCSW/PP/01/01627 Your ref: Please ask for: J.Thorne

Dear Sir/Madam

TOWN AND COUNTRY PLANNING ACT 1990
THE TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT
ASSESSMENT) (ENGLAND AND WALES) REGULATIONS 1999

Proposed development at:
LOTS ROAD POWER STATION, LOTS ROAD, LONDON, S.W.10

Please treat this letter as formal consultation on the above planning application, recently received by this Council, which includes an Environmental Statement.

Due to the considerable number of plans and supporting documentation, the agent (Montagu Evans), acting for the applicant (Circadian) has agreed to ~~furnish you with~~ ^{send} the details of the application direct to you.

I should be pleased to receive your observations on these proposals as soon as possible. It is particularly important for those identified in paragraph 98 of Circular 2/99 (Environmental Impact Assessment) as "the consultees" to respond within one month of the above date or as soon thereafter as practicable. If you ^{have} not received the application details from the applicant, I would be obliged if you could contact the Case Officer ^{on the above telephone number.}
^{or if} ^{please} ~~Should~~ you require any further details in respect of this case, please do not hesitate to contact the Case Officer on the above extension.

Yours faithfully

M.J. FRENCH

Executive Director, Planning and Conservation

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R.B. K.C.	14	AUG	2002	14	AUG	2002
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12th August 2002

Dear Mr. Thorne,

**TOWN AND COUNTRY PLANNING ACT 1990
PLANNING APPLICATION BY CIRCADIAN - LOTS ROAD POWER STATION AND
LAND AT THAMES AVENUE DEVELOPMENT**

- Colin Buchanan & Partners (CBP) are instructed by Chelsea Harbour Residents Association (CHRA) to provide planning and transportation advice in respect of the above proposed development.
- The proposal is revised from previously refused planning applications to redevelop Lots Road Power Station, but now also includes land to the west immediately adjacent to Chelsea Harbour, thereby increasing the site area from 2.56 ha to 3.6 ha (excl. Chelsea Creek). Planning permission for residential development of the land within LB Hammersmith and Fulham (LBH&F) was previously approved as part of the Chelsea Harbour Development and this proposal seeks an entirely new way of developing that element of the site.
- The development proposal spans the Borough Boundary between Hammersmith and Fulham and Kensington and Chelsea (RB K&C) and is thus, subject to two separate planning applications. This letter relates to both applications. The proposed development now essentially comprises of the following:

Site A - RB Kensington and Chelsea

- 422 residential units of which 146 affordable (34.5%)
- Restaurant (373 m²)
- Food store (392 m²)

Directors: Malcolm Buchanan MA MSc MICE MCIT FHT Mike Mogridge MSc MICE MCIT Nicholas Bursey MSc MHT MCIT Christopher Pyatt MA MICE FHT Malcolm Roberts MSc CEng MICE
Andreas Markides MSc CEng MICE FCIT FHT Roland Niblett MA MSc FRSA Atholl Noon BComm MSc MRTPI MCIT Simon Morgan MA MSc CEng MICE MBCS Paul Buchanan BA MHT
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Matthew Gamble MA MSc Adina Mohamed-Sidin Kevan Weaver BA(Hons) DipUD MHT Xu Zhang PhD MSc BSc
Consultant William Thomson RIBA FRTP



- Retail (1,350 m²)
- Workshops and Offices (6,459 m²)
- 400 Car parking spaces

Site B – LB Hammersmith and Fulham

- 444 residential units of which 222 affordable (50%)
- Restaurant (832 m²)
- 296 car parking spaces

- 4 This letter examines the changes that have occurred to the scheme following its refusal by the Boroughs last year. Intrinsically, it seeks to identify and assess whether the Councils objections (and also those raised by Chelsea Harbour Residents Association) to the previous application proposals have been resolved. This assessment is set within the context of the advancement of the Unitary Development Plans of both Borough's and also the Draft London Plan, which provide new advice and revised policy.
- 5 This letter explains the nature and scope of our objections and is structured as follows:
 - I. **Reasons for Refusal** – sets out the reasons why the proposals were previously refused (LB H&F and RB K&C);
 - II. **Changes to Planning Policy**– identifying only changes within the regional and local planning policy context so as to identify any fresh policy issues;
 - III. **How the Proposed Development has Changed** – identification of broad changes as compared to the previously refused applications;
 - IV. **Assessment of the Proposal** – against the reasons for refusal and also proposed changes main impacts of the proposed development, utilising the Planning Application and the associated Environmental Statement
 - V. **Conclusions** – summarising our main objections.
- 6 Finally this letter is supported by our Report assessing Appendix H to the ES (Sustainable Integrated Transport Study (SITS)) prepared by Circadian and also by separate letters (all attached) prepared by Falk Associates that deals specifically with the proposals within LBH&F. The latter Report specifically compares the Circadian proposal with the previously approved Chelsea Harbour Phase II development. The main findings of these reports are summarised, for completeness, within this report as part of the Assessment of the Proposal.

SUMMARY OF OBJECTIONS

- 7 However, in the first instance we can confirm that in our view, from a planning, design and transportation perspective, the proposals have not been substantially amended as Circadian claim.
- 8 The reasons for refusal to the previous proposal application (listed in full below at paragraph 12) stem essentially from overdevelopment at this location and too large a development *per se* (in terms of height of the towers but also massing and scale). That type of development would result in adverse environmental, transport and amenity impacts. In addition, there also were



concerns about affordable housing and the capacity of local social infrastructure. Essentially, overall the previous proposals simply do not fit into the urban fabric at this location.

- 9 With regard to the current proposal, the modifications are essentially cosmetic and the scale and scope of the previous application proposals have been carried through and are imbedded within the current proposal. As a consequence the essence of our objections remain the same and thus the reasons of both Councils for refusing planning permission to the previous applications have not been satisfactorily resolved. Thus, we continue to strongly object to Circadian's proposal to develop the Lots Road Power Station site, for the following reasons:

- Quantum of development sought has increased and thus still represents massive overdevelopment of the site resulting in adverse environmental, traffic and amenity impacts on the surrounding residential areas (notably land to the north and Chelsea Harbour – an impact that is exacerbated by the new proposal);
- Adverse visual impact on local residents resulting in loss of views, overshadowing and loss of basic light requirements, which are particularly severe at Chelsea Harbour;
- Wholly inappropriate scale, massing and height of development to the locality, particularly exacerbated through the introduction of 11 storey development adjacent to Chelsea Harbour;
- Wholly inadequate and flawed transport assessment that is misleading;
- From information given and using comparable similar developments there is likely to be a significant adverse transport impact; and
- Visual impact on London's skyline with notable adverse impact on views from south bank of the Thames and Wandsworth Bridge.

- 10 In addition, the new proposal creates the following new objections:

- Loss of potential the open space between the previous proposal site boundary and Chelsea Harbour.
- Adverse impact on amenity of residents of Admiral Square created by proposed new development to within 5 metres of main windows;
- Loss of trees protected by Tree Preservation Orders (Thames Avenue);
- Concern about the traffic impact at the roundabout entrance to Chelsea Harbour and a request that traffic and road arrangements for the new proposal be separate from Chelsea Harbour;
- Residents are concerned about how the decontamination of the site will undertaken, so as to ensure that there is absolutely no health risk to local residents.

Preferred Development Approach

- 11 CHRA accept that some form of development is likely to occur on land to the west of Chelsea Harbour. Their preferred solution, is for the scheme approved in 1986, which is subject to a current planning application seeking further revisions and often referred to as Chelsea Harbour Phase II. The approved Phase II scheme utilises similar urban form, layout, scale, design, massing and density principles as the original Chelsea Harbour. The Phase II development

was designed to fit in with the now existing Chelsea Harbour and we consider that it would result in a development that fits in with the urban grain and has minimal impact.

- 12 Clearly, any development solution for the Power Station, (located within RBK&C) should fit in with the Chelsea Harbour Phase II development. Integration issues, in terms of social cohesion, movement, design, massing and scale would need to be carefully considered to ensure that the integrity of the Chelsea Harbour Phase II and also of residents on Lots Road is not adversely affected. This approach would represent good planning practice, as development would be seeking to fit with the existing pattern of development as opposed to creating new forms of development which is in appropriate and entirely unrelated to the urban grain.

Section 106 Agreements

- 13 Finally, whilst CHRA object fundamentally to the proposal and do not consider that the Green Travel Plan is sufficient to meet their transport concerns they recognise that it represents a small contribution towards alleviating some traffic issues. This and other matters will be addressed within the drafting of a Section 106 agreement. Whilst CHRA oppose the proposals, as a party that will be directly affected by the development, they strongly request that they be involved in the drafting the terms of agreement within any Section 106 agreement associated with the proposal. They would also like to see other community groups affected by the proposals involved with the drafting of the Section 106 agreement, particularly the Lots Road Action Group.

I. REASONS FOR REFUSAL

- 14 Both planning authorities refused the previous proposals, and the developers chose not to appeal the proposals. The reasons for refusal were as follows:

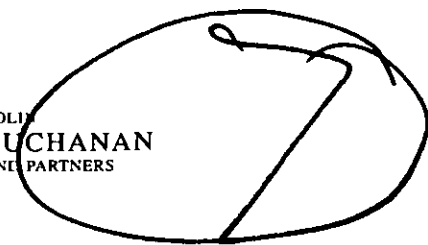
LB Hammersmith and Fulham

1. The proposed development is unacceptable in that it would result in an intensive form of development which would fail to comply with policies H07, EN23A, EN31 and TN13 in the adopted Unitary Development Plan and the emerging UDP Alterations.
2. The proposed development is unacceptable due to its height, scale, massing, siting and relationship to existing development contrary to Policy N8 of the adopted Unitary Development Plan and the emerging UDP Alterations.
3. The proposed development is unacceptable in that it harms local views in particular from the riverside walk and Chelsea Harbour contrary to Policies EN9 and EN31 of the adopted Unitary Development Plan and the emerging UDP Alterations.
4. The proposed development is unacceptable in that the proposals for public open space do not comply with the Site Policy 22 in the UDP Alterations in that the open space should relate to the Nature Conservation Area of Chelsea Creek.
5. The proposed development is unacceptable in that it would result in conditions prejudicial to the amenities of adjoining occupiers of Chelsea Harbour by reason of overlooking and loss of daylight due to the proximity, height and massing of the development. As such, the development would be contrary to Standard S3 and S13 of the adopted Unitary Development Plan and the emerging UDP Alterations.

6. The proposed development is unacceptable in that it would, in conjunction with the development of adjoining sites, result in the generation of traffic over and above that which would adequately be accommodated on the existing highway network, creating adverse conditions impacting on highway safety contrary to Policy TN13 of the Unitary Development Plan and the emerging UDP Alterations. It is not considered that the measures indicated by the applicant to encourage greater public transport use are sufficiently robust or achievable to mitigate the increased congestion of the highway that would occur, or to demonstrate that the development would be acceptable in the light of objectives for the Borough's Air Quality Management Area.
7. No provision is made for the education of children residing in the proposed development in an area which, due to existing commitments, will be deficient in school places contrary to Policy CS8 of the adopted Unitary Development Plan and the emerging UDP Alterations.
8. The proposed development would not provide sufficient private open amenity space and playspace for the occupiers for the dwellings as indicated in Supplementary Planning Guidance and Standard 5A and S7.1A of the emerging UDP Alterations.
9. The proposed development is unacceptable in that it does not provide sufficient affordable housing of an appropriate tenure and quality to meet the housing needs of the Borough and is therefore contrary to policies H05 and EN23B of the adopted Unitary Development Plan and the emerging UDP Alterations.

RB Kensington and Chelsea

1. The proposal would involve the construction of a high building in an inappropriate location which would be: harmful to the skyline, detrimental to the character and appearance of the area and to important views from neighbouring conservation areas and open spaces contrary to the provisions of the Unitary Development Plan and Proposed Modifications thereto, in particular Policies CD4, CD11, CD12, CD13, CD14 and CD31.
2. The proposal by virtue of its height and bulk would adversely affect sunlight and daylight conditions contribute to a sense of enclosure to neighbouring residential property contrary to the provisions of the Unitary Development Plan and Proposed Modifications thereto, in particular Policies CD28 and CD30A.
3. The development by virtue of its height, massing, orientation, bulk and design would be poorly integrated into its surroundings to the detriment of the character and appearance of the river frontage, views from surrounding areas and townscape contrary to the provisions of the Unitary Development Plan and Proposed Modifications thereto, in particular Policies STRAT5, STRAT7, STRAT8, CD 1, CD4, CD25, CD25A, CD31 and CD54.
4. The proposed development provides insufficient affordable housing of an appropriate tenure and quality to meet the housing needs of the borough contrary to the provisions of the Unitary Development Plan and Proposed Modifications thereto, in particular Policy H23.
5. The proposed development in conjunction with the development of adjoining sites, would be likely to result in the generation of traffic over and above that which would be adequately accommodated on the existing highway network contrary to the provisions of the Unitary Development Plan and Proposed Modifications thereto, in particular Policy TR 39.



6. The proposal fails to make adequate provision for business and employment floorspace in the context of redevelopment within a designated employment zone contrary to the provisions of the Unitary Development Plan and Proposed Modifications thereto, in particular Policies STRAT 17, STRAT 19, E13, E23F and E23H.
7. The proposed development would represent a significant departure from the UDP without any reasoned justification.

- 15 These reasons for refusal essentially reflect the concerns of CHRA as reported in our previous correspondence in relation to the previous proposal.

II. CHANGES TO PLANNING POLICY

- 16 This section aims to provide an update to our previous letter of objection and thus identifies changes that have occurred to relevant policies as appropriate. We do not repeat our description of policies referred to in our previous correspondence but do list those that are relevant.

National Planning Policy Guidance

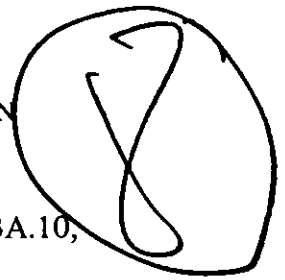
Planning Policy Guidance Note 17 (July 2002)

- 17 PPG17 was published on the 24th July 2002 and replaces the previous PPG17 of 1991. It advises local authorities to undertake robust assessments of existing and future needs in terms of open space. It recommends that audits are prepared of existing open space and facilities, and any opportunities for new open space. The audits would help to identify existing needs at a local level, and the quality, quantity and accessibility standards of new open space to be provided in new developments.
- 18 Notably the PPG no longer requires strict adherence to the National Playing Fields Six Acre Standard. However, the PPG does guide that open space provided should be of sufficient quality and quantity not only to meet the needs of future occupiers, but to serve the existing community.

Regional Planning Guidance

The Draft London Plan (June 2002)

- 19 The Mayor for London's Spatial Development Strategy sets out an integrated social, economic and environmental framework for the future development of London. This document was published following publication of the consultation document 'Towards the London Plan' in May 2001. The present document represents Stage 2 of the process and following a public enquiry later this year, the final London Plan will be published, on best estimates, in late 2003 when it will be adopted and replace RPG3.
- 20 The Draft London Plan provides strategic policies to guide the location and scale of development and also detailed policies on the form that new development should take. Policies relevant to the proposal are as follows:
 - The focus of change across London - Policies 2A.5, 2A.6, 2A.10, 2A.11, 2A.12 and 2A.13.



- Living in London - Policies 3A.1, 3A.2, 3A.4, 3A.5, 3A.6, 3A.7, 3A.8, 3A.9, 3A.10, 3A.16, 3A.21, 3A.24, 3A.25 and 3A.26.
- Working in London - Policies 3B.2 and 3B.5.
- Connecting London – Policies 3C.1, 3C.2, 3C.8, 3C.11, 3C.13, 3C.14, 3C.15, 3C.16, 3C.17, 3C.18, 3C.19 and 3C.20.
- Enjoying London – Policies 3D.2, 3D.3, 3D.8, 3D.9, 3D.10, 3D.11 and 3D.12
- London's Metabolism - Policies 4A.6, 4A.7, 4A.8 and 4A.14
- Designs in London – Policies 4B.1, 4B.2, 4B.3, 4B.4, 4B.5, 4B.6, 4B.7, 4B.8, 4B.9 and 4B.12
- Delivering the Vision - Policies 5.1, 5.3, 5.4 and 5.7
- Annex 2 The Blue Ribbon Network - Policies BR1, BR2, BR3, BR13, BR15, BR16, BR19, BR20, BR21, BR23, BR24, BR25, BR26, BR27, BR28, BR29, BR30 and BR32

- 21 The draft Plan provides strategic policy directions for each of London's five sub regions. LB K&C are located within the Central London sub region and LB H&F is located in the West London Sub Region. The Plan aims to accommodate the following scale of growth within the Central and West sub regions.

