ROYAL BOROUGH
OF
KENSINGTON & CHELSEA

DOCUMENT SEPARATOR

DOCUMENT TYPE:

PUBLIC COMMENT

PBC

PBC

Nigel Horrell 4 Stadium Street, London SW10 OPS

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

4th Feb 2003

Dear Sir,

R8K&C REFERENCE: PP/02/01324 and PP/02/01235
Lots Road Power Station and Chelsea Creek London SW10

I am a local resident and have lived in the area for the past 17 years. I am also an architect who works in the area.

I am writing to object to the above application and ask the Council to refuse permission for the latest revised proposals submitted by Circadian for the above development.

My planning objections set out in this letter relate to that part of the development in Kensington & Chelsea.

I am also writing similarly to London Borough of Hammersmith & Fulham. My objections are based on the following:

1.The proposal contradicts the RBK&C draft/consultation document of May 1998, which restricts the site for Light Industrial/Employment zone. Planning consideration should not be given therefore to an additional development of 420 residential units.

2.The proposal should be rejected in the light of the additional impact of Imperial Wharf (1600 homes) Kings College (288 homes) and Imperial Wharf currently under construction.

3. The impact of the proposed 25 storey residential tower block in addition to the other residential buildings shown on the scheme proposals would be wholly detrimental to the area. The area described by Terry Farrell, the architect of the proposals, as "Forgotten Chelsea" is already overshadowed by the close proximity of the high rise blocks of the Worlds End Estate, the Power Station and its chimneys, the tower of Chelsea Harbour and across the river, Montevetro. The area will become even more lost if it is hidden behind and overshadowed by the veritable wall of skyscrapers planned in the Lots Road scheme.

4.The height scale and massing of the proposed tower blocks (although the Chelsea one reduces from the original proposal) are entirely out of keeping with the surrounding area and would severely overlook the small scale Victorian houses in the neighbourhood. Further the tower block(s) would overshadow and dominate the Lots Road Power Station itself, at present the dominant building in the area and the one that characterises the area itself and representative of its history. Enormous shadows will be cast over and across the existing

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houses throughout the day further diminishing the quality of life presently enjoyed by the residents.

5. There is a considerable deficit of infrastructure and an almost complete absence of public transport services in this part of the Borough. The nearest underground station is 25 minutes by foot and almost the same time by bus. The triangular area bounded by Kings Road, Edith Grove and Lots Road comprises an area of small scale Victorian dwellings. The amenity of the area is already greatly diminished by the heavy traffic that travels down Edith Grove and Gunter Grove so that many of the houses and flats face or back onto streets that are highly polluted, dirty and noisy. Only a small hinterland comprising a handful of streets can qualify as being reasonably pleasant places for people to live. The impact of the traffic that would be generated by the proposed development submitted in the application will create further pressure on this small area so that it will become an intolerable environment for the existing dwellings.

6. The developers proposed measures to address these major issues are totally unsatisfactory and indeed disingenuous. There are no concrete traffic management plans. The vague proposals outlined by Circadian (bicycles, buses and boats) are based purely on conjecture and lack any commitment to their implementation. They will have no means to ensure implementation of their conjectural proposals even if they were of themselves solutions to the problems caused by the development itself.

7. The developers also ignore the existing bottleneck road junctions and the limited road access to the neighbourhood through Lots Road, as well as the narrow width of the road which in certain parts is already almost impassable. A proposal on such a large scale would put an intolerable burden on transport and the emergency services - fire, police, ambulance. It would also seriously erode the quality of life for existing residents through the introduction of additional traffic, an increase on the already overburdened residents parking and the additional pollution generated.

8. The supposed £1,000,000 identified for contributing to the proposed West London Line station is misleading since it is highly unlikely that the freight franchisers using the line will agree to a passenger service stopping at the proposed station as this would seriously affect their current time tabling and speeds. This is a matter of common knowledge and the suggestion of a station at this location is entirely academic with no grounding in reality. That notwithstanding a link to the West London Line is never going to be a solution to the problems of access to and from linkages to the central underground network.

9. The Environmental Impact. The existing parking provision in the area is already severely overloaded and access in and out of the Lots Road triangle is also severely restricted. The provision of one car space per unit will not satisfy the car ownership pattern of the socio-economic group who would be able to afford to buy these units. The majority of the flats are likely to have 2 cars each thus resulting in a massive under provision of car parking spaces in the area relative to demand. The impact of additional traffic and parking will exacerbate an already highly overburdened situation.

10. There are a number of small scale business' in the area and particularly along Lots Road itself who will suffer dramatically from loss of business not only during construction but thereafter. A large number of businesses may well be forced to close down during the construction period that will relocate elsewhere. The lack of public parking in the area is already a disincentive for businesses to locate in the area.

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11. The developers state that they have reduced car parking on the site by a further 241 spaces. This will only mean that more cars will attempt to park in the adjacent streets where there is already inadequate provision of spaces. While this may be a windfall to the RBKC

parking attendants and generate substantial additional revenue it is already an extremely difficult zone in which residents can(not) find a parking.

12. The Environmental Impact Study on light, wind, the decontamination process to the River Thames itself, as well as Chelsea Creek - a natural habitat for herons and other wildlife and their survival during the construction and completion of such a development, is of great concern, and appears to conclude that little damage would be caused by the proposals.

13. The study was commissioned by the developers themselves and the conclusions clearly seek to indemnify the developers against any likely negative impact. It is none the less true that consistent development over the last century has entirely changed the nature of the environment in the area and that Chelsea Creek is the sole remaining piece of natural environment left in the area. The most likely outcome to be expected is that the existing wildlife, fauna and flora will be lost forever.

14. The developers have announced that the development will take nearly 7 years to complete. The impact of the construction works of such a massive development in such a small high density and congested area, will have a severely detrimental effect on quality of life for the existing residents of the Lots Road Triangle.

I cannot emphasise my objection to these proposals strongly enough and would urge the Council to reject these proposals in their entirety.

Yours faithfully

Nigel Horrell

Susan Dawson
4 Stadium Street, London SW10 OPS

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

4th Feb 2003

Dear Sir,

R8K&C REFERENCE: PP/02/01324 and PP/02/01235
Lots Road Power Station and Chelsea Creek London SW10

I am a local resident. I am writing to object and ask the Council to refuse permission for the latest revised proposals submitted by Circadian for the above development.

My planning objections set out in this letter relate to that part of the development in Kensington & Chelsea and I am also writing similarly to London Borough of Hammersmith & Fulham. My objections are based on the following:

1.The proposal contradicts the RBK&C draft/consultation document of May 1998, which restricts the site for Light Industrial/Employment zone. Planning consideration should not be given therefore to an additional development of 420 residential units.

2.The proposal should be rejected in the light of the additional impact of Imperial Wharf (1600 homes) Kings College (288 homes) and Imperial Wharf currently under construction.

3. The impact of the proposed 25 residential tower block in addition to the other residential buildings shown on the scheme proposals would be wholly detrimental to the area. The area described by Terry Farrell, the architect of the proposals, as "Forgotten Chelsea" is already overshadowed by the close proximity of the high rise blocks of the Worlds End Estate, the Power Station and its chimneys, the tower of Chelsea Harbour and across the river, Montevetro. The area will become even more lost if it is hidden behind and overshadowed by the veritable wall of skyscrapers planned in the Lots Road scheme.

4. There is a considerable deficit of infrastructure and an almost complete absence of public transport services in this part of the Borough. The nearest underground station is 25 minutes by foot and almost the same time by bus. The triangular area bounded by Kings Road, Edith Grove and Lots Road comprises an area of small scale Victorian dwellings. The amenity of the area is already greatly diminished by the traffic that thunders down Edith Grove and Gunter Grove so that many of the houses and flats face or back onto streets that are highly polluted, dirty and noisy. Only a small hinterland comprising a handful of streets can qualify as being reasonably pleasant places for people to live. The impact of the traffic that would be generated by the proposed development submitted in the application will create further pressure on this small area so that it will become an intolerable environment for the existing dwellings.

