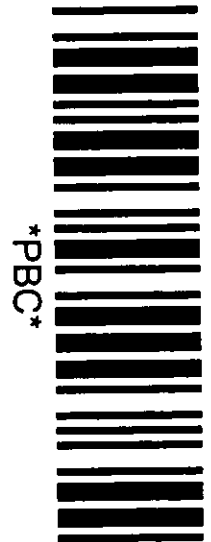


**ROYAL BOROUGH
OF
KENSINGTON & CHELSEA**

DOCUMENT SEPARATOR

DOCUMENT TYPE:

PUBLIC COMMENT



PBC

11 CARLYLE COURT
CHELSEA HARBOUR
LONDON SW10 0UQ

objection AO Ach → JT

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26.01.2003

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

EXHDC TP MA AR CHL JS
DIR 28/1/03
R.B. 28 JAN 2003 PLANNING
K.C. 1325/JT
N C SW SE APP IO REC
DES DES

Re: DPS/DCSW/PP/02/01324 & 1325/JT

Dear Sir,

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

1. Their solutions to the local transport problems are totally inadequate. Lots Road is narrow + the section at right angles to Kings Road is already a great problem, even on weekdays, what with the trucks + vans serving the Auction houses + 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 huge 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 minuscule; in the "clever" presentation by the Architects!
4. We have gone to the expense + 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 aspect of this exhaustive study.
5. By the way, I find the Power House itself an abomination in what should be this lovely part of London, ABK+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.

cc. RBHF + RBK+C Councillors

Yours faithfully
Inghail Saba (FRCM)
(S.F. SABA) 2041

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167

By Facsimile & Post

28 January 2003

Environment Department
London Borough of Hammersmith & Fulham
Town Hall
King Street
Hammersmith
London W6 9JU

For the attention of Mr Paul Entwistle

Dear Sir,

**Re: Land Adjacent to South Side of Chelsea Creek, Chelsea Harbour Drive,
London SW10 – Application Number 2002/03132/FUL**

I write further to the letter of Mr Stephen Moralee dated 2nd January 2003 relating to the above application submitted by Circadian Limited ("Circadian") for the development of the Lots Road Power Station, Chelsea Creek and Chelsea Basin (the "Site").

Circadian's revised plan for the Site has completely ignored the concerns raised by local residents to its previous two rejected plans for the Site and Circadian has yet again presented a plan to develop the Site with various blocks, including two high rise blocks of 37 and 25 storeys each, which will fit ill with the their surroundings and existing developments.

The impact of Circadian's plans on the local environment and local transport infrastructure has been of primary concern of the residents of Chelsea Harbour. The current development plans are still too ambitious and will have a detrimental effect on both our local environment and the transport infrastructure.

Road congestion is already a major problem in our neighbourhood; partly caused by the lack of public transportation available. Whilst Circadian proposes to extend the current C3 bus route and improve the frequency of this bus service it is clearly inadequate for the increase in population such a proposed develop will create and is further flawed by not taking into account the substantial increase in traffic this development will cause. Furthermore, Circadian has not adequately addressed the parking problems its development will create. The number of parking spaces has been reduced in line with the reduction of dwelling proposed for the Site. However, the

number of bedrooms proposed for the Site has been considerably increased and therefore the reduction in the number of planned parking spaces may be inappropriate.


The environmental impact of the revised plan is immense and should not be ignored by the planning authorities in contemplating this application. By way of example, Circadian proposal to increase tower HF1 by 12 storeys alone will have a far more adverse effect on the nearby conservation areas (which include the Sands End Riverside Conservation Area, the Thames and Thames Policy Area) than the previous two rejected plans filed by the developers. Moreover, the revised plan still foresees the removal of landscape features and the removal of trees which are protected by Preservation Orders and will eliminate open spaces currently much enjoyed by the local residents. Instead residents will be forced to endure a period of more than six years of building works and associated chaos.

In addition to environmental impact of increasing tower HF1 by 12 storeys there are further safety considerations which have to be taken into account in respect of the neighbouring heliport. I urge the planning authorities to examine further the influence of this increase in height of tower HF1 will have on approaching helicopters using the heliport.

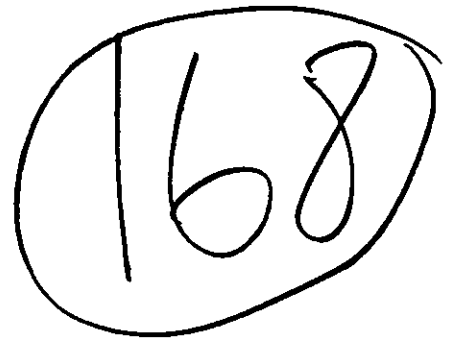
In submitting this application Circadian is asking the Council to ignore the Unitary Development Plan ("UDP") without giving any justified or pressing reasons why the Council should do so. Indeed, if the Council were to set aside the UDP for this application it will set an invidious precedent that will allow any developer to put up any form of monstrous building with absolute disregard to the surrounding area and the residents who live there.

I strongly urge the Council to reject this inappropriate application and press Circadian to bring forward proposals for the development of the Site which takes fully into account the surroundings into which it wishes to build.

Yours faithfully,



Drs. Jan Cook



cc: Distribution List

Distribution List:

Chelsea Harbour Residents Association
The Royal Borough of Kensington and Chelsea – Environment & Planning
Department
The Honourable Iain Coleman MP
The Right Honourable Michael Portillo MP
Councillor Brendan Bird
Councillor Colin Pavelin
Councillor Jenny Vaughan
Councillor Wesley Harcourt
Councillor Charlie Treloggan
Councillor Colin Ahern
Councillor Jafar Khaled
Councillor Dame Sally Powell
Councillor Michael Cartwright
Councillor Francis Stainton
Councillor Michael Adam
Councillor Sian Dawson
Councillor Caroline Donald
Anjie Bray – Member of the Greater London Assembly

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EX DIR	HDC	TP	CAC	AD	CLU	AO AK
R.B. K.C.	29 JAN 2003				PLANNING	
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			ARB	FPLN	DES	FEES

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FAX: 020 7376 3445

11
0/57170

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

28th January 2003

EX DIR	H96 YB	6AB AB	610 AO	AK
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N	C	SW	RE	IO
		ARB	PP	LES

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Dear Mr Thorne

We cannot believe that this development company (Circadian) has come up with these so-called amendments of the original plan for Lots Road:

The massive number of apartments: the 37 storey tower and the 24 storey tower are so out of character for the low rise area.

The traffic nightmare that will ensue with such narrow roads and the Embankment which is already in such huge demand.

No train service.

The bus service will only clog the roads further which will cause traffic congestion to get out of control.

It is an illegal development that will destroy the lives of those who have chosen to live in this area who never believed that such an irresponsible, illegal, overcrowded development could every be considered by your council.

If approved, a massive legal class action will be organised to sue the councils for destruction of the area.

(71)

In conclusion:

Royal Borough of 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 HO7, EN23A, EN31 and TN13 in the adopted Unitary Development Plan and the emerging UDP Alterations.*

The new proposal only achieves a slight reduction in density from 215 dwellings per hectare to 192 dwellings per hectare. The density of habitable rooms (bedrooms) per hectare has increased from the second planning application (388 habitable rooms per hectare) to the third planning application (408 habitable rooms per hectare).

Overall, the proposal results in a minor reduction in the number of residential units from 866 to 817, i.e. a reduction of 49 residential units. Concerns in respect of density, capacity of local facilities and open space will not be able to cater for the scale of proposed development. Therefore, the proposal still represents over-development.

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 height of Tower HC1 has been increased from 25 to 37 storeys thereby increasing the adverse effect on Chelsea Harbour, particularly the Admiral Square development.

The siting of the original elements have changed slightly resulting in slight increases in the distance between proposed development and the individual elements of Chelsea Harbour. The only significant change has been the removal of proposed single storey development that was located within 5 metres of Admiral Court in the previous scheme. Only slight reductions in height of most building elements has been achieved.

Overall the changes to the main elements of the built development are minor. However, the tower block has been increased in height significantly and hence the impact of it is much worse than the previous scheme.

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.*

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The height of the tower HFI has been increased by 12 storeys, the roof has been re-profiled and the tower reoriented to face in the opposite direction. The materials of the finish of the tower have been changed from terracotta to stainless steel. Thus whilst objections in respect of the finish of the tower are resolved, the impact of the increased height of the tower on visual amenity, nearby Conservation areas including Sands End Riverside Conservation Area and the Thames and Thames Policy Area are more adverse.

