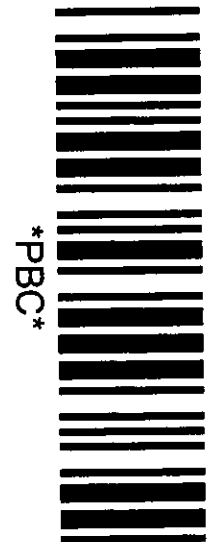


**ROYAL BOROUGH
OF
KENSINGTON & CHELSEA**

DOCUMENT SEPARATOR

DOCUMENT TYPE:

PUBLIC COMMENT



PBC

0/57

M. French, Esq.
Planning and Conservation Dept..
Royal Borough of Kensington & Chelsea
Town Hall, Hornton Street, W8 7NX

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EX DIR	HDC	TP	CAC	AD	CLU	AG
RB	10	30 APR 2003	PLANNING	AK		
N	C	W	S	E	PP	NO
			RE	FPL	DES	FEES

53

Dear Mr. French,

With reference to the Proposed Development DPS/DCSW/PP/02/1324 and 1325/JT Lots Road Power Station and Chelsea Creek, I am writing to object because the two proposed towers, both in height and scale, are excessive, inappropriate and would have an adverse effect on sunlight and daylight in the area. They will damage the riverscape and local views, adversely affect the unique outlook from the historic Brompton Cemetery, and would counter concerns about this matter carefully recorded in the RBKC 1999 Conservation Area Proposals Statement.

Transport facilities serving the area are at present inadequate; and will not sustain the additional traffic generated by the proposed, and recent and ongoing local development. Traffic management schemes suggested by the developer will not alleviate the increased congestion unless a local underground and/or railway link is established. Intensive development should be located near major transport interchanges according to official guidelines, and this is clearly not the case with the current proposals.

The density of the proposed scheme exceeds all current recommended levels according to the Council's UDP, the Draft London Plan and Government guidelines.

Existing community facilities such as hospitals, health, educational, sports, car parking, etc. are insufficient; they do not satisfy local needs; the proposed facilities will not meet the needs of a growing population.

The scheme represents a significant departure from the Council's Planning Brief for the Area, its Unitary Development Plan, the Draft London Plan and Government guidelines, particularly with regard to my grounds for objection: the density, poor transport, the nature of the towers and inadequate community facilities. The Council refused planning permission for the last application by Circadian. I do not believe that the current application is significantly different.

I therefore ask the Council to refuse planning permission for this application.
I trust that the Planning Services Committee will take my views into account.

Yours sincerely,

Mr Lambert

Mr Lambert

27 IFIELD ROAD
LONDON SW10 9AX

TEL 0777 55 23 414

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366

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

EX	HDC	TP	CAC	AD	CLU	AP
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N	C	SE	APP	IO	REC	
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79

Dear Mr. French,

Proposed Development at Lots Road Power Station and Chelsea Creek
Reference: DPS/DCSW/PP/02/1324 and 1325/JT

I am writing to object to the above planning application by Circadian for the redevelopment of the Lots Road Power Station and the land at Chelsea Creek.

My reasons for objection are as follows:

- The density of the proposed scheme exceeds all current recommended levels according to the Council's own Unitary Development Plan, the Draft London Plan and Government guidelines.
- Transport facilities serving the area are at present inadequate; and will not sustain the additional traffic generated by the proposed, and recent and ongoing local development. Traffic management schemes suggested by the developer will not alleviate the increased congestion unless a local underground and/or railway link is established. Intensive development should be located near major transport interchanges according to official guidelines, and this is clearly not the case with the current proposals.
- The height and scale of the two proposed towers are excessive and inappropriate; they would have an adverse effect on sunlight and daylight in the area. They will damage the riverscape and local views, adversely affect the unique outlook from the historic Brompton Cemetery, and would counter concerns about this matter carefully recorded in the RBKC 1999 Conservation Area Proposals Statement.
- Existing community facilities, e.g. hospitals, health, educational, sports, car parking, etc. are insufficient; they do not satisfy local needs; the proposed facilities will not meet the needs of a growing population.

The scheme represents a significant departure from the Council's Planning Brief for the Area, its Unitary Development Plan, the Draft London Plan and Government guidelines, particularly with regard to my grounds for objection: the density, poor transport, the nature of the towers and inadequate community facilities. The Council refused planning permission for the last application by Circadian. I do not believe that the current application is significantly different.

I therefore ask the Council to refuse planning permission for this application.
I trust that the Planning Services Committee will take my views into account.

Yours sincerely,

[Signature]
FANCIER ST
JMO.

No name/address

(82)

0/57 367

M. French, Esq.
Planning and Conservation Dept..
Royal Borough of Kensington & Chelsea
Town Hall, Hornton Street, W8 7NX

Proposed Development

Dear Mr. French,

With reference to DPS/DCSW/PP/02/1324 and 1325/JT
Lots Road Power Station and Chelsea Creek, I am writing to object because the two proposed towers, both in height and scale, are excessive and inappropriate and would have an adverse effect on sunlight and daylight in the area. They will damage the riverscape and local views, adversely affect the unique outlook from the historic Brompton Cemetery, and would counter concerns about this matter carefully recorded in the RBKC 1999 Conservation Area Proposals Statement.

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The density of the proposed scheme exceeds all current recommended levels according to the Council's UDP, the Draft London Plan and Government guidelines.

Existing community facilities such as hospitals, health, educational, sports, car parking, etc. are insufficient; they do not satisfy local needs; the proposed facilities will not meet the needs of a growing population.

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I therefore ask the Council to refuse planning permission for this application.
I trust that the Planning Services Committee will take my views into account.

Yours sincerely,

A. Kram
Achim KRAM
68 1-field Rd.
London SW10 2AD

Mr A KRAM

EX DIR	PRO TE	CLU AO AK
R.B. K.C.	30 APR 2000	PLANNING
N	C	REC
	ARB/FPL/DES	FEES

(51)

(73) (368)

48 FINBOROUGH ROAD, LONDON. SW10 9EG.

3rd MAY, 2003.

