

**ROYAL BOROUGH
OF
KENSINGTON & CHELSEA**

DOCUMENT SEPARATOR

DOCUMENT TYPE:

PUBLIC COMMENT



PBC

6 Cornwall Mansions
Cremorne Road
London SW10 0PE

6 February 2001

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

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O/JT

Dear Mr French,

As a Borough resident of 28 years' standing, I am writing to voice my opposition to plans for development of the Lots Road site that Hutchison Wampoa has resubmitted with only slight modifications.

I oppose their plans for two broad reasons.

1. Failure to realise the full value of this extra-ordinary site

The Lots Road site is the only riverside area left for development within the Borough. It is **our** Canary Warf **and** Bankside **and** Barbican all rolled into one. We must consider the positive and negative lessons of those high profile community development projects. If Lots Road is greedily taken over by very high density, predominately high cost residential units, if it provides few destinations that draw others in, and poses major problems for new residents that wish to come and go freely from their lofty "dwelling units", then it will become an island apart. It will be attractive mainly to up-scale residents with an 'off shore' attitude to the rest of our community. It will become a 'lager' that brings more problems to our community than the new residents' council taxes can possibly offset.

The failure of imagination that is manifest in the current proposals is shameful. Debating the quality of the proposed architecture misses the fundamental issue, which is **land use**. The whole-life value that this site **could deliver** to its residents, commercial tenants and the wider community of Kensington and Chelsea must be considered in making decisions about how to develop this unique and precious site.

114

This is not a plea to do nothing; abandoning the site to dereliction is **not** an option. But better options than those currently proposed do exist. This special site calls out for **more broadly balanced mixed use**, including:

- Sufficient space for knowledge-based, community oriented companies, as with Associated Newspapers in Derry Street;
- An 'anchor' retail presence, of which Marks and Spencer's is the traditional example, but other candidates now exist, viz. Conran;
- 'Destinations' for eating and drinking that draw people in;
- A cluster of speciality shops with 'critical mass' around a theme that may become apparent from economic analysis and socio-demographic profiling of the region, i.e., what do people in the region spend higher than average amounts of money on that are under-provided for now within the Borough (think of Ebury Street/Pimlico Road and antiques, or Fulham and Kings Road for interior decorating);
- The arts, including popular arts such as cinemas,
- Recreation, as in a gym, swimming pool, Pilates and yoga studios;
- Unimpeded and safe public access to the riverside, creating a 'strip park' for ambulatory activities of many sorts, and
- Learning, from pre-school, to vocational, to tertiary level - as in Westminster Catering College in Vincent Square, or Birkbeck College.

Envisage this approach to land use, and the current proposals, in contrast, look boring, retrograde and very sub-optimal. Envisage this approach to land use and it is also natural and necessary to envisage comprehensive plans for smooth public access including new public transport. Envisage this, and I believe the community would join with you to plan a world-class, highly successful and much admired urban development.

Fail to be bold, and the community will fight you and any developer lucky enough to enjoy your complacency.

2. Irresponsible neglect of amenities and 'quality of life' provisions for incoming and current residents of the Lots Road area under the Hutchison Wampoa plans

Not only are the plans that have been re-submitted sub-optimal in many ways, they are also irresponsibly neglectful of the needs of new and old residents.

- With a public transit deficit already plaguing the area, how can 850 more people get by without at least one car per household? There will be at least 420 cars newly in residence and if parking spaces are sold at an additional cost to flats while resident's parking permits are handed out for £90 a year, you know what will happen – and it will not be nice for our community.

- 115
- The developers who will profit mightily from this site, not the existing residents of Chelsea, should bear the burden of **adding** the transport facilities this development requires to be attractive – parking on site, a public transit link between Clapham Common and Earls Court, perhaps a river taxi service. Waiting for public funds to solve the many problems its presence creates is financially and socially irresponsible.
 - Huge tall towers, high-density residential use, and no significant open space that is publicly accessible would make this part of Chelsea very un-Chelsea-like. Surely the concept of preserving urban environments and cultures applies to areas like Chelsea, not just a patchwork of favoured squares?
 - These developers are aggressive in their intention to violate The Town and Country Planning Act and RBK&C's own Planning Brief. Restraints such as these are there for good reason, and should not be sold out to the highest bidder. Our community will suffer if this happens, more than it will suffer if you hold the line where it has been drawn.

I hope my reasons for asking you to lift your sights without lowering the standards that are already in place will have some influence over the action you take on the current planning application for Lots Road.

Yours sincerely,

Sarah Horack

Cc: Nigel Pallace; Rt. Hon. Michael Portillo, MP; Merrick Cockerell

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

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By Hand

For Circadian
90 Lots Road
SW10

Dear Sirs,

EX DIR	HDC	TP	CAC	AD	CLU	AO AK
R.B. K.C.		14 MAR 2003			PLANNING	
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2nd July 2001

Circadian ("C")
Chelsea Power Station ("CPS")
Chelsea Harbour ("CH")

I did indicate to you in writing nearly a month ago that I'd like you to contact me for a meeting of maximum one hour's duration, for me to air my concerns.

Since I've had no reply, and to make it easier for you, I've put some of my concerns on paper, and updated them to follow your exhibition at 90 Lots Road. Consistent with a message on the wall, I'm copying my letter to you to Mr Roy Thompson at RBK&C.

I'd like to see in writing:

- confirmation from owners of CH that they'll give unfettered access to the public to use their floating jetty for use of River Taxis
- if C intend to build a floating jetty to accommodate River Taxis, relevant positive confirmation of same from the Authorities, and C.

The alternative to River Taxis at CH or CPS is ...Cadogan Pier, east of Albert Bridge – totally unacceptable for residents of SW10, being a 10 minutes walk from CPS.

- confirmation from the Proprietor of River Taxis that the standard of proposed craft to be acquired will suit the proposed needs of users.

I have recently travelled aboard the River Taxi to and from CH. It is an old tender, not purpose built for today's commuters eg it is very noisy and passenger seating is subject to unnerving vibrations.

Your protestations of "increased frequency and capacity" are useless if the quality of the ride is not acceptable, and hence not value for money

- confirmation from the relevant authority that they'll put raised speed strips ie right across the road, not just humps, in the east/west aligned Lots Road.

(Motor cyclists, allowed unfettered access through CH, ride at up to 60 mph through CH and along the east /west Lots Road whenever they can. They are a death defying menace. Taxis and bicyclists are also abusing the privilege. Taxis and ambulances will have to go slower or...use alternative routes!)

8070 9437
ian@creer.org

8855 5587
07 007 013 013

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

29 Thorndike Close
London SW10 0ST

Tel 020 7352 1154
or 01622 871353

Your Ref: DPS/GCSW/PP/02/1324 + 1325/ST

13 July 2002

Dear Mr French, LOTS ROAD POWER STATION Chelsea SW10

Thank you for your letter of 27th June, warning us about the proposed development at Lots Road Power Station. My wife and I are bitterly opposed to the plan outlined in your letter and in particular to the erection of a 30 storey tower for whatever purpose. We are also bitterly opposed to any building which is higher than the existing power station. That in itself is too high.

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

Ideally the power station itself should be demolished and in its place should be built low rise residential houses with gardens and off street parking. There should be public access to Creek and river walks landscaped with trees and gardens.

A 30 storey tower would be a disaster - totally out of keeping with the area. It would block out the sun, the light and the view and be a constant visual irritation. It would together with the other proposed developments bring in and generate an insupportable and unacceptable level and volume of traffic which is already too dense. Lots Road itself is already a rat run.

Please keep me in touch with developments in this saga.

Thank you

Yours sincerely

Desmond North

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THE WESTMINSTER SOCIETY

Registered Charity No 235400

Patron: H.R.H The Duke of Gloucester KG GCV0

President: The Dean of Westminster

Chairman: Mrs Mair Garside

Hon. Secretary: Peter Handley, 41 The Gardens, East Dulwich, London, SE22 9QG

020 86 93 22 96

From The Honorary Secretary

Mr J Thorne
Planning and Conservation
Royal Borough of Kensington and Chelsea
The Town Hall
Horton Street
LONDON W8 7NX

My ref:
02375/0702
Your ref:
DPS/DCSW/PP/02/1324
& 1325/JT

July 18, 2002

Dear Mr Thorne

TOWN & COUNTRY PLANNING ACT 1990: PROPOSED DEVELOPMENT AT LOTS ROAD POWER STATION, LOTS ROAD, SW10

Thank you for your letter of July 2 about this most significant development proposal. The Westminster Society greatly values this opportunity to express its views on this scheme. We were objectors to the previous version of the proposal for the reasons set out in my letter of August 13, 2001.