4. *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.*

Only slight changes have occurred in relation to the proximity of new development to existing and also only slight changes in heights. Significantly, however, the element of the proposal located close to Admiral Square has been increased from 5 metres to 20 metres, which is an improvement. Overall, objections have been partially resolved. This element needs to have careful further examination.

5. *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 on impacting 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.*

Only limited improvements, as compared to previous proposals are proposed. The amount of car parking proposed reduced, but in proportion to the amount of residential units. We note that the size of individual units has increased (the number of bedrooms overall) so that the car parking requirements might be considered to be higher. In respect of buses improvements to the C3 bus are proposed with a route extension to Notting Hill and Paddington and an increase in its frequency.

Overall, however, our concerns in respect of the transport impact of the proposals and the inadequacy of public transport measures proposed are entirely unmet. The proposal will result in an adverse transport impact on local roads. That impact will prejudice the operation of the public transport services. If there was no transport impact (i.e congestion did not increase) then the amount of buses proposed to be provided could not cater for the amount of people predicted to use the public transport facilities. Essentially the transport assessment is flawed.

It is unlikely that buses could by themselves cater for the predicted population of the proposed development.

The scale of development simply cannot be catered for at this location in transport terms.

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6. *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 new proposal has introduced a 100 space nursery within RB K&C. no details of how provision is to be made for older children in education facilities are provided. This element of the proposal needs to be examined further.

7. *The proposed new development would not provide sufficient 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 new proposal maintains the amount of public open space at 1.62 ha (4 acres) and thus still falls short of meeting the National Playing Field Association's 6 acre standard, which would require 4.12 ha (10.55 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 the is part of London (both boroughs). 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.

8. *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 54% in accordance with the Draft London Plan. The density of affordable housing appears high.

Royal Borough of 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 Pan and Proposed Modifications thereto, in particular Policies CD4, CD11, CD12, CD13, CD14 and CD31.*

Although the tower has been reduced in height to 25 storeys from 30, it still remains taller than any other development in the vicinity and intrudes into the skyline, detrimental to the character and appearance of the area and important areas from neighbouring conservation areas. The impact of the reduction needs to be fully assessed.

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2. *The proposed 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 from the previous proposal to 25 storeys. The Impact assessment does not consider light and sunlight impacts on local roads, only Lots Road and Telcott Road are considered. Choice of materials remains the same and thus the sense of bulking and sense of enclosure remains.

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, STRAT 7, STRAT 8, CD1, CD4, CD25, CD25A, CD31 and CD54.*

Although the height of the tower has been decreased from 30 storeys, it will still be the tallest building in the area (25% higher than any other in the locality). The finish of the tower has been amended slightly again and instead of terracotta fins, stainless steel fins are proposed. The scale, orientation and bulk of the proposal remain unchanged except for tower KC1 which has been re-orientated. Overall, the proposal remains poorly integrated into the local area and is detrimental to the character and appearance of river frontage, views from surrounding areas and townscape.

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 from 35% to 40%, which does not meet the Draft London Plan target.

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 in the existing highway network contrary to the provisions of the Unitary Development Plan and Proposed Modifications thereto, in particular Policy TR39.*

Only limited improvements, compared to previous proposals are proposed. The amount of car parking proposed reduced, but in proportion to the amount

improvements to the C3 bus are proposed with a route extension to Notting Hill and Paddington and an increase in its frequency.

Overall, however, our concerns in respect of the transport impact of the proposals and the inadequacy of public transport measures proposed are entirely unmet. The impact will prejudice the operation of public transport services. If there was no transport impact (i.e. congestion did not increase) then the amount of buses proposed to be provided could not cater for the amount of people predicted to use the public transport facilities. Essentially the transport assessment is flawed.

It is unlikely that buses could by themselves cater for the predicted population of the proposed development.

The scale of development simply cannot be catered for at this location in transport terms.

6. *The proposal fails to make adequate provision for business and employment floor space in the context of redevelopment within a designated employment zone contrary to the provision of the Unitary Development Plan and Proposed Modifications thereto, in particular Policies STRAT 17, SRAT 19, E13, E23F and E23H.*

The proportion of employment uses on the site (RB K&C) has decreased by 467m squared, therefore further reducing the employment provision. The development continues to fail to make adequate provision for employment uses on site.

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

The developer provides no reasoned justification. 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 with the Draft London Plan. This scale of development, which is significant, is simply unplanned. The departure from the Plan has not been justified.

Yours sincerely

Mel Braham
Resident

0/5

(19)

14 Admiral Court
Chelsea Harbour, London SW10 0UR

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

EX	HDC	IP	CL	AD	CL	AK
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28th January 2003

Dear Mr. French,

Objection to 3rd Circadian Planning Application
Previous application 2001/1589/P and 2001/2260/P

With regard to the third application by Circadian for the extensive development on the Chelsea Harbour phase II and Lots Road Power Station sites. In spite of both the councils of Hammersmith and Fulham and also Kensington and Chelsea having turned down the previous applications Circadian have submitted a third without really addressing the problems of the excessive size and height of their proposed development for which they have been refused planning permission previously.

There is a very slight reduction in the size of the total development but the tower HC1 has gone back from 25 to a monstrous 37 storeys. This is clearly a neighbourhood of low rise housing. The other developments now building are not constructing high towers. Why should Circadian persist in applying for heights that would totally dominate the skyline of west London and contravene planning guidelines for the area. I believe Circadian have applied for the tower on the Kensington and Chelsea bank of Chelsea Creek to be 25 storeys. Surely the tower HC1 on the Hammersmith and Fulham side of the creek could be reduced to 20 storeys.

It is very sad that the avenue of trees so recently placed under a protection order is still scheduled for destruction, although 1 line of trees remains enclosed in private gardens. This leaves a very narrow and potentially dangerous path between two lines of garden walls as the way to the river, the view of the Thames is lost. If Circadian are granted this row of houses enclosing the trees I would hope that the Council will insist on the tower remaining at 20 storeys.

Other objections remain the same. How are families to be rescued in the event of a fire above the 10th floor? As nursery school facilities and Doctors lists are full in the area how are these large number of people to be cared for in addition to the people in the large developments now nearing completion.

The transport problem remains, and is unsolvable if this high density is permitted. Even with a large increase in the number of C3 buses this cannot accommodate the existing residents and those in the units nearing completion in the immediate area. The train station remains key, but when will it be available.

I trust that once again the planning authorities will adhere to their own guidelines which are again being breached by Circadian and turn down this proposal.

Yours sincerely,

R. Beddington

Beddy

Mrs R. Beddington

2103

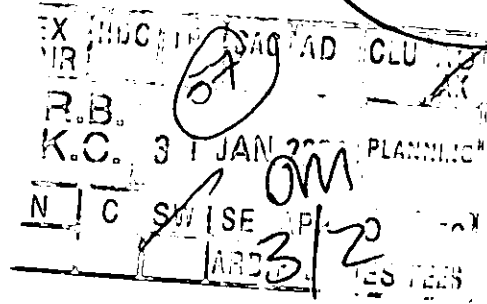
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177

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

0/51



28th January 2003

Dear Mr French

Your Ref DPS/DCSW/PP/02/01324 & 1325/JT; Proposed development at Lots Road Power Station, Lots Road, SW10

Thank you for your letter of 10th January 2003 about the revised planning applications. I am writing to object to the Lots Road Planning developments. The reasons for this are: that the proposed developments run counter to the provisions of the Unitary Development Plan, and that they will severely adversely affect the cherished character and appearance of a Conservation Area, which by definition has been deemed worthy of protection against this sort of development. In particular, a development of this scale would impact on busy roads in the area which are at saturation point as they are. We strongly urge you to reject these applications.

Yours sincerely

Jamie and Caroline Ross

Imperial College London

JMP/sl

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

28th January, 2003

Dear Mr Thorne,

**RE: TOWN AND COUNTRY PLANNING ACT 1990 – THE TOWN & COUNTRY
PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) (ENGLAND AND
WALES) REGS.1999 PROPOSED DEVELOPMENT AT: LOTS ROAD
POWER STATION, LOTS RD, CHELSEA SW10**

I live at 11 Thames Quay, Chelsea Harbour, London SW10 0UY and I am writing to you once again regarding this application to develop the Lots Road power station and Chelsea Harbour Phase Two (land at the mouth of the Creek). I am aware that the proposal falls partly under the aegis of the Royal Borough of Kensington & Chelsea and partly under that of the London Borough of Hammersmith & Fulham. However, I strongly believe that the proposal should be considered in its entirety and, hence, I am writing to you with comments regarding the entire development.