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

o/JT

EX DIR	HDC	TP	CAC	AD	CLB	AO
R.B. K.C.	07 MAY 2003				PLANNING	43
N	C	SW	SE	APP	IO	REC
			ARB/PLN/DES/FEES			

Dear Mr. French,

Proposed Development at Lots Road Power Station and Chelsea Creek
Reference: DPS/DCSW/PP/02/1324 and 1325/JT

I am writing to object to the above planning application by Circadian for the redevelopment of the Lots Road Power Station and the land at Chelsea Creek.

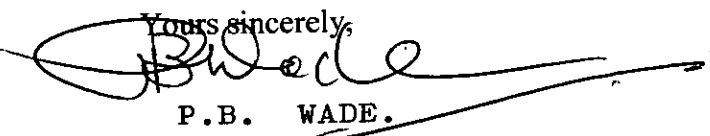
My reasons for objection are as follows:

- The density of the proposed scheme exceeds all current recommended levels according to the Council's own Unitary Development Plan, the Draft London Plan and Government guidelines.
- Transport facilities serving the area are at present inadequate; and will not sustain the additional traffic generated by the proposed, and recent and ongoing local development. Traffic management schemes suggested by the developer will not alleviate the increased congestion unless a local underground and/or railway link is established. Intensive development should be located near major transport interchanges according to official guidelines, and this is clearly not the case with the current proposals.
- The height and scale of the two proposed towers are excessive and inappropriate; they would have an adverse effect on sunlight and daylight in the area. They will damage the riverscape and local views, adversely affect the unique outlook from the historic Brompton Cemetery, and would counter concerns about this matter carefully recorded in the RBKC 1999 Conservation Area Proposals Statement.
- Existing community facilities, e.g. hospitals, health, educational, sports, car parking, etc. are insufficient; they do not satisfy local needs; the proposed facilities will not meet the needs of a growing population.

The scheme represents a significant departure from the Council's Planning Brief for the Area, its Unitary Development Plan, the Draft London Plan and Government guidelines, particularly with regard to my grounds for objection: the density, poor transport, the nature of the towers and inadequate community facilities. The Council refused planning permission for the last application by Circadian. I do not believe that the current application is significantly different.

I therefore ask the Council to refuse planning permission for this application.
I trust that the Planning Services Committee will take my views into account.

Yours sincerely,


P.B. WADE.

GIOVANNI PATTI

48 FINBOROUGH ROAD, LONDON. SW10. 9EG

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0/5T

6th May, 2003.

EX DIR	HDC	TP	CAC	AD	CLU	AO AK
R.B. K.C.	12 MAY 2003				PLANNING	
N	C	SW	SE	APP	D	REC
			ARB	FALN	DES	DES

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

Ref: DPS/DCSW/PP/02/1324 and 1325/JT
Lots Road Power Station and Chelsea Creek - Proposed Development

369

Dear Mr. French,

With reference to the above application, I am writing to object because:

The two proposed towers, both in height and scale, are excessive and inappropriate and would have an adverse effect on sunlight and daylight in the area. They will damage the riverscape and local views, adversely affect the unique outlook from the historic Brompton Cemetery, and would counter concerns about this matter carefully recorded in the RBKC 1999 Conservation Area Proposals Statement. 3

Transport facilities serving the area are at present inadequate; and will not sustain the additional traffic generated by the proposed, and recent and ongoing local development. Traffic management schemes suggested by the developer will not alleviate the increased congestion unless a local underground and/or railway link is established. Intensive development should be located near major transport interchanges according to official guidelines, and this is clearly not the case with the current proposals.

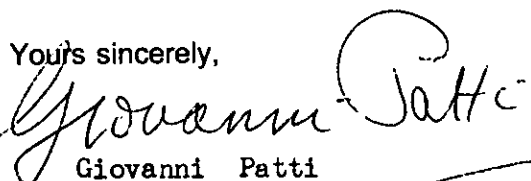
The density of the proposed scheme exceeds all current recommended levels according to the Council's UDP, the Draft London Plan and Government guidelines.

Existing community facilities such as hospitals, health, educational, sports, car parking, etc. are insufficient; they do not satisfy local needs; the proposed facilities will not meet the needs of a growing population.

The scheme represents a significant departure from the Council's Planning Brief for the Area, its Unitary Development Plan, the Draft London Plan and Government guidelines, particularly with regard to my grounds for objection: the density, poor transport, the nature of the towers and inadequate community facilities. The Council refused planning permission for the last application by Circadian. I do not believe that the current application is significantly different.

I therefore ask the Council to refuse planning permission for this application.
I trust that the Planning Services Committee will take my views into account.

Yours sincerely,


Giovanni Patti

0/55

90
370
Clive Bendon
12(a) Redcliffe Street
West Brompton
London
SW10 9DT

Your ref DPS/DCSW/PP/02/1324 & 1325/JT

07/05/2003

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

EX DIR	HDC	TP	CAC	AD	CLU	AD AK
R.B. K.C.		9 MAY 2003			PLANNING	
	C	SW	SE	APP	LO	REC
		ARB	FPLN	DES	FEES	

49

Dear Mr French,

Re; - **Proposed Development at: Lots Road Power Station and Chelsea Creek**

I am writing to object to the above-proposed developments. I understand that two towers in the proposal are of such a height and scale as to be excessive and will damage the riverscape and local views in particular the outlook from the main avenue from Brompton Cemetery, as this would be punctuated by the skyline impact of the proposed towers.

My other concern is the significant and substantial increase in population density if the development goes ahead. I understand that the numbers of residential units proposed for these sites exceed all current levels according to the Council's DPP.

Transport facilities [including public transport] are at present inadequate and are likely to remain so for the foreseeable future. The community facilities such as hospital, GP practices, dentists and educational in the area are inadequate to support such a residential increase. Further stress will be placed on the local roads if the development goes ahead leading to further congestion.

I, therefore, ask the Council to refuse planning permission for this application.