The revised version was considered in detail by the Society's Executive Committee at its meeting yesterday. The Committee was disappointed to see that the three elements set out in our earlier letter of objection have not been adequately addressed or not addressed at all. The reduction in height of the "RBKC" tower by nine storeys, whilst welcomed, still leaves a structure that so compromises the original power station (see figure 36b of Appendix C to the Environmental Statement) that the Society would not feel able to reverse its earlier opinion on this aspect of the design.

Our earlier comments regarding the viewing platforms on the surviving power station chimneys remain as does our concern that the overall urban assemblage when viewed from King Henry VIII's Mound in Richmond Park would seriously compromise this strategic view of St Paul's Cathedral.

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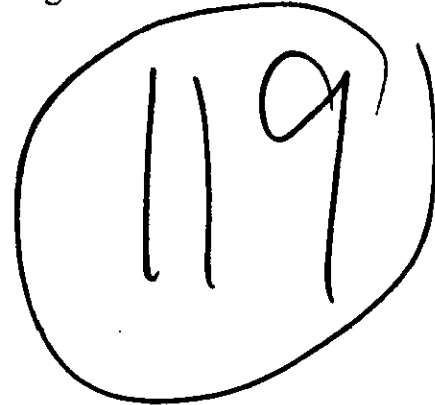
In total, the position of the Society in regard to this proposed development has not been amended as a result of this revised proposal and we would continue to urge that this application be refused consent.

I am sending copies of this letter to Paul Entwistle of the Environment Department, London Borough of Hammersmith and Fulham, Gwyn Richards of Development Planning Services, Westminster City Council, Jim Pool of Montagu Evans and Hugh Krall of the Chelsea Society.

Yours sincerely



PETER R HANDLEY
HONORARY SECRETARY



ISSUES14
LOTSROAD3

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

0/5T
M.J. French Esq FRICS
Executive Director of Planning & Conservation
Royal Borough of Kensington & Chelsea
The Town Hall
Hornton Street
London W8 7NX

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13th. January 2003

Dear Mr. French

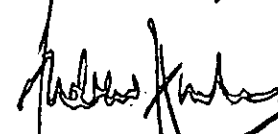
LOTS ROAD POWER STATION, CHELSEA, SW10

Further to your letter of 10th. January, I have to say that I remain astonished that the applicants should persist with proposals for this site which are totally alien to Chelsea.

My view remains that a new underground station serving this site is the **bare minimum** which should be considered as a pre-condition to large-scale development, and that tower blocks, of whatever size, are totally inappropriate for this site.

I trust that your committee will once again reject this terrible scheme.

Yours sincerely,


Andrew Hamilton

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ANDREW HAMILTON, BSc, FRICS.

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+ January, 2003

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14th January, 2003

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I have written twice before on this subject, and have nothing further to add really.

all really.
Whilst realizing that buildings have to be replaced from time to time, I think it would be a grave mistake to build these proposed tower blocks, especially one of 25 storeys which is contemplated.

Apart from these proposals which will exclude our sunshine, the traffic will increase beyond measure. With all these proposed residential apartments, offices and shops. The traffic is

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struggling at times even now.

I have little doubt, however, that the hopeful builders will continue with their proposals until such time as permission is granted.

Yours faithfully,

Frieda Hippisley-Cox

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22 Lawrence Street
London SW3 5NF
Tel. 020-7352 2729

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12 January, 2003.

Dear Mr. French,

I write to object to the application for the development of the Lots Road Power Station site (your ref. PPS/DCSW/PP/02/01324).

The principal objection is to the height of the proposed 25-storey residential tower, which would be wholly inappropriate to its position by the river. The original four chimneys of the power station proved a fine culmination to the westward view up Battersea Reach (the present two unbalance it) but a tower of this height would dominate and overwhelm one of the fine views of the Thames. The south bank of the river opposite Chelsea has been ruined by new and inappropriate development and I hope the same will not be allowed on our shore.

A secondary objection would be to over-development and its impact on traffic.

Yours faithfully,

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Tom Pocock

Tom Pocock

To M.J.French Esq.,
Executive Director, Planning and Conservation,
Royal Borough of Kensington and Chelsea.

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

Your ref: DPS/DCSW/PP/02/01324&1325/JT

Dear John Thorne

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

I wish to object yet again to the further revised proposal for a riverside development at Lots Road, Chelsea. My previous letters have spelled out in detail my objections which refer to the five considerations which you can consider. In brief these are:

- 1/ The scale and appearance of the proposed towers will have a negative and irreversible effect on the area and surrounding neighbourhood.
- 2/ The tower(s) and foot bridges will have a negative and permanent effect on the character and appearance of a Conservation area; The River Thames, its frontage and Chelsea Creek.
- 3/ The tower(s) will have a negative effect on the historic Lots Rd Power Station which will be dominated and obscured from several angles.
- 4/ The effect on traffic, access and parking will be horrific. The current situation is bad enough. We need less traffic rather than more.
- 5/ The towers will cause significant loss of sunlight and views to dwellings in surrounding areas.

A unique environment will be spoiled for ever if the tall towers are built. The Thames is an invaluable asset, certainly the most important part of this development, and the developers have not given enough thought to its usage and access.

How many more revised applications can be made, before the developers accept that the scheme is not wanted?

Yours sincerely,

Graeme Ewens



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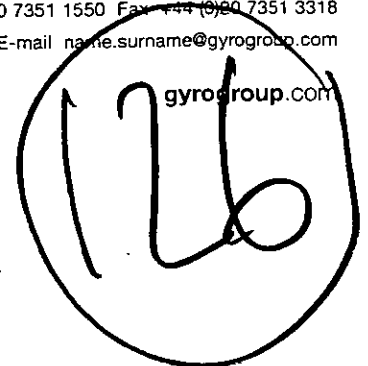
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Paul Entwistle
London Borough of Hammersmith and Fulham
Environment Department
Development Control Division
Town Hall
King Street
Hammersmith
London W6 9JU

603 The Chambers, Chelsea Harbour, London SW10 0XF
Tel +44 (0)20 7351 1550 Fax +44 (0)20 7351 3318
E-mail name.surname@gyrogroup.com

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15 January 2003

Dear Mr Entwistle

**Re: Planning Application number 2002/03132/FUL
Land adjacent to Chelsea Creek**

GyroGroup Plc wishes to object in the strongest terms about the proposed development on the land adjacent to Chelsea Creek involving the construction of several significant new buildings.

GyroGroup is a privately owned company which employs about 50 people working in Chelsea Harbour, where it has been a tenant for over 5 years – and will remain a tenant for at least a further 5 years.

The principal points of concern are as follows:

1. Lack of empathy with existing buildings

The size of the tower block will be grossly out of proportion with the rest of the area. The proposed building will overwhelm the buildings around it, and transform the appearance of the area in a wholly negative way.

2. Loss of light and views

The proposed tower block will dominate the views of numerous local residents and businesses, and will block out substantial amounts of light – making Chelsea Harbour and the local area dark and very much living in the shadow of a dominant building.

3. Loss of unique area

The area around Chelsea Creek, Chelsea Wharf and Lots Road power station has a unique atmosphere, and an interesting conjunction of historic buildings. This atmosphere and appearance will be greatly damaged by the proposed development. Any development should be sympathetic to and in tune with the current appearance of the area – the proposed development would greatly damage the ambience of the area.

4. Transport infrastructure

The pressure on the local transport infrastructure will be unbearable. There is no convenient underground station, or mainline station – which will result in a

127

substantial amount of extra traffic. The amount of car parking spaces being proposed underlines the amount of extra traffic that will be produced. The local roads are already at breaking point, and a new surge in car numbers will have a very negative effect. Bus transport is already very slow because of the overcrowding on the roads, and will only get worse.

The development needs to be seen in the context of the massive amount of development underway at Imperial Wharf. Although a mainline station is being developed as part of that, this is a drop in the ocean compared with the significant burden that will be placed on an already inadequate transport infrastructure.

5. Local amenities

There are inadequate local amenities, such as local shops, to deal with an influx of new residents – and any development should include much more provision of shops and facilities.

6. Lack of integration

There is a thriving local community in the area, and the new development (as with Imperial Wharf) will be at their expense, rather than integrating by providing facilities that will be used by all.