Housing and Jobs Growth in London (1997 to 2016)

Sub Region	New Jobs to 2016	New Homes to 2016	Phasing		
			2002-06	2006-11	2011-2016
Central	237,000	140,000	75,000 jobs 44,100 homes	81,000 jobs 38,800 homes	81,000 jobs 57,100 homes
LB K&C	n/a	10,800	540 per annum		
West London	87,000	60,000	29,000 jobs 23,200 homes	31,000 jobs 21,800 homes	27,000 jobs 15,000 homes
LB H&F	n/a	6,620	400 per annum		

- 22 Housing growth targets are derived from an urban capacity study agreed through LPAC in December 1999. The sites specifically identified through that Study were brownfield sites and anticipated residential density standards, dependent upon location was up to 700 habitable rooms per hectare for locations within walking distance of town centres which typically would support a major public transport interchange. By comparison the housing density standards provided in the London Plan range up to 1,100 habitable rooms per hectare (see paragraph 22 below) and so in theory if all identified sites are developed then the housing targets can be exceeded.
- 23 In addition, the Draft Plan identifies area where growth is to be achieved, which are essentially located within existing transport hubs and highly accessibility locations, comprising Opportunity Areas, Areas for Intensification and Regeneration Areas. Neither Lots Road Power Station nor any nearby location is designated as one of the above.

9

- 24 The Plan promotes development of housing and mixed use developments, that utilise brownfield land, within urban areas and at locations that are or can be made sustainable. In terms of density, Table 4B.1 of the Plan provides density standards advice. Appropriate densities range from 150 to 200 habitable rooms per ha (hr/ha) in a suburban location, to between 650 and 1,100 hr/ha at locations within 10 minutes walk of a town centre. The Lots Road Site is located beyond 10 minutes of a town centre (Fulham Broadway is approximately 1,600 metres and 20 minutes walk away) and thus, densities of between 300 and 450 habitable rooms per ha (hr/ha) are appropriate. Policy 4B.3 further guides that development proposals do not achieve the highest possible intensity of use compatible with local context and with public transport capacity.
- 25 In terms of high buildings, Policy 4B.8 promotes the development of tall buildings that meet the criteria contained in Policy 4B.1 and Policy 4B.3. It advises that they will be appropriate where they make attractive landmarks enhancing London's character, help to provide coherent location for economic clusters of related activities or act as a catalyst for regeneration. Policy 4B.9 provides further guidance stating that tall buildings should be of the highest quality design and, amongst other things:
- Be suited to the wider context in terms of composition and their relationship to other buildings, streets, public and private open space, the waterways or other townscape elements;
 - Be attractive city elements as viewed from all angles;
 - Be appropriate to the transport capacity of the area ensuring adequate, attractive, inclusive and safe pedestrian and public transport access; and,
 - Provide high quality spaces, capitalise on opportunities to integrate open spaces and planting and support vibrant communities both around and within the building.
- 26 In terms of affordable housing, the Policy 3A.8 and Table 3A.3 of the Plan states that 50% of new housing in RB K&C and LB H&F should be affordable.
- 27 The Mayor, TfL, the Strategic Rail Authority, The Government, Boroughs and other partners will work together to ensure the integration of transport and development. Public transport capacity and accessibility will be improved where needed, for areas of greatest demand, and areas designated for development and regeneration. Policy 3C.1 supports high trip generating development only at locations with high levels of both public transport accessibility and capacity sufficient to meet the transport requirements of the development. Parking provision should reflect levels of public transport accessibility.
- 28 The Plan advises that there is a very limited spare capacity in the public transport network and that proposals for development should be considered in terms of existing transport capacity. Development that will generate large numbers of trips should be located at places accessible by public transport, and with existing or planned capacity coming on-stream in time to meet need. In determining applications, account should be taken of the availability of adequate public transport access and capacity, and the developments transport impact. Thus, the

London Plan will aim to ensure that density levels are closely related to the framework of public transport accessibility and capacity.

- 29 Boroughs should seek to manage development so that it is phased around the broad indicative targets for phasing of growth in jobs and population. Phasing will achieve a consistent supply of infrastructure, land premises and labour through the plan period. A large quantum of development coming on-stream simultaneously would put a strain on infrastructure and create competition for resources such as transport links.

Local Planning Policy

- 30 The proposal site comprises land to the north and south of Chelsea Creek, the mid-point of which is the borough border between London Boroughs of Hammersmith & Fulham and Kensington & Chelsea, located to the west and east respectively. Thus, the Unitary Development Plans' for both Boroughs are relevant to the application. Relevant policies from each are identified below.

The Royal Borough of Kensington and Chelsea: Unitary Development Plan Review – Revised Draft (2002)

- 31 Since our previous correspondence and subsequent to the refusal of the previous proposals, a revised draft Unitary Development Plan has been published which accounts for the recommendations of the Inspector. The Plan is now significantly advanced and is close to adoption and thus is the central planning policy document relevant to the application.
- 32 The most recent Draft of the Plan has resulted in the wording of a number of policies relevant to the proposal being tightened by replacement of 'or' with 'and'. Thus, development must now protect **and** enhance views along the Thames (Policy CD1), preserve **and** enhance waterfront character (Policy CD4), preserve **and** enhance character of conservation areas/residential character (Policy STRAT 5&6);
- 33 A number of other changes have also occurred, with some policies being deleted and others being tightened. The main changes that have occurred to policies relevant to the application can be summarised as follows:
- Policies CD 77-80 deleted;
 - Policy H11 now resists higher density development unless is an infill scheme;
 - Policy H12 now resists high density development unless required for townscape reasons; and
 - A new Policy has been introduced. Policy TR46 – states that off-street car parking must be provided alongside new development and be provided up to the parking standards.
- 34 Thus, policies relevant to the proposal are now, as follows.
- Development Strategy: STRAT 1, 2, 4, 4a, 4b, 4c, 4e, 5, 6, 7, 8, 9, 10, 13, 14, 15, 16, 17, 27b, 28b, 28c, 29, 31, 32, 35, 36, and 36a.



- Conservation and Development: CD1, 4, 11, 25, 25a, 28, 29, 30, 30a, 31, 37, 48, 49, 50, 51, 52, 77, 86 and 87a
- Housing: H2, 3, 4, 7, 10, 11, 12, 15, 18, 19, 22 and 23
- Offices and Industry: E1, 2, 3, and 23
- Transport: TR2, 8, 10, 16, 17A, 26A, 27, 28, 38A, 39, 40, 43 and 46
- Shopping: S4, 5 and 18
- Leisure and Recreation: LR3, 4, 13, 14, 15, 17, 18, 30, 32, 33 and 34.
- Environment: PU9a, 11, 12 and 13.

London Borough of Hammersmith and Fulham

Second Draft Unitary Development Plan and Inspectors Report

- 35 Since the previous application was refused and Inquiry has been held into the Hammersmith and Fulham UDP and an Inspectors Report has now been published. The Inspectors Report recommends a number of changes to policies. The main changes to policies relevant to this proposal can be summarised as follows:

- Policy G4 – the Inspector recommends a higher density development only being located at accessible locations.
- Policy EN8 – the Inspector recommends that development should be of similar scale, massing and grain as surrounding area.
- Policy EN31 – the Inspector recommends the introduction of a strategic view from Wandsworth Bridge up and down the river, where development must demonstrate that they will not harm that view. The policy has also been expanded stating that new development within the Thames Policy Area must be of a high design that respects the Riverside context and maintains quality of the built environment.
- Policy HO7 the Inspector recommends that policy be amended so that higher density development is only allowed in within town centres or other location where the need to travel to work, shops and other services would be minimised. Policy also should state that existing facilities (including open space) should have sufficient capacity. New development should not result in any increase in road side car parking demand.

- 36 Thus, policies relevant to the proposal are now as follows.

- General Policies: G2, 3, 4, 5 and 8
- Environment: EN8, 9, 23, 27, 28, 31, 33, 34, 35 and 38
- Transport: TN12, 13, 14, 15, 16, 17, 18, 19 and 26
- Housing: HO5, 6, 7, 8 and 12 plus standard S2.1, S2.3, S3.1 and S13
- Environment: E2, 4 and 9.
- Site Policy 22

Overall

- 37 Overall, whilst the broad thrust of local planning policies contained within the plans of the two Boroughs has not been changed, the text of policies, however, tend to have been refined and tightened up to remove the possibility of inappropriate development occurring. Large scale, high density and significant development is now strongly resisted in inaccessible locations

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(where accessible locations are defined by LB H&F as being town centres or at locations within walking distance of a broad range of uses), or where it does not fit with the urban grain, or adversely affects the riverside, or adversely affects strategic views, or conservation areas. Notably, a new strategic view from Wandsworth Bridge has been introduced and the proposal will fall within that view. RB K&C now resists high density development unless it is required for townscape reasons. The thrust and approach of these policies is clearly supported by the Draft London Plan. Finally, the Planning Brief prepared for the site has not been superseded and thus its guidance on an appropriate development solution for the site remains extant.

- 38 Thus, the policies used within the reasons for refusal against the previous applications, of both LBH&F and RBK&C, still apply but have generally become more stringent. This means that the reasons for refusal will be applied more stringently than previously. The issues raised by these policies need to be resolved in order for any proposal to be acceptable in planning and transportation terms.

III. HOW THE PROPOSED DEVELOPMENT HAS CHANGED

- 39 Tables 1, 2 and 3 below compare the elements of the current scheme with the previously refused planning application, as follows: Residential, Commercial and Car Parking.

Table 1: Comparison of Residential Element of Proposals

Borough	Previously Refused Application			Current Application			Difference*		
	Description	Units	Sq.m.	Location	Units	Sq.m.	Units	Sq.m.	%
LB K&C	Tower Block	75	16,684	Tower	52	11,906	-23	-4,778	-31%
	New Block	136	7,899	Offices/New Block	111	8,351	-25	452	-18%
	Power Station	237	45,311	Power Station	224	45,234	-13	-77	-5%
	n/a			Pump House	35	3,582	35	3,582	n/a
	Sub Total	448	69,894		422	69,073	-26	-821	-6%
LB H&F	HF Tower Block	51	9,520	Tower	48	9,253	-3	-267	-6%
	Adjacent Chelsea Creek	204	21,014	Adjacent Chelsea Creek	269	24,004	65	2,990	32%
	n/a				56	7,602	56	7,602	n/a
	n/a			Adjacent Chelsea	40	7,358	40	7,358	n/a
	n/a			Harbour	1	236	1	236	n/a
	n/a				30	3,242	30	3,242	n/a
	Sub Total	255	30,534		444	51,695	189	21,161	74%
NET TOTAL		703	100,428		866	120,768	163	20,340	23%

* negative figure indicates a decrease in size of the current proposed development as compared to the previously refused application

Table 2: Comparison of Commercial/Ancillary Element of Proposals

Borough	Previous Refused Application			Current Application			Difference*	
	Location	Use	Sq.m.	Location	Use	Sq.m.	Sq.m.	%
LB K&C	New Block	Workshop/Studios	163	Offices	Workshop/Ind	844	681	418%
					Food Store	392	392	n/a
	Power Station	Restaurant	372	Power Station	Restaurant	373	1	0%
	New Block	Museum	634	New Block	Museum	277	-357	-56%
	Power Station	Offices	4,670	Power Station	Offices	4,888	218	5%
	Power Station	Retail	1,356	Power Station	Retail	1,350	-6	0%
				Power Station	Workshop/Ind	277	277	n/a
Sub Total			7,195	Pump House	Workshop/Ind	450	450	n/a
						8,851	1,656	23%
LB H&F	Tower Block	Restaurant	545	Tower	Restaurant	832	287	53%
NET TOTAL			7,740			9,683	1,943	25%

* negative figure indicates a decrease in size of the current proposed development as compared to the previously refused application

Table 3: Comparison of Car Parking Element of Proposals

Borough	Previous Refused Application			Current Application			Difference*	
	Spaces	Resi Units	Units:spaces	Spaces	Resi Units	Units:spaces	Spaces	%
LB K&C	420	448	0.94	400	422	0.95	-20	-5%
LB H&F	240	255	0.94	296	396	0.75	56	23%
Total	660	703	0.94	696	818	0.85	36	5%

* negative figure indicates a decrease in size of the current proposed development as compared to the previously refused application

- 40 The tables above show that the scale of proposed development has in effect increased, albeit that the development site area has increased, from 2.56 ha to 3.6 ha (excluding Chelsea Creek and basin, which is 0.9 ha). The additional land, located between Chelsea Harbour and the previous proposal site area, is being used to accommodate additional residential development and a new open space area.

- 41 For all density calculations we have assumed the following:

Table 4: Site Size Calculations

	Previous Proposal	Current Proposal
RB K&C	1.98 – 0.45 (Creek and Basin element) = 1.53 ha	1.53 ha
LB H&F	1.48 – 0.45 (Creek and Basin element) = 1.03 ha	2.07 ha

- 42 Overall, the following changes have occurred to the scheme:

Residential

- The current proposal entails a larger site area (3.6 ha as opposed to 2.56 ha), which has been extended to include all land adjacent to Chelsea Harbour south of the Creek as well as the Pump House west of the main Power Station;
- The number of residential units has been increased from 703 to 866 (an increase of 163 dwellings) albeit over a larger site area; and,
- Residential density has been decreased from 275 dwellings per hectare to 240 dwellings per hectare.



14

Car Parking

- Car parking provision has been increased from 660 to 696 spaces, equating to 0.94 (previous) and 0.85 (current) spaces per residential unit; and,
- The application will seek to implement traffic reduction orders on residential streets, which will make it illegal to park. We will need to investigate as to whether such a measure would be appropriate or could be imposed within Chelsea Harbour (which comprises of private roads).

Green Travel Plan

- Details are shown on the attached Report. We note that the river boat service will now run from Chelsea Harbour;
- As before the details of the Green Travel Plan will be agreed as part of a Section 106 agreement and as such there is a danger that those discussions will occur outside of the public arena.

Other Uses

- The size of the museum has been reduced substantially;
- More employment uses (offices and workshops) are provided;
- Retail elements have been increased;
- Open space provision has increased but not noticeably in proportion to the increase in number of residential units.

IV. ASSESSMENT OF THE PROPOSAL

Conjoined Applications

- 43 As before the applicants, Circadian, argue that the proposal comprises two separate independent elements, one located in Hammersmith and Fulham and the other in Kensington and Chelsea. Whilst we accept that the individual elements of the proposal can come forward independently of each other (apart from the 3 connecting footbridges) we think that the proposal can only be considered as a whole and are thus inextricably linked for the following reasons:

- i. The scheme depends upon the provision of a range of supporting community and social facilities (shops, restaurants and leisure as well as jobs) to help minimise planning and transportation impacts. The vast majority of these facilities are located within one half of the proposal (within the Power Station). If that element of the scheme is not approved then they will not be provided to support the LBH&F element. Conversely, if the LBH&F element is refused then the scale of facilities provided will be too great, which may mean that the scale of these supporting facilities is too great, so as to be no longer commercially viable.
- ii. It is not clear what elements of the Green Travel Plan would be implemented if only one half of the proposal was allowed. Clearly, all elements of the Travel Plan would be no longer be practicable, thereby drawing into question the viability of the remaining element of the proposal, in traffic terms, notwithstanding our fundamental concerns in relation to the traffic assessment.