Yours faithfully,

Mr French

Mr. Charles Whiddington
3 Redcliffe Street
London SW10 9DR

76 371

Ref: DPS/DCSW/PP/02/1324 and 1325/JT

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

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7 May 2003

EX DIR	HDC	CLU	AD AK
RB KC	15 MAY 2003	58	
N	C	PP	IO REC
		DES	FEE

Dear Mr. French

Lots Road Power Station and Chelsea Creek – Proposed Development

With reference to the above application, I am writing to object because the two proposed towers, both in height and scale, are excessive and inappropriate and would have an adverse effect on sunlight and daylight in the area. They will damage the riverscape and local views, adversely affect the unique outlook from the historic Brompton Cemetery, and would counter concerns about this matter carefully recorded in the RBKC 1999 Conservation Area Proposals Statement.

Transport facilities serving the area are at present inadequate; and will not sustain the additional traffic generated by the proposed, and recent and ongoing local development. Traffic management schemes suggested by the developer will not alleviate the increased congestion unless a local underground and/or railway link is established. Intensive development should be located near major transport interchanges according to official guidelines, and this is clearly not the case with the current proposals.

The density of the proposed scheme exceeds all current recommended levels according to the Council's UDP, the Draft London Plan and Government guidelines.

Existing community facilities such as hospitals, health, educational, sports, car parking, etc. are insufficient; they do not satisfy local needs; the proposed facilities will not meet the needs of a growing population.

The scheme represents a significant departure from the Council's Planning Brief for the Area, its Unitary Development Plan, the Draft London Plan and Government guidelines, particularly

I therefore ask the Council to refuse planning permission for this application. I trust that the Planning Services Committee will take my views into account.

Charles Whiddington

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600	15 MAY 2003			
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18 REDCLIFFE STREET

LONDON SW10 9DT

020-7373 1203

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Already
registered
as a
dealer

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On 15th
8 May 2003

O/S

Dear Mr French

Ref: DPS/DCSW/PP/02/1324 and 1325/JT

Lots Road Power Station and Chelsea Creek - Proposed Development

With reference to the above application, I am writing to object because the two proposed towers are excessive and inappropriate, in both height and scale, and would have an adverse effect on sunlight and daylight in the area. They would damage the riverscape and local views, adversely affect the unique outlook from the historic Brompton Cemetery and would counter concerns about this matter, carefully recorded in the RBKC 1999 Conservation Area Proposals Statement.

Transport facilities serving the area are at present inadequate and will not sustain the additional traffic generated by the proposed, recent and ongoing local development. Traffic management schemes suggested by the developer will not alleviate the increased congestion unless a local underground and/or railway link is established. Intensive development should be located near major transport interchanges according to official guidelines and this is clearly not the case with the current proposals.

The density of the proposed scheme exceeds all current recommended levels according to the Council's UDP, the Draft London Plan and Government guidelines.

Existing community facilities such as hospitals, health centres, educational and sports areas, car parking and so on are already insufficient. They do not satisfy existing local needs. The proposed facilities will not meet the needs of an enlarged population.

The scheme represents a significant departure from the Council's Planning Brief for the Area, its Unitary Development Plan, the Draft London Plan and Government guidelines, particularly with regard to my grounds for objection: the density, poor transport, the nature of the towers and the inadequate community facilities. The Council refused planning permission for the last application by Circadian. I do not believe that the current application is significantly different.

I therefore ask the Council to refuse planning permission for this application. I trust that the Planning Services Committee will take my views into account.

Yours sincerely

Anthea M Smith

Anthea M Smith

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

cc: Mr Michael Portillo MP,
Cllr Merrick Cockell
Mayor Ken Livingstone

EX	HDC	TP	C&C	AD	CLU	AO
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R.B.		12 MAY 2003			PLANNING	
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Cy 90 ACCLSW

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21 ST LEONARD'S TERRACE
LONDON SW3 4QG
TEL. 020 7730 3302

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0/55

9 May 2003

Already
registered
as on
degar. JH 15/5.

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

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any A-C/A C/SW

Dear Mr French

Proposed development at Lots Road Power Station and Chelsea Creek

Further to my letter of 29 April in relation to the potential visual impact of the proposed Lots Road development on St Leonard's Terrace, I am writing to state my strong objection also on more general grounds.

My main concern is the height of the proposed two towers – the taller of which, I appreciate, is in Hammersmith and Fulham. Buildings of the proposed height are totally out of character with the general architecture in this area. I suggest that a maximum height of not more than eight stories should be maintained. The special character of Chelsea relies to a significant extent on buildings of a relatively modest height for both residential and business uses. This low built environment is one of the most valuable features of the area. I also suggest the towers present a potential security risk to the area because of their proximity to the routes regularly used by aircraft on their way to land at Heathrow.

Appendix C1 of the application gives a view CP7 from the northern end of Battersea Bridge. This focuses on the presence of other tall buildings in the immediate vicinity of the proposed development. This seems to be relied on as a precedent by the developers (see below).

The most prominent feature is the cluster of residential towers on the World's End Estate. They were obviously thought to be appropriate at the time they were planned. From a current perspective they are, I submit, a mistake which would not be contemplated today. Their height and bulk are completely out of keeping with the area. They dominate, overshadow and blight the surrounding lower built areas and change its appearance and character. It is now recognised that height is not necessary

375

for density and that a better environment can be created without height. It should surely be a longer term objective that these buildings should be replaced by something more appropriate. The UDP recognises that they should not be treated as a precedent for other tall buildings.

The other dominant tall building which is seen from the north end of Battersea Bridge is the Montevetro Building on the other side of the river. This was of course a controversial building before it was erected. I understand its construction was opposed by the Council of Kensington and Chelsea. The brutality of its height is now particularly evident from this position. I understand that the existence of the blocks of flats either side of the Westbridge Road, which are also visible from this position, was given as a justification for the height of Montevetro. A walk along Westbridge Road demonstrates how inappropriate it is that these blocks should be treated as a precedent – in particular Sparkford House and Selworthy House on the Somerset Estate behind Montevetro.