I am becoming a little wary of commenting yet again on another planning application (the third this time) to develop this site. Very little has changed from the previous application originally submitted in 2000 that was turned down. I would imagine that you cannot avoid receiving planning applications that have only been changed marginally from previous versions but it is a waste of time for everyone concerned. Ideally, the developers should be informed that re-submission is not possible unless major changes have been made to subsequent planning applications, in accordance with comments made on the original. This particular application has changed little and the developers are trying once again to cram too much into very little space in an area that is poorly served in terms of public transport and is already densely populated. This will all be aggravated even further when the new developments in Imperial Wharf and Kings Road are in full swing. The intense form of development described in the third proposal comprises 192 dwellings per hectare rather than the 215 put forward in the earlier version. However, the density of habitable rooms (bedrooms per hectare) has increased from 388 habitable rooms per hectare in the second planning application to 408 habitable rooms per hectare in the present one. Overall, the revised proposal provides only a very minor reduction in the number of residential units from 866 to 817, with little concern regarding whether there are adequate open spaces and local facilities to support this density, in particular primary and secondary schools (I am aware that the present proposal caters for a nursery).

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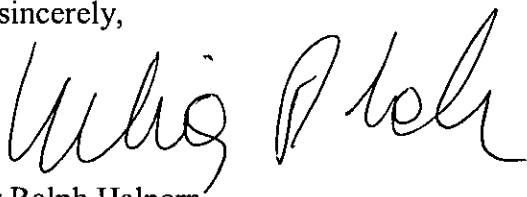
I have already objected to the height of the towers the developers are proposing to build and now this has increased from 25 to 37 storeys. Although I was very glad to read that the distance from the present Chelsea Harbour block of flats (Admiral Court) has increased from 5 to 20 metres, the overall height remains unacceptable. I was also glad to learn that the objections made in respect to the finish of the tower have been resolved but visual amenities, nearby conservation areas and the potential problems of flooding have not been considered.

It is obvious that this development will cause many problems relating to properties being overlooked and access to daylight being reduced due to its height and proximity to other buildings. One of the major concerns that has not been addressed is the increase in traffic over and above that which could be accommodated adequately on the existing highway network. This will no doubt create a variety of problems, for example concerning safety, road congestion and local air pollution. The proposed marginal changes (as yet not approved) to transport, such as increasing the frequency and route length of the C3 bus, will not adequately solve the problems of high density and poor transport infrastructure that exist now, let alone if the development goes ahead.

In one of the applications that falls within the Royal Borough of Kensington & Chelsea, the size of a tower has been reduced from 30 to 25 storeys but it is still massive and its potential impact on sunlight on local roads has not been fully considered.

In conclusion, this third application is still a massive development in an area poorly served in terms of transport, schooling, air quality and potential flooding (alteration of the Creek). Serious consideration should be given to it, particularly in view of the new large developments in Imperial Wharf and Kings Road. I propose, therefore, that this hardly altered re-submission of a planning application should not be approved.

Yours sincerely,



cc: Sir Ralph Halpern
16 Admiral Court
Chelsea Harbour
London SW10 0UY

Professor Julia M. Polak, MD, DSc, FRCP, FRCPATH, FmedSci, ILT
Director: Tissue Engineering and Regenerative Medicine Centre

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web-site: <http://www.med.ic.ac.uk/divisions/8/index.html>

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13 The Quadrangle, Chelsea Harbour, London SW10 0UG
Telephone/Fax: 020 7376 8031

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

29 January 2003

Dear Mr Entwistle

Planning Application 2002/03132/FUL - Land Adjacent to South
Side of Chelsea Creek, Chelsea Harbour Drive, London SW10 (Lots
Road Power Station and adjacent sites development application)

I write to register my objections to the above application.

It is the third such application for the development of the subject
site. While it incorporates a few adjustments from the first two
applications, these are insignificant and modest changes and wholly
fail to address the substance of the reasons given by the Borough
Planning Applications Committee for its rejection of the first two
applications., reasons with which I fully concur.

Put simply, the massing, density and imbalance in supporting
facilities which are proposed in this application would place a
wholly insupportable strain on the immediate and wider area which
will be affected by this development, if allowed.

In these circumstances, it would be wholly consistent for this third
application to be likewise refused. I urge the Borough Planning
Committee to refuse this application.

Yours sincerely



Andrew L I Pocock

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K.C.						
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5/11

cc: Members of Borough Planning Applications Committee
Environment & Planning Dept., RB Kensington & Chelsea

2203

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181

29 January 2003

MJ French Esq
Executive Director of Planning & Conservation
RBKC, The Town Hall
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Your ref: DPS/DCSW/PP/02/01324&1325/JT

Dear Mr French

Proposed development at Lots Road Power Station & Chelsea Creek, London S.W.10

Further to your letter of 10 January regarding the above, I have now visited Circadian's exhibition with scale model of their latest plans.

The two Towers continue to cause the greatest alarm and in spite of the fact that the tower in the K & C Borough has been reduced to 25 storeys, this is still vastly higher than all other surrounding buildings. As for the second tower in the H & F Borough – 37 storeys is immense and out of all proportion with the surrounding areas and indeed in Central London. When one sees the scale model showing these two towers overpowering the landscape this is brought home even more. No other developer has been allowed to build such monsters and it would be a sad day indeed for the Borough for this precedent to be set.

The scale of these towers will result in a density of population that cannot be sustained in this area where public transport is at a minimum. Circadian have still not addressed this problem. They claim to have an £8 million package to help transport but even they admit this only allows for a few extra buses on the roads and river. This is totally inadequate – already the buses cannot get down Lots Road due to the width of the road, heavy traffic and perfectly legitimate parking facilities. I do not know at what time of day they are basing their journey times but certainly NOT at even remotely busy times. The Embankment is frequently at a standstill and both Finborough Road and Redcliffe Gardens etc are solid particularly during the ever increasing “rush hours” which is when people would wish to use the buses. A development of this size should not be contemplated without a proper train service and station at Chelsea Harbour. It will be a ruination of a delightful part of Chelsea.

Basically I welcome the redevelopment of the Power Station with its mix of community services, affordable housing, commercial offices and public open spaces but once again the developers have overstepped the mark through sheer greed with the proposed erection of these two huge towers to the detriment of the local area, which naturally means nothing to them.

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

Yours sincerely

Josephine Sherrard.

Josephine Sherrard

182

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29th January 2003

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

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(12)

Dear Sir,

Application Number 2002/03132/FUL
Land Adjacent to South Side of Chelsea Creek,
Chelsea Harbour Drive, London, SW10

With reference to your letter of 2nd January in respect of the planning application submitted by Circadian (CH) Limited we strongly object to this application for the following reasons:-

1. The over-development of the application site is an example of town cramming. We object to the excessive high-density proposed and to the sharp difference with that of Chelsea Harbour phase 1.
2. The key issue is that high densities can only be acceptable where there is easy access to good transport facilities, a so-called transport hub. The greatly increased local population as a result of the Imperial Wharf development was, we understand, justified on the basis that a new mass-transit train station would be provided. We understand that no decision has been taken with regard to this facility. Circadian have proposed extra bus services, however, the local road infrastructure cannot support the number of buses required for the present and proposed developments. It is impossible that Chelsea Harbour and Lots Road qualify as a

transport hub. Circadian's report states that Chelsea Harbour/Lots Road are within ten minutes walking of a transport hub, **THIS IS TOTALLY MISLEADING.** Therefore, there is no way in which high-density development, and all that hangs on it, can function or even be justified.

3. There is little assurance in the proposals that the increased population impacts on Borough services and facilities can adequately be met. There still appears to be no proposals to meet the extra educational and social welfare requirements.
4. Their latest proposal is to remove one row of the trees that are presently protected by a tree preservation order.
5. The proposed 267 car parking spaces are totally inadequate for the 397 residential units resulting in fly parking throughout the development and local area. This will result in further traffic congestion and detriment to the environment.

We would be extremely happy for the original plans of the uncompleted Chelsea Harbour blocks Phase II, as it was known to be constructed. As with the existing Chelsea Harbour buildings, each of these blocks would contain the necessary car parking for each of the dwellings.