The developers proposed measures to address this are totally unsatisfactory. There are no concrete traffic management plans. The vague proposals outlined by Circadian (bicycles, buses and boats) are based purely on conjecture and lack any commitment to their implementation. They also ignore the existing bottleneck conditions and the limited road access to the neighbourhood. A proposal on such a large scale would put an intolerable burden on transport, emergency services - fire, police, ambulance. It would also seriously erode the quality of life for existing residents. The £1,000,000 for upgrading the proposed West London Line station is misleading since it is unlikely that the freight franchisers using the line will agree to a passenger service stopping at the proposed station as this would seriously affect their current time tabling and speeds.

5. The Environmental Impact. The existing parking provision in the area is already severely overloaded and access in and out of the Lots Road triangle is also severely restricted. The provision of one car space per unit will not satisfy the car ownership pattern of the socio-economic group who would be able to afford to buy these units. The majority of the flats are likely to have 2 cars each thus resulting in a massive under provision of car parking spaces in the area relative to demand. The impact of additional traffic will exacerbate an already highly congested situation.

The developers state that they have reduced car parking on the site by a further 241 spaces. This will only mean that more cars will attempt to park in the adjacent streets where there is already inadequate provision of spaces.

The Environmental Impact on light, wind, decontamination process and the River Thames itself, as well as Chelsea Creek, a natural habitat for herons and other wildlife and their survival during the construction and completion of such a development is of great concern. It seems highly likely that the whole of the River Thames will be affected.

6. The developers have announced that the development will take nearly 7 years to complete. The impact of the construction works of such a massive development in such a small high density and congested area, will have a severely detrimental effect on quality of life for the existing residents of the Lots Road Triangle.

I cannot emphasise my objection to these proposals strongly enough.

222

Yours faithfully

Susan Dawson

Susan Dawson

Copy: N. Palace H. of F. Council

(38) 0/55 (223)

EX DIR | HDC | TP | CAC | AD | CLU | AO

R.B. K.C. | 19 FEB 2003 | PLANNING

Ruby Lawson

25 Tercott Rd
London
SW10 OSB

Phone: 0207 352 5925

Lots Rd. Power Station

4th February 2003.

Dear Mr French I am again writing to register my protest to the proposed plans for the re-development at Lots Road of the Power station. The latest (and, I note, it says) 'final' plan there is little nothing new in terms of reduction of overall height/size of the development. The height is completely inappropriate ie: the current height of the power station in terms of surrounding low-rise housing. The almost doubling in size of local population would vastly increase traffic. There is no viable new traffic plan or proposal for transport infrastructure bearing in mind all the new local developments — St. Georges / St Mark & St John — not yet populated ∴ their effects not fully felt locally.

The development is detrimental to the quality and character of this very individual part of Chelsea. It would (together with the other developments) make me feel enclosed — totally claustrophobic — imagine doubling the size of the population of your area.

Having viewed the developments around the new Baltic Centre in Gateshead it has to be possible to create an exciting public use space/residential development.

Yours sincerely

1865.

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9 Cornwall Mansions
Cremorne Road
London, SW10 0PE

6th February 2003

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

PROPOSED DEVELOPMENT AT: LOTS ROAD POWER STATION, LOTS ROAD, CHELSEA, SW10
REF: DPS/DCSW/PP/02/01324&1325/JT

0/5T JM 10/2.

Dear Mr French,

I object strongly to the ridiculous proposed development at Lots Road Power Station on the following grounds:

1. Overdevelopment of the site resulting in severe problems with the environment, traffic and amenities in the local residential area: The proposed density of habitable rooms per hectare is still vastly in excess of the highest recommended figure in the RBKC UDP and the Planning Brief for that site. The council should insist that the maximum density laid out in these documents is adhered to.

2. Scale, mass and height of the proposed tower blocks is totally unsuited to the surrounding area: The council should ensure that the UDP and Planning Brief for the site are conformed to; the height should be no more than the buildings east of Blantyre Street, namely 6/7 storeys. The proposed 25 storey building in RBKC, in addition to the proposed 37 storey building in Hammersmith and Fulham, will cut out daylight and sunlight in the whole area. All the surrounding district will be overlooked, with gardens losing privacy.

3. Inadequate transport and traffic proposals: The transport and road systems will still not be able to cope with the increase in

population and commercial activity, especially when one takes into account the new developments at Imperial Wharf, King's Chelsea, Hortensia Road and Fulham Broadway.

- There is no guarantee that the river bus service will be frequent enough or affordable.
- The proposed West London Line station at Chelsea Harbour is uncertain.

The UDP states that high density developments need to be situated in areas served well by public transport. This is still not the case with the Lots Road development, and neither will it be with the new transport proposals of Circadian, which are largely cosmetic and insubstantial.

MOST OF ALL, PARKING ON THE SITE IN THIS PROPOSAL HAS BEEN REDUCED DRASTICALLY, WHICH WILL RESULT IN THE SURROUNDING STREETS BEING SWAMPED WITH PARKED CARS, SINCE THE NEW RESIDENTS ARE AT PRESENT ALL ENTITLED TO RBKC PARKING PERMITS. RBKC WOULD HAVE TO REFUSE TO ISSUE PARKING PERMITS TO RESIDENTS OF THE NEW DEVELOPMENT. MORE AMPLE PARKING PROVISION ON THE NEW SITE WOULD HAVE TO BE PROVIDED. RBKC SHOULD FURTHERMORE INSIST THAT ON-SITE PARKING OF ANY NEW DEVELOPMENT BE PROVIDED AT NO EXTRA COST TO THE NEW RESIDENTS. CIRCADIAN AT PRESENT INTEND TO CHARGE EXTRA FOR THE ON-SITE PARKING PLACES. THERE IS NO REASON WHY THE PARKING PLACES CANNOT BE SOLD ALONG WITH RESIDENTIAL UNITS, ESPECIALLY IF THERE WERE A PARKING ~~PERMIT~~ SPACE FOR EACH UNIT.

RBKC have a duty to enforce the recommendation of the UDP and Planning Brief for this site, both of which have been the fruit of wide-ranging public consultation. The proposed development would create a ghetto of the future of ugly appearance, a carbuncle on the face of the Royal Borough.

Yours sincerely,

Warwick Jessup

Warwick Jessup

225

23 STADIUM STREET
LONDON SW10 0PU

5 February 2003

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

Dear Sir,

R8K&C REFERENCE: PP/02/01324 and PP/02/01235
Lots Road Power Station and Chelsea Creek London SW10

I am a local resident. I am writing to object and ask the Council to refuse permission for the latest revised proposals submitted by Circadian for the above development.

My planning objections set out in this letter relate to that part of the development in Kensington & Chelsea and I am also writing similarly to London Borough of Hammersmith & Fulham. My objections are based on the following:

1.The proposal contradicts the RBK&C draft/consultation document of May 1998, which restricts the site for Light Industrial/Employment zone. Planning consideration should not be given therefore to an additional development of 420 residential units.

2.The proposal should be rejected in the light of the additional impact of Imperial Wharf (1600 homes) Kings College (288 homes) and Imperial Wharf currently under construction.

3. The impact of the proposed 25 storey residential tower block in addition to the other residential buildings shown on the scheme proposals would be wholly detrimental to the area. The area described by Terry Farrell, the architect of the proposals, as "Forgotten Chelsea" is already overshadowed by the close proximity of the high rise blocks of the Worlds End Estate, the Power Station and its chimneys, the tower of Chelsea Harbour and across the river, Montevetro. The area will become even more lost if it is hidden behind and overshadowed by the veritable wall of skyscrapers planned in the Lots Road scheme.