15

- iii. If the LBH&F element of the proposal is refused then Circadian will be able to implement the previously approved and favoured Chelsea Harbour Phase II scheme. However, in urban form, layout and design terms, the two proposals do not match. Notably walkway/through-routes would no longer work. Materials and design within this sensitive aspect of the River would not match or complement and the result would be an incongruous badly proportioned mass of development on the river front.
 - iv. Finally, we note that the Environmental Statement (ES) does not consider the proposal as separate entities so that both Councils will be unable to ascertain the impacts of each element of the scheme. As a consequence they are unable to grant planning permission for an individual element of the proposal and know with certainty what the impact of the proposal would be, without assurance that the other element of the scheme is approved. We note that the two elements of the proposal would by themselves require the preparation of an ES.
- 44 Below we demonstrate that the proposals are considered to be unacceptable. Further, we urge that if the proposal should be unacceptable to only one of the Boroughs' then the proposal should be refused as an entirety, by the other Borough. However, should one Council decide to approve an element of the proposal they should attach a Grampian Condition requiring development of key non-residential uses (notably open space areas, retail, footbridges and green travel plan elements) of the other application prior to approval of the development.
- 45 Finally, as before, we strongly urge that the Council's work in partnership in assessing and appraising the proposals to ensure that a coordinated approach to addressing the issues and to reduce impacts. We propose that a working group comprising officers of the two authorities be established, tasked with assessing the scheme in planning and transportation terms. We consider that community should be allowed to participate at those meetings and can confirm that Chelsea Harbour Residents Association would be delighted to attend such meetings.

Approach to Assessment

- 46 The current proposals are essentially a resubmission of an amended scheme that was previously refused. In order for planning permission to be granted, Circadian will need to demonstrate that they have successfully overcome the reasons for refusal. Our assessment concentrates on how the scheme has changed and whether those amendments satisfactorily address the reasons for refusal. In addition, because the scheme has been expanded, to include land adjacent to Chelsea Harbour, we have also considered in detail the particular aspects of that scheme. As stated above, this element of our report draws upon work undertaken by Falk Associates.
- 47 Table (attached) provides a detailed analysis of the current scheme proposal against the reasons for refusal. In addition, that Table also identifies new issues that are created as a consequence of the proposals. The broad findings of the table are outlined below (reasons for refusal in *italic*).



16

LB Hammersmith and Fulham

- 1. The proposed development is unacceptable in that it would result in an intensive form of development which would fail to comply with policies H07, EN23A, EN31 and TN13 in the adopted Unitary Development Plan and the emerging UDP Alterations.*

The proposal only results in a slight decrease in density from 245 to 214 dwellings per hectare and 940 to 821 habitable rooms per hectare (approximately). These densities are still far in excess of those provided in the Draft London Plan which, guides that densities of up to 450 habitable rooms per hectare will be appropriate. Thus, the proposal still fails to comply with policies H07, EN23A, EN31 and TN13. **UNRESOLVED**

In addition, we consider that the proposal is contrary to UDP policies G4, G9 and S2.1

Also, the proposed development is contrary to the Draft London Plan policies 2A.6, 3A.26, 3C.1, 3C.2, 3C.14, 3C.16, 3C.20, 3D.2, 3D.3, 4B.1 and 5.7

- 2. The proposed development is unacceptable due to its height, scale, massing, siting and relationship to existing development contrary to Policy N8 of the adopted Unitary Development Plan and the emerging UDP Alterations.*

The proposal only reduces the height of the tower by 10m but increases the scale of development and massing and thereby increases the adverse effect on Chelsea Harbour, particularly Admiral Square. Open space area between the original proposal and Chelsea Harbour is now proposed to be developed with significant residential blocks up to 12 storeys in height. Thus, no change to original elements of the proposal and the new elements increase massing and scale so as to more adversely affect Chelsea Harbour and remains contrary to UDP Policy N8. **UNRESOLVED**

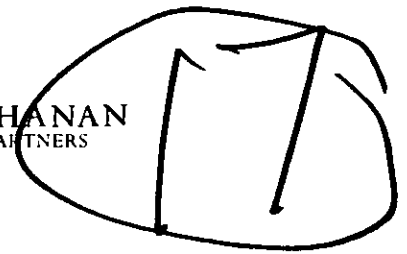
In addition, we consider that the proposal is contrary to UDP policies EN31, EN8 and EN9.

Also, the proposed development is contrary to the Draft London Plan policies 4B.8, 4B.9, BR.23, BR.24, BR.25 and BR.26

- 3. The proposed development is unacceptable in that it harms local views in particular from the riverside walk and Chelsea Harbour contrary to Policies EN9 and EN31 of the adopted Unitary Development Plan and the emerging UDP Alterations.*

The height of the tower has been slightly reduced (by 10m) and the roof has been reprofiled. In addition, the materials of the finish of the tower are proposed to be changed to terracotta, which in our view increases the effect of massing. Additional high (11 storey) development has been introduced alongside Chelsea Harbour. Furthermore, an additional protected view is proposed to be introduced to the Plan. Overall the proposal has not resolved issues in relation to UDP Policies EN9 and EN31. **UNRESOLVED**

In addition, we consider that the proposal is contrary to UDP Policy EN8.



Also, the proposed development is contrary to the Draft London Plan policies 2A.11, 2A.13, 4B.1, 4B.8, 4B.9, 4B.12, BR.23, BR.24, BR.25 and BR.26

4. *The proposed development is unacceptable in that the proposals for public open space do not comply with the Site Policy 22 in the UDP Alterations in that the open space should relate to the Nature Conservation Area of Chelsea Creek.*

The proposal introduces new open space that is located beyond built development that fronts onto Chelsea Creek. That open space is linked to the Conservation Area. Although we would like to see more significant tracts of open space directly adjacent to the Creek, we accept that the new open space is linked, via a short footpath to the Conservation Area. We are not sure whether this meets the original intentions and meaning of the UDP Site Policy 22, but assume that the policy issue has been resolved.

5. *The proposed development is unacceptable in that it would result in conditions prejudicial to the amenities of adjoining occupiers of Chelsea Harbour by reason of overlooking and loss of daylight due to the proximity, height and massing of the development. As such, the development would be contrary to Standard S3 and S13 of the adopted Unitary Development Plan and the emerging UDP Alterations.*

The proposal brings development closer to Chelsea Harbour, particularly in relation to Admiral Square where development is only 5 metres from existing main windows of residential properties. Beyond this 1 storey element, new 5 and 6 storey residential development is brought to within 20 metres of the Admiral Square. In relation to other elements of the proposal, development is closer and in some instances higher than the previous proposal. As such the proposal has not resolved and has exacerbated previous concerns in relation to residential amenity and UDP Standards S3 and S13. **UNRESOLVED**

Also, the proposed development is contrary to the Draft London Plan policies 4B.1, 4B.8, 4B.9 and BR.25.

6. *The proposed development is unacceptable in that it would, in conjunction with the development of adjoining sites, result in the generation of traffic over and above that which would adequately be accommodated on the existing highway network, creating adverse conditions impacting on highway safety contrary to Policy TN13 of the Unitary Development Plan and the emerging UDP Alterations. It is not considered that the measures indicated by the applicant to encourage greater public transport use are sufficiently robust or achievable to mitigate the increased congestion of the highway that would occur, or to demonstrate that the development would be acceptable in the light of objectives for the Borough's Air Quality Management Area.*

The attached Report provides a full assessment of the Transport Assessment to the proposal. Essentially we consider that the transport assessment remains flawed, notably the traffic generation figures, which is based on proposed car parking spaces as opposed to land use.



Measures proposed in Green Travel Plan are far from sufficient to meet likely demand from the scale of development proposed – notably, 2 additional buses an hour is proposed to be provided to serve an anticipated population of 1,750 people (given that no service along the embankment is secured).

The Developer provides no details of how population has been calculated. We consider that the anticipated population could be underestimated and higher dwelling populations should be used. Using an accepted average of 2.2 persons per household would achieve a population 1,905, which naturally raises additional concerns in relation to journey requirement projections.

On the broader scale, impact of Imperial Wharf development has not been considered, particularly the impact of Phase II of development occurring without the railway station being developed/opened as per the original proposal. Thus, the proposal has not demonstrated that it accords with UDP Policy TN13. **UNRESOLVED**

Also, the proposed development is contrary to the Draft London Plan policies 2A.6, 3C.1, 3C.2, 3C.14, 3C.16, and 5.7.

7. *No provision is made for the education of children residing in the proposed development in an area which, due to existing commitments, will be deficient in school places contrary to Policy CS8 of the adopted Unitary Development Plan and the emerging UDP Alterations.*

The proposal has not addressed this issue and no additional information is provided within the supporting documentation or amended Environmental Statement. Thus, it is assumed that the proposal remains contrary to Policy CS8. **UNRESOLVED**

In addition, we consider that the proposal is contrary to UDP Policy H8.

Also, the proposed development is contrary to the Draft London Plan policies 2A.6, 3A.21, 3A.24 and 3A.26.

8. *The proposed development would not provide sufficient private open amenity space and playspace for the occupiers for the dwellings as indicated in Supplementary Planning Guidance and Standard 5A and S7.1A of the emerging UDP Alterations.*

The proposal increases open space provision to 1.62 ha (4 acres) but still falls short of meeting the National Playing Field Association's 6 acre standard, which would require 4.12 ha (10.5 acres). Whilst the new PPG17 no longer requires strict adherence to the 6 Acre Standard, we do note that there is a public open space deficiency in this part of London (both boroughs) and that open space provided comprises of hard standing and is disaggregated. Open space provided is not useable for any sport based, and of limited, recreational value. Furthermore, an accurate quantification of private open space is not provided. Thus, proposal has not resolved issue with UDP Standard 5A and S7.1A. **UNRESOLVED**



19

9. *The proposed development is unacceptable in that it does not provide sufficient affordable housing of an appropriate tenure and quality to meet the housing needs of the Borough and is therefore contrary to policies H05 and EN23B of the adopted Unitary Development Plan and the emerging UDP Alterations.*

The proposal has increased affordable housing provision to 50% in accordance with the Draft London Plan. However, CHRA strongly urge that tenure issues are resolved and made clear at the outset. We believe that these affordable housing units should be made available to key workers and young professionals who need to work in London. We also urge that the units will be developed in a manner that ensures integration with the entire development, not only in social terms but also in respect of transport provision, notably the Green Travel Plan elements of the scheme.

RB Kensington and Chelsea

1. *The proposal would involve the construction of a high building in an inappropriate location which would be: harmful to the skyline, detrimental to the character and appearance of the area and to important views from neighbouring conservation areas and open spaces contrary to the provisions of the Unitary Development Plan and Proposed Modifications thereto, in particular Policies CD4, CD11, CD12, CD13, CD14 and CD31.*

Although the tower has been reduced in height it still is much taller than any other development in the vicinity and intrudes into the skyline (from very many locations), detrimental to the character and appearance of the area and important areas from neighbouring conservation areas. As such, as before, the proposal remains contrary to the provisions of the Unitary Development Plan and Proposed Modifications thereto, in particular UDP Policies CD4, CD11, CD12, CD13, CD14 and CD31, as indicated by the Council. **UNRESOLVED**

In addition, we consider that the proposal is contrary to UDP policies STRAT1, STRAT5, STRAT6, STRAT7, STRAT8, STRAT9, STRAT17, CD 1, CD25 and CD25a.

Also, the proposed development is contrary to the Draft London Plan policies 3A.7, 4B.1, 4B.9, BR.23 and BR.24.

2. *The proposal by virtue of its height and bulk would adversely affect sunlight and daylight conditions contribute to a sense of enclosure to neighbouring residential property contrary to the provisions of the Unitary Development Plan and Proposed Modifications thereto, in particular Policies CD28 and CD30a.*

Bulking has not decreased although the height of the tower has been reduced. Impact assessment does not consider light and sunlight impacts on local roads. Choice of materials increases sense of bulking and hence exacerbates sense of enclosure. The proposal has not addressed issues of bulking or loss of sunlight to local roads and remains contrary to UDP Policies CD28 and CD30a. **UNRESOLVED**



20

In addition, we consider that the proposal is contrary to UDP policies STRAT1, STRAT4d, STRAT7, CD 28, 29, 30 and 30a

Also, the proposed development is contrary to the Draft London Plan policies 4B.1, 4B.8, 4B.9, BR.23, BR.24 and BR.25

3. *The development by virtue of its height, massing, orientation, bulk and design would be poorly integrated into its surroundings to the detriment of the character and appearance of the river frontage, views from surrounding areas and townscape contrary to the provisions of the Unitary Development Plan and Proposed Modifications thereto, in particular Policies STRAT 5, STRAT7, STRAT8, CD 1, CD4, CD25, CD25A, CD31 and CD54.*

Although the height of the tower has been decreased it will still be the tallest building in the area (50% higher than any other in the locality). The finish of the tower has been amended and relates better to the Power Station but this increases the sense of massing and makes the towers heavier looking. In any event, the scale, orientation and bulk of the proposal remain unchanged. Overall, the proposal remains poorly integrated into the local area and is detrimental to the character and appearance of the river frontage, views from surrounding areas and townscape. The proposal thus remains contrary to UDP Policies STRAT5, STRAT7, STRAT8, CD1, CD4, CD25, CD25A, CD31 and CD54. **UNRESOLVED**

In addition, we consider that the proposal is contrary to UDP policies STRAT1, STRAT4d, STRAT6, STRAT 8, STRAT9, STRAT17 and CD11.

Also, the proposed development is contrary to the Draft London Plan policies 2A.11, 4B.9, 4B12, BR.23 BR.24 BR.25 and BR.26

4. *The proposed development provides insufficient affordable housing of an appropriate tenure and quality to meet the housing needs of the borough contrary to the provisions of the Unitary Development Plan and Proposed Modifications thereto, in particular Policy H23.*

Affordable housing provision has only been increased by 5% to 35%, which does not meet the Draft London Plan target. No details of tenure are provided. We believe that these affordable housing units should be made available to key workers and young professionals who need to work in London. The housing units are not integrated into the development. They should be integrated with the development, in social terms and also in respect of transport provision, notably the Green Travel Plan elements of the scheme. Thus, the proposal has not resolved the issue and remains contrary to UDP Policy H23. **UNRESOLVED**

In addition, the proposed development is contrary to the Draft London Plan policies 3A.6 and 3A.7.

5. *The proposed development in conjunction with the development of adjoining sites, would be likely to result in the generation of traffic over and above that which would be*



adequately accommodated on the existing highway network contrary to the provisions of the Unitary Development Plan and Proposed Modifications thereto, in particular Policy TR 39.

The attached Report provides a full assessment of the Transport Assessment to the proposal. Essentially we consider that the transport assessment remains flawed, notably the traffic generation figures, which is based on proposed car parking spaces as opposed to land use. Measures proposed in Green Travel Plan are not sufficient to meet likely demand from the scale of development proposed. On the broader scale, impact of Imperial Wharf development has not been considered, particularly the impact of Phase II of development occurring without the railway station being developed/opened as per the original proposal. Thus, the proposal has not demonstrated that it accords with UDP Policy TR39. **UNRESOLVED**

In addition, we consider that the proposal is contrary to UDP policies STRAT4, H2, E1, TR16 and TR38.

Also, the proposed development is contrary to the Draft London Plan policies 2A.6, 3C.1, 3C.2, 3C.14, 3C.20 and 5.7

6. *The proposal fails to make adequate provision for business and employment floorspace in the context of redevelopment within a designated employment zone contrary to the provisions of the Unitary Development Plan and Proposed Modifications thereto, in particular Policies STRAT 17, STRAT 19, E 13, E23F and E23H.*

The proportion of employment uses on the site (RB K&C) has only by 1,600 m² comprising 7.8% of the site. This is only a small increase and thus we consider continues to fail to make adequate provision for employment uses on site. The proposal thus remains contrary to UDP policies STRAT 17, STRAT 19, E13, E23F and E23H. **UNRESOLVED**

In addition, we consider that the proposal is contrary to UDP policy STRAT 31.

Also, the proposed development is contrary to policy 3A.2 of the Draft London Plan.