Yours faithfully,

Nigel Brookes

Susie Brookes

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

Members of Planning Services Committee
Royal Borough of Kensington & Chelsea

184

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185
6 Kerrier House
41 Stadium Street
London SW10 0PX

0/55
29 January 2003

M.J. French
Executive Director, Planning & Conservation
(attn. J. Thorne, Case Officer)
RBKC, The Town Hall
Hornton Street
London W8 7NX

Dear Sir

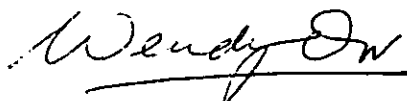
Re: Lots Road Power Station Redevelopment.

Thank you for your letter dated 10 January about revised plans submitted for the Lots Road Power Station. I have looked at the plans as shown in information sent to me by Circadian.

Although in some ways the plans are an improvement I would still feel that the proposal is unsuitable for the following reasons:

- Density of population in an area which lacks the infrastructure of space and transport. I understand that the plans do not cater sufficiently for the additional car parking in an area which is badly served by public transport. There is already excessive pressure on street parking because residents of Worlds End Estate park in the Lots Road Triangle as well as residents from the enclave itself.
- Lack of public transport facilities. It seems there will be some new bus services, and this is to be welcomed. However, the plans are vague – there are alternatives shown (with rather optimistic journey times given) but not all the alternatives will take place. I understand that the proposed railway station for Imperial Wharf (by the side of Chelsea Harbour) is not likely to happen, either.
- Overshadowing. Even with towers reduced to 25 storeys, there will be heavy shadow over the area – and this will affect Stadium Street badly. The towers will be in the path of the sun for much of the year, most of the day. They will overlook the gardens and yards, spoiling the character. One of the best features of the area now is that it is quiet and “tucked away”.
- Character of the Area. I have no problems with social housing as part of the development – it is already an excellent feature of the area that rich and poor live side by side. In the Lots Road Triangle this works well and there is a good degree of neighbourliness. However, the Circadian proposal is for a level of population density too great for the amount of open space proposed, particularly on the part that would lie within RBKC, which would have a damaging effect on the local community and the infrastructure.

Yours faithfully


Wendy Orr

1960

21 Thames Quay
Chelsea Harbour
London SW10 0UY

29th January 2003

Mr. M J French
Executive Director, Planning and Conservation
RBK & C
The Town Hall
Horton Street
London W8 9NX

Dear Sir

Re: DPS/DCSW/PP/01324&1325/JT—Proposed Development at Lots Road Power Station etc.

I thank you for your letter of the 10th January concerning the above application to which I wish to raise objections as per the attached letter dated 27th January to Mr. Paul Entwistle of L B F & H, wherein my objections apply equally to the development of the Power Station etal.

I thank you ,in advance , for your consideration to my objections.

Yours faithfully

T L W Evans

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At: Mr J. Thorne

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Campaign for Fair Play
54, Ifield Road,
London S.W.10 9AD
Tel: 020-7351 1432
Fax: 020-7351 4434

187

Mr M J French,
Executive Director,
Planning and Conservation, RBKC
Town Hall,
Hornton Street,
London W8 7NX.

January 29th, 2003.

Dear Mr French,
Amendment/ Proposed Development at Lots Road Power station and Chelsea
Creek. SW10. REF: DPS/DCSWPP- 02/01324 & JT

The Campaign for FairPlay accepts the need for re-development of some kind at Chelsea Creek. We cannot however condone the erection of overly tall buildings reminiscent of Hong Kong. We are talking of a part of the Thames that is historic. It is named Turner's reach because many of the great man's paintings feature this part of old Chelsea. Why ruin it? Look at the example set on the South side.

When Richard Rogers was allowed to build his 'factory' on the south side of the river in Battersea, in the face of fierce opposition, arguments were put in a sinister document that I obtained from the department of the environment, that the 'factory' would 'fit in' with the Somerset towers, ugly council blocks that should have been torn down down years ago. All this from John Gummer who had just made a speech at a conference- London in the 21st century, sponsored by the Evening standard, pledging there would be no more tall buildings on the river.. Never under-estimate the charm of a developer and architect like R Rogers.

I imagine there is a similar argument being put by the developers about the World's End estate ie that Whampoa's development will 'fit in' height-wise with the towers on the World's End estate. The World's end development, despite the warm stone it was built in, is generally considered to be a sixties mistake. The wonderful vistas we enjoy when walking in the Brompton cemetery must also be protected. The stone tower at the power station which can be seen from the cemetery does not jar, precisely because it is built in stone and blends with the environment. More harm has been done to the built environment around the world because of the use of non- organic materials used.

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Residents also wish me to object about 1) Increase of traffic to roads already at breaking point. 2) Insufficient parking for residential development proposed. There must be parking under the building for every resident. 3) Lack of public transport. Does the quality of life of the residents of the Royal Borough, already under strain, no longer count with the RBKC they ask me daily? Does the excessive ambition of Circadian and its Hong Kong backers come first? I trust not.

Yours sincerely,

Annie Edwards
ANNIE EDWARDS/founder CAMPAIGN FOR FAIR PLAY.

CC Rt Hon Michael Portillo, M.P.
CC Councillor Nicholas Halbritter
CC. Merrick Cockell, Leader RBKC
CC Rt Hon Michael Meacher, MP.

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10 ADMIRAL SQUARE
CHELSEA HARBOUR

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London SW10 0UU

Phone 020-7352-9080
Fax 020-7349-0313

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

29 January 2003

Dear Mr Entwistle,

Redevelopment of Land at Chelsea Harbour-Planning
Application ref:2002/03132/FUL

I am writing to object to the above applications by Circadian Ltd which are amended applications to those refused by the Borough last year.

I note that the application is for a development which still does not accord with the Unitary Development Plan.

My objections to the new proposal are based on the it's very unsatisfactory characteristics;

1. Very high density-387 dwellings against 70 approved in 1986 involving a doubling of the build area and a substantial increase in habitable rooms (408 rooms per hectare) over the 1986 approved scheme.
2. Leading to an increase in transport demand that will overwhelm the area. An example of the implications can be seen first hand when Chelsea play at home or Bonhams have a viewing or auction day. The transport proposals do not even start to address the problems that will ensue from the increased numbers of people living on the site.
3. Very high buildings (37 storeys) out of character with the housing to the west and north of the site and providing an unacceptable 'overlook' to the surrounding area.
4. Lack of facilities in support of the new dwellings e.g. an adequate medical and community centre and children's educational facilities. You may be aware that the nearest Medical Centre has declined to take on new patients in view of it's present overload.

I also ask that the Application is considered in the light of the St George's development to the west of Chelsea Harbour and the proposed development by Circadian to the north of Chelsea Harbour in the Kensington and Chelsea Borough. Taken in combination these developments will impose a massive loading on existing road and transport facilities.

I suggest that the developers adhere to the Planning Permission granted by the Borough in 1986.

As a resident of Admiral Square, which borders on the proposed development, may I comment on certain aspects which specifically affect residents in a similar position. In the event that the Borough is minded to approve the application may I suggest that the

-cont'd

January 29, 2003

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-page 2 -

following changes be made;

1. Block HF5 totally blocks river views from many houses and is still too close to the adjacent block of flats in Admiral Court and houses in Admiral Square. The height of the block at 10 storeys will still overlook Admiral Square and Admiral Court and should be reduced and the block repositioned.

2. It is proposed to eliminate one line of trees adjacent to Admiral Square which are the subject of a tree preservation order. These should be retained.

3. There seems to be an inadequate amount of space for access to the rear of the Admiral Square houses for maintenance and fire risk. The pathway should be widened.

You will be receiving a copy of a technical report prepared on behalf of the Chelsea Harbour Residents Association which I fully endorse and ask that the comments in the report be taken as my own. Whilst the report I have seen is in final draft form I think the points are wholly pertinent.

May I ask that the proposal be refused in its present form and that the developers adhere to the 1986 Approved Plan.

Yours sincerely



A.M. Scrutton

Copies:

Hammersmith & Fulham

Mr Stephen Moralee-Head of Development Control

Councillor Wesley Harcourt

Councillor Frances Stainton

Kensington & Chelsea

✓ Mr John Thorne-Case Officer

FARWAY INVESTMENTS LIMITED

Administrative Office

Herald House, 22 Hill Street, St Helier, Jersey, Channel Islands, JE4 9XB
Telephone: +44 1534 610 610 Facsimile: +44 1534 610 611

Our Ref: DRS\F44

30 January 2003

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

8/55

RECEIVED SAC AD 01/02/03
K.S. 18 FEB 2003 LANNIN
N.C.S. 18 FEB 2003
(50) 312

Dear Mr Thorne

ROYAL BOROUGH OF KENSINGTON AND CHELSEA, LOTS RD, POWER STATION SITE-REF PP/02/1324

LONDON BOROUGH OF HAMMERSMITH AND FULHAM CONVERSION OF POWER STATION, LOTS RD-REF 2002/1620/P

We wish to protest at the application by Circadian for the development of the Lots Road/Chelsea Harbour sites references as above. We do not believe that the road congestion problems have been investigated correctly.