7. Lack of imagination

The banks of the Thames are being clogged up with unimaginative, identikit apartment blocks, all of which come broadly out of the same mould. It would have been refreshing to see a development which reflected the local character of the area, rather than discarding it and overwhelming it with yet another 'standard' development. In this area there is the opportunity to do something notable and which would be a model for future development in tune with the local environment, and that opportunity seems to be about to be lost forever.

The redevelopment of Lots Road power station into flats and shops would appear to be a sensible move forward, and could be done in a way that was very sympathetic to the local environs – but the additional buildings being considered will completely detract from this. This is especially true of the tower block, which is of a wholly inappropriate size, and which will dominate and overwhelm the local architecture and atmosphere.

GyroGroup firmly opposes this application, and believes that it should be rejected in its entirety.

Yours sincerely



Richard Glasson
Group Finance Director

Cc: Royal Borough of Kensington and Chelsea

TELEPHONE (01947) 893269
POST CODE YO21 3RL

④

9/5T

LYTHE HALL.
NEAR WHITBY.
NORTH YORKSHIRE.

128

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

16 January, 2003

Dear Mr French

Thank you for your notice about the proposed development at Lots
Road Power Station.

I strongly object to this on the grounds of the scale and appearance,
the effect on the character of the conservation area, which will be badly
affected by the height of the buildings, and the effect on the traffic and
parking.

Yours sincerely

Norman Somerville

The Dowager Marchioness of Normanby OBE

EX	HDC	TO	WAG	AD	OLU	AD
DIR						AK
R.B.	K.C.	17 JAN 2003	PLANNING			
N						

2090

9/5T

129

Ian Creber
37 Tetcott Road
London SW10 0SB
Tel: 020 7352 5588 Fax: 020 7349 0508
Mob: 07880 982 013 ian@creber.org

EX	HDC	TP	CAC	AD	CLU	AO
IR						AK
R.B.	17 JAN 2003					PLANNING
K.C.	C	SW	SE	APP	TO	REC
			ARB	FPLN	DES	FEES

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

16th January 2003

58

Dear Sir,

Lots Road Power Station

I received and have read your letter dated 10th January 2003, which includes summary detail of the Application to RBK&C for planning permission.

I continue to react vigorously to the scale of the proposed 25 storey tower block to be built within the Borough. It is still 25% higher than any other residential tower in the surrounding area, and that includes the Belvedere Tower, Montevetro, and the Worlds End Estate. The height of the two existing chimnies as a factor is irrelevant.

Why should Circadian build any residence even one metre higher than any of the above – because it's 2003. Not a good enough reason.

The impact of such height on the residential area is overbearing. Its design appearance is provocative, and will attract unfavourable attention to the area.

Imperial Wharf and Albion Riverside have been restricted to acceptable heights and scale. Their unusual appearance and scale are unlikely to impose unnecessarily on their surroundings.

The scale of the proposed tower only exacerbates the population density and transport situations. The transport strategy is far from adequate and should be given credence only when subject of unconditional contracts and when readily able to support the proposed development.

There is gross abuse of Chelsea Harbour car passes, such that Autorization is a mere administrative chore to obtain one, warranted or not. There's no strategy initiative to control that traffic mountain from growing. The lack of any plan for humps (rather than bumps) will ensure Lots Road (East West) continues to be a dangerous unrestricted speedway for motorbikes.

The only relief to an intolerable situation is that Lots Road Galleries have moved their sale day from Monday to Sunday, and ... Bonhams have closed down their Lots Road Auction House. Such third party strategies should not be relied upon to alleviate the congestion created by the development.

With no train station at Chelsea Harbour for an unknown period of time, the effect of planning permission for the full development will be suffocating.

Please re-visit our neighbourhood. The transport system within and to and from the area simply will not be improved by more buses and an extended river ferry service.

Perhaps allow to Circadian build what's appropriate for the system that will exist in the foreseeable future. If they want to build a 17 – 19 storey tower when there is a railway station, built and in service, let them then revert with a reasonable scheme.

Faithfully,

Ian Creber

1981

8020 0487
lin@recept.org

8825 2588
07880 987 013

is madness Please do not
accept this proposal, we are
already in Gridlock! Kingstech
has yet to open its gates and
sheer madness prevails!

NO. ENOUGH.

AS Bull.

131

EX DIR	●	TP	GAG	AD	MRS AG	PORT BULL
					31 FLD ROAD,	
R.B.		23 JAN 2003		KENSINGTON,		
K.C.				LONDON SW10 9AZ		
N	C	3W	SE	APR	10	REC
		ARE	PLN	DES	FEES	

613051
 10 January 1903

Shut feet not the recent
 proposal is excessive. We do not
 have the infrastructure to cope with
 all this extra life, traffic, refuse,
 shopping! It must be stopped. it

R.B. K.C.		21 JAN 2003		PLANNING	
N	C	SW	SE	APD	REC
		ARB	FPN	DES	FEES

11. Kerrie House
41. Stadium Street
London. S.W.10 0PX

your ref: DPs/DESU/PP/02/01324 + 1325/JT

19th January 2003

Dear Sir

0/JT

Town & County Planning Act. 1990.
Proposed Development at Lots Road Power Station. Lots Rd. Chelsea S.W.10

The proposal for the conversion of Lots Road Power Station will the erection of a surrounding 25 Storey Tower 7 Storey Residential Building park etc with works to Chelsea Creek with pedestrian bridges is Not a good scheme, and I am against the whole development.

It comes back to the same situation as we have had before with these proposals of development.

1. There is the clearing of the Power Station, how and what precautions will be taken for the local residence. Nothing has been said, and should be said now.

2. Lots Road is very narrow the traffic now has trouble up and down. How will the residence be able to Park. Development will cause terrible problems, inconvenience to the residence. Why should the Developers take the residence parking for a bus route?

3. The Council must know this the worst area for transport and road congestion. We are waiting for a railway line underground and buses. - Nothing has been thought about this problem.

4. No Police No Security in this the Cremone Ward.

5. Why has the development now increased to 47% social affordable housing, the the priority of the RBKC is 43%, Currently in Cremone we are 5.2%, lacking a miles, for social housing, plus having an extra 34%.

C.C. Hammersmith Borough

Yours sincerely
Gemma Jameson

[illegible]

16B Edith Grove, Chelsea, London SW10 0NL
Tel 020 7351 5872 Mobile 0 77 99 11 89 53 Fax 020 7460 9364

10

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

Your Ref: DPS/DCSW/PP/02/01324 & 1325/JT

133
o/jr

20 January 2003

Dear Mr French,

**Re OBJECTION TO THE CONVERSION TO POWER STATION, LOTS
 ROAD**

I **strongly** oppose to the proposed development for the above, based on a number of health and social related issues.

Yours sincerely,



A L Abbess (Miss)

2072

EX HDCTP CACAD ICLU
15 JAN 27 JAN 2003 PLANNING
AM
28/1

85

(24)

Sent to Mr Paul Entwistle
Mr M French.

28, Carlyle Court,
Chelsea Harbour
London SW10 0UQ

EX DIR	HBB	YB	546	AD	GLY	AO	AB
R.B.	28 JAN 2003			PLANNING			
K.C.							
N	CV	SW	SE	NO	REC		
			ARB	FPLN	DES	FEEB	

January 21 2003.

(134)

Dear Sirs,

2411

I am writing in relation to the 37 story tower which has again appeared on the Chelsea Harbour Phase Two development plans. It is simply unbelievable that anyone in their right minds would ever consider such a proposal considering the hugely overpopulated and developed the area concerned has become.

I wrote last time objecting as I felt so strongly and again feel the same. I questioned in my last letter what the future generation will hold with all this over development. The developers will have done well and moved

on and the environment and social structure
will all be left in a mess.

The whole Lots Road area, I feel, is
very overused in terms of passing through
traffic and the area cannot withstand
it. There is no nearby tube, and the
whole area cannot use just Fulham Broadway!
Buses are very limited and most people
rankly buying a flat for £50,000 and
above nearly always have a car.

There are so many problems with this
whole over development that I ask you all
to really look 'honestly' at the development
and NOT in terms of the principal benefit
of the developer!

Many thanks,

James Neild

135

Sent to Mr Paul Entwistle
Mr M French.

136

28, Carlyle Court,
Chelsea Harbour
London SW10 0UG

EX DIA	HDC	TP	CAC	AD	CLU	AO AK
R.D. K.C.	23 JAN 2003				PLANNING	
N	C	SW	OP	APP	IO	REC
APP FORWARDED						

January 21 2003.