7. *The proposed development would represent a significant departure from the UDP without any reasoned justification*

No reasoned justification is provided by the developer. The site is not allocated for significant residential development within the most recent version of the emerging UDP. Furthermore, the site is not identified for significant development within the Draft London Plan. This scale of development, which is significant, is simply unplanned. The departure from the Plan has not been justified. **UNRESOLVED**

The proposal is contrary to contrary to policy 3A.2 of the Draft London Plan.



22

Other Issues

- 48 The proposal entails the removal of a significant number of trees along Thames Avenue which are protected by Tree Preservation Order. These trees form an attractive tree lined avenue and route to the River Thames. These are to be replaced by one storey residential development which will be located approximately 5 metres from residential properties of Admiral Square. This element of the proposal is entirely inappropriate. We consider that it has been included to obfuscate the fact that 5 and 6 storey development is only located 20 metres away from Admiral Square – which also results in an unacceptable visual intrusion and loss of amenity. The previously approved development in this location (known as Chelsea Harbour Phase II) brought development to within 25 metres only.
- 49 CHRA are aware that court proceedings are currently being considered by residents adjacent to Imperial Wharf, where there are fears that onsite remediation to clear contaminants from the site may have created dangerous public health problems. Although CHRA have seen no evidence that the fears are founded, they are aware that Lots Road Power Station has suffered from extensive contamination and will need to be remediated in order to make ground conditions suitable for residential development. Chelsea Harbour Residents Association are very concerned that appropriate measures are implemented and managed to ensure that decontamination does not cause any risk to health whatsoever.

CONCLUSIONS

- 50 Overall, **the revised proposals do not resolve the reasons for refusal to the previous planning applications.** Notably, whilst the density has decreased, the height of the tallest tower reduced and the finish of the towers modified to make the towers appear more bulky, these changes that are minor and cosmetic. They do not hide the fact that **very dense development is being sought at a location that is not served by major public transport interchange or within walking distance of a range of local retail, community and employment opportunities** – the only location where such scope of development could be acceptable. Consequently the proposal simply does not fit into this location.
- 51 **The density of the proposed development and the scale of proposed development (the 30 and 25 storey towers as well as the predominantly comprising 12, 11, 10, 9 and 8 storey development), remains significantly more than surrounding areas and adjacent residential areas. No where in the vicinity is this scale and massing of development achieved.** This approach is entirely at odds with design principles within the Draft London Plan that requires new development to fit into the urban fabric. **An insufficient quantity of open space is provided,** especially given the open space deficiency in the locality. This proposed development would create an entirely new form of development.
- 52 With regards the towers, these are indicated above significantly higher than surrounding development. However, they continue to only achieve a very low number of towers (the high densities are achieved elsewhere on site). **The enormous adverse scale of the towers is still at odds with the amount of development being achieved within them.** This approach does not meet planning objectives or justify the scale of development proposed – notably the Draft London Plan states that **tall development would only be allowed if, amongst other things,**



they are appropriate to transport capacity and supports vibrant communities. LB H&F's UDP states that they will only be allowed to help secure higher density development. Clearly, these objectives are not being met within the towers themselves.

- 53 No changes have been made to how the Power Station is used – it remains discordant with its hinterland and blocks out sunlight. This approach is at odds with the Planning Brief that has been prepared for the site.
- 54 The proposal results in a loss of what residents at Chelsea Harbour considers to be an important tree lined avenue and route to the River Thames. All the trees are protected by TPO.
- 55 **The proposed scale of development is not supported in Government Planning Guidance, in the Regional Planning Guidance or the emerging Draft London Plan. Nor is it justified in the Local Plan's of LBH&F or RBK&C.** The proposal does not comply with the Planning Brief, nor the UDP policies of LBH&F or RBK&C, Regional or national Planning Policy Guidance, specifically in relation to height, visual impact, density or amenity impact or transport accessibility and impact.
- 56 This same conclusion follows from our assessment of the transport assessment prepared by the developer. Fundamentally the TA does not in our view adequately identify predicted demand from the proposed new development. **Traffic generation figures used are derived from proposed car parking levels, an approach that is entirely flawed.**
- 57 **The Green Travel Plan proposed provides entirely inadequate public transport facilities.** Notably the proposed enhancement to the bus service, 2 additional buses an hour could only cater for 3% of the anticipated population of the site (given a bus capacity of 40). **The proposed enhancement would result in 3 buses an hour, but approximately 39 buses are required in order to serve just the proposed development.** Clearly, the buses could not serve the proposal. Consequently the Transport Assessment has not considered how to provide such a level of bus service, or considered whether local roads could cater for that level of traffic. From our observations **we are extremely doubtful as to whether or not the volume of buses required could be satisfactorily accommodated on these local roads.**
- 58 Thus, the proposal, by virtue of its scale, density, impact on the natural and built environment, the traffic impact, inaccessible location, impact on Conservation Area and impact on local amenity is **contrary to PPG3, PPG13, RPG3 and RPG3b and policies of the Unitary Development Plan, as follows:**

PPG3: Housing

Paragraphs 2, 31, 47, 48, 56, 57 and 58

PPG13: Transport

Paragraphs 4, 6, 14, 16, 21, 76 and 89

RPG3: Strategic Planning Guidance for London Planning Authorities



- 24

Paragraphs 8.12, 8.13, 8.15, 8.20 and 8.22

RPG3b: The River Thames

Paragraphs 2.11, 3.13, 3.15 and 3.17

Draft London Plan

Policies 2A.5, 2A.6, 2A.10, 2A.11, 2A.12, 2A.13, 3A.1, 3A.2, 3A.4, 3A.5, 3A.6, 3A.7, 3A.8, 3A.9, 3A.10, 3A.16, 3A.21, 3A.24, 3A.25, 3A.26, 3B.2, 3B.5, 3C.1, 3C.2, 3C.8, 3C.11, 3C.13, 3C.14, 3C.15, 3C.16, 3C.17, 3C.18, 3C.19, 3C.20, 3D.2, 3D.3, 3D.8, 3D.9, 3D.10, 3D.11, 3D.12, 4A.6, 4A.7, 4A.8, 4A.14, 4B.1, 4B.2, 4B.3, 4B.4, 4B.5, 4B.6, 4B.7, 4B.8, 4B.9, 4B.12, 5.1, 5.3, 5.4, 5.7, BR1, BR2, BR3, BR13, BR15, BR16, BR19, BR20, BR21, BR23, BR24, BR25, BR26, BR27, BR28, BR29, BR30 and BR32

London Borough of Kensington and Chelsea (highlighted text are policies in reason for refusal that remain unresolved. Bold are additional policy issues)

Policy STRAT1, STRAT4, STRAT5, STRAT6, STRAT7, STRAT8, STRAT9, STRAT17, STRAT19, STRAT31, CD1, CD4, CD11, CD12, CD13, CD14, CD25, CD25A, CD28, CD29, CD30A, CD31, CD54, H2, H23, E1, E13, E23F, E23H, TR16, TR38 and TR39. The proposal also does not comply with the Planning Brief for the site.

London Borough of Hammersmith and Fulham (highlighted text are policies in reason for refusal that remain unresolved. Bold are additional policy issues)

Policy HO7, HO5, H8, G4, G9, EN8, EN9, EN23A, EN23B, EN31, N8, CS8, TN13 and Standards 5A, S1, S2.1, S7.1A and S13. In addition the proposal does not comply with Site Policy 22 of the Plan.

- 59 Accordingly, the application should be refused.
- 60 Finally CHRA recognises that land adjacent to the Chelsea Harbour will ultimately be developed and in this connection would support development as per the original 1986 approved scheme, often referred to as Chelsea Harbour Phase II. It adopts design, massing, scale and density principles that fits in with the urban grain and must form the basis for any proposed development of the Lots Road Power Station itself (i.e. the land and buildings located in RBK&C).
- 61 I trust that you find the above helpful but if you have any queries or require clarification then please do not hesitate to contact me on 020 7309 7062. We would be grateful if you could keep us updated with regards the position of the application.

Yours sincerely

Greg Lee
Principal Planner

ASSESSMENT OF MODIFICATIONS TO THE CURRENT SCHEME AGAINST REASONS FOR REFUSAL AND NEW ISSUES

REASON FOR REFUSAL	MODIFICATION	RESOLVED/UNRESOLVED
Royal Borough of Kensington and Chelsea		
<p>1. The proposal would involve the construction of a high building in an inappropriate location which would be:</p> <ul style="list-style-type: none"> • Harmful to the skyline; • Detrimental to the character and appearance of the area; • Detrimental to important views from neighbouring conservation areas • Detrimental to important views from neighbouring open spaces <p>Contrary to Policies: CD4, CD11, CD12,CD13, CD14 and CD31</p>	<p>Height of one of the towers has been reduced by 9 storeys (23%) to 30 storeys. The overall design concept of the towers remains unchanged, although with the introduction of darker materials to the finish, the towers become heavier in appearance.</p>	<ul style="list-style-type: none"> • The tower will be 10 storeys taller than any buildings in the locality. The highest buildings in the area currently are only 20 storeys in height. Allowing this new height will set precedent allowing further additional high rise development in this location and also in other non-central and residential areas of London. • The Towers remain visible from many conservation areas, notably from along the River Thames and would be very visually intrusive and be harmful to the skyline. The modifications to the materials used make the towers more distinct and hence visible. • Towers are visible from neighbouring open spaces and from important views. The amendments have not resolved issues with regards local views. <p>Consequently the proposed development is contrary to the following policies contained within the RBK&C UDP and emerging alterations: STRAT 1, 5, 6, 7, 8, 9 and 17 CD1, 4, 11, 12, 25, 25a and 31</p> <p>Also, the proposed development is contrary to the following policies contained within the Draft London Plan: 3A.7, 4B.1, 4B.9, BR.23 and BR.24</p> <p>Overall – UNRESOLVED</p>
<p>2. The proposal by virtue of its height and bulk would adversely affect sunlight and daylight conditions and contribute to a sense of enclosure to neighbouring residential property</p> <p>Contrary to Policies: CD28 and CD30a</p>	<p>Height decreased but no change to bulk of development. Materials of finish of towers have changed, to match Lots Road Power Station.</p>	<p>Although the height of the tower has been reduced bulking has not been changed. Height has not been reduced by much and so the tower will be visible and obtrusive on local roads. However, the daylight and sunlight impact assessment (appendix K2) does not consider overshadowing or impact on nearby roads other than Lots Road and the Community Centre on Tetcott Road. Further, use of materials to match Lots Road Power Station, actually exacerbates sense of enclosure as towers become an extension of the Power Station.</p> <p>Consequently the proposed development has not resolved issues with regards sunlight and daylight conditions or enclosure and thus remains contrary to the following policies contained within the RBK&C UDP and emerging alterations: STRAT 1, 4d and 7 CD 28, 29, 30 and 30a</p> <p>Also, the proposed development is contrary to the following policies contained within the Draft London Plan: 4B.1, 4B.8, 4B.9, BR.23, BR.24 and BR.25</p> <p>Overall – UNRESOLVED</p>

26

<p>3. The development by virtue of its height, massing, orientation, bulk and design would be poorly integrated into its surroundings to the detriment of the character and appearance of the river frontage, views from surrounding areas and townscape</p> <p>Contrary to Policies: STRAT 5, STRAT7, STRAT 8, CD 1, CD4, CD25, CD25A, CD31 and CD54</p>	<p>Height of the tower has been reduced by 9 storeys to 30 storeys. Additional development has been introduced adjacent to Chelsea Harbour.</p>	<p>The Tower Block element of the proposal has been decreased in height but remains 50% higher than any other building in the area. Views from the south bank of the River Thames, especially, when seen in conjunction with the tower and 11 and 12 storey development within Site B (LB H&F) show a single heavy mass of high development above the normal skyline. This is particularly so when the broad sides of the towers are visible, as they then line up and almost appear as one. No changes have been made to the way in which the existing Power Station is treated and, thus overall massing, height, orientation and bulk issues have not been addressed or resolved.</p> <p>Consequently the proposed development is contrary to the following policies contained within the RBK&C UDP and emerging alterations: STRAT 1, 4d, 5, 6, 7, 8, 9 and 17 CD1, 4, 11, 25, 25a, 31 and 54</p> <p>Also, the proposed development is contrary to the following policies contained within the Draft London Plan: 2A.11, 4B.9, 4B12, BR.23 BR.24 BR.25and BR.26</p> <p>Overall – UNRESOLVED AND EXACERBATED</p>
<p>4. The proposed development provides insufficient affordable housing of an appropriate tenure and quality to meet the housing needs of the borough</p> <p>Contrary to Policies: H23</p>	<p>Increased element of affordable housing provision from 30% (136 units) to 35% (146 units). The location and design of the housing units remain broadly similar.</p>	<p>Although affordable housing element has been increased it still does not meet Mayors target of 50%. Affordable units should be integrated into the scheme as an entirety, but those located to the north of the power station (within the Pumphouse) have no access to public open space and are separate from the overall scheme. Given that affordable housing is generally for young families this approach is entirely unacceptable.</p> <p>Thus the revised proposal has not addressed policy issues and remains contrary to the following policies contained within the RBK&C UDP and emerging alterations: STRAT 16 and H 23</p> <p>Also, the proposed development is contrary to the following policies contained within the Draft London Plan: 3A.6 and 3A.7</p> <p>Overall – UNRESOLVED</p>

<p>5. The proposed development in conjunction with the development of adjoining sites, would be likely to result in the generation of traffic over and above that which would be adequately accommodated on the existing highway network</p> <p>Contrary to Policies: TR 39</p>	<p>The attached report provides a full assessment of the Transport Assessment. Essentially, the changes to the proposal has been to apply a reduced car parking standard (0.75 per unit as opposed to 1). The amount of car parking in K&C has been reduced from 420 to 400. However, when examining the scheme as a whole an additional 36 car parking spaces are proposed as the number of residential units has also increased. Furthermore, additional commitment to contribute £1m to the development of a new train station.</p>	<p>The changes to the transport operation of the site are purely cosmetic. The car free housing, and the reduction in car parking elements (from 1 to 0.75 car parking space per unit) is in accordance with normal car ownership for a central location in London. Traffic generation is based upon this lower level of parking, rather than the actual number of units on which trip rates are normally based. Using normal techniques, we anticipate significantly more traffic than the applicants and thus congestion will be worse than predicted.</p> <p>The Green Travel Plan does not make adequate provision to cater for anticipated population of the site. Only two extra buses an hour are proposed but this would only be able to serve 5% of the developers anticipated population of 1,750. This population would require an additional 39 buses.</p> <p>Finally, we note that the predicted population for the site assumes an average household size of 2 per unit whereas the average household size is 2.2 and higher for affordable housing. This means that the developers may not have allowed for each possible journey.</p> <p>The development of the nearby Imperial Wharf Stage I has taken whatever spare capacity there was in the road system, hence any more is going to seriously impact upon the ability of the network to cope without real shifts in the mode of transport used by the residents. This situation will be exacerbated when Phase II comes forward without the new train station as was originally intended.</p> <p>See attached Draft Report: Assessment of Appendix H, for detailed analysis of the Transport Assessment of the proposals.</p> <p>Consequently the proposed development is contrary to the following policies contained within the RBK&C UDP and emerging alterations: STRAT 4, 4a,4b,4c, 4d H2, E 1 TR 16, 38a, 39 and 43</p> <p>Also, the proposed development is contrary to the following policies contained within the Draft London Plan: 2A.6, 3C.1, 3C.2, 3C.14, 3C.16, 3C.20 and 5.7</p> <p>Overall – UNRESOLVED</p>
<p>6. The proposal fails to make adequate provision for business and employment floorspace in the context of redevelopment within a designated employment zone</p> <p>Contrary to Policies: STRAT 17, STRAT 19, E 13, E23F and E23h</p>	<p>Employment space provision (comprising B1 and B2 uses) has increased by 1,600sq.m (7.8%) from 4,833 sq.m to 6,459 sq.m. as compared from the previous proposal.</p>	<p>When employment space provision is examined in proportion to development on the RBK&C Site, it only accounts for 7.8% of the entire site (excluding parking). This is a small proportion of the site given that the entire site is currently designated in the UDP for employment use.</p> <p>Consequently the revised proposal has not resolved the issue with regards employment provision and remains contrary to the following policies contained within the RBK&C UDP and emerging alterations: STRAT 17 and 31 E 23a</p> <p>Also, the proposed development is contrary to the following policies contained within the Draft London Plan: 3B.2</p> <p>Overall – UNRESOLVED</p>