At the moment in the morning or evening rush hour, and with the barrier at Townmead Road closed to non-residents, it can take up to twenty minutes to exit Lots Road on to the Kings Road at one end and Cheyne Walk at the other. If a resident goes through the Townmead Road Barrier to Wandsworth Road or Bridge the situation is even worse. At other times of the day waiting times vary between two and ten minutes.

It would appear from the number of residences in the above (approx 800) and the car park spaces (approx 667) plus innumerable taxis and service vehicles feeding the commercial and office accommodation there could be some one thousand vehicles in and one thousand out every day. This could easily double the traffic on these routes.

Correspondence address:

17 Admiral Court, Chelsea Harbour, London, SW10 0UU

(192)

It has also been suggested that the Townmead Road Barrier will be dismantled when the "St Georges, Imperial Wharf" development nears completion re-creating the rat run from Wandsworth Bridge Road to Embankment and the M4 route. The development will, in its turn, with 1350 living units, a Hotel, a Restaurant and shops etc, once again double the vehicle access in all directions. It appears that no one is taking an overall view of this problem.

The proposed railway station is not likely to be available before 2006 if indeed it ever materialises and to expect people to use buses who have their own cars is quite ludicrous.

Please take all these comments into consideration.

Yours sincerely
For and on behalf of
FARWAY INVESTMENTS LIMITED



David R Singleton

Please respond to both addresses.

Correspondence address:

17 Admiral Court, Chelsea Harbour, London, SW10 0UU

COLLETTE WILKINSON
46 LOTS ROAD
CHELSEA
LONDON S.W.10 0QF

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30 January 2003

o/st

JIR INDU IF CHU AD ULL
R.B.
K.C. - 3 FEB 2003 LANNING
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ARB DES FEES

Dear Mr. French,

I wish to object to the revised plans from Circadian, for the proposed development of Lots Road Power Station, for the following reasons:

(1) There will be no urgently needed train or tube services built to cater for the size of the huge development (I believe the biggest in Chelsea), Although at Imperial Wharf they are committed to building a station, the S.R.A. have no concrete plans or funds to bring trains to the new station, or the immediate vicinity

(2) Lots Road will be grid locked with the 23 buses an hour that Circadian have proposed as a solution to the transport problem, and the suggestion that the 1800 people who will move into this development) will all use this bus service every day is incomprehensible.

(3) There are only the minimum amount of parking spaces (per flat) available for some 1800 people, with only 34 visitor parking spaces, with the over spill parking on our already full side streets with too few resident parking spaces

Yours sincerely,

Signature

collette wilkinson

96

2065

52A IFIELD ROAD
LONDON SW10 9AD
0207.
0191-352 0183

0194 (16)

30th Jan, 2003

Mr M. J French,
Planning & Conservation,
Royal Borough of Kensington
Town Hall
London W8 7NX

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Dear Mr. French,

Re Proposed Development at Lots Rd Power Station
DPS/DCSW/02/01324 & 1325/JT.

I have seen the revised plans for the above proposed development & once again, I can only register my strongest protest.

The amendment is scarcely worth consideration; the reduction of the height is negligible - it is still a tower, with another one close by - & such high rises have no place in this densely populated & traffic-ridden area. And another thing; we already have the problems of the World's End Estate ~~with its~~ ^{including} its towers serving as wind tunnels; try walking down Edith Grove even on a comparatively

calm day (weatherwise) & the wind still whistles along.

Apart from that, there is still the

TRAFFIC problem which neither planners nor developers appear seriously to take into consideration. I'm blue in the face from re-iterating how on earth the present infrastructure in the Borough can handle the increased traffic which will be MASSIVE, with two towers involved, let alone the Fulham lot with Imperial Wharf under construction as well.

The whole concept is so totally misconceived in an overcrowded area like Lots Road that I am amazed

No 1. that it is still seriously under discussion.

No 2. that the interests of so many people who have invested money in the adjacent area, crowded but not blighted by further high rises, could be overshadowed, ignored & overwhelmed by such a preposterous scheme.

The amendment, such as it is, to say the least is cynical, political & hypocritical. Why should reducing the number of private units make anyone feel better about the proposed

construction of TWO tower blocks in an area beset with traffic congestion & also why deliberately undermine what remains a high overcrowded part of Chelsea of some quality of life. Wind tunnels, blanking out sunlight, traffic chaos for what? Greedy developers, amenable Council & the high-rise loving Mayor of London. Red Ken.

The original plan of development of Chelsea wharf & the power station for affordable flats & some commercial premises was acceptable & logical but in no way should these towers be permitted. It would be a disgrace for the Council to collude in such a monstrous development even if there is (as I assume there must be) pressure from powers above. Every means should be used to block it.

Yours faithfully

Eileen Rawlence (MRS)

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EX	HDC	TP	CAC	AD	CLU	AO
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39 TETCOTT ROAD
LONDON SW10 0SB

TEL/FAX (020) 7460 2535

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

0/5T

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197
31st January 2003

Dear Mr French,

Thank you for your letter ref. DPS/DCSW/PP/02/01324 & 1325/JT dated January 10th advising of the submission of revised plans for the proposed development at the Lots Road Power Station site.

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

- The density is just too high – we were totally opposed to the previous applications and demanded that the height of the blocks must be lower in order to meet both the height restrictions in the Borough and current density limits. We thought either a 39 or a 30 storey block would change the entire character of the neighbourhood – clearly 25 storeys is lower but the developers have retaliated by increasing the nearby LBHF tower to 37 storeys – an increase from 81m to 122m. That's NO improvement and RBKC must fight to protect the integrity of the entire development whether within RBKC or in LBFH.
- My wife and I use public transport every day - traffic is impossibly congested now and will become worse from February 17th 2003. The larger capacity double-decker C3 busses introduced in December 2002 have since disappeared. Both Kings Road and Fulham Road are impassible when Chelsea FC play at home.
- There are still no firm plans to open a rail station at Chelsea Harbour and even the developer's optimistic forecast is that it will not open until June 2006. Why cannot the previous mainline Chelsea station be re-opened rather than build new – the platforms are still there.
- The water taxi service remains very poor. There are only 7 sailings in a day and there is no assurance that the frequency will increase or at what price that service will be. A return fare of £8.00 from Chelsea Harbour to Embankment is hardly a commuter fare!
- Can we be absolutely confident that RBKC will ensure that toxic remains within the old Power Station and outflows are removed without danger?

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

Yours sincerely,

Michael J. Booth

Mr & Mrs M J Booth

31 January 2003
Our ref: RGJ/vel/127273/J00437(31Jan-Ent)

BY HAND

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

198

GL Hearn
Property Consultants

Leonard House
5-7 Marshalsea Road
London Bridge
London SE1 1EP

T: +44 (0)20 7450 4000
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E: info@glhearn.com
www.glhearn.com

GL HEARN 

**OBJECTIONS TO REVISED
APPLICATION OF DEC 02**

0/5 T

Dear Mr Entwistle

**Land Adjacent to South Side of Chelsea Creek, Chelsea Harbour Drive, London SW10.
Demolition of Buildings Ancillary to the Lots Road Power Station and Redevelopment
of all Unbuilt Land to Provide 397 Units of Residential Accommodation (Comprising
100 1-Bedroom Units, 168 2-Bedroom Units, 106 3-Bedroom Units and 23 4-Bedroom Units)
Together with 267 Car Parking Spaces, a Gymnasium (823 sqm) and Associated Works to
Chelsea Creek and Chelsea Basin, Including the Construction of Three Bridges Over The
Creek
Application No. 2002/03132/FUL**

I refer to your letter dated 3 January addressed to my clients, Chelsea Harbour Limited, at their Chelsea Harbour Management Offices. Your letter has been passed to me as their planning consultant.

I am attaching hereto a detailed letter setting out our client's continuing objections to the proposed development on the land adjoining their existing Chelsea Harbour Phase I development.