4. There is a considerable deficit of infrastructure and an almost complete absence of public transport services in this part of the Borough. The nearest underground station is 25 minutes by foot and almost the same time by bus. The triangular area bounded by Kings Road, Edith Grove and Lots Road comprises an area of small scale Victorian dwellings. The amenity of the area is already greatly diminished by the traffic that thunders down Edith Grove and Gunter Grove so that many of the houses and flats face or back onto streets that are highly polluted, dirty and noisy. Only a small hinterland comprising a handful of streets can qualify as being reasonably pleasant places for people to live. The impact of the traffic that would be generated by the proposed development submitted in the application will create further pressure on this small area so that it will become an intolerable environment for the existing dwellings.

The developers proposed measures to address this are totally unsatisfactory. There are no concrete traffic management plans. The vague proposals outlined by Circadian (bicycles, buses and boats) are based purely on conjecture and lack any commitment to their implementation. They also ignore the existing bottleneck conditions, the narrowness of Lots Road which already restricts traffic to single file in a number of places and the limited road access to the neighbourhood. A proposal on such a large scale would put an intolerable burden on transport, emergency services - fire, police, ambulance. It would also seriously erode the quality of life for existing residents. The £1,000,000 for upgrading the proposed West London Line station is misleading since it is unlikely that the freight franchisers using the line will agree to a passenger service stopping at the proposed station as this would seriously affect their current time tabling and speeds.

5. The Environmental Impact. The existing parking provision in the area is already severely overloaded and access in and out of the Lots Road triangle is also severely restricted. The provision of one car space per unit will not satisfy the car ownership pattern of the socio- economic group who would be able to afford to buy these units. The majority of the flats are likely to have 2 cars each thus resulting in a massive under provision of car parking spaces in the area relative to demand. The impact of additional traffic will exacerbate an already highly congested situation.

The developers state that they have reduced car parking on the site by a further 241 spaces. This will only mean that more cars will attempt to park in the adjacent streets where there is already inadequate provision of spaces. Do not forget that the residents of the Worlds End Estate use these streets for parking since the privatisation of their underground facilities.

The Environmental Impact on light, wind, decontamination process and the River Thames itself, as well as Chelsea Creek, a natural habitat for herons and other wildlife and their survival during the construction and completion of such a development is of great concern. It seems highly likely that the whole of the River Thames will be affected.

6. The developers have announced that the development will take nearly 7 years to complete. The impact of the construction works of such a massive development in such a small high density and congested area, will have a severely detrimental effect on quality of life for the existing residents of the Lots Road Triangle.

I cannot emphasise my objection to these proposals strongly enough.

Yours faithfully

Julia Dawson

Julia Dawson

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JT.

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French, Michael: PC-GrpSvc

From: French, Michael: PC-GrpSvc
Sent: 07 February 2003 16:54
To: 'sarah@consensus-research.com'
Cc: Thorne, John W.: PC-PlanSvc
Subject: RE: Lots Road Development Plan: by e-mail and post

Dear Ms. Horack,

Thank you for your letter of objection on the Lots Road Development. I have passed this through to the case officer, John Thorne, for consideration and reporting to the Planning Services Committee before any decision is taken on the site.

M. J. French,
Executive Director, Planning and Conservation.
020 7361 2944

OM
20/2

-----Original Message-----
From: sarah [mailto:sarah@consensus-research.com]
Sent: 07 February 2003 13:53
To: michael.french@rbkc.gov.uk
Subject: Lots Road Development Plan: by e-mail and post

Dear Mr French,
Thank you for giving me your e-mail address a few minutes ago. I do hope a finer, bolder solution can be found for Lots Road. Chelsea would gain so much from it.

Yours sincerely,
Sarah Horack

Sarah Horack
Director
Consensus Research International
t: +44 (0)20 7592 1700
sarah@consensus-research.com
<http://www.consensus-research.com>

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Sonia Richardson
The Garden Maisonette
32A Lots Road
Chelsea, London SW10 0QF
Tel: 020 7352 8845

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0/5

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

February 7th, 2003

Dear Mr. French,

Re: Planning Application for Lots Road Power Station, SW10

I am writing to comment on the revised application. Having written at some length to explain my objections to and concerns about the original planning proposals, I feel these arguments have not been solved or resolved by the revised application. The height of the towers, the density of the occupancy, the negative effects on traffic flow unless a local station is built quickly, all remain as major concerns for me as a local resident who wants to remain living in and contributing to this area and many other people. I feel that the developers lowering the heights of the towers is no more than a cynical move to "soften up" the well-founded and reasoned opposition to this major redevelopment.

Yours sincerely,

Sonia Richardson

Sonia Richardson

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1937
2167.

40 Bramley St
London SW10 9PH

(230)

7th February 2003

O/JT

Dear Mr. French, JM. 19/2.

LOTS RD POWER STATION

It seems extraordinary to be writing again regarding the revised Lots Road plans when the developers appear not to have listened at all to complaints.

1/ They have reduced the parking spaces which is ludicrous. Parking in local streets remains therefore a huge concern for residents.

2/ The changes to the height

of the towers makes no difference at all to concerns about sunlight, privacy, townscape and skyline within a wide area.

3. Traffic congestion will not be eased sufficiently by the revised proposals and until a train line is operational this scheme is not feasible. The regular traffic for shop deliveries and rubbish clearance, workers commuting to the site and all the new residents going to work will undoubtedly clog surrounding streets which are simply not big ~~enough~~

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Why is it not possible for reasonable plans to be developed which fall within the Unitary Development Plan and which make appropriate use of this exciting site? The Imperial Wharf scheme appears to provide open spaces, facilities for local residents and a pleasing skyline, whilst profiting the developers. I think Circadian should start from scratch and be made to put the interests of all parties involved as high up on their agenda as their evident greed.

Yours sincerely,

Kate Phillips

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11 Burnaby Street
SW10 0PR
Saturday, February 8, 2003

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

Dear Mr French,

LOTS ROAD POWER STATION DEVELOPMENT

I am writing again to object further to the new application by Circadian.

I object on the grounds that both yourselves and Circadian seem to live in some lala land where you think the local transport infrastructure could cope with the proposed increase in population. It won't and as a local resident I implore you to have this development reduced in size.

I have other issues with this proposal but only list the one that bugs me most.

L.M.Tecofsky

c.c.

Nigel Pallace	Director of Environment Department London Borough of Hammersmith & Fulham Town Hall, King Street, London W6 9JU
Michael Portillo MP	House of Commons, London SW1A 0AA
Merrick Cockell	Leader of the Council Royal Borough of Kensington & Chelsea The Town Hall, Hornton Street, London W8 7NX

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objection AO Ack → JT

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JR 12/02.

18 LOTS ROAD
LONDON
SW10 0QF

TEL: 020 7351 6088
FAX: 020 7565 0637
rosemary.baker@ukgateway.net

09 FEBRUARY 2003

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

Dear Mr French

Lots Road Power Station. Your Ref; DPS/DCSW/PP/02/01324&1325/JT

As residents of Lots Road we are responding to your letter of 10th January about the revised plans for the development of Lots Road Power Station. For the reason given in our attached letter of 20th August 2002 we remain strongly opposed to these revised plans.