REASON FOR REFUSAL	MODIFICATION	RESOLVED/UNRESOLVED
London Borough of Hammersmith and Fulham		
<p>1. The proposed development is unacceptable in that it would result in an intensive form of development</p> <p>Contrary to Policies: H07, EN23A, EN31 and TN13 in the adopted Unitary Development Plan and the emerging UDP Alterations</p>	<p>The proposal increases the number of residential units on the Hammersmith and Fulham side from 255 to 444 units, representing an increase of 189 units (74%). This is, however, on a larger site area which has increased from 1.03ha to 2.07ha</p> <p>Densities for the Hammersmith and Fulham element of the proposal is, as follows:</p> <p>Current</p> <p>Site Area: 2.07 ha (excl. creek) Dwellings: 444 Habitable rooms: 1,699 Density: 215 dwllgs/ha 821 hrh</p> <p>Previous</p> <p>Site Area: 1.03 ha (excl. creek) Dwellings: 255 Habitable rooms (@3.8 rooms/dwelling): 969 Density: 248 dwllgs/ha 940 hrh</p> <p>Densities for the entire development is, as follows:</p> <p>Current</p> <p>Site Area: 3.6 ha (excl. creek) Dwellings: 866 Habitable rooms: 3424 Density: 240.6 dwllgs/ha 951 hrh</p> <p>Previous</p> <p>Site Area: 2.56 ha (excl. creek) Dwellings: 703 Habitable rooms (@3.8 rooms/dwelling): 2,742 Density: 275 dwllgs/ha 1,070 hrh</p>	<p>The new proposal only achieves a slight reduction in density from 248 to 215 dwllgs/ha and 940 to 821 habitable rooms per hectare. This scale of development exceed standards contained within the Draft London Plan (which allows up to 450 habitable rooms per hectare in locations just beyond 10 mins walk outside of town centres, or on a transport corridor, i.e. at a location similar to Lots Road, at best.</p> <p>Furthermore, the Draft London Plan identifies areas for intensification, growth and regeneration, which are to accommodate growth. Neither Lots Road nor any location nearby have been identified.</p> <p>The proposed 866 residential units represents a population influx of at least 1,750 people to the area (as predicted by the developer). No assessment of the ability (capacity) of local services and facilities to cater for the levels of demand generated by the development has been undertaken. This raises concerns over the quality and quantity of community services to provide for the anticipated population.</p> <p>We question as to whether a higher population would be achieved as the occupancy ratio used is 2 per dwelling where a more reasonable assumption would be 2.2 and possibly higher given that affordable housing tends to achieve higher occupancy rates. This would of course exacerbate the anticipated impact on local areas.</p> <p>Consequently the proposed development is contrary to the following policies contained within LBH&F UDP and emerging alterations: G4, G9, H07, EN 31, TN13, HO7 and S 2.1</p> <p>Also, the proposed development is contrary to the following policies contained within the Draft London Plan: 2A.6, 3A.26, 3C.1, 3C.2, 3C.14, 3C.16, 3C.20, 3D.2, 3D.3, 4B.1 and 5.7</p> <p>Overall: UNRESOLVED AND EXACERBATED</p>

209

<p>2. The proposed development is unacceptable due to its height, scale, massing, siting and relationship to existing development</p> <p>Contrary to Policies: EN8 of the adopted Unitary Development Plan and the emerging UDP Alterations</p>	<p>The height of the tower has been reduced by 11% (10 metres) although the same number of storeys is achieved (25). Additional large scale 11 storey development has been introduced adjacent to Chelsea Harbour</p> <p>Development is located very much closer to Chelsea Harbour. See 5th reason for refusal below for detail.</p>	<p>Height The towers remain the tallest buildings in the locality, and are 5 storeys higher; all other development is up to 20 storeys in height. Allowing this new height may set precedent allowing further additional high rise development in this location and also in other non-central and residential areas of London.</p> <p>Scale In terms of scale, the towers remain disproportionate to existing development in the area. Furthermore, the new blocks impose and overshadow existing development at Chelsea harbour, notably Admiral Court, The Quadrangle and The Chambers. Development on the entrance to Chelsea Harbour has not been scaled down. Overall no changes to the scale of development, and instead higher and more development is located adjacent to Chelsea Harbour.</p> <p>Massing The massing of the proposal has significantly increased as compared to the previous proposals – the introduction of new 11 storey development adjacent to Admiral Square has noticeably increased massing. Furthermore, no changes have occurred to development adjacent to the Creek. Materials used in the cladding of the Towers at Lots Road are now similar to those of the Power Station. This works to reinforce their bulk and dominance, especially when viewed together with Lots Road Power Station.</p> <p>Siting No changes have occurred to the siting of development as compared to the elements of the previous scheme. However, the proposal introduces additional to within 5m of Admiral Court (Chelsea Harbour), which exacerbates the siting issues in the original application.</p> <p>Relationship The finish of the Towers has been amended to include terracotta cladding, which relates to Lots Road Power Station. However, the design, massing and scale of proposed towers do not relate to any other adjacent existing development. The Thames Avenue proposals are of an entirely different design from surrounding buildings (including the Towers) and also employ different materials and finish. The Thames Avenue proposals are significantly higher than adjacent development. Their orientation is at right angles to the River Thames, entirely different to all other development in this location, which all face out onto the Thames. As such this element of the proposal does not relate to any surrounding development.</p> <p>Overall No significant changes to the original elements of the scheme. The new elements of the proposal increase massing and scale, and overshadow Chelsea Harbour even further.</p> <p>Consequently the proposed development is contrary to the following policies contained within LBH&F UDP and emerging alterations: EN31, EN8 and EN9</p> <p>Also, the proposed development is contrary to the following policies contained within the Draft London Plan: 4B.8, 4B.9, BR.23, BR.24, BR.25 and BR.26</p> <p>Overall result: UNRESOLVED AND EXACERBATED</p>
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<p>3. The proposed development is unacceptable in that it harms local views in particular from the riverside walk and Chelsea Harbour</p> <p>Contrary to Policies: EN9 and EN31</p>	<p>The height of the tower has been reduced, but only by 10 metres. In addition the roof profile of the towers has been altered.</p> <p>The materials used in the towers has been changed and now comprises pre-cast terracotta fins fixed to glazed curtain walling.</p> <p>Additional large scale development has been introduced adjacent to Chelsea Harbour.</p>	<p>Both towers remain significantly higher than surrounding buildings and remain particularly visible from both the riverside walk and Chelsea Harbour. Changes have been made to the roof profile of the towers, which now comprises only a half taper and half flat roof finish – this in our opinion, combined with the introduction of terracotta finish makes the appearance the towers heavier and increases their visibility.</p> <p>On the broader scale, the new 11 storey development adjacent to the Chelsea Harbour introduces significant additional massing to the river front.</p> <p>Overall, the design, massing and scale of proposed development remains entirely unrelated to surrounding built form which comprises of 2&3 storey terraces (on Lots Road and to the north) and 4&5 storey development at Chelsea Harbour. The proposal therefore, continues to have a detrimental impact, and in our opinion now has an even worse impact on local views.</p> <p>Consequently the proposed development is contrary to the following policies contained within LBH&F UDP and emerging alterations: EN31, EN8 and EN9</p> <p>Also, the proposed development is contrary to the following policies contained within the Draft London Plan: 2A.11, 2A.13, 4B.1, 4B.8, 4B.9, 4B.12, BR.23, BR.24, BR.25 and BR.26</p> <p>Overall result: UNRESOLVED</p>
<p>4. The proposed development is unacceptable in that the proposals for public open space do not comply with the Site Policy 22 in the UDP Alterations in that the open space should relate to the Nature Conservation Area of Chelsea Creek</p> <p>Contrary to Policies: Site Policy 22</p>	<p>New open space element has been introduced.</p>	<p>The new open space is located behind the Creekside development (which mostly follows its original alignment). Although we would like to see additional development located adjacent to the Creek, we accept that some open space is now linked to the Conservation Area by a footpath. We are not sure whether this approach accords with the original objectives of Site Policy 22 (as per Development Brief) but assume that policy issue has been resolved.</p> <p>Overall - RESOLVED</p>

31

7. The proposed development would represent a significant departure from the UDP without any reasoned justification	None provided by developer	<p>The Draft London Plan provides growth targets and identifies growth areas, areas for intensification and for regeneration. These do not include Lots Road Power Station or anywhere near it.</p> <p>The emerging UDP, subsequently revised to the refusal of the previous proposal, has not been amended to allow for large-scale development at this location. The site is still allocated for employment development.</p> <p>Thus the revised proposal is still a significant departure from the adopting and emerging UDP. It is a significant development that is not planned for within the emerging Draft London Plan and is thus contrary to Policy 3A.2</p> <p>Overall – UNRESOLVED</p>
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<p>5. The proposed development is unacceptable in that it would result in conditions prejudicial to the amenities of adjoining occupiers of Chelsea Harbour by reason of overlooking and loss of daylight due to the proximity, height and massing of the development.</p> <p>Contrary to Standard S3 and S13 of the adopted Unitary Development Plan and the emerging UDP Alterations.</p>	<p>Changes in relation to particular elements of Chelsea Harbour:</p> <p>The Quadrangle The proposed development reduces the gap between the Quadrangle and the proposed development by 4m from 20m to 16m. The proposal at this location is 30.5m high (8 storeys).</p> <p>The Chambers The gap between the proposed development and The Chambers has been reduced from 26m to 20m and the height of the proposed development has increased by 1 storey to 13 in total (40.8m high)</p> <p>Carlyle Court Proposal entails significant development within area of land left as open space by the previous application – and has thus brought 5 storey development (25m high) of built development much closer to Chelsea Harbour (from 90 metres to 20 metres).</p> <p>Admiral Court Proposal entails significant development within area of land left as open space by the previous application – and has thus brought built development much closer to Chelsea Harbour. The proposed development brings a block of built development to less than 5m from Admiral Court which comprises single storey (8.5 m high) development and runs the length of Admirals Court culminating in 14.5m block. Behind this, also parallel but 20 metres away from Admiral Court is another residential block comprising 5 storey (25 m high) development and culminating in a 11 storey block (40m high) on the River Thames.</p>	<p>Changes in relation to particular elements of Chelsea Harbour:</p> <p>The Quadrangle The gap between existing and proposed development has been reduced by 4m (from 20m to 16m) and the scale of proposed development is the same. Hence, the issues of overlooking and loss of amenity have not been resolved and in fact have been exacerbated.</p> <p>The Chambers The gap between existing and proposed development has been reduced by 6m (from 26m to 20m) and the scale of proposed development has been increased so that adverse impact on amenity has been made worse.</p> <p>Carlyle Court Previously, development was reasonably distant from existing buildings, whereas the current proposal brings a significant 25.9m high development to within 20m. The proposal, thus, creates an adverse impact where previously there was only a limited impact. Further, the new proposal is 20m closer to Admiral Court than the currently approved Chelsea Harbour Phase II development.</p> <p>Admiral Court The proposal brings a significant amount of development to within 5m of Admiral Court, a distance that is considered unacceptable by any planning standard. This removes any possibility of access to the backs of gardens and creates significantly adverse and detrimental impact on amenity. On the broader scale, beyond this single storey residential development, the 5 and 11 storey residential development is significantly closer to Admiral Court than the previous application. Further, this more distant block is 5m closer to Admiral Court and 1.1m higher than the currently approved Chelsea Harbour Phase II development.</p> <p>Consequently the proposed development is contrary to the following policies contained within LBH&F UDP and emerging alterations: S3 and S13 (particularly standards S13.1 and S13.2 in relation to loss of privacy.)</p> <p>Also, the proposed development is contrary to the following policies contained within the Draft London Plan: 4B.1, 4B.8, 4B.9 and BR.25</p> <p>Overall result: - UNRESOLVED AND EXACERBATED</p>
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32

<p>6. The proposed development is unacceptable in that it would, in conjunction with the development of adjoining sites, result in the generation of traffic over and above that which would adequately be accommodated on the existing highway network, creating adverse conditions impacting on highway safety. It is not considered that the measures indicated by the applicant to encourage greater public transport use are sufficiently robust or achievable to mitigate the increased congestion of the highway that would occur, or to demonstrate that the development would be acceptable in the light of objectives for the Borough's Air Quality Management Area.</p> <p>Contrary to Policies: TN13 of the Unitary Development Plan and the emerging UDP Alterations.</p>	<p>The attached report provides a full assessment of the Transport Assessment. Essentially, the changes to the proposal has been to apply a reduced car parking standard (0.75 per unit as opposed to 1). The amount of car parking in H&F has been increased from 240 to 296, representing an increase of 23% car parking spaces. Furthermore, additional commitment to contribute £1m to the development of a new train station.</p>	<p>The changes to the transport operation of the site are purely cosmetic. The car free housing, and the reduction in car parking elements (from 1 to 0.75 car parking space per unit) is in accordance with normal car ownership for an central location in London. Traffic generation is based upon this lower level of parking, rather than the actual number of units on which trip rates are normally based. Using normal techniques, we anticipate significantly more traffic than the applicants and thus congestion will be worse than predicted.</p> <p>The Green Travel Plan does not make adequate provision to cater for anticipated population of the site. Only two extra buses and hour are proposed but this would only be able to serve 5% of the developers anticipated population of 1,750. This population would require an additional 39 buses.</p> <p>Finally, we note that the predicted population for the site assumes an average household size of 2 per unit whereas the average household size is 2.2 and higher for affordable housing. This means that the developers may not have allowed for each possible journey.</p> <p>The development of the nearby Imperial Wharf Stage I has taken whatever spare capacity there was in the road system, hence any more is going to seriously impact upon the ability of the network to cope without real shifts in the mode of transport used by the residents. This situation will be exacerbated when Phase II comes forward without the new train station as was originally intended.</p> <p>See attached Draft Report: Assessment of Appendix H, for detailed analysis of the Transport Assessment of the proposals.</p> <p>Consequently the proposed development is contrary to the following policies contained within LBH&F UDP and emerging alterations: TN13.</p> <p>Also, the proposed development is contrary to the following policies contained within the Draft London Plan: 2A.6, 3C.1, 3C.2, 3C.14, 3C.16, and 5.7</p> <p>Overall – UNRESOLVED</p>
<p>7. No provision is made for the education of children residing in the proposed development in an area, which, due to existing commitments, will be deficient in school places.</p> <p>Contrary to Policies: CS8 of the adopted Unitary Development Plan and the emerging UDP Alterations.</p>	<p>No information of how scheme will effect or contribute towards the provision of educational within the Borough facilities.</p>	<p>No information has been provided thus assumed UNRESOLVED</p> <p>Consequently the proposed development is contrary to the following policies contained within LBH&F UDP and emerging alterations: CS8 and H8.</p> <p>Also, the proposed development is contrary to the following policies contained within the Draft London Plan: 2A.6, 3A.21, 3A.24 and 3A.26</p> <p>Overall – UNRESOLVED</p>