Dear Sirs,

I am writing in relation to the 37 story tower which has again appeared on the Chelsea Harbour Phase Two development plans. It is simply unbelievable that anyone in their right minds would even consider such a proposal considering the hugely overpopulated and developed the area. Concerned has become.

I wrote last time objecting as I felt so strongly and again feel the same. I questioned in my last letter what the future generation will hold with all this over development. The developers will have done well and moved

on and the environment and social structure
will - all be left in a mess.

137

The whole Lots Road area, I feel, is
very overused in terms of passing through
traffic and the area cannot withstand
it. There is no nearby tube, and the
whole area cannot use just Fulham Broadway!
Buses are very limited and most people
rankly buying a flat for £50,000 and
above nearly always have a car.

There are so many problems with this
whole over development that I ask you all
to really look 'honestly' at the development
and NOT in terms of the principal benefit
of the developer!

Many thanks,
James Neild

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

post: 38d WHISTLERS AVENUE,
MORGAN'S WALK,
LONDON,
SW11 3TS

telephone: 020 7228 6963

email: CheyneMR@BTinternet.co.uk

21 January, 2003

Dear Mr. French,

Redevelopment of Lots road Power Station

Planning reference: DPS/DCSW/PP/02/01324 & 1325/JT

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

I had thought that there was some agreement among the planning community that high rise buildings should be avoided immediately by the riverside. However, we are now presented with a building of 25 storeys for erection at the Lots Road power station site. It seems that the axis of developers and architects will again attempt to storm the due planning process. As a resident I would like to hope that the planning committees will not be brushed aside as it was in the case of the MonteVetro site opposite.

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

Yours sincerely,

Mark Cheyne
Mark R. Cheyne

22

0/5/138

EX	ND	TP	CAC	AD	CLU	AO
DIR						AK
R.B.		23 JAN 2003		PLANNING		
K.R.						
M	10	AW	AR	APPL	CH	10
			ARB	FPLN	DES	FRCD

2088

(23)

Mr & Mrs. R.. Watkins
21d Thorney Crescent
Morgan's Walk
London SW11 3TT
Tel.0207 223 3347

EX	HDB	TP	GAS	AD	BLU	AO
BLU						AK
R.B.	23 JAN 2003			PLANNING		
K.G.						
N	Q	SW	BE	APP	IC	REC
CHIEF EXECUTIVE OFFICER						

21st January 2003-01-21

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

Ref DPS/DCSW/PP/02/01324 & 1325/JT

(139)

Dear Mr. French,

Re: Lots Road Development

Many thanks for your information letter January 10th. It is much appreciated that it would appear residents are being consulted seriously on this issue.

Sir, the Developers are playing with you! They may have dropped five storeys but still have not addressed our major concerns we have laboured in our letters: no doctor's surgeries, ineffective transport, no extra schools/nurseries have been specifically mentioned, unless they are alluding to this under the vague umbrella of 'servicing'?

Our thoughts have not altered and we still firmly believe that the Councils, whilst not owners of this parcel of land, have absolute control as to how it should be developed to give some succour to real humans expected to live, work, be ill, and even die in this area. Life is NOT about making vast profits all the time.

We are not in the least unhappy about people making money but in this instance it is imperative that we unite and make sure at the end of a long, dusty, miserable time of it in this area, all will be worthwhile.

I thank you once again and wish you self control and luck in your dealings with these Developers. A leisurely walk around the area will impress upon you how careful we must be now. Wandsworth in a mad moment, and ignoring protests, allowed the inappropriate looking Montevetro to be built. This ridiculous building does nothing for the

2081.

140
area and certainly the copy in the newspapers at the time describing its 'complimentary nature to St. Mary's Church,' made my husband and me laugh out loud until we realised that ours, and others' letters were not being heeded. It is known locally as the 'ski-lift' or the sieve, due to its on-going water ingress problems. We now have the enormous 'rear of very large car' being erected in Hester Road.

If this Lots Road development goes ahead most people in this area will be lucky if they can 1. Get anywhere, unless by foot. 2. Ever see the River Thames, which in our case, was the main reason for buying nearly nineteen years ago.

I mention these other lesser developments only to show how 'scarred' a neighbourhood can look if Council's allow Developer's free reign.

Yours sincerely,

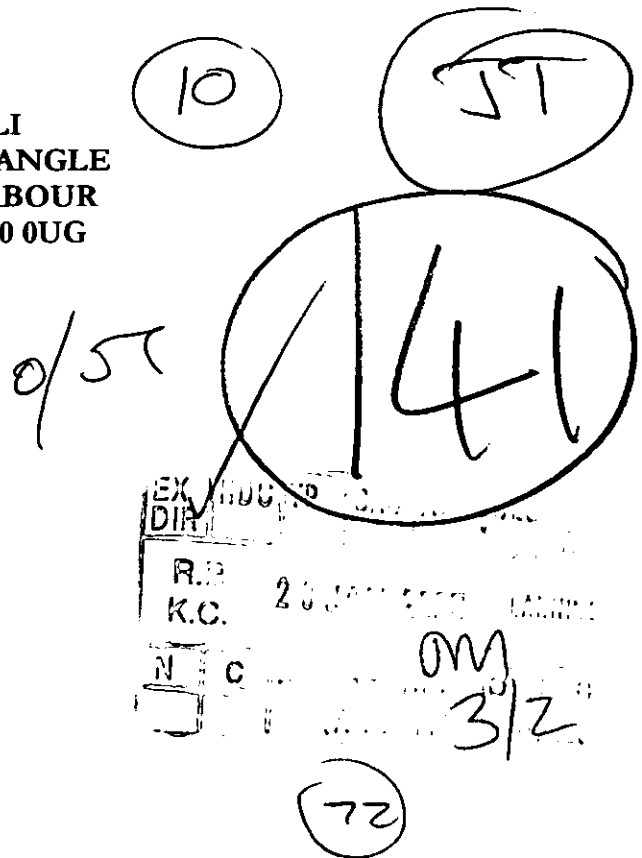


c.c. Mr. Nigel Pallace (Hammersmith & Fulham) Michael Portillo
M.P. & Merrick Cockell Leader of RBKC

MAHERALI
33 THE QUADRANGLE
CHELSEA HARBOUR
LONDON SW10 0UG

21st January 2003

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



Dear Mr. Entwistle

**APPLICATION REFERENCE. 2002/03132/FUL - CIRCADIAN
CHELSEA HARBOUR PHASE II**

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

We have studied the revised plans and are deeply concerned and dissatisfied with Circadians continuous failure to comprehend reasons for past planning refusal of this site. Their current proposals which have been offered for the third time now, unfortunately, do not reflect the Boroughs and residents requirements that were clearly specified in September 2002.

Overall, the number of residential units have only been decreased from 866 units to 817 units. There has only been a decrease in floor space from 120,768 sq.m to 119,786 sq.m. Careful consideration has not been given to building proximity and the blocking of sunlight to existing buildings. In relation to the Quadrangle, there has been no change in height for Block HF3B and remains at 8 storeys with surrounding proximities such as HF3C as close as 16 metres.

No additional provision of open space has been provided. Open space has only been redistributed and still falls short of meeting the National Playing Field Association's 6 acre standard which would require 10.5 acres (currently proposed - 4 acres). Both Boroughs realise that there is a public open space deficiency in this part of London.

2193

142

Whilst welcoming development on this brownfield site, we must ensure that it is sustainable and acceptable to current residents. The Harbour has been our home for seven years. With the recent development of new homes at Imperial Wharf and Kings Chelsea, this has proved that the area's infrastructure, particularly the roads, cannot handle the pressure of large numbers of new homes. With the new proposal, the impact of traffic on the local road network remain.

From a design point of view, the area is extremely workable and has tremendous scope for re-development. The area in front of the current Quadrangle surrounded by Admiral Square has to be modified carefully so as to complement the existing surrounding design giving enough parkland and open space so as not to "imprison" the current residential buildings, blocking them of the existing sunlight and compensate the lack of views.

We and our neighbours are deeply concerned that the third proposal still poses a serious threat to the neighbourhood infrastructure and will drastically change the character of the river bank by cramming too many homes onto this six acre site. Circadian have not fully interpreted the reasons for past refusal and will need to work together with both Boroughs in order to resolve the existing problems.