As suggested by you I am sending a copy of these representations to the Royal Borough of Kensington and Chelsea.

You will see from our detailed representations that we have extended our original objections having appraised the current proposals. Under each objection, I would particularly draw your attention to the comments under the two headings "Revised proposals subject of Dec 02 Application" and "Conclusions on Dec 02 Application Proposals". For easy reference, these comments directly relevant to the current application have been marked by a solid margin.

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GM

Could you please acknowledge receipt of the attached.

Yours sincerely



Ross Jones FRICS Dip TP MRTPI
Planning Director
ross_jones@glhearn.com

199



cc: Royal Borough of Kensington & Chelsea
Richard Goodman – Chelsea Harbour Limited
Ana Farrington – Chelsea Harbour Limited

15

EX DIR HOC TP CAC AD CLU AC AK

R.B.
K.C. - 3 FEB 2003 PLANNING

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ARB FPLN DES FEES

Re: Loks Road Scheme

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Also in the promotional brochure from Circadian (Lots Road News, Spring 2003) the height of these towers has been misleadingly presented.

2) The density level is also still too high, with inadequate transport

provision. I am worried that, even though there appear to be plans for an increase in the number of buses, improvements to the river bus service and plans for a train station, there will remain just that — i.e. plans only with nothing materializing in the foreseeable future.

As an example, I had understood when the Imperial Wharf was developed, that a train station at Chelsea Harbour was part of the deal — and as yet there seems to be absolutely no sign of this happening.

3) My other concerns are about adequate fire protection, policing, schools and health care. The only issue I have read about is the proposal of a 100 space nursery school with the R.B. of Kensington & Chelsea.

Presumably there are requirements for additional services when developments of this size are proposed, but I see no mention of these.

4) In the promotional brochure from Circadian it states: "Final amendments submitted for Lots Road Scheme".

201

I sincerely hope that, with the use of the word FINAL, this does not mean that the applications will go ahead as set out, without further consideration being given to the very real concerns expressed by myself and others.

Yours faithfully

Elizabeth Minugh

ELIZABETH MINUGH (MRS.)

202

Tessa Tennant
23 Thames Quay, Chelsea Harbour, London SW10 0UY
Tel/Fax: 020 7823 3203 Office: 01276 859800
e-mail: tessa@flyingpictures.com

✓ gkr

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

(7)

0/5T

31 January 2003

Dear Mr. French

Planning Application Number 2002/03132FUL & PP/02/1324(RBKC)

I refer to your letter inviting representations in respect of this application, which must be considered together with the application to RBKC for the contiguous development on and adjacent to the Lots road power station, notwithstanding that they span two planning authorities. My concerns are as follows:

1. These developments will add further to the present traffic problems in the area bounded by Cremorne Road, Lots Road, Townmead Road, New Kings Road and Imperial Road. These problems are already exacerbated by the current development in Townmead Road and will undoubtedly become worse, particularly as the applications include restaurants, retail outlets and offices that will attract transient traffic in addition to that generated by vehicles owned by the new residents. The amount of car parking is reduced but only in proportion to the number of residential units, and as the size of units (and number of bedrooms) has increased, it seems likely that occupancy and the parking requirement could well increase. Also generally there seems to be little relationship between parking availability and car ownership. Much is made by the developers of the 'proposed' railway station and their willingness to finance it, in addition to allocations for improving Chelsea Harbour Pier, cycle and pedestrian improvements, traffic calming etc. All of this is insubstantial in the context of ameliorating additional congestion which the development will bring. Their proposals relating to the upgraded C3 bus service and the introduction of a service along the embankment are praiseworthy but will be of little value if the buses are trapped in the increased congestion.

2. The revised plan includes 'affordable' homes, though developers' representatives at their exhibition were unable to say what controls would prevent them being rapidly sold on at market rates by opportunistic purchasers or purchased by tenants and similarly sold on. There is little value in using the provision of 'affordable' housing as an argument for planning consent, if there are no measures to ensure that the houses are occupied by the targeted population.

3. The height of tower HC1 has been considerably increased and will further increase the loss of light and amenity to residents of Chelsea Harbour and all those in the northern arc of it from East to West. Further it will harm views of the restored power station from the river and both its banks.

4. A stated aim of the whole development is to encourage recreational visitors to use the landscaped paths and public areas forming part of the development in addition to the facilities provided elsewhere in it. Realisation of this aim will create a transient pedestrian and bicycle density

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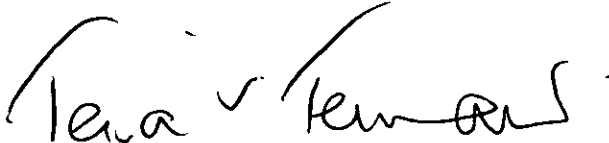
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through the existing Chelsea Harbour development that will completely alter the existing amenity of it for its residents and is likely to significantly increase crime in the area.

In summary, I believe that planning consent should not be given without adequate controls to ensure that the affordable housing element of the development is preserved, or before further action is taken to reduce traffic impact in the area. Also the development adjacent to the existing Chelsea Harbour residential properties and public access through the area should be significantly modified to protect the amenity of existing residents.

Yours sincerely,



T S Tennant

c.c.

M J French

Executive director, Planning and Consultation
Environmental and Planning Department
Royal Borough of Kensington and Chelsea
Town Hall
Hornton St.
London W8 7NX

Co Chairman
CHRA
Admiral Court

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14/1/03

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

1st Feb. 2003

70
205

Sirs,

Re: DPS/DCSW/PP/02/01324 & 1325/jt

My objection to the proposed development at Lots Road Power Station is that the population density in the Borough already far exceeds what is the norm. The result will be an unacceptable burden on services.

Health Services

Chelsea and Westminster and Charing Cross Hospitals already cannot cope adequately. Currently the NHS not only has unacceptable waiting times in Casualty; wards are mixed because there is not enough lee-way to allow single sex wards; and local residents are faced with long waits for operations.

Currently in the private sector private hospitals and clinics often do not have any spare beds, and emergency cases who would normally 'go private' add to the congestion in the NHS. One would assume that many of the people buying in the new development would want private medical services, but as there are not enough private beds, they will add further burdens on the NHS.

Chelsea and Westminster Hospital has told me their application to build extra wards has been turned down, so where are new residents to be treated?

Social Services

Social Services are currently at breaking point, and cannot accept new cases. Any increase in population will mean these overburdened services will not be able to cope.

Traffic

Traffic is already grid-locked for most of the day in surrounding areas, and there will be nowhere for the extra vehicles belonging to new residents to go – so jams will get worse.

Proposals to provide extra buses will falter, as there will be no way that these buses will be able to get through the jams; they will add to congestion rather than help relieve it.

Yours truly,

Verite Baker

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28E Tadema Road
Chelsea
London
SW10 0NX

02.02.03

206

Dear Mr French

I am writing in reply to your letter of the 10th January 2003. Your letter is about the proposal for the redevelopment, by Hutchison Whampoa, Circadian Ltd, of the Lots Road Power Station and the surrounding land connected to it.

I could go on at length and explain all the reasons that I have for objecting to the scheme, in its present form, but instead I will make just three points:

1. Circadian, on their latest information circular state that: "Proposed environmental cell will reduce rat running traffic through the area". I agree – not because of the 'proposed environmental cell' instead this is true because 'rat runs' are used to 'short-cut' traffic blockages-this development will reduce the Lots Road residential area to the location of a constant traffic grid-lock, thus completely removing its 'viability' as a rat run!
2. The Chimneys of the power station are being used as a guideline for height limitations, when in fact they are 100 year old industrial architecture and contribute little, if any, local disruption. The proposed 25 story tower will plunge large sections of the area into shadow for large portions of the day. I think the development at Chelsea Bridge (known as the Chelsea Bridge Wharf) should be seen as an important 'bench-mark' when proposals are fully examined.
3. Much of the 'investment' which Circadian suggest will improve local transport systems is for 'proposed' schemes. I lived in this area, and was amongst those moved out by the 'westway-link project' of the early 1970s, proposals do not guarantee action or improvements.

I have tried to be as brief as I can by listing just 3 reasons why this development should not be allowed to proceed in its proposed form. Re-development yes, but with the realisation that this area is residential, with a Victorian road system (half of which was compromised by the development of the Westfield Park in the early 1980s) that will not be able to cope with the volume of traffic that this development will generate.

Please have the best interests of the local residents, and the wider community in mind when you meet to discuss these proposals. Also remember that they are proposals, and that you have the power to stop them.