<p>8. The proposed development would not provide sufficient private open amenity space and playspace for the occupiers for the dwellings.</p> <p>Contrary to Supplementary Planning Guidance and Policies: Standard 5A and S7 of the emerging UDP Alterations.</p>	<p>Open space provision has been increased from 0.67 ha to 1.62 ha.</p> <p>EN23, EN23A and EN23B of the LBH&F UDP deal with the provision of new open space including children's playspaces. New open spaces should be appropriate to their location, size and needs of the local community. Provision of which is important where there is an identified deficiency, where it can contribute to the improvement of town centres and employment zones and where there is potential to enhance natural features of strategic importance such as the riverside.</p>	<p>The National Playing Fields Association Six Acre Standard advises provision of six acres of outdoor playing space per 1,000 head of population. With an anticipated population of 1,750 people, a minimum of 10.5 acres or 4.12ha is required to provide adequate outdoor playing space.</p> <p>Whilst we accept that PPG 17 now has removed the need for strict adherence to the Six Acre Standard we note that there is deficit of open space in the locality (within both Boroughs). PPG 17 reinforces the necessity of ensuring that whatever open space is secured, is of sufficient quality and quantity not only to meet the needs of future occupiers, but to serve the existing community.</p> <p>The open space provided comprises predominantly of hard standing ground (including elements such as Power Station Street) and is disaggregated, so that we are entirely unconvinced about the usability of the open space provided for informal recreation.</p> <p>Furthermore, an accurate quantification of private open space has still not been provided.</p> <p>Thus, the proposal still does not provide sufficient open space or space of suitable quality and is contrary to Standards 5A and S7.1A of the LBH&F UDP and emerging alterations.</p> <p>Overall: UNRESOLVED</p>
<p>9. The proposed development is unacceptable in that it does not provide sufficient affordable housing of an appropriate tenure and quality to meet the housing needs of the Borough.</p> <p>Contrary to policies: H05 and EN23B of the adopted Unitary Development Plan and the emerging UDP Alterations.</p>	<p>Proposal increases element of affordable housing from 35% to 50%. Location and design of proposed units remain similar.</p>	<p>The proposal meets the 50% standard of The Draft Mayors Plan. Although no details about tenure of proposed units are provided, these will be worked up with a housing association or similar and thus we assume that the policy issue is RESOLVED</p>

COLIN
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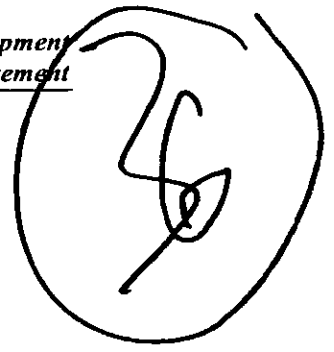
**CHELSEA HARBOUR
RESIDENTS ASSOCIATION**

**Assessment of Appendix H to the
Environmental Statement for the
Lots Road Power Station
Development**

Project No: 56662
August 2002

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PURPOSE OF REPORT

This report has been produced on behalf of the Chelsea Harbour Residents Association to assist them in their consideration of the development proposed by Circadian for the development of the Lots Road power station and land at Thames Avenue. Although it can be read as a stand alone document, it should also be read in conjunction with the comments made by CBP concerning the developments as they affect the two London Boroughs in which the development is located, in trying to meet the previous reasons for refusal.

1. INTRODUCTION

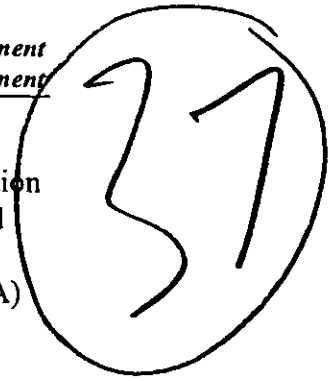
1.1 The previous planning application for the redevelopment of the Lots Road Power Station and adjoining lands was refused, amongst other reasons, because of the impact upon the existing road network. The RBKC gave the following reason for their refusal: -

“The proposed development, in conjunction with the development of adjoining sites, would be likely to result in the generation of traffic over and above that which could be adequately accommodated on the existing highway network, contrary to the provisions of the Unitary Development Plan and Proposed modifications thereto, in particular Policy TR39.

1.2 A similar reason for refusal was given by LBHF but with reference to the following: -

....existing highway network, creating adverse conditions impacting on highway safety contrary to Policy TN13 of the Unitary Development Plan and the emerging UDP Alterations. It is not considered that the measures indicated by the applicant to encourage greater public transport use are sufficiently robust or achievable to mitigate the increased congestion of the highway than would occur, or to demonstrate that the development would be acceptable in the light of objectives for the Borough's Air Quality Management Area.

1.3 The new planning application has resurrected the refused application but with changes to meet the concerns of the local population and the local authorities. In addition a larger area within LBHF at Chelsea Harbour has now been included, so making direct comparisons with the previous application more difficult.



1.4 There were also a number of shortcomings within the documentation produced by the applicant's consultants, which needed to be addressed further. This report will be looking at the Appendix H to the Environmental Statement as it relates to the Transport Assessment (TA) of the proposals.

1.5 The report is therefore set out using the same numbering system as the TA, so this introduction comments upon the introduction in the TA.

1.6 The introduction to the TA sets the level of residential development on the sites as being 870 units, 410 in RBKC and 460 in LBHF. This is similar to, though not exactly the same as, the Masterplan and description within the Environmental Statement, where 866 units are proposed. However for a TA the error is so small as not to make too much of a difference.

1.7 Paragraph 1.3 in the new document sets out the main changes to the proposals as a result of consultation with the two planning authorities. Briefly these are : -

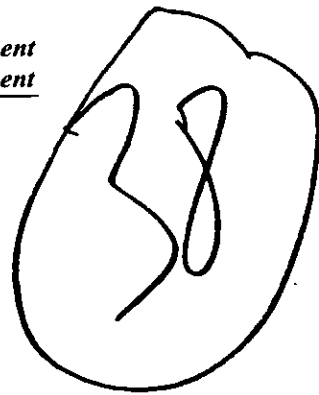
- Feasibility of providing proposed station at Chelsea Harbour to take 8 car trains.
- £1 million towards the WLL if station at Chelsea Harbour is a reality.
- Smaller number of residential units, with a proportion car free.
- 25% reduction in car parking spaces.
- Improving river bus services.

1.8 One point of interest, which has not changed, is that from the sample survey of people living in the local area, only 52% of households own a car. While this is possibly true for the areas to the north of the Lots Road Power Station, I have some doubts whether it is true for the Chelsea Harbour development.

2. PEDESTRIANS

2.1 The main changes to this section are the introduction of the Pedestrian Permeability concept through the site and the introduction of public open space. However these were included in the previous application, although nothing was made of them within the TA.

2.2 The major benefits would appear to be the completion of the Thames Walk along the site frontage, and increased use of the Chelsea Creek as a walkway to aid getting to the proposed Chelsea Harbour station on the WLL.



3. CYCLING

3.1 No changes from the previous TA.

4. RIVER TRANSPORT

4.1 A major plank in the proposal now being considered is the increase use that will be made of the riverboat services along the Thames. To assist in this, changes to the Chelsea Harbour pier will be undertaken with the consent of the owners. This is the only change from the previous application: i.e. previous application had a riverboat, but that was directly from Lots Road.

5. BUS

5.1 The two new items are the extension of the C3 service beyond Earls Court to Hammersmith and the provision of a totally new service from Sands End via Chelsea Harbour, Lots Road and along the Embankment to Westminster. This would reduce the journey times from the Lots Road area to Westminster by 10 minutes. This latter proposal has put the flesh to the previous proposals that just discusses an express type service along the Embankment.

5.2 In addition to the above the developers are proposing to provide parking for two community buses, probably operated by Kensington and Chelsea Community Transport. There is no mention of providing the buses for the community however.

5.3 The actual modal split of the residents and the visitors to the site has not been investigated. The only analysis undertaken has been into the traffic impact, see section 8 below. It is possible that the total number of trips which could and will be made by public transport are more than the improvements being proposed. See also 9.1 below

6. UNDERGROUND

6.1 No additional matters proposed.

39

7. RAIL

7.1 The main changes to the public transport element of the proposals appear to be contained within this section. The two improvements being considered are : -

- Undertaking a feasibility study into doubling the size of the proposed Chelsea Harbour station to accommodate eight-car trains.
- Provide £1 million towards WLL improvements when the proposed Chelsea Harbour station is constructed.

There is no indication as to what sort of improvements this sum of money will pay for. Although there is the comment in the TA at paragraph 7.11 "Therefore the WLL improves access to the combined development but it is not essential", one begs the question why pay for improvements?

8. HIGHWAY NETWORK

8.1 There appear to be no differences between this section and the previous application, although there is a change to the way in which the generated traffic is calculated, especially with the change in emphasis of the tenure of the residential units.

8.2 To help provide a better picture of the way in which the traffic around the area is managed, further traffic counts were undertaken in May 2002 and a rat running survey of Lots Road in May 2001 has been included in the TA.

8.3 The traffic counts undertaken in May 2002 also looked at the queue lengths at the four junctions of :

- Lots Road/Kings Road
- Lots Road/Cremorne Road
- Gunter Grove/Kings Road
- Edith Grove/Kings Road.

40

8.4 However, the queue surveys are not included in the TA, although they appear to have been incorporated in the TRANSYT analysis contained in Appendix H. The comparison being between the modelled queues and the observed. However without the actual queue survey, no real comment can be made. One can only assume that the queue lengths were not very complimentary to the existing situation for part of the time of the survey.

8.5 The latest TA suggests that the residential trip rates have been agreed with the TfL (Transport for London) as representing a realistic basis for assessing the impact of traffic generated by the development on the surrounding highway network. However, there are a number of reservations held by CBP about the way in which this has been undertaken in Appendix F.

- The analysis undertaken is similar to that in the previous TA in that the same residential sites are used. Again the rates looked at are an average of the sites investigated, which means that there is a 50% chance that they are going to be exceeded. It is more usual practice to choose a rate that is at the 85%ile level so that there is less chance of being wrong (15% rather than 50% with the average) and therefore a more robust case is made.
- However, not only has a low trip rate been used, but there is also a large reduction in the calculated trip rates (between 30 and 40%) for the possible increased use of buses. This reduction is made without any justification at all, or indeed how it has been calculated.
- Looking just at the car parking that is available, to calculate the total car trips, further compounds this. The trip rates used are based upon the number of units in a development, not the number of cars available or the numbers of car parking spaces. There is already a reduction in the overall car trip rates to take the level of car ownership into account, which is why one usually chooses sites with similar characteristics, especially car ownership, or make some allowance for any difference.
- The development is being looked at as having a car ownership of 75%, which is probably in keeping with this sort of development anyway. This 75% relates to the 656 units with cars and the 205 without. It must be remembered however that the local survey undertaken by the developers referred to a car ownership of just 52%. If the traffic generation figures refer to developments where this is the case, then the actual traffic generated should be 50% higher based on the full 870 units and not just the 665 parking spaces.



8.6 To look at a worst case scenario the original trip rates should be used not the reductions for public transport improvements. Then these rates should be against the 870 units, and the higher car ownership expected for the development. This would mean that the flows in the TA should be some 2.85 times higher in the morning peak hour (a total flow of 300 cars) and 2.71 times higher in the evening peak (a total of 233 cars). Even taking this into consideration, the traffic generated by the site would still be an underestimate as the base rate per unit is low.

8.7 These calculated traffic figures above and those contained in the TA would take into account the taxis used by the non-car-owning households or those that choose to use a taxi rather than their own car. There is no need to look at these separately. However even if considered separately, there is no way that the 214 units are going to give rise to just 2 trips in the peak hours. This is equivalent of just one taxi in the morning and one in the evening. It is like saying if the whole development were to be car free, there would only be four taxis used in the peak periods to cater for 870 units, or some 1750 people (paragraph 10.1 of the TA).

8.8 One area that again has not been looked at is the actual requirement for, and usage of public transport. The Transport Assessment should look at the total personal trips that would be expected to be made by the residents and visitors to the commercial elements. From this could then be extracted the vehicle trips, the walk trips and the public transport trips. The TA does not look at the numbers of people using public transport. It is possible that these could be in excess of the increase in public transport being proposed.

8.9 The TA is therefore very deficient in the way in which it has set out the traffic impact, and non-existent in the way in which it looks at public transport patronage.

8.10 The development is putting great store in its travel plan and other methods of reducing the use of the private motor car. Yet it does not give any figures to show the extent of patronage, or that it is sufficient to meet the needs of the proposed residents or workers on the site.

8.11 This section in the TA also looks at the impact of the generated traffic on the highway network. As the traffic generated by the scheme has been seriously understated, the likely impact of the traffic on the road network is going to be more severe. The comment in the TA at paragraph 8.41 where it states that the traffic generated by the development will have a negligible effect must be seriously questioned.

42

8.12 Mention has been made above about the level of car parking being provided as part of the application. Great store has been placed on the reduction in car parking, such that the level now being proposed is .75 spaces per unit. As 1 space per unit was proposed previously, the applicant says there has been a reduction in car parking of 25%. However, the car parking has now been provided more in keeping with the sort of car ownership that would prevail in such a development. So the actual numbers of vehicles being parked on the site has not changed.

8.13 It has become more prevalent in London to construct flats and car parking and for residents to lease a space if they require it. The level of provision being about the 70 to 75 percent mark.

8.14 The traffic from the commercial element of the proposals has also been calculated on the availability of car parking, and in some cases assumed to be nil as those visiting the uses are local to the uses. This will inevitably lead to an underestimate of the trips.

9. GREEN TRAVEL PLAN

9.1 It is admirable that the development has a green travel plan, however there is no indication of the anticipated reduction in the use of the private motor car, or how it is going to be achieved. Neither is there any indication that the proposals are sufficient to actually handle the numbers of people who will want to use them. 1700 people are expected to live within the development and if they all wanted to use a bus, whose capacity is 44, they would require a fleet of 39 buses. An additional two buses per hour on the C3 hardly seems sufficient.

10. IMPERIAL WHARF

10.1 This particular development is only mentioned in passing within the TA, but it is important in the strategic sense. This was set out very succinctly within the Committee Report to Hammersmith and Fulham, particularly in paragraphs 5.46 to 5.49, and paragraph 5.53 of the report. The consensus being that the Kings Road area of the LBHF is heavily congested, not only at peak periods. LBHF took the view that the Imperial Wharf development was going to exacerbate this situation, but were prepared to accept the proposals as the traffic disbenefits needed to be weighed against the regeneration of that site, and the construction of a new railway station.

43

10.2 Phase 1 of the Imperial Wharf is being constructed and will therefore add to the congestion on the main roads in this part of London. Any other major developments which are going to add to this traffic should be opposed. It is now likely that Phase II of Imperial Wharf proposals will be going ahead before the railway station is constructed. This will inevitably lead to more congestion in the area as this new traffic is not being mitigated in any way.

10.3 It is therefore essential to safeguard the environment of the Chelsea Harbour/Lots Road area that the barrier in Townmead Road is maintained for its present use and not removed under any circumstances.

11. CONCLUSIONS

11.1 The Transport Assessment produced by Symons on behalf of the developer of Lots Road and adjoining sites is seriously deficient in the way in which it has looked at its transport impact. It has concentrated on the trips by private motor car and used trips rates that are substantially lower than they could be. There is no serious investigation of the overall impact of the proposals, including modal split, and how they are to be mitigated.

11.2 The use to be made of public transport has not been investigated, yet the proposals rely on it and the possible green travel plan to reduce the private motor car trips to minuscule levels. The report suggests 105 car trips in the morning peak period with a population on site in the region of 1750. This number of people would require about 40 buses in order to move them.

11.3 The analysis should have concentrated on people trips and then looked at a multi modal method of moving them around the locality. This would then have shown just what public transport improvements would be necessary in the area.

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Sir Ralph Halpern
Chair
Chelsea Harbour Residents Association
16 Admiral Court
Chelsea Harbour
LONDON SW10 0QL

17th July 2002
ref CHRA-15

Dear Sir Ralph,

Planning Applications submitted May 2002 by Circadian (CH) for Lots Road: Site A (north of Chelsea Creek) and Chelsea Harbour Phase 2 plus LUL land: Site B (south of Chelsea Creek)

I refer to my last e-mail and various attachments. I have not heard back from you on these drafts and now enclose:

1. A copy of the proposed objection to Circadian's Site B proposals.
(This has been slightly modified, mainly to read more easily)
2. A copy of the submission supporting Circadian's proposals to upgrade the old Chelsea Harbour designs.
(An important correction has been made in paragraph A. The four 'un-built' blocks used to contain a total of 70 dwellings, not 176 as per the previous draft. I do not know whether the Circadian modifications have increased this number.)
3. A 'hard' copy of my original letter of 12th July
4. Press announcements concerning the draft London Plan and Hammersmith & Fulham's Thames Strategy.