At the Drop-in Surgery organised by Circadian at the Hall of Remembrance on 3rd April a representative of Montagu Evans who, I understand, are advising Circadian on the planning application, acknowledged in conversation that the proposals for Lots Road are contrary to the UDP and the planning brief, but indicated that there was an argument as to why these guidelines should not apply in this case. As I understand it the main argument is that there are other tall buildings in the area. The tall buildings are those referred to above. I would suggest that all of these buildings should be regarded as mistakes to varying degrees which should not be relied on as precedents. To allow these buildings to be taken as in any way justifying the erection of the proposed towers would in my view compound past mistakes.

Apart from issues relating to the shape and design of the development, it seems to be generally recognised that the proposed development would give rise to significant traffic and other problems. The developers are putting forward a number of proposals to mitigate these problems. I suggest the better solution would be to avoid the worst of the problems by not allowing the development in its present form. In particular the positive aspects which the developers are putting forward should be seen as what they are – an attempt to mitigate the problems they are proposing to create.

This borough is already detrimentally affected to a significant extent by developments permitted by other boroughs, e.g. the height of Montevetro and the excessive bulk of the block of flats at Albion Riverside which closes in the view from King's Road down the side of Paulton Square. The taller of the two Lots Road towers in Hammersmith and Fulham, if built as proposed, would further aggravate the situation. I would urge the Council to safeguard the low built character of this area, but I would also urge maximum co-operation with Hammersmith and Fulham to prevent the visual damage to vistas from our borough

I have not managed to establish from the mass of papers in connection with the application to what extent Circadian have addressed the security threat which the proposed development could present. A large proportion of the planes arriving at Heathrow when landing from an Easterly direction - which is the case for the majority of the time - come over or very close to the proposed development. The number of

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flights is likely to increase when Terminal 5 is completed and even further if a third runway is built at Heathrow as currently proposed as one of the options. In the light of the terrorist attacks on the World Trade Centre in New York, is it appropriate to build tall towers under or so close to the routes so regularly used by commercial aircraft?

Yours sincerely

G.M.A. Gledhill

Mrs G.M.A. Gledhill

376

Cc: Councillors John Corbet Singleton
Ian Donaldson
Jeremy Edge

Nigel Pallace Esq, Director of the Environment Department, Borough of
Hammersmith and Fulham

EX DIR	HDC	TF	DPC	AD	CLU	AO AK
S.B. K.C.	12 MAY 2003				PLANNING	
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			ARB	FPL	DES	FEES

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15/5

Flat 2,
21 Cranley Gardens,
London SW7 3BD.

M. French Esq.,
Planning and Conservation Dept.,
Royal Borough of Kensington and Chelsea
Town Hall, Haver Street, W8 7NX.

9th May 2003

EX DIR	HSS	YP	BA8	AD	GLU	AR
R.B.	13 MAY 2003				PLANNING	
K.C.						
N	G	SW	DE	APP	IO	REC
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0/5T

Dear Mr. French.

REF: DPS/DCSW/PP/02/1324 and 1325/5T
(Lots Road Power Station and Chelsea Creek)

I am writing to object to the above proposed development.

The two proposed towers are excessive, both in height and scale. They will damage the riverscape and local views, adversely affect the unique outlook from the historic Brompton Cemetery - a priceless local amenity - and would flout concerns about this matter carefully recorded in the RBKC 1999 Conservation Area Proposals Statement.

The density of the proposed scheme is too great, and would have a seriously adverse effect on traffic, transport and community facilities.

I therefore ask the Council to refuse planning permission for this application.

Yours sincerely,

Alastair Lowe

copy to: Michael Foster Esq., MP, House of Commons.

0/5

88

378

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

EX DIR	HDC	TP	CAC	AD	CLG	AR	AK
R.B.	K.C.	12 MAY 2003				PLANNING	
N	C	S	SE	AR	NO	REC	
			ARB	FEN	DES	FES	

42

Ref: DPS/DCSW/PP/02/1324 and 1325/JT
Lots Road Power Station and Chelsea Creek - Proposed Development

Dear Mr. French,

With reference to the above application, I am writing to object because the two proposed towers, both in height and scale, are excessive and inappropriate and would have an adverse effect on sunlight and daylight in the area. They will damage the riverscape and local views, adversely affect the unique outlook from the historic Brompton Cemetery, and would counter concerns about this matter carefully recorded in the RBKC 1999 Conservation Area Proposals Statement.

Transport facilities serving the area are at present inadequate; and will not sustain the additional traffic generated by the proposed, and recent and ongoing local development. Traffic management schemes suggested by the developer will not alleviate the increased congestion unless a local underground and/or railway link is established. Intensive development should be located near major transport interchanges according to official guidelines, and this is clearly not the case with the current proposals.

The density of the proposed scheme exceeds all current recommended levels according to the Council's UDP, the Draft London Plan and Government guidelines.

Existing community facilities such as hospitals, health, educational, sports, car parking, etc. are insufficient; they do not satisfy local needs; the proposed facilities will not meet the needs of a growing population.

The scheme represents a significant departure from the Council's Planning Brief for the Area, its Unitary Development Plan, the Draft London Plan and Government guidelines, particularly with regard to my grounds for objection: the density, poor transport, the nature of the towers and inadequate community facilities. The Council refused planning permission for the last application by Circadian. I do not believe that the current application is significantly different.

Craden

I therefore ask the Council to refuse planning permission for this application.
I trust that the Planning Services Committee will take my views into account.

Yours sincerely,

Terence Craden

17A. Rockcliffe Street

London S.W. 10 9) R.

40, Pont Street,
London, SW1W 0AD

86

9/5/

379

M. French, Esq.
Planning and Conservation Dept..
Royal Borough of Kensington & Chelsea
Town Hall, Hornton Street, W8 7NX

DPS/DCSW/PP/02/1324 and 1325/JT
(Lots Road Power Station and Chelsea Creek).

EX DIR	HDC	TF	CAC	AD	CLU	AO AK
R.B. K.C.	12 MAY 2003			PLANNING		
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Dear Sir,

Although I live some way away, I am writing to object to the above Proposed Development as it will add to problems for all Borough Residents

Existing community facilities such as hospitals and health facilities do not satisfy current needs. When I was rushed to hospital at 9 am three months ago, I had to wait until midnight in Casualty before a bed could be found for me in a ward, and a further three days to be admitted to the private wing – because there were not enough beds in both instances.