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

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

Yours sincerely



S.MAHERALI

c.c :	Councillor Wesley Harcourt	LBH&F
	Councillor Charlie Treloggan	LBH&F
	Councillor Dame Sally Powell	LBH&F
	Councillor Michael Adam	LBH&F
	Mr.M.J.French	RBK&C
	Councillor Tim Ahern	RBK&C
	Councillor L.A Holt	RBK&C
	Councillor Victoria Borwick	RBK&C
	Councillor Bridget Hoier	RBK&C

Mr P. Entwistle
LB Hammersmith & Fulham
Town Hall, King Street
London W6 9JU
22 January 2003

COPY
6 Admiral Court, Chelsea Harbour
London SW10 0UU

143

Dear Mr Entwistle,

RE: Planning application No: 2002/03132/FUL

I sincerely hope that this application will be rejected in the same manner as the last one relating to these site. It seems that the developers are under the impression that a significant number of residents will not own a car!

Once this and the Imperial Wharf development are complete, this area will require far more than a few extra buses, and as we have been told by council officials many times before, a rail station of any type is light years away. How on earth is the current infra structure going to cope?

How is the rest of the local infrastructure going to cope with this massive increase in population once this and the Imperial Wharf developments have been completed? Are their plans for schools, hospital beds, amenity areas, GP services etc etc?

There is also the matter of the amenity loss to all local residents of the proposed removal of the lovely chestnut trees linking Harbour Drive to the Embankment. These trees are fifteen years old, have a preservation order attached to them, and at that age are more than likely to die if transplantation is attempted, as has been proposed by the developers.

This development is of just too high a density in comparison with what exists at present in the immediate vicinity.

Is it not of concern with the many other similar developments in the local area, that there will be a huge oversupply of property of this type?

Like many others, I would like to see this site developed sympathetically which would put the existing community and the environment before greed.

Yours sincerely,

Mr Gareth JG Roberts

EX 1100 12 010 AD CLU AO
28 JAN 2003 PLANNING
REC'D
FEES

Planning and Conservation

For the attention of Mr J. Thorne (Care Officer)

The Royal Borough of Kensington & Chelsea

The Town Hall

Hornton Street

London W8 7NX

Your Ref. DPS/DCSW/PP/01324
a 1325 JT

o/jt

As from

9
The original
Hale Street
East Peckham
Kent TN12 5JB
01622 871353
24 Thornbike Close
London SW10 0ST
25 January 2003

Dear Mr Thorne

LOTS ROAD POWER STATION Chelsea SW10

Thank you for your letter of 10 January 2003 concerning the proposed development at LOTS Road Power Station.

I enclose a copy of my letter to Mr French of 13 July last in which you will notice that we bitterly oppose this development and the reasons why.

The revised plan in no way meet our objections.

A 25 storey residential tower would still be a disaster and out of keeping with the area. It would still block out the sun, the light and the view and be a constant visual irritation.

Now they are proposing an increase in the height of the adjacent proposed tower to 37 storeys! They are cynically trying to link the top of the Power Station chimneys to the height of their towers.

Car parking is at a premium already; they are proposing to reduce car parking spaces by 241. and to replace them by underground car parking which will be vulnerable to flooding.

They talk about improved bus services and even give journey times. They conveniently ignore the constant existing traffic gridlock on the embankment and in the Ring Road.

No mention is made of the effect of Ken Livingstone's Congestion Charge area and the possibility of it being extended West.

Until and unless an underground or conventional railway to LOTS Road and Chelsea Harbour and with frequent trains running to and from Fencham Broadway, Fares Court etc with stations at convenient points is built and running, any form of development must be resisted and put on ice. Effective transport and communication is vital and paramount, with the necessary infrastructure close behind.

The public exhibition at 90 LOTS Road, from Monday 27 January to Saturday 1st February is for 6 days only. It should be open for 6 months.

Please keep me in touch with developments.

Thank you
Yours sincerely

Desmond North

DESMOND NORTH 27/1

F.B. 27 JAN 2003
K.C.

-19- 101000

P.S. Please use my Kent address and tel. No.

8

objection AO Ach JT

EX HDC TP CAC AD CLU AO
DIR

R.B. 28 JAN 2003
K.C. PLANNING

N C SW SE REC
28

41, Upcerne Road
London SW10 0SE

26.01.2003

145

M. J. French Esq
The Royal Borough of Kensington + Chelsea
Planning + Conservation
London W8 7NX

Re: DPS/DCSW/PP/02/01324-B25/JT

Dear Sir,

"CIRCADIAN" are re-applying, making largely cosmetic changes to their terrible project. The basic problems and our objections to them remain unresolved.

1. Their solution to the local transport problems are totally inadequate. Lots Road is narrow and the section at right angles to Kings Road is already a great problem, even on Sundays, what what with the trucks and Vans serving the Auction houses and the removal trucks bringing clamped vehicles from all over the Borough. More buses will make things worse.
2. Project cannot be looked at in isolation from the large project across the Railway line already in progress at the hands of "St. George". It is an overly intensive development, with huge environmental impacts on all the surrounding areas of SW10. (The Lots Road Scheme).
3. The coloured overview of the scheme is so misleading. In one view of Creekside Park, the towers are shown as miniscule, in the "clever" presentation by the Architects!
4. We have gone to the expense and effort of appointing Colin Buchanan + Partners again to report to you and to us in a professional manner and I endorse their findings in every aspects of this exhaustive study.

continued →

1991

146

5. By the way, I find the Power House itself an abomination in what should be this lovely part of London, RBK + C.

The best thing to do with it would be to demolish it and come up with an architectural enhancement to SW10.

He who dares, wins.

Yours faithfully

~~J. Balmores~~
MRS. Inelda Balmores Care

CC. RBK + C

this would have on ^{lighting} for local residents and
we feel that these ^{proposed} towers would be so
much higher than any other tall buildings in
the area (such as Montevetro and Chelsea Harbour
tower). We feel that ~~the~~ towers of a similar
height to Chelsea Harbour would be far more
suitable & appropriate.

Railway Station A new station in the vicinity
of Chelsea Harbour is surely vital to the
success of the planned developments for all
residents.

We would ask if you could continue to
keep local residents informed of all the ^{proposed}
planning developments.
Thank you -

Stephen & Freddie Nuttall

148

21 Thames Quay
Chelsea Harbour
London SW10 OUY

149

27th January 2003

Mr. Paul Entwistle
Enviroment Dept.,
Development Control Division
L B F & H
Town Hall
King Street
London W6 9JU

Dear Sir

Re Application no. 2002/03132/FUL.—Lots Road /Chelsea Harbour adjacent development

I thank you for your letter of the 2nd January regarding the above planning application.

It would appear from the changes proposed by Circadian, they have done nothing to reduce the excessively high building density; neither have they produced any meaningful traffic plan for the local area which already suffers from chronic congestion.

The proposed erection of the two tower blocks should be resisted as they are totally out of keeping with the immediate area and will ruin the riverside as well as completely overshadowing building units in the adjacent area.

Overall the application reflects on-going arrogance and greed of Circadian and a total disregard for the well being of residents in the local area as well as failing to make any propoals to upgrade local amenities which are already over burdened and to produce plans with densities which are compatible with the local area.

I hope the Council will reject this application.

I thank you ,in advance ,for giving consideration to my letter.