In particular:-

1. To reduce the residential tower from 30 to 25 stories will do little to reduce the overshadowing which it will cause – for a century the Power Station has grossly overshadowed the Lots Road triangle and nothing taller should be permitted to worsen this situation. The revised plans would breach the Council's own planning brief.
2. The Borough already had by far the highest population density of any London borough before the arrival of the MarJohn site at the other end of Lots Road. The revised Power Station plans still represent grossly excessive population densities.
3. The public infra structure cannot support any greater population density in the area than has already been created by Chelsea Harbour, the World's End Estate and the MarJohn site. As a rat-run between the New Kings Road and Cheyne Walk, Lots Road is already carrying unacceptably heavy levels of traffic. The Mayor's own policies only favour tall buildings and densification if the site concerned is at the centre of, or close to, a transport hub, whereas Lots Road is a long way from any trains or underground services, and poorly served by buses.
4. The residents of the Hammersmith & Fulham part of the development should be obliged to enter and exit the site via the barrier controlled road connecting it to the Imperial Wharf area. Otherwise 817 residential units and the retail / work space planned will generate twice the current level of traffic movements along the two arms of Lots Road,. We calculate that the daytime population and the residential population of the Lots Road area will approximately double once the planned development is complete.
5. The £8 million package of transport measures " for the local community" is still derisory in S106 planning gain terms. Although Circadian lists a new river bus service in their latest newspaper their package includes no contribution towards its operational costs. P&O originally subsidised the earlier river bus service down river from Chelsea Harbour. There is nothing in Transport for London's strategy which

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gives any promise that the West London line will be opened up to many more passenger trains or that the proposed new station at Sands End will ever be built.

6. Parking from the World's End Estate already overflows into Lots Road and the situation is getting progressively worse. The provision for off street parking for the planned 397 housing units and commercial space is far too limited and will result in even more parking congestion in and around Lots Road.
7. Environmental pollution and noise from traffic in Lots Road is already, in our experience, excessive, caused in particular by heavy lift pound vehicles, dustcarts, taxi and other traffic to and from Chelsea Harbour, and other vehicles rat running between the New Kings Road and the Embankment. The fumes from vehicles backed up from the junction with Cheyne Walk already enter our house to a noticeable extent. A more or less permanent traffic jam right outside our house caused by doubling the level of traffic leaving Lots Road would be intolerable.

Our strongest objection is to the proposal to site bus pick up points and shelters on the stretch of Lots Road alongside Cremorne Gardens. The bus pick up points should be located close to the centre of the new development, preferably on Circadian's own land for which space should be allocated as part of their plans. It is insultingly insensitive of these developers to seek to deface the only unspoilt stretch of Lots Road – earlier created so imaginatively as a public park by the Council – by seeking to install street furniture and bus stands at this point which is several hundred yards from their development site, especially when the rest of that side of Lots Road closest to the river consists of industrial building and not open space.

We would urge you in the strongest terms to reject the revised plans that will destroy the quality of life for local people in a way, which is totally inconsistent with the Borough's whole approach to urban planning and development.

Yours sincerely

Rosemary Baker Martyn Baker

Martyn and Rosemary Baker

c.c. Councillor Merrick Cockell, Councillor Barry Phelps, Mr Michael Portillo MP, Councillor Jenny Kingsley. Councillor Steven Redman, Councillor Maighread Simmonds.

BATTERSEA SOCIETY
34 ALBANY MANSIONS ALBERT BRIDGE ROAD SW11 4PG
020-7223 5999 e-mail deakins@zoo.co.uk

236

3

obj. AO AOK → JT

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

10 February 2003

For the attention of John Thorne
Your Ref. PP/02/1324-1325

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

This Society has written previously to your office about proposals for new 'Tower Blocks' and 'High Density' Housing on sites adjacent to the Old Lots Road Power Station. We understand that there are now revised proposals that will be as high as 30 storeys and 25 storeys. Such towers are still far too tall as well as the whole scheme being very overpowering to the surrounding houses and other premises. A lack of Local Transport is a very important problem and – with ever increasing numbers of motorcars flooding into the whole of London's Road Capacity, this is a situation that (unless arrested) can only get worse and worse.

It also seems to be clear that very little regard has been given to the Lots-Road Power Station, or to the Town Design form of the original Chelsea Harbour scheme, where a clear and simple layout grouping has already been compromised by the very 'low-grade' visual layout of housing further to the West.

We append notes prepared by the Oakley Street Residents Association (whose views we wholeheartedly support) in response to the request of the London Mayor for responses to his preliminary Plan for London, as well of the viewpoint of well-known local painter, Brian Newman and art connoisseur Cynthia Newman. How any new scheme will look on the River Thames (surely one of the most famous views in London), must clearly be of vital importance.

The Society would therefore like to record its protest to the current proposals as being not of a standard that should be achievable on such an important 'river-bend' site, but asks that the aspect of 'River Views' be given a consideration of importance that is equal to other aspects.

Yours faithfully,

Peter Deakins

Peter Deakins - Secretary

EX DIR | HDC | TP | CAC | AD | CLU | AO AK
R.B. K.C. | 12 FEB 2003 | PLANNING
N | C | SW | SE | APPTO | REC
ARB | FPN | VES | FEES

74

Patrons: Lady Berkeley; John Bowis OBE MEP; Lord Dubs

2036.

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Written submission to the Examination in Public of the Mayor of London's Draft 'Spatial' Strategy for London

VIEW PROTECTION Matter 2.d item 2.10

The Question asked includes: " Should any views be added or removed from the framework?"

This submission asks that the prospect of Chelsea Embankment from the Thames and from Battersea Park; and the prospect of Battersea Park across the river from Chelsea Embankment, should be added to the list in Annex 3.

The **prospect of Chelsea** from the riverside terrace of Battersea Park includes:

the buildings of **The Royal Hospital** (the Chelsea Pensioners' Hospital) and the adjacent grounds which were part of Ranelagh Gardens. The buildings were designed by Sir Christopher Wren and bear comparison with the prospect of Greenwich Hospital;

the Chelsea Physic Garden;

the **tree-lined Chelsea Embankment** and the mainly Edwardian red-brick house terraces behind.

The **prospect of Battersea Park** from the Chelsea Embankment extends the full distance from Chelsea Bridge to Albert Bridge and gives a depth of substantial tree-scape which is unmatched in Central London. The length of quiet green view is briefly interrupted by the sight of the imposing 20th century Peace Pagoda.

Both prospects include the long view up-river of **Albert Suspension Bridge** (1870s) and **Chelsea Reach** beyond to the bend with Lots Road power station.

These prospects are now more than ever important, because of recent and continuing major building development on the Thames side upstream of Albert Bridge; and also the increasing build up around Battersea Power Station down stream.

The excellence of the scenes on both sides along this reach of the Rive; provide pleasant recreational walks for residents and visitors. They are also an important attraction for the pleasure boats moving up and down - traffic which the Strategy aims to encourage.

These two prospects clearly provide "a broad prospect along the river" and in all other respects fulfil the criteria set down in the Strategy for the "designation of views for management" Policy VA2 on page 346.

This submission on behalf of Oakley Street Residents' Assn. is supported by Cheyne Walk Trust and the Battersea Society

T Nodder Chairman OSRA 83 Oakley St SW3 5NP

(46)

21 Burnaby Street
London SW10 0PR

Tel: +44 (0)20 7351 5563
Fax: +44 (0)20 7323 1445
Mob: 07808 589 251
e-mail: kisherwood@cps-direct.co.uk

10th February, 2003

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

BY POST AND
BY FAX: 020 7361 3463

Dear Sir,

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

We refer to your notice dated 10th January, 2003 advising of the submission of revised plans and supporting information in respect of the above application.

We wish to advise you formally of our objection to the proposed revised scheme as outlined in your letter. We base our objections upon the following views:-

1. The revised proposal (including the alteration of the heights of the two tower blocks) has made no significant alteration or improvement overall to the initial development proposal which was so overwhelmingly rejected by the Council last year. The "swapping" (between RBK&C and Hammersmith and Fulham sites) and realigning of the towers has made no impact whatsoever in terms of the density / transport problems which blight this proposed development as a whole.

2. The proposed high building is not appropriate for the location. It would be harmful to the skyline and detrimental to the character and appearance of the area, particularly the distinctive "neighbourhood" character of the Lots Road triangle.

3. The height and bulk of the proposed development would result in a loss of sunlight and daylight in the area, as well as a loss of privacy. It would also add a sense of enclosure to the low-rise residential properties of the immediate neighbourhood.