Whilst I was in the hospital I was told that applications to increase the ward spaces had been turned down, so where are the people it is proposed should live in this Circadian development going to be treated? One imagines that the majority would want private hospital treatment, and BUPA tells me that finding private beds in this part of London is very difficult.

I also object with regard to the density of the towers and inadequate community facilities. The Council refused planning permission for the last application by Circadian. I do not believe that the current application is significantly different.

I therefore ask the Council to refuse planning permission for this application, and trust the Planning Services Committee will take my views into account.

Yours very truly,

V. Reilly Collins

Mrs. Valda Reilly Collins

EX	DIS	14 MAY 2003	CLD	OK
N	C	ARB	FPL	DES
		FEES		

(100)

40 Burnaby St
London SW10 0PL

10th May 2003

(47)

02/13²⁴

2/5T

(380)

Dear Mr. French,

LOTS RD POWER STATION

It is with great disappointment that we find ourselves writing yet again regarding the above planning application. It has not changed in any meaningful way and we feel that the Council Planning department MUST work to rid us of these awful towers. They contravene planning guidelines for the area on several points, as you know, and we cannot understand why you do not stipulate that they must

be reduced.

(381)

An extension of Chelsea Harbor
would be a vast improvement
to the area — this application is
a liability in terms of population
increase and traffic problems.

This area simply cannot
support such a plan.

The skyline will be devastated
for ever and the towers will set
an unfortunate precedent.

PLEASE do more to protect
your Borough.

Yours sincerely,

Jeremy and Kate

Phillips



ST. JAMES'S PALACE
LONDON SW1A 1BS

383

From: The Office of HRH The Prince of Wales

9th May, 2003

Dear Mr. and Mrs. Mount,

The Prince of Wales has asked me to thank you for your letter of 14th April in connection with the planning proposals in your area.

His Royal Highness entirely understands your concern over the implications for your local environment of development decisions of this kind and is grateful to you for taking the trouble to bring this particular case to his attention. He has, however, asked me to explain that, for reasons which I am sure you will appreciate, it is not possible for him to become involved with local planning decisions of this nature.

However, I shall inform Mr. French of the Royal Borough of Kensington and Chelsea that you have taken the trouble to contact The Prince of Wales on this matter.

I am sorry not to be able to send you a more helpful reply. His Royal Highness has asked me to pass on his best wishes and trusts that you understand.

Yours sincerely,

Mrs. Claudia Holloway

Mr. and Mrs. Dennis Mount

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EX DIR	HDC	TP	GAC	ND	CLU	AO AK
R.B. K.C.		13 MAY 2003			PLANNING	
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15/5 -

Lots Road Power Station and Chelsea Creek – Proposed Development

“To resist a new high building which would significantly exceed the height of neighbouring buildings and which would harm the skyline.”

Transport facilities serving the area are inadequate at present and would certainly not sustain the additional traffic generated by the proposed development, on top of that from the recent and ongoing developments in the area. The developer has suggested certain traffic management schemes, but they will not alleviate the increased congestion unless a local underground and/or railway link is established. Official guidelines state that intensive development should be located near major transport interchanges, and this would clearly not be the case with the current proposals.

The density of the proposed scheme exceeds all current recommended levels, with a proposed density of 650 habitable rooms per hectare. The Council's UDP states that more than 350 habitable rooms per hectare represents a "very high" density and says (in H12) that the Council will

"resist housing designed to very high densities unless necessary for townscape reasons to comply with the policies of the Conservation and Development Chapter."

385

These townscape circumstances do not appear to apply here.

Existing community facilities such as hospitals, health, educational, and sporting facilities are insufficient and do not satisfy local needs. The proposed facilities will not meet the needs of a growing population. The impact on car parking in the immediate area, and across the south of the borough would also be substantial.

The scheme represents a significant departure from the Council's planning brief for the area, its Unitary Development Plan, the draft London Plan and the Government's guidelines particularly with regard to my grounds for objection: the density, poor transport links, the nature of the towers and the inadequacy of the community facilities. The Council refused planning permission for the last application by Circadian and I do not believe that the current application is significantly different.

I therefore ask the Council to refuse planning permission for this application. I trust that the Planning Services Committee will take my views into account.

I am copying this letter to my local councillor in the Redcliffe Ward, Nicholas Halbritter.

Yours sincerely
James Sergeant

JAMES SERGEANT

EX DIR	HDC	TF	CLU	AO AK		
R.B. K.C.	13 MAY 2003			PLANNING		
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EX DIR	HDC	TP	CAC	AD	CL	AC
R.B. K.C.	15 MAY 2003				PLANNING	
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M. French, Esq.
Executive Director
Planning and Conservation
Royal Borough of Kensington & Chelsea
Town Hall, Hornton Street, W8 7NX

Ref: DPS/DCSW/PP/02/1324 and 1325/JT
Lots Road Power Station and Chelsea Creek - Proposed Development

0/57
16/5/03

Dear Mr. French,

With reference to the above application, I am writing to object because the two proposed towers, both in height and scale, are excessive and inappropriate and would have an adverse effect on sunlight and daylight in the area. They will damage the riverscape and local views, adversely affect the unique outlook from the historic Brompton Cemetery, and would counter concerns about this matter carefully recorded in the RBKC 1999 Conservation Area Proposals Statement.

Transport facilities serving the area are at present inadequate; and will not sustain the additional traffic generated by the proposed, and recent and ongoing local development. Traffic management schemes suggested by the developer will not alleviate the increased congestion unless a local underground and/or railway link is established. Intensive development should be located near major transport interchanges according to official guidelines, and this is clearly not the case with the current proposals.

The density of the proposed scheme exceeds all current recommended levels according to the Council's UDP, the Draft London Plan and Government guidelines.

Existing community facilities such as hospitals, health, educational, sports, car parking, etc. are insufficient; they do not satisfy local needs; the proposed facilities will not meet the needs of a growing population.