Yours faithfully

T L W Evans

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

18

150

DC/WM

27th January 2002

Mr John Thorne
Case Officer
Environment & Planning Department
RB Kensington & Chelsea
The Town Hall
Hornton Street
London W8 7NX

EX DIR	HDC	TP	CAC	AD	CLU	AO AK
R.B. K.C.		29 JAN 2003			PLANNING	
N	G	SW	SE	APP	IO	REQ
		ARB		FPLN	DES	FEE

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Dear Mr Thorne

**Town & Country Planning Proposals for Development at Lots Road
Power Station, SW10**

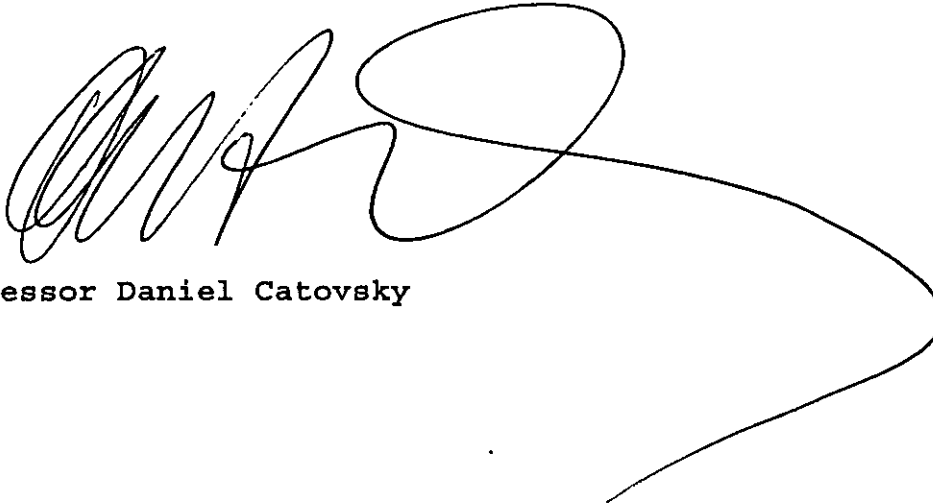
As a resident at Chelsea Harbour and a consultant at The Royal Marsden Hospital, Chelsea, I write to express my strong view against this proposed development as submitted by Circadian. Although, in principle, I agree that there should be developments at the power station and the surrounding area, the proposals reflect a degree of greed on the part of the developers and will represent a dramatic increase in the size of the buildings and the number of residents to be added to this already congested area which is very poorly served by public transport. The height and bulk of the buildings will block sunlight and obstruct views and will not integrate well with the other buildings in the area. They will generate a large amount of extra traffic and, as you will be aware, at any time of day - not just at peak times - the main arterial roads which cross King's Road and Fulham Road are regularly congested, even at weekends. The new developments at Imperial Wharf and King's Road will add significantly to this congestion and the hypothetical proposals for increasing public transport are unlikely to improve the situation.

This third application from Arcadian does not represent any significant change in the number of residential units or car parking facilities. The application which also involves the Borough of Hammersmith and Fulham has also changed very little, and I suggest that you should treat these two applications as one because the consequences to the area will be dramatic, in particular the very high tower blocks which are proposed for both sides of Chelsea Creek.

151

I hope very much that you and the councillors will take note of these views, together with those you will receive from other residents of Chelsea Harbour and the surrounding area.

Yours sincerely

A large, stylized handwritten signature in black ink, consisting of several loops and a long trailing line that curves downwards and to the right.

Professor Daniel Catovsky

17

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

0/5/152

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

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

27th January 2003

Dear Mr Thorne

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

Thank you for your notice regarding the above development and I attach a copy of my letter to Mr Paul Entwistle of Hammersmith and Fulham Council.

I would bring to your attention **Paragraphs 8, 9, 10 and 11** of my letter which I feel are appropriate to your Council as well as Hammersmith and Fulham. I do hope the whole scheme will once again be considered in **its entirety**.

Yours sincerely



Alastair M. H. Fleming

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R.B. 30 JAN 2003 PLANNING						
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N	C	SW	SE	JAP	REC	
			ARB	FPLN	DES	FEE

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17 Thames Quay
Chelsea Harbour
London SW10 0UY

020 7351 1090
020 7351 7749

(21)
153

27th January 2003

Mr John Thorne, Case Officer
Environment & Planning Department
RB Kensington & Chelsea
The Town Hall
Hornton Street
London W8 7NX

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Dear Sir

Re: Lots Road Power Station and Thames Avenue Development

We refer to the current planning application submitted by Circadian as developer for the above under reference 2002/031132/FUL

We wish to object to the revised planning application, our objections to this application are as follows:-

- As presently envisaged the density of the development is too high and will compromise current planning guidance causing further town cramming
- This proposed development will have considerable impact on areas outside Chelsea Harbour by placing additional pressure on transportation, schools and doctors surgeries
- The area is already under considerable pressure from another major Thames-side development (Imperial Wharf) this proposed development as currently envisaged would cause additional site cramming.
- The impact on the local road network will be detrimental as all local routes are already under pressure from the current Thames-side development, which upon completion will further stretch local resources to breaking point
- We would suggest that a full environmental impact study should be a prerequisite before any further planning approvals are granted
- The benefits of a development should improve the lot of the community as a whole

We enclose a copy of the Spring 2003 "lots road news" which states that final amendments have been submitted for the Lots Road Scheme. We find this terminology offensive as it implies some discussion and negotiation has taken place with the planning authorities to arrive at these "final amendments". As we both know this is not the case and this publication is extremely misleading

Contd

17 Thames Quay
Chelsea Harbour
London SW10 0UY

020 7351 1090
020 7351 7749

27th January 2003

Mr M J French, Executive Director
Planning & Consultation
Environment & Planning Department
RB Kensington & Chelsea
The Town Hall
Hornton Street
London W8 7NX

154

EX	HDC	TP	ICAC	AD	CLU	AO
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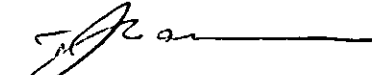
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Page Two

155

The above comments are a brief resume of our concerns and we trust that they will be taken into account when the council reviews the planning application, which is currently before it.

Yours sincerely

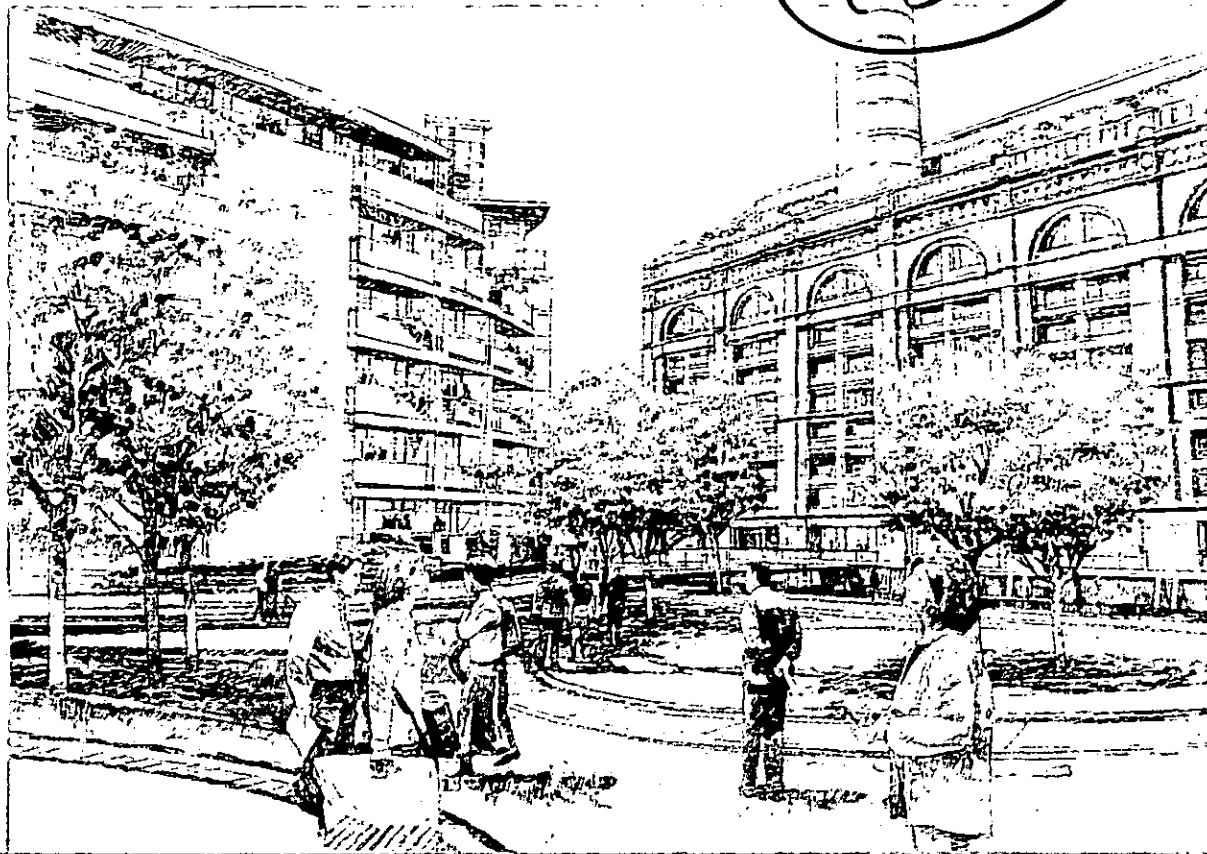

T J Kassem


Mrs S W M Kassem

Spring 2003

What's inside

- Overview of new scheme and key changes
- 45% of new scheme site is designated as public open space
- Schedule of public open spaces
- Development timeline
- £5 million investment in local transport
- Lots Road powered down



Public Exhibition
A public exhibition showing the new scheme will be held at 90 Lots Road from Monday 27 January to Saturday 11 February 2003. Opening Times: Mondays, Thurs and Fri 10-6, Wed 10-5, Sat 10-5.