4. The height, massing, orientation, bulk and design of the development mean that it would not be well integrated into the surrounding area. It would also be detrimental to the character and appearance of the river frontage and important views from neighbouring

conservation areas and open spaces. A brief visit to the Chelsea Embankment will readily show how much the view from there (especially that of the beautiful bridges) is already blighted by recent development along the river frontage.

5. The proposed development will inevitably result in more traffic than the existing roads can cope with, especially taking account poor access to and from the area and recent and proposed development on adjoining and nearby sites. The effect on traffic of those new (as yet mainly unoccupied) developments has not yet been experienced, and yet even at the present time the traffic on the adjoining Kings Road is already at a standstill. There is no transport infrastructure to cope with the likely traffic. There is no train or Underground service. The developers' proposals and "commitments" in that regard are inadequate and lack substance. Parking (including parking for visitors and services) will be inadequate.

6. There will be noise and disturbance from the proposed commercial use of the development, especially in the servicing and supply of goods to shops and food outlets through narrow residential streets in unsociable hours.

7. There is inadequate provision for access by emergency services.

8. There is inadequate provision for the education of children in the area.

9. There is inadequate provision of public open space. The developers' wish to treat covered areas as open space is fundamentally incorrect and misleading.

The revised proposals continue to contravene key guidelines of the Council's Unitary Development Plan and stated requirements for development within the borough. It seems that the developers have blatantly ignored the Council's earlier clearly stated reasons for refusal (i.e. as set out in the Report for the Planning Services Committee 20/03/02[1]) in seeking "**a significant departure from the Unitary Development Plan without any reasoned justification**"

We are aware that our objections to your Council must address the proposed development as an entity within the confines of RBK&C land. However, as you can see, we are at the same time mindful of the corresponding proposals for the adjoining Hammersmith and Fulham land. We appreciate that the latter plans are not within your jurisdiction, but their very existence only serves to magnify the scale of the problems which are inherent in the proposal put forward to your Council.

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

239

Yours faithfully

(FOR SELF & KEVIN ISHERWOOD)

Kay De Bernardo and Kevin Isherwood

[1] APP NO. PP/01/01627/MAJM: AGENDA ITEM NO. 6020

240

cc. Mr. John Thorne (Case Officer)
Councillor T. Ahern
Councillor L.A. Holt
Councillor J.R. Atkinson
Councillor V. Borwick
Councillor T. Buxton
Councillor B. Campbell
Councillor J. Corbet-Singleton
Councillor K. Cunningham
Councillor A. Dalton
Councillor J. Edge
Councillor N. Halbritter
Councillor The Lady Hanham
Councillor B. Hoier
Councillor R. Horton
Councillor J. Husband
Councillor J. Kingsley
Councillor B. Phelps
Councillor S. Ritchie
Councillor M. Simmonds
Councillor S.H. Shapro
Councillor D.M. Weatherhead
Mr. Nigel Pallace, (Planning Director, London Borough of Hammersmith & Fulham)

objection AO Ack ⇒ JT.

42

JN. 11/02.

15 Ashburnham Mansions
Ashburnham Road
London SW10 0PA

241

Your ReferenceDPS/DCSW PP 02 013244& 1325 JT

Dear Sirs,

Thank you for notifying me of the further applications for planning permission for the LOTS Road site.

These revised plans still do not conform with your building regulations as regards height, density of population and congestion of traffic. The taller of the metal and glass towers which had been reduced from 39 to 30 storeys has been increased to 37, and although moved across the creek to an area which is in the Borough of Hammersmith and Fulham, it will still dominate your part of the site, and be visible from the windows and balcony of this flat. Also there has been no reduction in the smaller tower, which remains at 25 storeys. Traffic problems have not been dealt with.

I hope you will again reject the application. Indeed, one wonders if the consortium has made any attempt to observe the building regulations since they have so openly flouted them.

Yours faithfully

D G Coles

D G Coles.

EX DIR	HDC	TP	CAC	AD	CLU	AO AK
R.B. K.C.	11 FEB 2003				PLANNING	
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81

Obj AO Ack ⇒ JT

43

242

33 Tetcott Road
London
SW10 0SB

Tel: 020 7351 5285 (Home)
Tel: 020 7592 0531 (Office)

EX DIR | HDC | TP | CAC | AD | CLU | AO AK
R.B. K.C. | 12 FEB 2003 | PLANNING
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ARB | FPLN | DES | FEES

11th February 2003

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

Dear Sir,

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

With regard to the revised application for redevelopment of the Lots Road Power Station many of my previous concerns (which were communicated to you) still apply.

The latest proposals still represent a significant departure from the Council's Unitary Development Plan and appear to be unjustified.

Again I would express my view that the proposed high towers are not appropriate for the location. In terms of preserving the power station it seems totally inappropriate to dwarf the existing building with others that are so different in character and appearance not to mention the effect on the skyline and loss of light for those buildings in their shadow. The Lots Road triangle of housing is all low rise and any new development should be sympathetic to the character of the area. The proposed development would not be well integrated with the surrounding area and may well be detrimental to the river frontage and views from other areas.

Traffic and parking is still not addressed properly in the application. The current infrastructure is under pressure and the numbers of dwellings being proposed will inevitably cause further problems. There are already problems with traffic flows along both sections of Lots Road, which will be further exacerbated.

Currently the area is a quiet mostly residential area and the influx of commercial vehicles to service the development including the shops and food outlets will inevitably result in increased noise and disturbance. Other concerns relate to the inadequate provision for access by emergency services and public open space. There is a marvellous opportunity to open up the river frontage and preserve the creek, but the proposed development does not convince me that this will be approached in a sensible and sensitive way.

Please keep me informed of all further matters relating to the proposal.

Yours faithfully,

Louise Oddy

1864

Obj. AO Ack

(44)

JK 14/02

243

Feb 11th

92/01324.

E A Bale
37D Cremorne Mansions
Cremorne Road
London SW10 0ND

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

EX DIR	HDC	TP	CAG	AD	CLU	AO AK
R.B. K.C.	13 FEB 2003				PLANNING	
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(5)

Dear Sir,

PROPOSED DEVELOPMENT: LOTS ROAD POWER STATION, SW10

I am writing regarding the revised application for redevelopment of the Lots Road Power Station. My wife and I object to the latest proposals as they represent a significant departure from the Council's Unitary Development Plan without any reasoned justfication. In particular:

1. The proposed high building is not appropriate for the location. It would be harmful to the skyline and detrimental to the character and appearance of the area.
2. The height and bulk of the proposed development would result in a loss of sunlight and daylight in the area, as well as a loss of privacy.
3. The height, concentration, orientation, bulk and design of the development do not lend themselves to an acceptable integration into the surrounding area and would be detrimental to it's character.
4. The proposed development will result in more traffic than the existing roads can possibly cope with. There is no transport infrastructure to cope with additional traffic, and no train/underground services. Local parking will be inadequate.
5. There will be noise and disturbance from the proposed commercial use of the development especially in servicing and supplying commercial outlets through the narrow streets in unsociable hours.
6. Furthermore there is inadequate provision (i) for emergency services, (ii) educational facilities and (iii) public open space.

I would be grateful if you would keep me advised of all further matters relating to this proposal.

Yours faithfully,

Edward A. Bale

A copy of this letter has been sent to Mr N Pallace, Planning Director, London Borough of Hammersmith & Fulham

bk m+pc ack → JT

GL Hearn
Property Consultants

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

T: +44 (0)20 7450 4000
F: +44 (0)20 7450 4010
E: info@glhearn.com
www.glhearn.com

244

11 February 2003
Our ref: ALJ/alj/11feb03TA2

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

GL HEARN

EX DIR	HDC	TP	CAC	AD	CLU	AO AK
R.B. K.C.	12 FEB 2003				PLANNING	
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Dear Mr Entwistle

Planning Application by Circadian Ltd – Lots Road Power Station and land at Thames Avenue, Chelsea Harbour.