Yours Sincerely

Mr P. Ride

1975

54
REF: DPS/DCSW/PP/02/01324

3 Cornwall Mansions
Cremorne Road
London
SW10 0PE
Tel: 020 7352 8202

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0/JT

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

2nd February 2003

Dear Mr French

LOTS ROAD POWER STATION DEVELOPMENT
3rd PLANNING APPLICATION REF: 01PP/01/1627

I am writing to make known my absolute objection to the above.

The Lots Road Action Group has already stated very clearly the many reasons why the scheme as now proposed by Circadian is entirely unacceptable. The Tower blocks alone would be bad enough by their ugliness but these, with the other developments, will create traffic of nightmare proportions and parking problems in an area quite crowded enough as it is. Extra buses would simply exacerbate the problem. An underground station would be essential to cope with the increased traffic, and a riverboat service brought into being.

Nothing in the way of building should exceed the height of the Lots Road Power station roof - the chimneys alone being the dominant feature in the area.

Development on a reasonable scale is of course perfectly acceptable but needs to be proportionate and complimentary to the surrounding area.

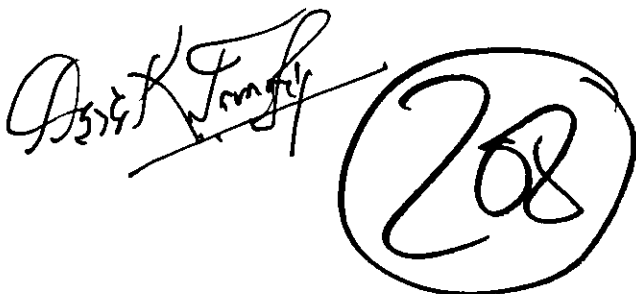
In my opinion the plan as detailed in Circadian's

recent folder would be nothing short of disaster for the residents of this area and paints a horrifying picture of the future.

I have lived at this address for fifty years and have seen many changes but never anything on such a scale and with such threatening consequences. I pray that reason will prevail.

Yours sincerely,

Derek Tansley.

The block contains a handwritten signature that appears to read "Derek Tansley" and a circled number "208". The signature is written in a cursive, somewhat stylized script. The number "208" is written in a similar cursive style and is enclosed within a hand-drawn circle.

EX DIR HDC TP CAC AD CLU AD

R.B.
K.C.

5 FEB 2003

PLANNING

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(25) ✓ 8/2

R. FORAN

YOUR REF. C S USE MAP 10 REC

64 LOTS ROAD

DP3/17E3W/PP/02/01324-1325/JT

CHELSEA

SW10 0Q17

3rd FEB 03

0/5T

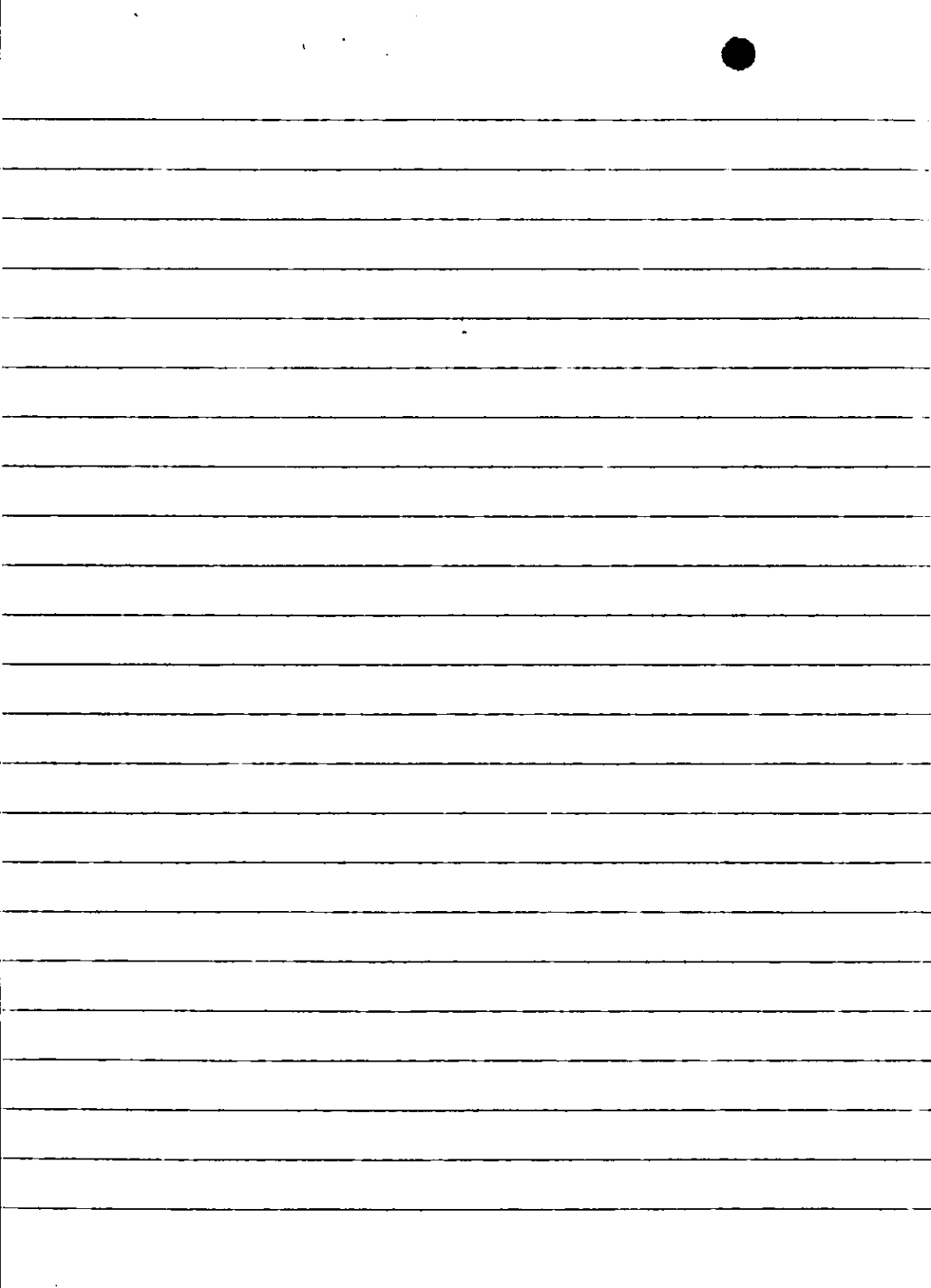
Dear Sirs

I am still very worried about the overlooking tower block to be built opposite my property which will cause me total loss of privacy and probable loss of sunlight and daylight. The noise and disturbance at present caused by the traffic and very heavy lorries in and out of the recycling station is bad enough without extra traffic descending on the area.

Yours Faithfully

R Foran

(209)



0/5T

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OAKLEY STREET RESIDENTS' ASSOCIATION

020 7352 3684

83 Oakley Street
LONDON SW3 5NP

3 February 2003

Dear Mr French

LOTS ROAD POWER STATION DEVELOPMENT

DPS/DCSW/PP/02/01324 and 1325/JT

EX DIR	HDC	TP	CAC	AD	CLU	AD	AK
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The application now under consideration by the Council does not appear to us to be substantially different from the previous applications, in respect of which we conveyed to you a number of points of objection: (letters of 9 March and 3 August 2002):

The towers are too high in relation to the surroundings and overcrowd the riverside.

The numbers of residences and the amounts of car parking proposed are bound to put unacceptable additional pressure on the nearby road systems

There is still no assurance about the effectiveness and timing of the possible improvements in public transport

The amount and type of "public open space" proposed is a derisory use of this landmark riverside site.

To amplify briefly:

The Council's UDP Strategy 9 is "To Protect the River Thames and its Setting, to Enhance its Character and Amenity": Policy CD4 requires any development of the riverside to "be of a height no greater than the general level of existing building sites to the east of Blantyre Street." The switch of the relative proposed heights of the towers does nothing to enhance the character, in either Borough. The applicants' claim that their proposals are in compliance with Planning Policies is not justifiable; nor that the "scheme satisfies all the relevant adopted and emerging policies within each Borough" p 16 of the Non-Technical Environmental Statement.

The Council have prepared guidance briefs for other important sites in Chelsea – Alpha Place and the Brompton Hospitals sites. If the Council allow the Lots Road development to depart significantly from the guidance they prepared for that site, there can be no credibility about their stance when developers come forward with proposals for these sites.