Items 1 & 2 (and a copy of this letter) have also been e-mailed today. Please substitute these revised documents for those previously issued.

I hope that you have sufficient documentation to satisfy the Residents' Meeting on Thursday, and to submit the necessary objection by the end of July.

I suggest that when the CHRA submits their objection/submission you also send a copy to interested/involved Councillors, Kensington & Chelsea Planning Authority and other Resident's Groups.

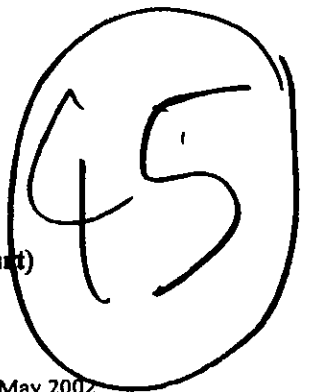
Please let me know what action is taken.

Yours sincerely,

Brian Falk
Falk Associates Ltd.

Chelsea Harbour Phase Two**PLANNING APPLICATIONS submitted by Circadian (CH) Ltd.****LB Hammersmith & Fulham ref: 2002/1388/P and /1389/P (Commodore Court)****2002/1374/P and /1379/P (Quadrangle)****2002/1381/P and 1382/P (Fountain Court)****2002/1386/P and /1387/P (Thames Point)**

submitted to LB of Hammersmith & Fulham by Circadian (CH) Ltd. May 2002

**SUBMISSION ON BEHALF OF THE CHELSEA HARBOUR RESIDENTS ASSOCIATION.**

ref. CHRA-012

Chelsea Harbour Residents Association (The Association) represents and acts for the great majority of the 303 households making up Chelsea Harbour Phase One. This submission has been approved and is submitted on behalf of Association members and should be recognised in any report to Hammersmith and Fulham's Planning Committee not as a single but multiple objections representing the views of a large majority of the residents of Chelsea Harbour.

- A. The developer Circadian (CH) Ltd. has submitted proposals that update the original plans for the four uncompleted original Chelsea Harbour blocks, comprising 52 flats and 18 houses. These are Commodore Court (which is a repeat of Admirals' Court), The Quadrangle (which repeats in obverse and completes the design of the Quadrangle), Fountain Court and Thames Points. As with the existing Chelsea Harbour buildings, each of these blocks contains, within its own curtilage site, the necessary car parking for each of the dwellings.
- B. The CHRA fully supports these planning applications for the following reasons:
 - 1. The existing Chelsea Harbour density of development and occupation is maintained and complies with the requirements of the adopted and draft Unitary Development Plans.
 - 2. Traffic generated by the proposals can well be accommodated within and without the development.
 - 3. The new buildings have been designed to relate to the existing. Those Borough residents who purchased flats abutting the site of Chelsea Harbour Phase Two relied on the continuity of Planning Authority applied controls and requirements when investing in their new homes.
 - 4. The existing public access to the riverfront and walk is maintained, as is the avenue of recently protected trees.
 - 5. No additional load is placed on Borough services over those considered and accepted in the original planning consent of 1986.
- C. The CHRA welcomes these four amendment applications and requests that they be granted approval, and that the Planning Authority will express their preference for these blocks to complete the Chelsea Harbour estate broadly as originally intended and designed.

**Chelsea Harbour Phase Two****PLANNING APPLICATION submitted by Circadian (CH) Ltd.****LB Hammersmith & Fulham ref: 2002/1366/P and /1368/P****SITE B: South of Chelsea Creek**

submitted to LB of Hammersmith & Fulham by Circadian (CH) Ltd. in May 2002

OBJECTION BY THE CHELSEA HARBOUR RESIDENTS ASSOCIATION.

ref. CHRA-014

Chelsea Harbour Residents Association (The Association) represents and acts for the great majority of the 303 households making up Chelsea Harbour Phase One. This objection has been approved and is submitted on behalf of Association members and should be recognised in any report to Hammersmith and Fulham's Planning Committee not as a single but multiple objections representing the views of a large majority of the residents of Chelsea Harbour.

The Association's objections to Planning Applications 2002/1366/P and 1368/P are set out below in bold type in paragraphs H, I, L, M2, M4, M6, M9, M12, M14, M16, M18, M21 and N22a to j (which restate their objections to Circadian's previous refused application and which still apply.)

- A. The developer Circadian (CH) Ltd. has submitted new proposals for undeveloped land north and south of Chelsea Creek; that to the north being referred to as Site A (located in the Royal Borough of Kensington and Chelsea), that to the south as Site B (located in the Borough of Hammersmith and Fulham). Site B contains the original Phase 2 site of Chelsea Harbour and other lands previously in the ownership of London Underground Ltd. This objection relates primarily to the Site B proposals for the old Chelsea Harbour Phase Two. The Association has commissioned Colin Buchanan and Partners to prepare submissions on their behalf relating to the Site A proposals and the more general overall planning issues raised by the combined proposals. Those objections and this document need to be read in conjunction.
- B. Sites A and B are completely new applications. They should not be viewed as amelioration or content reduction of previously rejected applications (submitted to Hammersmith and Fulham under the reference 2001/2933/P) but must be compared to the policies approved under the adopted and revised UDP, the existing planning consent for Chelsea Harbour Phase Two and measured against the reasons underlying the planning refusal of the first Circadian scheme.
- C. The proposals for Site A and Site B form a single design. It would be improper for one Authority to approve their element of the project without the agreement or comment of the other. The Planning Authority is urged to establish a joint working group with Kensington and Chelsea to consider and decide the two applications as one.
- D. The Circadian proposals leave much of the environmental and transport mitigation to future Section 106 negotiations. These are intended to take place after planning consent, or a 'minded to approve' decision is reached. Yet, the Section 106 provisions are vital to any such decision. The Planning Authority is urged to determine the Section 106 requirements before any planning decision, tentative or final.
- E. 'Private' Section 106 negotiations between the Authority and the Developer disenfranchise local residents who have no rights of consultation. Any agreement reached, usually involving large amounts of money, has the appearance of being political inducement sealed in a closed 'smoked-filled rooms'. The Section 106 mitigations will

underwrite and are an essential part of the Circadian planning proposals. The Association wishes to be involved and/or consulted in such negotiations especially where they deal with transport, community facilities, legal agreements (their implementation and policing) forbidding car ownership and the type and location of social housing as part of their estate.

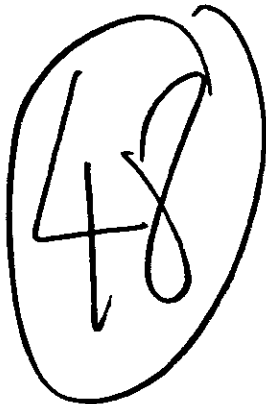
- F. The Planning Authority has set an extremely short time for consultation. They require comment by the end of July, virtually only three weeks since the application documentation has been made available. Also, three new important planning strategies have been recently published, the Inspector's recommendations on Hammersmith & Fulham's revised UDP, Hammersmith & Fulham's own policy document: 'The Thames Strategy - Kew to Chelsea' (published June 2002) and the recent draft London Plan: Draft Spatial Development Strategy for Greater London. (published June 2002). Further time is needed to absorb the recommendations included in these documents and relate them to the Circadian proposals.
- G. Circadian has provided copies of their drawings and Environmental Assessment. Unfortunately, the various Appendices to the Environmental Assessment were omitted. These are essential if the claims in the environmental assessment are to be validated. The appendices will be so detailed and complex that they will take time to review. If they are only available for study at the Planning Authority offices, even more time is required. Until these appendices are generally available, the Circadian submission is incomplete as are comments on those proposals.
- H. The Association objects to the proposals for Site B and their planning impacts being considered in isolation for the adjacent proposals (Site A) in Kensington and Chelsea and recommends that the two Boroughs jointly consider and decide on the two applications.
- I. The Association considers that it has been given insufficient time properly to consider these detailed proposals, stresses that these objections are preliminary and asks to be given the opportunity to submit a more detailed submission when full details of the applications are made available and before Borough Officers' planning reports are drafted and planning decisions reached.

The Site B Proposals

- J. Applications 2002/1366 and 1368/P need to be compared with the original approved scheme for Chelsea Harbour Phase Two, which satisfies the density provisions of both the old and modified Borough Unitary Development Plans, and not assessed as an improvement (if that is what they are claimed) on Circadian's previous submissions.

Table 1: Site B accommodation compared with approved content.

Use	Chelsea Harbour Phase Two as approved	Circadian Site B Application 2002/1366 and 1368/P	Increase in accommodation over approved scheme
Site Area in hectares	0.87ha	1.9ha	
Residential (private)	70 dwellings 18 houses 52 flats	222 dwellings	plus 152 dwellings
'Affordable' dwellings (part equity share, part social rental)	(No affordable units)	222 dwellings	plus 222 dwellings
Habitable rooms	246hr	1,669	plus total: 374 extra dwellings plus 1,405



Density (hrha)	282 hrha	894 hrha	Density increased three times
Density controls: UDP LPAC SRQ Study GLA PPG	350 hrha 500-700 hrha 650-1,100 hrha up to approx. 200 hrha		
Parking Places: Private:	177 spaces* (2.5 per dwelling)	276 places (1.56 per dwelling)	plus 120 places
Affordable	-	20 spaces (0.9 per dwelling)	
Other Uses		Management offices Gym, shop, surgery	
Open Space		River Walk and Park Zone:	
	River Access & TPO tree avenue	River Access & TPO tree avenue removed	
Built Area	11,212m ²	?m ²	?m ²

*Commodore Court 55, Thames Point 24, Fountain Court 24, Houses DD/EE 24, Quadrangle 74

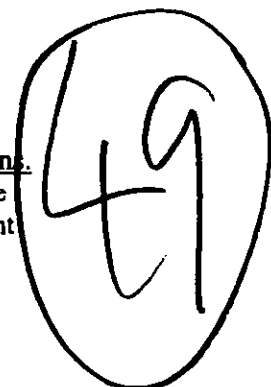
- K. The Association submits these objections to the Applications 2002/1366 and 1368/P in order to place its views before the Planning Authority within the imposed time limit. In doing so it must not be taken that that the Association would support the Site B application should modifications be made to meet their specific objections listed below. The Association believes that there is no way in which a satisfactory development can be achieved at the high densities required by the developer. Its original and extensive objections still apply, and the adverse impacts on transport, environment and social facilities are unacceptable.
- L. These new proposals in no way meet the criticisms or discharge the objections given for refusal of the Circadian's previous scheme. The Planning Authority's reasons for refusal still apply to the Site B proposals, which the Association trusts will also be refused.

The Association has specific and general objections to the Site B proposals:

M. Specific Objections

Impact of Blocks HF5 & 6 on Admirals' Court

- These six storey and nine to eleven storey buildings, built on a semi-basement undercroft, have a triple adverse impact on Admirals' Court.
 - Even with Block HF6 staggered from four to six stories, it creates a wall of flats over-looking town houses. There will result considerable overlooking and thus loss of privacy. Overlooking is exacerbated by the removal of the double line of protected trees.
 - Block HF5 is so located as to virtually totally block river views from the houses forming the northern flank of Admirals' Court.
 - The five single storey apartments, or servants' quarters, are placed far too close to Admirals Court creating cramped private open space and a potential wind corridor.
- The Association require both HF5 and HF6 further reduced in height and not to exceed five stories, and for the existing river views from Admirals' Court to be preserved. The five single storey apartments should be deleted or moved nearer block HF6 so as to retain the existing public footpath and tree avenue.



- Location of entry to 276 space undercroft car park opposite Quadrangle habitable room.
3. The sole entry and exit from the car park serving all Site B is placed opposite habitable rooms on the north flank of the existing half of the Quadrangle. There will be a constant noise nuisance.
 4. The Association requires the car park entrance to be moved round the corner to the east so that it is approached directly off the new access road under the north-west flank of Block HF7, where it will not cause noise nuisance to Quadrangle residents, nor to new dwellings in Site B.

- Junction of new access road with Chelsea Harbour entrance
5. The proposed new access road leading into Site B and running behind (east of) Blocks HF9 to 12 has an extremely clumsy and traffic-awkward junction with Lots Road at the entry to Chelsea Harbour. It is probable that traffic numbers using this junction will more than double. It is essential that the junction be better and more designed. It must be safe to use and accommodate both vehicle movements and, more importantly, protect pedestrians who enter Chelsea Harbour from Lots Road.
 6. The Association do not wish any scheme to be approved that does not satisfactorily resolve the design of this pedestrian and vehicular junction.

- Demolition of Public footpath leading to the riverwalk
Demolition of the Avenue of Trees subject of tree preservation orders.
7. The Association does not understand how a sensitive urban designer such as Farrell and Partners can propose the 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. This attractive 'soft landscape' feature is now much liked, a community feature, and as such has been recognised by the Borough in its issue of tree preservation orders.
 8. The removal of this public asset that is an integral part of the existing landscape and open space of Chelsea Harbour is solely to allow the building of five single storey, single room (servants') quarters and provide private over-large courtyard gardens for the five ground floor flats of Block HF6
 9. The Association require these five single storey single room dwellings to be deleted, the HF6 gardens reduced in depth and the public river access and tree avenue to be retained.

- Linkage of Site B roads with Chelsea Harbour estate roads.
10. Chelsea Harbour roads are private roads where no parking is permitted and traffic kept to a minimum by reason of judiciously located entrances to the parking undercrofts. The proposals for Site B provide a linkage with the Chelsea Harbour roads at Block HF7 and, in the Environmental Statement, a ring service road that connects Site B access with Chelsea Harbour Drive.
 11. The road that passes around the new Site B Oval Garden provides a further vehicle loop through the Chelsea Harbour estate.
 12. The Association objects to their estate roads being used to accommodate Site B traffic; and will press for the linkage at Block HF7 to be sealed off and for a barrier at the entrance to the Oval Garden that will only permit passage of refuse and emergency vehicles. These new barriers will be built on Chelsea Harbour's own land and be outside the control of the owners of Site B. The Association thus believe

that the access road network proposed for Site B is unworkable and should be modified to allow both access and egress along roads within its own curtilage.

Height of Block HF1

13. The height of Block HF1 varies. On drawing LRTW-3 it is shown lower than on LRTW-4. On the former, it is about a storey lower than the Chelsea Harbour Belvedere, on the latter about equal in height. Other plans indicate 29 stories on one drawing and 25 on another.
14. The Association believes that Block HF1 is too high. It should not seek to compete with the Belvedere, and in the broad sweep of urban design would sit better both with its tall neighbour on Site A and with Chelsea Harbour, visually and in massing, if lower in height.

Impact on Borough Services and Facilities

15. There is little assurance in the proposals that the increased impacts on Borough Services and facilities can adequately be met. An internet shop provided to reduce or substitute for shopping trips is farcical, unproved and uncoded. There appear to be no proposals to meet the extra educational loads; there is no provision for a playing field or ball sports. The proposed doctor's surgery is inadequate. Space needs to be provided for a full health centre.
16. The Association recommends that no planning consent should be granted until the impacts of the proposed development are quantified, and proposals made that satisfactory accommodate the extra impacts on Borough services and facilities.

Design and external materials of affordable housing

17. There is insufficient detail or undertakings given as to the external elevations of the affordable housing and the quality of material to be used. The affordable housing forms one side of the main entrance to Chelsea Harbour and should reflect and mirror the materials there used. Affordable housing, according to Government advice, should also be provided in smaller groups around the development, not lumped in one location up the Creek.
18. The Association would like to see external materials and details of the affordable housing match and accord with those used in Chelsea Harbour.