Final amendments submitted for Lots Road scheme

The changes to the site layout have in our view resulted in a successful sequence of open spaces with a distinct character. We think that the relative heights and locations of the towers work well. Para Stewart, Director of Design Review, Committee for Architecture and the Built Environment (13 Dec 2002).

Creech, the developer of the Lots Road power station site, has submitted a new planning application to the London Borough of Hammersmith and Fulham (LBHF) for the part of its Terry Farrell & Partners designed development to the west of Chelsea Creek. Creech has also amended its planning application for the part of the development located in the Royal Borough of Kensington and Chelsea (RBKC), which lies east of the creek.

Hammersmith and Fulham

The provision of public open space in Hammersmith and Fulham has been enhanced by the creation of new public open space along Chelsea Creek. In total there will be 0.2 hectares (27,000 sq ft) of new landscaped open spaces in Hammersmith and Fulham, in addition to the site's private gardens and amenity space. Residential accommodation will be provided in a new 12-storey tower located alongside a new landscaped park and the existing Chelsea Harbour development, and with a 27-storey (27,000 sq ft) tower to the east. A total of 337 residential units will be provided, 64% (216 units) of which will be affordable housing.

Kensington and Chelsea

In Kensington and Chelsea, the revised scheme revolves around the restoration and conversion of the power station. A new public covered street will be incorporated within the power station to provide a range of neighbourhood shops on the ground floor with commercial uses at first floor level. These include office and workshop space, a local food store and other shops and community amenities such as a nursery and a gym. A total of 0.7 hectares (17,000 sq ft) of public open space will be provided. Of 420 residential units 40% (168 units) will be affordable housing. Accommodation will be provided on the upper levels of the converted power station structure and within a 23-storey (23,000 sq ft) tower located at the north of Chelsea Creek.

The combined scheme provides 317 residential units, 47% of which will be affordable housing for rent and discounted purchase. Car parking for both private and affordable housing will be at least in accordance with borough car parking standards. The new part of the proposed Lots Road residential quarter will be the restored power station, opened up at ground level to provide local amenities and access to the sequence of six new public open spaces.

Top: Artist's impression of Creekside Gardens, one of six new public open spaces for Lots Road.

A Non-Technical Summary of the Environmental Statement for the new application and amendments can be downloaded from the web site www.lotsroadpowerstation.com or ordered from the Communications Manager. See back page for contact details.

(12)

Ray Moxley FRIBA. RWA. FRSA. PP ACArch. HonF UWE.

10, The Belvedere, Chelsea Harbour, London SW10 0XA. phone: 020 7352 2813, fax: 7352 1847.

ray.moxley@virgin.net

27.1.2003

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K.C.						
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(14)

Invited Observations on Circadian's 3rd and latest submission for planning approval for the Chelsea Harbour Phase II Site Lots Road SW10 and the Lots Road Power Station Site.

**To the Councillors and Officers concerned at the Royal Borough of
Kensington and Chelsea**

As a resident and voter in the London Borough of Hammersmith and Fulham I have received the official notice of this 3rd application, and a promotional brochure from Circadian entitled "Lots Road News, Spring 2003" which illustrates the contents of this planning application which is the subject of a public exhibition by Circadian at 90 Lots Road.

Our phase II site is the immediate neighbour to the Power Station site.

Density. Too high and contravenes 4 of your policies and your proposed UDP proposed amendments. There seems little point in having carefully considered planning policies on force and then letting a powerful developer come along to sweep them away. **UNRESOLVED.**

Height. The tower at the end of the creek is now 37 stories. The very great height of this tower HF1 is misleadingly represented by much shorter block in the Circadian "Lots Road News, Spring 2003" in the 'birds eye perspective' on page 2. What is now proposed is a massive slab block. It will thus dominate and overpower much of Sands End and Chelsea Harbour. It is approximately twice the height of The Belvedere and relative to its height it is practically next door to existing Chelsea Harbour.

Its exceptional height will be a particular danger to helicopters caught when visual flying conditions are decreasing unexpectedly, particularly for those flying west up river on their recognised traffic route.

DANGER.

Continued on page 2

Commercial aircraft use the main approach corridor over Chelsea Harbour to Heath Row in westerlies. At busy times we count aircraft coming over us at three minute intervals. In the last 14 years there has been one occasion when a plane, in some sort of trouble, has been close to our rooftop. The proposed tower would have caught it. **DANGER.**

There is little doubt that exceptionally tall buildings, such as the one proposed, will be the target of a September 11th copycat attack. Chelsea Harbour has been on an IRA target list. Now we have international terrorists looking for targets here. **DANGER.**

Scale, Massing & Relationship to Existing Development. Sand Ends has a very acceptable human scale and massing i.e. the built forms relate very well to people. There is a minimum overlooking. Buildings do not tower over the occupants (with the awful exception of the Power Station). At garden level there is plenty of sky. It has the civilised and gentle character established for this part of London with its trees and open space (Westfield Park). The designer of Chelsea Harbour took Sands End as the key for scale and massing. At Chelsea Harbour the same grammar is used e.g. tree-lined avenues, open space as the Marina, Admiral Square, Harbour Yard Square, Chestnut Avenue, Hotel Square plus the glazed over squares of Harbour Yard and the 3 glazed octagons of the Design Centre.

Most of the buildings at Chelsea Harbour are 5 stories except for the hotel and the Belvedere. This latter is a very slender delicate 20 story form with just one flat per floor as compared with the present proposed massive slab block HF1. The Belvedere is there to act as a vertical foil to the horizontality of the river, the railway bridge next to it, and the relatively horizontal character of almost of the other buildings in the estate.

The Chelsea Harbour scheme was presented to a critical meeting of officers representing the Royal Fine Art Commission, the GLC, the LBHF, with the architect and developer in attendance. Amongst other matters, the meeting was invited to choose whether to include The Belvedere tower or not. There was a unanimous choice of the tower for this precise location.

Continued on page 3

158

159

Critical dimensions: The distance between propose HF5 and Admiral Square is only 20 metres and results in the axing of one complete row of mature trees of the listed Chestnut Avenue. The alternative is to site the endangered row of trees in the private gardens of the proposed dwellings. This would vitiate the avenue, and its consistent management in the future would be jeopardised.

There is no reason in planning terms why the pressure of density should override that quality of civic design. Why have a planning policy if listing and thus preserving splendid avenues such as this, and then allowing a big developer to come along and have it cut down ?

More room to breathe please, and please do not spoil a civilised and relaxed piece of urban landscape.

NOT SOLVED.

The distance between HF3C and The Quadrangle is only 6 metres. An unnecessarily narrow squeeze.

NOT SOLVED

Riverside Walk - Policies EN9 and BN99.

The other blocks in the proposed scheme have a greater average height than the adjacent existing residential blocks, and thus have a less human context . HF4 is 7 and 8 stories. HF 5 at its riverside end is 10 stories. This is very much too high and quite unnecessarily dominant being much too close to the existing town houses. This spoils the calm and enjoyable character of the Riverside Walk (Tow Path).

Thus the proposals affect adversely the nearby Conservation Area, the Sands End Conservation Area, the Riverside Conservation Areas and the Thames Policy Area.

UNRESOLVED.

Schools. These are not provided for. Policy CS8 not met or the proposed UDP amendments.

UNRESOLVED

Open Space and Play Spaces. Not sufficiently provided for as required in your supplementary Guidance Standards 5A and S7.1A and proposed UDP amendments.

Section 7 of Colin Buchanan's Report refers.

UNRESOLVED

Continued on page 4

160

Transport. The Colin Buchanan Traffic Study shows that the density of uses, ~~the numbers~~ of people who would be using the schemes at Lots Road now submitted for planning approval to LBHF and RBKC could only be properly and efficiently served if they had been located at a proper transport and social amenity hub. It is clearly of no use to try to insert a transport hub *after* these great schemes have been built *and occupied*. To approve these schemes now i.e. back to front, would be a poor service to the large numbers of people living and working in the schemes and to those presently living and working in the vicinity.