The scheme represents a significant departure from the Council's Planning Brief for the Area, its Unitary Development Plan, the Draft London Plan and Government guidelines, particularly with regard to my grounds for objection: the density, poor transport, the nature of the towers and inadequate community facilities. The Council refused planning permission for the last application by Circadian. I do not believe that the current application is significantly different.

I therefore ask the Council to refuse planning permission for this application.
I trust that the Planning Services Committee will take my views into account.

Yours sincerely,

J F Evans (Mrs)

4 Redcliffe Street
Basement Flat
S.W. 10 9DS

(102)

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

15 May 2003

Dear Mr French,

**RE: LOTS ROAD POWER STATION DEVELOPMENT
PLANNING APPLICATION REF: DPS/DCSW/PP/02/1324 AND 1325/JT**

I wish to make the following comments on the planning application by Circadian for the Lots Road site. I strongly object to the proposed application on the following grounds:

1. The gross over-development of the site will cause environmental, traffic and amenity damage to the surrounding residential areas. The proposed density is double the highest recommended figure according to the RBK&C UDP, and the original Planning Brief for the site. The Council should enforce the maximum density set out in those documents. unless efficient and sympathetic public transport is significantly improved.
2. The scale of the proposed tower blocks are inappropriate for the area. RBK&C should insist that the UDP and the Planning Brief for the site are respected: the height should not be raised above the overall level of buildings east of Blantyre Street and it should certainly be subordinate to the height of the existing power station. The proposed towers will overlook residential properties, denying them established privacy, and blocking daylight as well as sunlight.
3. The height of the proposed buildings would significantly adversely affect the unique outlook from the historic Brompton Cemetery. This would fly in the face of concerns and recommendations recorded in the RBKC 1999 Conservation Area Proposals Statement.
4. These proposals would cause chaos to all transport facilities in the area. The existing road systems can hardly cope now and will be overwhelmed by an increase in population and commercial activity. If the forthcoming developments at Imperial Wharf, King's Chelsea, Fulham Broadway and Hortensia Road are taken into account, the result would be catastrophic.

The area is poorly served by public transport and this must be efficiently and sympathetically upgraded before any new development is permitted.

M/f

0/55 (387)

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This upgrading should include:

- Building a new station on the West London (OrbiRail) Line at Chelsea Harbour.
- Including a station on the proposed Chelsea-Hackney (CrossRail 2) line.
- Establishing a frequent, high capacity, affordable river bus service from Chelsea Harbour to the Westminster and Festival piers.

The UDP and the Draft London Plan specifically states that high trip-generating development must be located in areas already served by public transport. The proposals ignore this. Prudence demands that the scale of any development must be limited to the capacity of the existing public transport in the area. If not the developers have to be made legally responsible for providing an agreed upgrade.

There are few parking spaces on the site which means that vehicles will inevitably spill over into surrounding streets causing congestion.

This area has inadequate public amenities: there is little open space, sports facilities, schools, hospitals and health centres, and this development will do nothing to improve it. In particular, the proposals for public open space fall well short of the standards set out in the UDP.

I expect RBK&C to enforce the recommendations of the UDP and Planning Brief for this site, both of which have been the subject of extensive public consultation.

Yours sincerely,



Mr Ferreira
42 Pont Street
London SW1X 0AD

(103)

JAN FAIRFAX

(389)

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

0/55

16 May 2003

Dear Mr French,

**RE: LOTS ROAD POWER STATION DEVELOPMENT
PLANNING APPLICATION REF: DPS/DCSW/PP/02/1324 AND 1325/JT**

I wish to make the following comments on the planning application by Circadian for the Lots Road site. I strongly object to the proposed application on the following grounds:

1. The gross over-development of the site will cause environmental, traffic and amenity damage to the surrounding residential areas. The proposed density is double the highest recommended figure according to the RBK&C UDP, and the original Planning Brief for the site. The Council should enforce the maximum density set out in those documents. unless efficient and sympathetic public transport is significantly improved.
2. The scale of the proposed tower blocks are inappropriate for the area. RBK&C should insist that the UDP and the Planning Brief for the site are respected: the height should not be raised above the overall level of buildings east of Blantyre Street and it should certainly be subordinate to the height of the existing power station. The proposed towers will overlook residential properties, denying them established privacy, and blocking daylight as well as sunlight.
3. The height of the proposed buildings would significantly adversely affect the unique outlook from the historic Brompton Cemetery. This would fly in the face of concerns and recommendations recorded in the RBKC 1999 Conservation Area Proposals Statement.
4. These proposals would cause chaos to all transport facilities in the area. The existing road systems can hardly cope now and will be overwhelmed by an increase in population and commercial activity. If the forthcoming developments at Imperial Wharf, King's Chelsea, Fulham Broadway and Hortensia Road are taken into account, the result would be catastrophic.

M/f

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objection
AO Ash & JT

THE CHEYNE WALK TRUST

Chairman Col. David Waddell
Secretary Dr. May Maguire
Membership Ann Hawkes
Hon. Treasurer Richard Sharp

110 Cheyne Walk
LONDON SW10 0DJ
Tel: 020 7352 9353
Fax: 020 7795 0468
E-mail: davidbwaddell@btinternet.com

26 May 2003

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

Dear Mr French,

**TOWN AND COUNTRY PLANNING ACT 1990, LOTS ROAD POWER STATION
DEVELOPMENT**

**PLANNING APPLICATION BY CIRCADIAN (REF: DPS/DCSW/PP/02/1324 & 1325/JT)
AND NEGOTIATIONS THERETO**

I wrote to you on behalf of the members of the Cheyne Walk Trust to object formally to the earlier planning application for the Lots Road Power Station site on 25 September 2002. We wish to make clear our objection now to the amended package of proposals which the developers, Circadian, have been seeking to negotiate with the Councils of both RBK&C and the LBH&F. These proposals were the subject of the Public Meeting held at the Ashburnham Community Centre on 26th March 2003, at which the Cheyne Walk Trust was represented with other amenity groups and many individual residents likely to be affected.