Parking for Affordable Housing

19. Only 20 car-parking places are proposed to serve 222 affordable dwellings. This is insufficient to cater for visitor parking, and envisages that no occupant of an affordable dwelling will own, or wish to own, a car or motorbike. Provision for motorbikes is non-existent. Any vehicles owned by families in the affordable housing will inevitably be parked in surrounding streets. As Chelsea Harbour private roads are kept free of parked cars, it is the public streets of the surrounding neighbourhood that will be most affected; although the managers of Chelsea Harbour will be in constant battle to maintain the traffic-free quality of the estate.
20. It is claimed that only those families undertaking not to own cars and motorbikes will be permitted to occupy the affordable housing.
21. The Association wishes to know what controls will be exerted on the part-equity owners of the affordable housing and on Housing Association tenants to ensure that they own no cars or motor-cycles and, more important, how the authorities responsible will enforce such a restriction effectively and swiftly. Until such controls and restrictions are made known and can be judged effective, the

Association believe the parking provision for the affordable housing is totally inadequate (especially in an area of such poor public transport services), and a major reason for refusing the application.

N. General Objections

22. Circadian's Site B proposals, compared with the refused planning application, reduce development overall by only 20 dwellings, or 4.3%. Therefore, the majority of the Associations previous grounds of objection dealing with excessive density, lack of transport facilities and non-compliance with statutory planning documents continue to apply and are repeated below:
- a. The Association objects to the abandonment of provisions of the adopted and recently reviewed and deposited Hammersmith and Fulham Unitary Development Plan being set aside; also, that such action would negate requirements for broad public consultation on so radical a change in planning standards.
 - b. If recent planning guidance is taken by the Planning Authority as superseding due statutory process, the Association objects to (the) planning application on the grounds that it attempts to benefit from guidance on increased densities without meeting the indispensable and required matching requirements of that guidance; i.e. that increased densities can only be justified if within walking distance of an effective and established transport hub.
 - c. The Association objects to the excessive content of the ... proposals and specifically those for Chelsea Harbour Phase Two. The over-development of the application site is an extreme example of town-cramming. It is the root objection from which stem most other objections. The Association objects to the excessively high density proposed ... and to the sharp difference with that of Chelsea Harbour as built.
 - d. The Association objects to the lack of a Planning Authority required housing capacity study, which it urges Hammersmith and Fulham to prepare before dealing with or assessing either of the Circadian applications.
 - e. The Association objects to the content of the ... application on the basis that the increase in transport demand will overwhelm the limited public transport facilities; and that the developer funded 'Green Plan' proposals are palpably inadequate.
 - f. The Association recommends that the Environmental Impact Assessment is extended to deal with the impacts of the proposal(s) on Borough social and amenity facilities and especially the provision of school places and how these are to be managed and mitigated.
 - g. The Association suggests and requests Hammersmith & Fulham, in association with the Royal Borough, to commission on behalf of themselves and affected residents in the general vicinity, a transportation review of the proposals ... from an independent and reputable transport consultant.
 - h. The Association requires ... main cycle paths, to be identified on the application drawings so as to ensure there is no conflict with existing pedestrian routes.
 - i. Although the amount of share equity and social rented housing is now identified the Association objects to the application on the basis that there continues to be inadequate information on the quality, type and management of the affordable housing; and that these factors are essential to a successful proposal and should be an important element of the planning statement.
 - j. The Association wish to be consulted on the content, timing and detail (excluding the costs of the undertakings) of any Section 106 Agreement before any planning consent or 'minded to agree' decision is issued.
23. The key issue is that high densities are only acceptable where there is easy access to good transport facilities, a so-called transport hub. The greatly increased local population of Imperial Wharf was 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; and thus there is no way in which high density development, and all that hangs on it, can function or even be justified.

24. The Association asks that applications 2002/1366/P and /1368/P be refused.

52

Analysis

Is the plan beyond our Ken?

Will the mayor's plan for London deliver what it promises? **Mario Donati** looks at the content

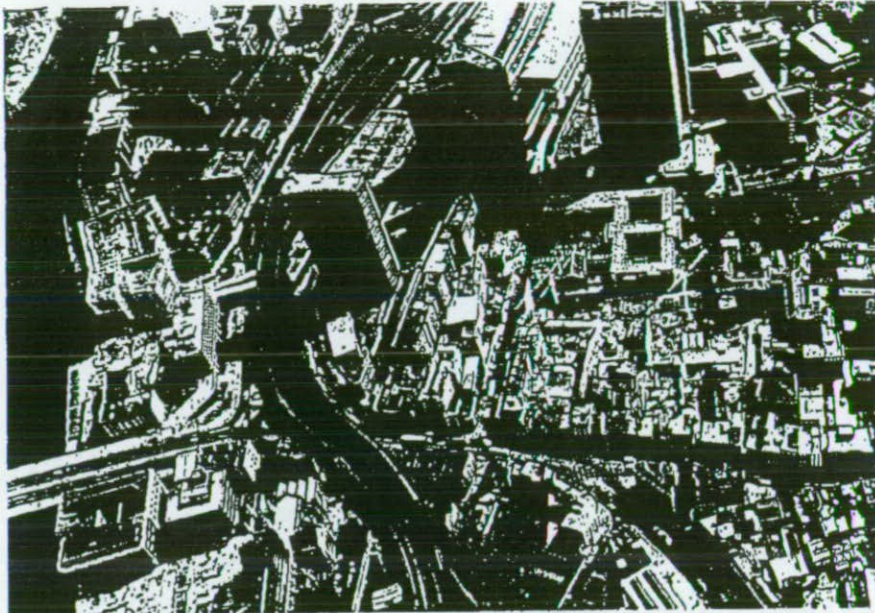
Two years after being elected mayor of London, Ken Livingstone has produced a plan outlining a vision to shape the capital's economic, social and environmental development over the next 20 years.

The draft spatial development strategy, or London Plan, is intended to provide a framework to integrate the mayor's other strategies and make the capital "an exemplary, sustainable world city". The plan aims to help London deal with a population growth of 700,000 by 2016 without spilling into the green belt. It is also seen as an opportunity to tackle more specific issues facing the capital, including the housing shortage and social and economic exclusion.

The plan is one of the most important planning documents to emerge since the government's green paper and its daughter documents were published at the end of last year. But despite a general push towards more concise and streamlined documents, the mayor's effort runs to more than 400 pages. Apart from this, its overarching aims seem to be in line with wider plans for the planning system's reform.

My vision is to develop London as an exemplary, sustainable world city, based on three interwoven themes: strong, diverse long-term economic growth; social inclusivity to give all Londoners the opportunity to share in London's future success; and fundamental improvements in London's environment and use of resources," Livingstone says. The vision will be achieved by making the most sustainable and efficient use of space, improving transport and making London a better designed, greener city.

High on the priority list is the capital's housing crisis. The mayor wants to see higher-density development, particularly around areas with good access to public transport, to deliver at least 23,000 homes each year. The target is to be reviewed within three years. Boroughs reviewing unitary development plans are urged to include targets as a minimum and are



The bigger picture: proposals include making London a better designed and greener city



Home front: plan aims to ensure key workers are not priced out

urged to push for more.

Livingstone also wants to ensure that those on low to medium incomes, including key workers, are not priced out of the property market. He proposes that half of new houses in two-thirds of London boroughs should be affordable, and has made it clear that he also expects commercial developments to contribute to social housing.

Around £150 million in public subsidy each year will be needed to achieve these targets, leading some to worry what Livingstone will do if he does not get the cash. But the mayor rebuts claims that his housing strategy could be hamstrung from the outset.

"After discussions with Lord Falconer before, and now Lord Rooker, I am very optimistic

about getting the money," says Livingstone. "I have not the slightest doubt that the government has woken up to the fact that we have to get London right for the benefit of the whole country. I expect to have tied up the funding for housing and transport in the next year."

The plan also aims to integrate development and transport infrastructure like never before. Public transport targets say capacity must go up 40 percent, with new developments near existing transport nodes or accompanied by appropriate transport infrastructure schemes. Livingstone is also confident that Crossrail Lines 1 and 2, Thameslink 2000 and three new river crossings will open public transport access across the capital.

The rail links are central to supporting regeneration in east London and the Thames Gateway, identified in the plan as priority areas for development. The mayor says that almost a third of the city's new homes should be developed there, along with 40 per cent of new jobs up to 2016. The "opportunity areas" where development should be focused include Bishopsgate, Whitechapel, the Isle of Dogs and Stratford.

The plan also pinpoints Paddington, Waterloo and London Bridge as potential sites for clusters of tall buildings or stand-alone skyscrapers. But the mayor is also keen to protect the capital's skyline, and lists strategic views or "panoramas" to be protected in a detailed annex to the plan.

Livingstone also rejects claims that the plan is a "blank cheque" for developers or that it is too reliant on government pushing millions into it. "Yes, industry and commerce will benefit, but the *quid pro quo* is that more jobs will be accessible to those left out in the past 25 years," he says. "The City and financial insti-

'I expect to have tied up the funding for housing and transport in the next year'

tutions are eager to get involved because they will be guaranteed success."

London's leading campaign groups will be scrutinising the plan to ensure that it lives up to its billing as an environmentally friendly strategy. The Sustainable Greater London Authority Coalition, which includes Friends of the Earth, Transport 2000, the Council for the Protection of Rural England and the Royal Society for the Protection of Birds, says it will judge the plan against a set of sustainability tests.

"The London Plan is a crucial long-term strategy and it will affect every Londoner and visitor," says coalition chair Paul de Zylva. "What it says will decide whether London gets its act together and starts reducing environmental problems that blight all Londoners' lives or if it will be more of the same unsustainable development."

The plan will now be the subject of a three-month consultation exercise. The responses will be considered by a government appointed panel reporting to the mayor, who will organise an examination in public early next year to ensure that the plan is in line with other strategies for London and government policy.

When the final report is published late next year, it will be the first statutory strategic plan prepared for London for almost 20 years, replacing regional planning guidance. The 32 boroughs' local plans are expected to be in "general conformity" with it. The mayor believes that the plan is necessary to reflect the changes in the city which have occurred over the 16 years since the end of an elected government for London in 1986.

"Londoners have been paying the price for having no strategic development plan and there has not been enough action to combat the polarisation of wealth or promote social cohesion," says deputy mayor Nicky Gavron. "Now, there is a mutuality of interest between the mayor and Tony Blair. The plan represents an opportunity for putting the government's regeneration policy into action on a large scale." *The draft London Plan: Draft Spatial Development Strategy for Greater London is available from the Greater London Authority (tel) 020 7983 4100 or can be viewed via www.planning.haynet.com*

Irish cabinet post for rural home fan

By Anthony Garvey

Minister of the Environment, Noel Dempsey, has been promoted from a junior ministry to a cabinet post in the new Irish government. The announcement came from Taoiseach Bertie Ahern, following his recent return to power.

Fáilín Ó Cuív, a grandson of the late President Eamon de Valera, becomes minister for the Gaeltacht, rural and Gaeltacht areas, a new portfolio. As he is from a Gaeltacht-speaking area of the west, it would seem an obvious choice. But it is one that has caused concern to environmentalists, given his outspoken preference of house building in the countryside.

As a junior minister, Ó Cuív denounced planning objections to one-off housing by groups such as An Taisce, accusing them of attempting "to bury rural Ireland" and of being more interested in preserving landscapes than communities. Now, as a full cabinet member, his views could carry weight in the shaping of government policy.

Critics are looking to the appointment of Martin Cullen as new environment and local government minister to provide a



Ó Cuív: has denounced planning objections to one-off housing

balance in rural planning and development. A key test will come in the autumn, when a national forum is expected to be established to attempt to reach a consensus between the conflicting parties on the issue of rural housing.

The forum initiative was proposed by the Royal Institute of the Architects of Ireland. Its president, Toal O'Muire, complained that the current debate has generated more heat than light "because there are valid points to be made on both sides". Reaction to the initiative was "very positive", he said.

Meanwhile, Noel Dempsey, environment minister for the past four years, has been switched to education. He leaves with plaudits ringing in his ears over the success of his 15 cent environmental levy on plastic bags. The 1.2 billion bags used annually by the Irish public — 325 bags per person — have been cut by 90 per cent, which may persuade UK authorities to follow suit.

Dempsey predicted that similar green levies would be introduced over the next few years on items such as soft-drinks cans, chewing gum and certain types of packaging.

London boroughs launch river plans



River Thames: long-term vision for management and planning

A century-long strategy to protect and enhance the stretch of the River Thames between Kew and Chelsea was launched last week. Drawn up by boroughs bordering the stretch of river and other governmental bodies, it promotes a long-term vision for the management, planning and use of the river and its surroundings.

The document aims to achieve improved access to the river, better transport links and increased

use of piers. It follows three years of consultation with locals.

Nick Raynsford, minister for local government and the regions, said that the strategy is "a major step forward in restoring the Thames to its rightful place at the heart of London". *The Thames Strategy — Kew to Chelsea is available, priced £30, from the London Borough of Hammersmith and Fulham (tel) 020 8753 3352.*

Council finds way forward on jail notices

Surrey planners have been permitted to bypass legal notices to gypsies who have allegedly broken planning rules.

Mr Justice Morland allowed Waverley Borough Council to pursue "less orthodox" methods of informing 24 defendants of a jail threat in the High Court this week, after hearing of the council's difficulties in finding them.

Waverley's counsel, Carine Patry, told the court that it has proved "absolutely impossible" to serve the defendants with court documents because they are living elsewhere or travelling around the country.

The council claims that travellers at the otherwise lawful Lydia Park encampment near Cranleigh have expanded their activities onto adjacent land, creating gardens, leisure areas and a builder's yard.

IN BRIEF

The Planning Service in Northern Ireland has published its latest version of supplementary planning guidance on housing after consultation on last year's draft document. It gives advice to developers and the public regarding planning criteria used to judge applications and supersedes previous guidance on small-scale housing published in 1987. *Development Control Advice Note 5 — Housing in Existing Urban Areas* is available from the Planning Service (tel) 028 9054 0653.

The legal battle between the government and residents around Heathrow Airport over night flights is set to resume in the autumn. The European Court of Human Rights has named 9 October as the date when it will hear the government's appeal against the original ruling in favour of the residents, who successfully argued that a good night's sleep is a fundamental human right.

Shropshire County Council has published its first waste management plan, identifying 29 sites as suitable for waste management facilities. Most are identified as suitable for waste transfer and recycling facilities, with only three earmarked for landfill. The county is keen to reduce its reliance on landfill, but also wants to attract waste reprocessing and management because of economic benefits.

English Partnerships has appointed a consortium led by Taylor Young and Amion Consulting to prepare a masterplan for the transformation of the Castlefields area of Runcorn. The masterplan will focus on rebuilding homes on the estate and tackling a range of economic and social issues. The 126ha development, which will include 600 affordable homes with shopping and community facilities, is expected to be completed by 2010.

The Crown Estate has issued an exclusive agreement allowing a renewable energy consortium to explore the potential for an offshore wind farm on the Tynes Plateau off the coast of Northern Ireland. The consortium, made up of B9 Energy, Renewable Energy Systems and Powergen Renewables Developments, has until June 2003 to secure the necessary consents from the Department for Enterprise, Trade and Investment.

The Commission for Architecture and the Built Environment (CABE) has revealed that bungalows are the most sought-after type of housing in England. A Mori poll for the commission asked 1,000 people to choose where they would most like to live from a selection of pictures. Almost a third chose a bungalow, while a village house was almost as popular. The Victorian terrace got 15 per cent of the votes, while only two per cent chose a loft-style apartment. CABE warned that nationwide low-density housing like bungalows is "simply not possible".

The Royal Institution of Chartered Surveyors Foundation has commissioned three pieces of research into local environmental sustainability. The first project looks at the contribution of parks to city life, the second considers how competing industries in the built environment can work together to achieve sustainability and the final one explores the impact of new approaches to energy production and consumption on the built and natural environment.

Transport charity Sustrans is inviting UK applications for the first European Greenways Award. Six prizes will be awarded to the best examples of greenways — low-gradient routes reserved for cycling and other non-motorised car alternatives. Promotion, management and maintenance of the routes will all be considered. The awards are supported by the European Commission and the closing date for applications is 31 December. Application forms are available from Sustrans (tel) 0117 926 8893.

The director of professional services with the Planning Service in Northern Ireland, John Cleland, has been awarded an OBE in the Queen's birthday honours list. He will retire later this year after 35 years with the service. David Burton-Pye, principal planning officer with South Staffordshire District Council, has been awarded an MBE for services to conservation and tourism in Staffordshire.