Review. May I submit that a desire for greater density tends to drive away high quality civic design. Whereas the creation of an environment which respects the neighbourhood into which it is inserted and the making of a pleasant and delightful place in which to live and work should be served by the optimum density.

Ray Moxley.

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

161

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

28th January 2003

Dear Mr Entwistle,

Town and Country Planning Act 1990

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

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

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

1. General comments.
2. Size and positioning of proposed buildings.
3. Fire Safety
4. Security access.
5. Tree Preservation order no. T297/6/01.
6. Maintenance of Admiral Square Houses.
7. Security and Police.
8. 37 storey tower and affordable housing.
9. Overall concept.
10. Failure to make provision for essential welfare and services.
11. Presentation of overall Plan.

I have also written to Mr Stephen Moralee, Head of Development Control at **Hammersmith & Fulham** and I have sent a copy of my objections to the **Planning Officer** of **Kensington and Chelsea** with particular regard to paragraphs 8, 9, 10 and 11.

Yours sincerely



Alastair M. H. Fleming

1. We have only just received plans of the latest Building applications to come before both **Hammersmith and Fulham** and **Kensington and Chelsea**. The Developers appear to have paid little heed to the reasons why their previous applications were turned down as only very minor changes have been made. The overall impression is that the Developers are determined to make as much money as they possibly can by cramming as much as they can into this "bottle" of land forgetting that the narrow neck of the bottle that is **Lots Road** will almost certainly make this place a nightmare in which to live and work. Some residents feel that these plans are going to be rubber-stamped and allowed through but our objections to this application are the same as they were for the last two and we feel that the council have enough genuine concerns about this scheme and all its implications - just as they had for the last two applications - to prevent this going ahead. Our particular concerns are as follows.

2. Despite the protestation of the Developers that our **light and outlook** will not be affected by these buildings especially **Block HF5** planned immediately to the north of **Admiral Square**, this is clearly not the case as not only are they **much closer** than the original Chelsea Harbour Phase 11 plans but they rise to a tower of some **ten storeys at the river end cutting off valuable light and outlook**. The tower's scale and appearance are out of all proportion to the rest of the surrounding development and given its proximity to the riverfront will create a very visible eyesore viewed from both land and river. If this Development is allowed to proceed we will at one fell swoop **lose our privacy as we will be overlooked; lose our precious daylight and sunlight and lose our views across the river** all of which we have enjoyed for the last fourteen years. The **scale and appearance** of the **Development** will have such a profound effect and impact upon the surrounding area that we for one will no longer wish to remain living here.

3. The latest plans still propose **removing the access road** to the north of the Admiral Square houses leaving only a very narrow passage between the edge of the houses and the new development. This opens up a major **Fire Hazard** in that Fire and Emergency Services would have **no immediate access** to the north side of the houses. This endangers the rescue of occupants from the upstairs rooms on this side which include most of the bedrooms and prevents any fire from being tackled from the north side. It would also prevent Fire appliances reaching the River Walk in order to access the East face of both Admiral Court and King's Quay from the river front. To have such a safeguard removed after 14 years could lead to untold repercussions if the Residents were unable to be rescued because fire engines were no longer able to gain access. I would like to think that the Council will consult their own Fire Advisors.

continued.....

163

4. Of equal importance is the **major security risk** which this **narrow passage** presents. It makes no difference whether it is open to the public or locked. Locked gates can be left unlocked or climbed over. Either way it gives an opportunity to any criminal to gain fast and easy access into our properties particularly at night. No amount of security cameras or security lights could prevent that happening. The implications of this almost deliberate act of thoughtlessness on the part of the Developers is quite unbelievable. What purpose this passage is meant to serve is incomprehensible. Security should be an intrinsic part of any new development. By creating a narrow passageway between the two developments as they propose they endanger both the old and new properties and we do appeal to the Council to prevent this happening.

5. The **Tree Preservation Order** (T297/6/01) which was recently confirmed by your council was made in order to screen the residential area and "make a positive contribution to the overall amenity value of the area which is otherwise **largely devoid of trees.**" The Developers now plan to **remove one row of trees** and to incorporate the **remaining row into private gardens** where they would in time inevitably be cut down. Either way we lose our trees. So much for the Developers concern for the Tree Preservation Order. If the avenue is built over as is now planned there will be nowhere for either the Residents of Chelsea Harbour and just as importantly people living outwith **to exercise their dogs or walk with their children** as has been the case for the last 15 years. This may not mean very much in the grand scheme of things but to those who enjoy this beautiful tree-lined avenue its loss will be very keenly felt. Its removal will clearly lead to a **public open space deficiency.**

6. **Maintenance** of the north side of the houses would be seriously affected if the avenue is built over as a cherry-picker would be unable to operate for essential maintenance such as the painting of windows, the washing down of brick facings and treatment of stonework. Such work will now prove to be impossible. I would point out that under the terms of our leases with Chelsea Harbour Ltd - Sixth Schedule (Landlord's Covenants) Item 3, Repair and Maintenance - sub clause 1, to maintain, repair and renew: (7 sections) and under sub clause 2, full details are specified of the maintenance to be provided. Should the roadway be removed such maintenance could not be carried out and in these circumstances Chelsea Harbour Ltd would be in default.

continued.....

164

7. The **Security** of Chelsea Harbour is of paramount importance to all Residents. The present internal Security service is extremely efficient and in close contact with the **Police** who make regular visits to check the Harbour and to police the banks of the Thames. It is essential that all necessary access is given to the Police and that **Vehicular Access** down this avenue, which is regularly used by them, should be kept open. Can you assure me that the Police and Fire Service have been consulted by the Council on the proposed removal of this road? The Developers think so little of security that they have not included any provision for this in their latest plans.

8. The latest Plans now include a **37 storey tower**. The scale and appearance of this is nothing short of a monstrous eyesore out of all proportion to the rest of the river frontage. With **terrorism** a constant threat I would hope the Council will refuse to allow this to be built given that they have a responsibility and a duty to the **safety** of the people living in this area.

I would also comment on the 54% **affordable housing** plan which is considerably larger than previous applications. Whilst being sympathetic to the very necessary need for affordable housing, I feel the siting of this amount of housing right in the middle of an expensive established residential area can only lead to serious social problems. Again the Developers have used this for their own ends without any thought to the consequences. We all pay our Council Tax, some of us more than others and I hope the Council will accept this objection as a genuine-felt concern for everybody rather than a case of "not in our backyard" as the Developers would no doubt like the Council to think.

9. The whole concept of this Development Phase is seriously flawed. It is ill-conceived, lacking in any character with no overall design or thought given to the requirements of the community which it will inevitably destroy. There is a quite unacceptable degree of **Density** which is in my view motivated more by greed than by need. There appears to be no co-ordination between the Lots Road Power Station and the two Schemes **north** and **south** of the Thames tributary and certainly no desire on the Developers' part to blend in with existing buildings. The vast increase in **Traffic**, coupled with the Development at **Imperial Wharf** to the south of the Harbour and **Kings** to the west at the junction of Lots Road and King's Road, will be quite horrific and very serious **Congestion** is inevitable. The reality is that the roads will be **gridlocked** and all our emergency services unable to operate. Last week it took us 20 minutes to get out of Lots Road onto the Embankment. How much longer will it take if this scheme goes ahead?

continued.....

165

10. If these plans goes ahead the area will be swamped by vast numbers of people who will all require services as diverse as **traffic, parking, transport, policing, medical surgeries, hospital beds, ambulances, fire tenders, education, community and recreational facilities and spiritual needs**. The Developers have failed to take any of these into account nor will they be held responsible for providing them. It will be left to the Council and the taxpayers to do that.

11. In the light of the above comments may I suggest that once again the whole scheme be resubmitted to both **Hammersmith and Fulham** and **Kensington and Chelsea** Planning Authorities as **one Overall Plan** on a much smaller scale more suited to the area on which it is to be built. This would allow the people who live in both Boroughs and who are materially affected by this to see exactly what is planned. I am sure that the Council will take into account all the objections it will have received from its ratepayers (both those objecting now and those who will undoubtedly object later) and mindful of the fact that the present plans will almost certainly totally ruin this area of Fulham and Chelsea, ask the Developers to resubmit their plans. Above all can the Council please ensure firstly that any development does not **overlook our property depriving** us of our **privacy, sunlight, daylight and outlook** and secondly that the vital access provided by the road to the north of the houses be allowed to remain not just for the safety and security of all residents but for everybody else minded to walk along the Thames Path or simply to enjoy the avenue of trees in an area soon to be completely built over.