Our objections are to the above applications and related negotiations for modified schemes to both RBK&C and LBH&F. We support the full, systematic and detailed cases of objection made by John Pringle on behalf of the Lots Road Action Group (LRAG) on 7th April 2003 and also the submission by Colin Buchanan and Partners on behalf of the Chelsea Harbour Residents Association. Given our emphatic support of those submissions of Objections, we believe it is not necessary to restate the extensive data and planning contexts set out or referred to in their letters.

We do recognise that the Lots Road Power Station site must be re-developed and favour imaginative re-use and adaptation of the landmark old power station shell in a mixed-use scheme. As we have observed previously, Circadian's proposals have gone some way towards such a solution. However, the revised proposals still seek massive over-development of the site in complete disregard of existing planning guidance and with potentially catastrophic impact on an already inadequate local transportation infrastructure. The proposals also seek the introduction of unwelcome and inappropriate tower blocks in a residential area, adjacent to a conservation area. We consider these proposals are unacceptable.

As previously, our particular concerns focus on: excessive density; unacceptable height, scale and mass of the proposals; adverse transportation, traffic, pollution and parking implications; visual impact; precedent; flood storage risk; open space and public area provision, and inadequate amenity provision.

Many of the above considerations provided key grounds for rejection of the earlier applications. The current applications and the proposed revisions appear not to have taken serious account of the earlier grounds for rejection; but merely introduced a few marginal refinements whilst ignoring the fundamental difficulties of the original proposals and, indeed,

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compounding them by proposing an overall increase in the mass of development which the revised dual applications will generate.

Density

It is clear that the proposed density of the application far exceeds both local and sub regional (draft) planning guidelines. This lies at the heart of both the intrinsic and consequentially unacceptable transportation and traffic impacts of the scheme. The comparison of planned and guideline densities have been clearly set out in both the LRA and CHRA submissions. The scheme proposes massive over-development for the nature of the site per se, with resultant adverse impact for the residents of the adjoining Cheyne Walk Trust residential area, in terms of transportation, traffic, pollution, riverside views and amenity provision.

Height, scale and mass, visual impact and precedent

The height, scale and mass of the proposals would create a totally unsuitable over – development completely at odds with the present character of the surrounding area. The existing height and mass of the World's End estate nearby is generally regarded to day as a disastrous error in planning for west Chelsea. Not only visually, but also in the ghetto effect with many associated problems it has resulted in for the locality. The introduction of an even more extreme development almost adjacent might well be catastrophic. The plans would introduce a new ghetto, albeit more mixed, with inadequate public and recreational space, lacking in amenity and severely damaging the present views of the historic Chelsea reach.

The suggestion, that this historic riverside area provides a suitable site for a cluster of skyscrapers, is plainly irresponsible and in defiance of local perceptions. The present erection in progress at Albion Wharf emphasises this very clearly. RBK&C, in common with residents and amenity groups on both sides of the river, very properly and successfully objected to earlier proposals for that site which sought a 20-storey development. Yet even the reduced 10 storey block, as it now is, clearly introduces a most unsightly mass which is serving to turn the south bank of the river between Battersea and Albert Bridges into an unrelieved riverside canyon. We do not need more, or worse, on the Northern bank.

In respect of Lots Road, neither the existing tower of the Chelsea Harbour Belvedere, nor Montevetro, should be viewed as a precedent. We understand that LBH&F expressly, and understandably, permitted the Belvedere as symbolic of regenerating the run down area in which it was built but on the basis that it should specifically not provide a precedent for other towers; a position the LBH&F still adheres to and sets out in "The Sands Conservation Area Character Profile". Montevetro was also a special case in that a pre-existing development consent would have provided even greater floor area than does the permitted tower, which in its design additionally sought to provide some safeguard to the views of Battersea Old Church. However, the impact of the side elevations, in particular for those living adjacent to the grotesque terracotta clad eastern elevation, can only be described as disastrous and has created huge local resentment.

If anything, the impact, of these tall buildings on and close to Chelsea Reach, must indicate that no further development of this kind should be permitted. Any development of the Lots Road site should be designed, as required by planning guidelines, to respect the prevailing character, including height and mass of buildings, of the area. The RBK&C Planning Brief for the site states clearly that the height of the existing power station should remain predominant. We support that view and suggest the Council of RBK&C has no reason to depart from it.

It has been suggested that the Mayor for London is in favour of tall buildings, however in his own GLA interim guidance:

"this will only work if tall buildings are located where there is good public transport and where they would not overshadow the neighbours; where there is no need for additional amenity space and where links to services and facilities can be made"

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We have quoted this guidance before since, clearly, if applied, it excludes the present proposals for the Lots Road site on almost every count!

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The visual impact of the development on views west from downstream Chelsea, in particular from behind and on Albert and Battersea bridges, will be substantially impaired by the proposed tower blocks. They will intrude on and detract from the silhouette of the Grade 11* Albert Bridge, undoubtedly one (together with the Royal Hospital) of Chelsea's two most famous landmarks.

In the revised application it is proposed that the tower blocks be widened, thus increasing their already unacceptable visual impact. We consider this to be wholly inappropriate. It will increase the apparent mass of the buildings substantially, with even greater denial of daylight and sunlight to those living in their partial shadow. We do not consider that any towers are appropriate to this site, but any building above the prevailing 5-storey norm should, in particular, be designed to impose minimal adverse visual and light denial impact on the adjacent area.

Chelsea, but South Chelsea in particular, has no park or public open areas. The Thames riverside is Chelsea's recreational area in terms of walking, jogging, cycling etc. The proposal to put in place, as required under planning guidance, an additional stretch of riverside walk, is clearly welcome but should not come at the cost of an excess of tall buildings. The locality's open, historic (and Conservation) nature and riverscape has great appeal to visitors and residents alike and to compromise this, essentially in the interest of commercial gain, would be an irredeemable error of judgement in contempt of the interests of the local community, its many visitors and the existing character of the locality.