Please find enclosed a Transport Assessment produced by the Bellamy Roberts Partnership on behalf of Chelsea Harbour Ltd designed to compliment and strengthen the objections that we submitted to you on 31 January 2003.

Our objections covered general planning issues raised by Chelsea Harbour Ltd but it was felt that due to the severity of the transport implications of the proposed development, a Transport Assessment was entirely necessary.

If you have any queries please do not hesitate to contact either Ross Jones or myself.

Yours sincerely

Amy Jefferies MTCP(Hons)
Planner
amy_jefferies@glhearn.com

cc. Richard Goodman – Chelsfield Plc (Chelsea Harbour Ltd) (letter only)
Mr J Thorne - Royal Borough of Kensington & Chelsea (1 x copy)
Ana Farrington – Chelsea Harbour Ltd (letter only)

obj - AO Acl → JT.

(2)

FRIENDS OF BROMPTON CEMETERY

Registered Charity no. 298605

39 Hollywood Road London SW10 9HT Tel (020) 7352 5127

Chairman: Arthur Tait

245

Please reply to:
Bernard Selwyn
3 Hogarth Road
London
SW5 0QH

Tel & fax (020) 737 00 854

M J French Esq FRICS Dip TP MRTPI Cert TS
Executive Director of Planning and Conservation
Kensington & Chelsea Town Hall
Hornton Street
W8 7NX

11 February 2003

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

Dear Mr French

PLANNING APPLICATIONS FOR PROPOSED DEVELOPMENT OF CIRCADIAN LTD AT LOTS ROAD POWER STATION, Kensington & Chelsea WEST OF CHELSEA CREEK, Hammersmith and Fulham

The drawings of this proposal have been examined at Circadian's exhibition, Lots Road, on behalf of the Friends of Brompton Cemetery. The appendices to the new Environmental Statement were not available but it was noted that photographs had been taken from the Cemetery, looking down the main paths and we do not doubt that they show few intrusions of the high blocks, particularly when the trees are in leaf.

However, we were sorry to see that the 37 storey (122m high) block, HF1, west of the Creek, will almost certainly be visible from a number of points in the Cemetery during the winter and, at all periods of the year, will be disturbingly close to the power station eastern chimney, over the Chapel, seen across the Military section (from the vicinity of A on the enclosed map) and the north-west side of the Cemetery Circle (B on the map).

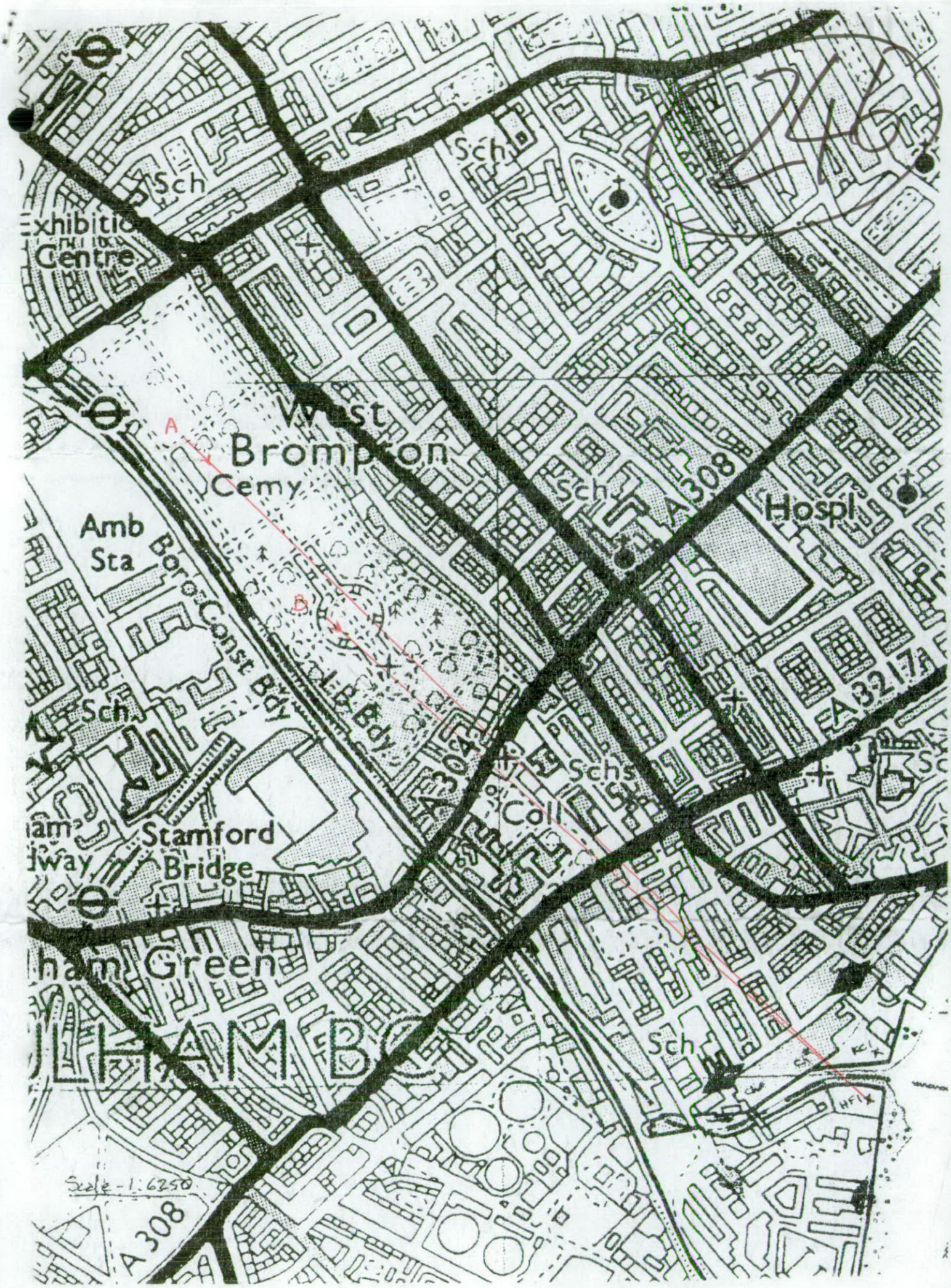
The Friends ask that photographs be obtained showing these views with projections of this block and hope that they will convince both borough councils that this is not acceptable in relation to the Cemetery as a conservation area and listed by English Heritage as a historic park or garden.

As we said in our letter of 26 July last, if a scheme is eventually approved, it is hoped that a condition will be imposed requiring the power station chimneys to be capped to provide a finish in accordance with details to be approved by yourself and following consultation with the Friends and other interested people.

A copy of this letter is being sent to the Director of Environment, LB of Hammersmith and Fulham.

Yours sincerely

Bernard Selwyn
for the Friends of Brompton Cemetery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bk cu + pc ack ∋ JT

ANSTEY, HORNE & CO. Chartered Surveyors
Rights of Light and Party Wall Consultants

6 Long Lane
London
EC1A 9HF

tel: 020-7606 2886
fax: 020-7778 7090
Founded 1795

JR
14/02

247

Our ref: LJH/LE/ROL5160-1
Your ref: DPS/DCSW/JT/PP/02/1324

John Thorne
The Royal Borough of Kensington &
Chelsea Housing & Social Services
The Town Hall
Hornton Street
LONDON W8 7NX

EX DIR | HDC | TC | CAO | AD | CLU | AO AK
R.B. K.C. 13 FEB 2003 PLANNING
N | C | SW | SE | APPROVED
ARD | PPLN | EC FED

12 February 2003

Dear Mr Thorne

Re: Lots Road Power Station

Thank you for your letter of 23rd January 2003, received here on the 27th.

I am afraid it was not possible for me to fit in any serious work on this prior to my departure on holiday - I have now gone and return on the 25th.

Clearly I will need to get moving on this shortly after my return and with that in mind I have set aside Friday February the 28th to visit site and review the paperwork in detail. You refer to a Planning Services Committee in March 2003. Can you be more specific as to the date you need my preliminary report by.