(211)

The "public open space" in the proposals appears to be largely of a "mall-like" character and does not offer the kind of green "lung" that ought to be a feature of the riverside site. It is inadequate in area for a population of 817 habitations on the site.

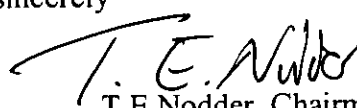
It is noted that the wind tunnel tests reported at p 27 of the Non-Technical Environmental Statement showed "generally conditions around the site are expected to be acceptable, or at worst, tolerable for their prescribed usages." The report suggests that "mitigation" by plantings etc could reduce wind speeds. This is hardly reassuring to those who might think that they would be able to enjoy the amenity of the riverside walk.

With a population in 435 private homes and 667 car parking spaces it is not believable that development traffic will have a "negligible impact on the surrounding road network".(Non-Technical Environmental Statement p 23). It would appear that the assumptions used in the studies are improbable, if the outcome is to add, apparently, only 14 units of peak traffic to the existing 1014 along the Red Route to Beaufort Street. The apparent claims that the occupants of the 435 private apartments at this prestigious location are going to be users of the C3 bus service or wait in buses in traffic queues along the Embankment stretch credulity; as does the statement that access to the London Underground will be improved "through the proposals for better facilities for pedestrians, cyclists and bus passengers." Do we really expect that the well-to-do will make their way to Earls Court station or Fulham Road?

These are all matters of amenity and local sustainability of our environment that concern our residents and our objections therefore remain.

I am sending a copy of this letter to each of the Ward Councillors (Cremorne and Royal Hospital).

Yours sincerely



T E Nodder Chairman Oakley St R A

Mr M J French
Executive Director Planning and Conservation
Royal Borough of Kensington and Chelsea

Donna Ambler
53B Upcerne Road
London SW10 0SF
Tel: 020 7376 3468
Mobile: 07889 041 635
email: dmabotanica@hotmail.com

(29)

✓ 6/2
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M.J. French
Executive Director, Planning & Conservation
The Royal Borough of Kensington & Chelsea
The Town Hall
Hornton Street
London W8 7NX

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

3rd February 2003

Dear M. French

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

Thank you for your letter dated 10th January 2003 advising me of the submission of revised plans and supporting information in respect of the above proposed development.

I am now responding to say that I object to the erection of a 25 storey residential tower on the grounds outlined previously. The scale of the tower is not in keeping with the houses in the vicinity - and the local infrastructure, particularly transport and provision of parking cannot support this high saturation of new residents.

In principle I support a redevelopment of the Powers Station which will enhance the existing community and where the maximum height of any new building would be limited to 7 or 8 storeys. Even in this instance, because of the proximity of my flat to Lots Road Power Station, I would still like to have the opportunity of responding to any new submissions for the development of this site.

Yours sincerely

Donna Ambler

Donna Ambler

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AND PPLN DEC FREE						

27A & 27C Stadium Street
London
SW10 0PU

4 February 2003

Dear Mr French

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

Whilst we are somewhat relieved to see the revised plans have been modified, the modification is very small in terms of size and height.

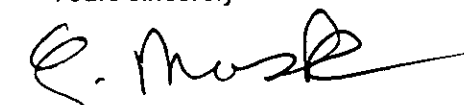
We therefore **STRONGLY OBJECT** to the revised plans, especially to the (25?) storey tower on the Chelsea Wharf side of the development for the following reasons:

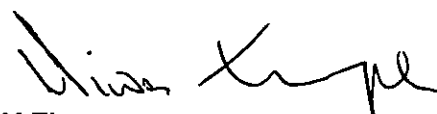
1. we really do not have the space nor the infrastructure to support a development of this size
2. there appears to be too much affordable housing, do we really want our area to become similar to that of The Worlds End estate with the problems associated to this kind of resident and housing?
3. some regeneration of the area would be welcome especially if we were to lose the waste/dump site, but even then on a smaller scale
4. we feel that the height of the lower buildings should be 4 or 5 storeys maximum
5. the tower to be no more than 10 or at very worst 12 storeys
6. the reason for the request of lower buildings is that we will lose significant (a) view (b) natural daylight (c) privacy if higher buildings were to be erected. All you have to do is stand on Lots Road behind the Power Station and you will see the shadow.
7. I/we have personal experience on this subject. As for the experienced persons employed who have said we will not suffer these things, they are wrong, the orientation of the sun to our homes/these proposed buildings is such that we will suffer greatly to our detriment. especially in terms of natural daylight, we quite literally will be living in their shadow and be overlooked.
8. as for the proposed income to improve the transport in our area, I doubt if this will ever happen
9. if this project goes ahead as currently planned it will entirely alter the character of our area and not in a positive or good way. At present the area is something similar to a village, this will disappear if this development is allowed to proceed on the current scale outlined
10. with a proposed gym, restaurants and other commercial properties it is quite obvious that noise levels will rise drastically along with problems with parking

I/We are terribly concerned with the overall scale of the proposed project in relation to the size of the area and the detrimental effect it will have both on us and the area in which we live.

I/We hope that you will take our objection seriously when considering the outcome and request that we be notified of changes to the plans and/or decision.

Yours sincerely


Miss J Musk
27a


Mrs M Thorpe
27c

0/5T 23 213

EX DIR	HDC	TP	CAC	AD	CLU	AS	AK
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Fulham. It would seem therefore that the RBK&C has every right to object strongly to its dimensions, if not its very existence. Is it doing so?

It has always been acknowledged that the handsome traditional buildings on the north bank of the Chelsea Reach have afforded the residents on the opposite bank far more visual delight than those which have sprouted on the south bank have provided for those of us living on the Chelsea side.

You cannot be blamed for the advent of Sir Richard Rogers' monstrous wedge of green cheese on the far bank, but when two vile towers are proposed for our side of the River, with the suggestion by Circadian that they will form an aesthetic triangle with the Montevetro and the Chelsea Harbour Belvedere Tower, we have to suspect that the lunatics have taken over the mad house. The height and style of the Belvedere, being where it is, are not in themselves offensive, but what possible merit can there be in compounding the affront of the Montevetro by allowing not even one but two repulsive looking phallic structures on an otherwise pleasant and largely traditional river front. Surely there is enough of a Legoland east of Hungerford Bridge (and how shabby much of it is beginning to look!) to satisfy the ego of those who would now seek to destroy the Chelsea ambience.

Bearing in mind the fact that the developers have elected to retain the old Power Station, which has become established as a feature of considerable appeal to so many of us, why in heaven's name has its architectural style not been complemented in the new planning? The concept of those unfortunate towers is a million miles from the existing style, which supposedly is the heart of the matter in every way.

It has to be acknowledged that there is quite a lot of practicality behind the proposal to improve an area which had in the past become rather 'abandoned', and once the Power Station's function ceased to prevail, the value of the site could only be realised by a fairly sophisticated operation. However, if you act sincerely in the interests of your rate paying residents, you must surely be able to exercise enough authority to preserve for us rather more of the quality of living which we have enjoyed thus far and not to allow the flagrantly commercial interests of money grabbing entities to so radically change the ethos of what has been a pleasant place in which to live.

In these days of outlandish property prices, it is good to see that the provision of affordable housing (whatever that means) for key workers has been taken into account. If this provision is handled wisely, it can only be for the good. However, at the risk of being misunderstood, dare we wonder whether there is any risk of those elements turning into a mirror image of the World's End Estate, a number of whose residents are well

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known for all manner of depredations in these parts and who, by the admission of the local Police force, are virtually beyond their power to contain.

There is so much in Circadian's presentation which one feels is there to beguile the unwary, but even if all the superlatives were to be realised, the downside of overpopulation, unbelievable traffic misery, filth during the demolition and building &c. &c. can never be surpassed by the promised benefits. What redress has our Council in mind against the day when all the wonderful advantages we are promised turn out not be realised, or will we be served up the well known sop . . . "Sorry about that " and left to stew?

Having read Circadian's proposals in depth, we were fascinated to note that our fears of traffic congestion caused by the 500 (700 at peak times) (sic.) workforce arriving and departing from the site daily would be obviated by the contractors' intention to advertise in the local press for workmen living in the area who would then be able to come to work on their bicycles! Well that's all right then!!!

Mr. French, you will be as tired of reading our letters as we are of writing them, but please, please do have the courage and humanity to support your ratepayers. Circadian will do their worst and then steal away. We live here.

Yours sincerely,

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

and the members of the CMRA

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