Yours sincerely

Lance J Harris

The Garden Flat
11 Burnaby Street
London SW10 0PR

Telephone 020 7351 2383

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

12th February 2003

Dear Sir

Re: Proposed Development – Lots Road Power Station

I am writing in connection with the revised application for the redevelopment of the above property.

To reiterate my objections as set out in my previous correspondence to you, I do not consider the proposals to be within the guidelines of the Council's Unitary Development Plan, because:

1. The sheer size of the proposed development would result in considerable loss of light, sunlight and privacy. To have such a ridiculously large building looming over one's property and in particular, garden, is simply unacceptable. My garden is south facing and this development would unquestionably take away the sunlight in my garden and cast huge shadows over my property. Living there would feel like living under a giant Cyclops.

2. The design, size and building mass would look aesthetically appalling in an area where the architecture is of late Victorian/Early Edwardian buildings, which in a few years time will become regarded as listed buildings. It would ruin the look of the area, be horrifying ugly on the river frontage and stick out as a hideous monstrosity, overwhelming the charm of not only the immediate location, but also from the surrounding areas, townscape and skyline.

3. The traffic in the area has already increased threefold in five years. At present, after 6pm, it is becoming almost impossible to find a parking space. To add yet further congestion to this current unsatisfactory situation by having no transport infrastructure in place, is completely impractical, shows a total lack of common sense, shows chaotically unrealistic planning and is wholly unworkable.

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4. This is a quiet residential area. The continual noise and disturbance which naturally will increase in time, would result from the proposed commercial use of the development through residential streets and is madness. It would be like throwing in a bit of Oxford Street into an area which is purely residential and I for one do not live in this area to be surrounded by commercial outlets and all the disturbance that would entail. This area is not the city, nor the west end.

5. We do not wish for any dreadful paved over "open spaces" – we have charming areas which are *in keeping with the area.*

6. Just how would ambulances, fire engines gain access? It doesn't bear thinking about the chaos there would ensue in the event of several emergency services needing to get through.

7. There are grossly inadequate parking facilities in the area.

8. There is inadequate provision for the education of children in the area.

9. There is no provision for a medical or dental centre in the area.

Please keep me informed of all further matters relating to this absurd, unrealistic proposed development.

Yours faithfully

Mrs Amanda Bond
cc: Nigel Pallace

KRISTIANE BACKER
9 BURNABY STREET
LONDON SW10 0PR UK

33 250

O/JT

February 12, 2003

EX DIR | HDC | TP | CAC | AD | CLU | AO AK
R.B. K.C. | 17 FEB 2003 | PLANNING
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36

Re Proposed Lots Road Powre station development

Dear Sirs

I am writing to you to object the latest proposals.
They are not in line with the Council's Unitary Development Plan without any reasoned justification.

In particular

The increasing traffic is my major concern, no solution in terms of parking, (which is bad as it is I sometimes have to drive around for 45 minutes to find a space!) and new roads to accommodate it has been made. What about extending the tube service as well as buses as well as providing thousands of parking spaces and only when these projects are completed start thinking of letting thousands more people into this area to live and work.

The proposed building is not appropriate for the location. It would be harmful to the skyline and detrimental to the character and appearance of the area.
The height and extent of the proposed buildings would cause loss of sun- and day light for the entire area as well as loss of privacy. It would also add sense of enclosure to the area as all other buildings are low rise.
Why not propose much lower buildings fitting the architectural style of the area rather than this superstructure which is going to destroy it. After all, this is the Royal borough of K and C we especially don't want to have tower blocks in this area that are rare for London as a whole anyway.

I am also concerned about the procedures or dismantling the Power Station. These need to be in complete accordance with European environmental laws. There are many poisonous substances in the power station and you need to ensure please that the neighbours in the area don't get poisoned in any way, it is especially harmful for women and children!

What this area needs apart from access to tubes and rail service is more adequate schools for children and a more adequate provision for public open space.

What about the disturbance to residents from the proposed commercial use of the development when day and night lorries come to deliver things?

These are just some of my objections

Please keep me advised of all further matters relating to this proposal

Kind regards

Kristiane Backer

PHONE: +44 20 7352 4218 • FAX: +44 20 7565 8850
EMAIL: KB.ROSE@VIRGIN.NET • WEB: HTTP://FLY.TO/KRISTIANE

(32) O/JT (251) JK. 18/02.

Please reply to 18, Stadium Street, Chelsea, London SW10 0PT
Tel. 0207 376 5109
Fax. 0207 352 7371
Email vttours@hotmail.com

EX DIR | HDC | TP | CAC | AD | CLU | AO AK
R.B. K.C. | 17 FEB 2003 | PLANNING (57)
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Mr. M J French
Executive Director
Planning & Conservation
The Royal Borough of Kensington & Chelsea
The Town Hall
Hornton Street
London W8 7NX

15 February 2003

Dear Sir,

We write regarding the revised application for redevelopment of the Lots Road Power Station. We object to the latest proposals. There do not appear to be any proposals for Doctors surgeries & pharmacies nor Dentists surgeries, in an area where these facilities are already overloaded & lists are full.

The height & bulk of the proposed development will result in loss of sunlight & daylight in the area, especially in our garden, as well as a loss of privacy, especially in the top floor of our house.

The proposed development will inevitably result in more traffic than the existing roads can cope with, especially with the current & proposed developments on adjoining & nearby sites. There is no transport infrastructure to cope with the increased traffic. There is no train nor Underground service. Parking will be inadequate, this includes parking for visitors & services, which is very poor even now!

There will be noise & disturbance from the proposed commercial use of the development, especially in the servicing & supply of goods to shops & food outlets through narrow RESIDENTIAL streets in UNSOCIABLE hours.

There does not appear to be adequate provision for access by the emergency services.

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

Yours faithfully,

Valerie Hamami.

Dr.& Mrs. Nabil Hamami.

MR M.J. FRENCH
EXECUTIVE DIRECTOR
PLANNING & CONSERVATION

ROYAL BOROUGH of K&C
TOWN HALL HORNTON ST
LONDON W8 7NN

(27)

T. J. PEARCE
35 TETCOTT RD
LONDON SW10 0SB

15/2/03

0/252

Dear Sir,

I support most of the objections stated on the attached sample letter mainly items

N° 2.4.5.6 7.8.

The main problem will be access to the area which will only be by lots Rd & Cremorne road it is bad enough already and lots Rd & Kings Road Also Parking for Residents and noise

Yours faithfully

T J Pearce

EX DIR	HDC	TP	CAC	AD	CLU	AO AK
R.B. K.C.	18 FEB 2003				PLANNING	
N	C	SW	SE	APP	IO	REC
			ARB	FPLN	DES	FEES

VR 19/2.

O/JT

(28)

(85)

From: JILL FRAYSSE

6, STADIUM STREET
~~Flat 2, Lytton House~~
~~34 Oxberry Avenue~~
London ~~SW6 5SS~~ SW10 OPS

15th February 2003

(253)

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

Sir, Proposed Development - Lots Road Power Station London SW10

I am writing regarding the revised application for redevelopment of the Lots Road Power Station -

I object to the latest proposals as I have to all previous ones.

- How can the proposed high building be acceptable, in an area where we are already overfed by the World's End Estate and its inhabitants?
- How can you even consider such a project

when public transport has become a huge problem for those of us who depend on it?

- How can you not create an area for young people, to do sport without disrupting residents in the quieter streets. We have youth gangs playing ball games on our streets, riding bicycles and motor bikes at all hours.

- How can you not consider having a new Police Station to cope with the area? Chelsea Police Station, on whom we depend, are so understaffed that they don't bother to come down here unless there is a serious incident.

I fully appreciate and accept that the Power Station cannot remain in its present form and that a development of some sort must be considered. However, the present proposal is totally unacceptable to those of us living in the area.

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From: JILL FRAYSSE

Flat 2, Lytton House
34 Oxberry Avenue
London SW6 5SS

I think that you will find that if the latest proposal goes through, many people living in the area will move out, not to mention the fact that our properties will become unsaleable - potential "buyers" will expect good parking facilities, good public transport, good provision for their children's education, good policing, an area where the elderly can't sit to read their newspapers without being mugged by the unemployed youths we have and will have in the area.

I do believe very strongly that when a development of this dimension is considered, none of the people responsible for its

planning sit down and think what the area requires in everybody's interest, in its true reality. They only consider how much money it will cost, how much money they will make and everything else is put aside.

The charm and character of this corner of Chelsea will disappear forever, and we will just become another small area smothered by huge ugly buildings all created in the interest of man's greed with no human consideration at all.

Yours faithfully,

Jill Trayhe

Mrs M. V. E. Fray SBE

256

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

29

157

0/5T

JR
19/2.

19 Ashburnham Road
London SW10 0PG

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

EX DIR	HDC	TP	CAC	AD	CLU	AO AR
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15th February 2003

Dear Mr French

PROPOSED DEVELOPMENT: LOTS ROAD POWER STATION, LOTS ROAD SW10

I am writing regarding the revised application for redevelopment of the Lots Road Power Station. I object to the latest proposals. They represent a significant departure from the Council's Unitary Development Plan without any reasoned justification. In particular:

The proposed height, bulk and design of the building work is not appropriate for the location. It would be detrimental to the character and appearance of the area and to important views from neighbouring conservation areas and open spaces.

Also, the development will most likely result in increased traffic. Ashburnham Road is already used as a cut through – often at dangerously high speeds for a residential area. There is no transport infrastructure to cope with the likely increase in traffic. There is no train or underground service. Parking (including parking for visitors and services) will be inadequate. There are already immense difficulties for residents having enough space to park.

There will be noise and disturbance from the proposed commercial use of the development, especially in the servicing and supply of goods to shops and food outlets through narrow residential streets in unsociable hours.

There is inadequate provision for public open spaces.

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

Yours sincerely

Nigel Millward

cc. Mr Nigel Pallace, Planning Director, LBHF,
Town Hall, King Street, London W6 9JU

IF YOU OBJECT, YOU MUST WRITE IMMEDIATELY TO:

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

(Copy to: Mr. Nigel Pallace, Planning Director, London Borough of Hammersmith & Fulham, The Town Hall, King Street, London W6 9JU)

SAMPLE LETTER

Dear Sir, I agree with the statements below—

PROPOSED DEVELOPMENT: LOTS ROAD POWER STATION, LOTS ROAD, SW10

I am writing regarding the revised application for redevelopment of the Lots Road Power Station.

I object to the latest proposals. They represents a significant departure from the Council's Unitary Development Plan without any reasoned justification. In particular:-

1. The proposed high building is not appropriate for the location. It would be harmful to the skyline and detrimental to the character and appearance of the area and to important views from neighbouring conservation areas and open spaces.

2. The height and bulk of the proposed development would result in a loss of sunlight and daylight in the area, as well as a loss of privacy. It would also add a sense of enclosure to residential properties of the neighbourhood which are all low rise.

3. The height, massing, orientation, bulk and design of the development mean that it would not be well integrated into the surrounding area. This would be detrimental to the character and appearance of the river frontage, views from surrounding areas and townscape.

4. The proposed development will be likely to result in more traffic than the existing roads can cope with, especially taking account recent and proposed development on adjoining and nearby sites. There is no transport infrastructure to cope with the likely traffic. There is no train or Underground service. Parking (including parking for visitors and services) will be inadequate.

5. There will be noise and disturbance from the proposed commercial use of the developme especially in the servicing and supply of goods to shops and food outlets through narrow residential streets in unsociable hours.

6. There is inadequate provision for access by emergency services.

7. There is inadequate provision for the education of children in the area.

8. There is inadequate provision of public open space.

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

Yours faithfully Beatrice Spence of Ashburnham Road 2010. off.

15/2/03

EX DIR	HDC	TP	CAC	AD	CLU	AO

R.B.K.C. 18 FEB 2003 PLANNING

N	C	SW	SE	APP	IO	REC
			ARB	FPLN	DES	FEES

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19 Ashburnham Road
London SW10 0PG

O/JT UR 19/2.

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

EX DIR | HDC | TP | CAC | AD | CLU | AC AK
R.B. K.C. | 18 FEB 2003 | PLANNING 31
N | C | SW | SE | APP | RO | REC
ARB | FPLN | DES | FEES

15th February 2003

Dear Mr French

PROPOSED DEVELOPMENT: LOTS ROAD POWER STATION, LOTS ROAD SW10

I am writing regarding the revised application for redevelopment of the Lots Road Power Station. I object to the latest proposals. They represent a significant departure from the Council's Unitary Development Plan without any reasoned justification. In particular:

The proposed height, bulk and design of the building work is not appropriate for the location. It would be detrimental to the character and appearance of the area and to important views from neighbouring conservation areas and open spaces.

Also, the development will most likely result in increased traffic. Ashburnham Road is already used as a cut through – often at dangerously high speeds for a residential area. There is no transport infrastructure to cope with the likely increase in traffic. There is no train or underground service. Parking (including parking for visitors and services) will be inadequate. There are already immense difficulties for residents having enough space to park.

There will be noise and disturbance from the proposed commercial use of the development, especially in the servicing and supply of goods to shops and food outlets through narrow residential streets in unsociable hours.

There is inadequate provision for public open spaces.

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

Yours sincerely

Louise Tait

cc. Mr Nigel Pallace, Planning Director, LBHF,
Town Hall, King Street, London W6 9JU

260

Ms M Carragher
7 Stadium Street
London
SW10 0PV

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

17 February 2003

Dear Sir

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

I am writing regarding the revised application for redevelopment of the Lots Road Power Station.

I object to the latest proposals. They represent a significant departure from the Council's Unitary Development Plan without any reasoned justification. In particular: -

1. The proposed high building is not appropriate for the location. It would be harmful to the skyline and detrimental to the character and appearance of the area and to important views from neighbouring conservation areas and open spaces.

2. The height and bulk of the proposed development would result in a loss of sunlight and daylight in the area, as well as a loss of privacy. It would also add a sense of enclosure to residential properties of the neighbourhood which are all low rise.

3. The height, massing, orientation, bulk and design of the development mean that it would not be well integrated into the surrounding area. This would be detrimental to the character and appearance of the river frontage, views from surrounding areas and townscape.

4. The proposed development will be likely to result in more traffic than the existing roads can cope with, especially taking account recent and proposed development on adjoining and nearby sites. There is no transport infrastructure to cope with the likely traffic. There is no train or Underground service. Parking (including parking for visitors and services) will be inadequate.

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5. There will be noise and disturbance from the proposed commercial use of the development especially in the servicing and supply of goods to shops and foot outlets through narrow residential streets in unsociable hours.

6. There is inadequate provision for access by emergency services.

7. There is inadequate provision for the education of children in the area.

8. There is inadequate provision of public open space.

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

Yours faithfully

M. Carragher

Ms M Carragher

37

Mrs I.W. Carragher
17 Stadium Street
London
SW10 0PV

262

0/5T

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

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17 February 2003

Dear Sir

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

I am writing regarding the revised application for redevelopment of the Lots Road Power Station.

I object to the latest proposals. They represent a significant departure from the Council's Unitary Development Plan without any reasoned justification. In particular: -

1. The proposed high building is not appropriate for the location. It would be harmful to the skyline and detrimental to the character and appearance of the area and to important views from neighbouring conservation areas and open spaces.

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6. There is inadequate provision for access by emergency services.

7. There is inadequate provision for the education of children in the area.

8. There is inadequate provision of public open space.

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

Yours faithfully

I. W. Carragher.

I. W. ~~Ms M~~ Carragher