In effect, we believe proposals for both riverside towers should be totally rejected and the prevailing height of buildings on the site, other than the converted power station, should be restricted to 5 to 6 storeys as allowed for in the Local Plan. This would also partly contribute to the necessary reduction in density to planning guidelines.

Transportation, traffic, pollution and parking

The Lots area is possibly the worst served part of RBK&C for public transport. The problem is compounded by the overloading of the Earls Court-Cheyne Walk-Chelsea Embankment because it is a strategic feeder route. There is no rail or LUG access locally and bus services are inadequate and patchy. In view of the overloading of local roads, the scope to improve bus services significantly must be highly questionable. In the event, the developer's proposals to provide additional buses appear, from calculations in the Buchanan & Ptnrs. submission, to be totally inadequate to cope with the increase in population the development will introduce.

Nor can the proposals for a river bus, however welcome in theory, be considered very robust, in passenger volume capacity, end destination needs, or operational guarantees. The imprecise commitment by the developer to support the surface rail WLL is also extremely ambivalent. Finally, we understand there is no prospect for any LUG provision in the area before 2017 at the earliest. Inevitably, the proposed development will result in a massive local increase in private car ownership and requirement for road access and parking.

A recent report that the SRA has agreed the scope to introduce a station and limited service on the West London Line is welcome and we applaud the Council of RBK&C's (and LBH&F's) role in bringing this about. We trust this new development will ensure that a full independent Transport Assessment will be made on behalf of the Council before any decision can be made on the level of development which may be acceptable and permitted.

We note that the developer's own professional TA by Symons is considered by Buchanan to be seriously deficient in the way it has looked at transport impacts, as well as in data. Importantly, it appears not to have factored in the full potential transportation and traffic effects from Imperial Wharf, Kings Chelsea and other developments now in hand that will provide the status quo ante to which the projected Lots Rd development transportation requirements and traffic increases should be added.

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The outcome, if the present proposals are accepted, can only be a considerable increase in pressure on inadequate public transport and a substantial worsening of local traffic conditions. A further consequential adverse result will be increased atmospheric pollution on what are already some of the most intensely polluted routes within the designated RBK&C Air Quality Management Area (AQMA). This in turn must make even less attainable the pollution reduction targets that RBK&C is required by Government to achieve by 2004/5.

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In hand with residential car ownership, there should be provision for additional car parking. The quantity proposed appears to be inadequate for the potential requirement and can only lead to a massive increase in demand for already underprovided RBK&C residents' permit parking spaces. As we understand the present position, there can be no prospect in the Borough of denying bona fide residents the right to be issued with a resident's parking permit.

Overall, these very serious transportation issues render impractical and contrary to planning guidance the massive density and scale of development being sought. They also emphasise the clear requirement for a thorough, detailed and independent Transport Assessment made by, or on behalf of, the Council of RBK&C. We recognise and welcome Councillor Moylan's commitment to residents, at an earlier public meeting, that a thorough, independent examination of transportation issues will take place and that the resource to complete this will be found, internally or if necessary as a consultancy.

It would no doubt be possible to arrive at a phased planning scheme where the permitted density of development is tied to the provision and realisation of agreed and realistic step improvements in transportation infrastructure, such as provision of improved bus services, a WLL station and, ultimately, a LUG station. Other than this, a massively scaled down option would seem the only way forward.

Flood storage and environmental aspects

We note the Environment Agency has made a number of objections to the proposed development. In particular we are alarmed that over-development of the creek and riverside will reduce flood storage and increase flood risk upstream and downstream of the site. You will be aware that quite serious flooding occurred to residential accommodation in Cheyne Walk in 1997 since the river level rose above surface drainage pipes running from a number of buildings facing the river. Any risk that such flooding might be more likely to re-occur is clearly unacceptable and we ask for specific and detailed assurances on this risk to emerge from your consideration of the application.

We also fully support the Environment Agency's view that there is a "significant opportunity to create an impressive open space adjacent to the river and creek by the creation of a riverside/creek side park with terraces down to the river". This is precisely the kind of imaginative and public value enhancement that many would wish to see and which would give a new and valuable dimension to this re-development.

We further propose that the riverside walkways should be enhanced by a continuous tree line as exists already on Cheyne Walk and Chelsea Embankment, serving to "green" the riverside and make a logical visual connection with Cheyne Walk, as well as break up the visual impact of the new build mass within the site.

We note that during the construction phase it is proposed that only some 40% to 50% of movement of materials to and from the site "may" be by river barge. Even then this proposal is far from certain. We propose that, given the pressure on road access, a guarantee, to be monitored and enforced by RBK&C, must be sought that at least 80% of site waste removal and construction delivery should be by means of river transport.

Open space and public area provision

We are concerned that the provision for public space is far from adequate and that calculations of what is to be provided are misleading since these count necessary roadways

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and paths as public open space. Again, the extreme density of the development is such that in a number of instances tall buildings will be unacceptably close to each other and will also overshadow (8 and 12 storeys) the inadequate and narrow riverside walkway. We would wish to see public space enhanced to accord with planning guidelines and a riverside walkway of generous proportions able to cope with cyclists, pedestrians and leisure walkers with ease.

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Amenity provision

We note that no undertaking is included in the Developer's proposals in respect of education facilities to cope with the expanded population nor is any provision made for open-air sport facilities to accommodate team ball games. We consider these matters should be addressed. We are aware of and warmly applaud the Council of RBK&C's unrelated proposals to provide a new secondary school in South Chelsea and recognise this may address some but not the whole of these deficiencies.

Conclusion

Our principal concern is that the Council of RBK&C should not permit the excessive density, scale, height and mass of development proposed, which is not supported by Government and Regional planning guidance or the Local Plan or Planning Brief of RBK&C.

More specifically, we would also like assurances that the Council of RBK&C will seek to ensure:

- Development plans are adjusted to ensure Thames flood risk and potentially adverse impact on accommodation adjacent to the river is not increased
- A full independent Transport Assessment (as committed to by Councillor Moylan), including the full potential transportation and traffic effects from Imperial Wharf, Kings Chelsea and other relevant developments now progressing or planned, is prepared and made available to inform further consideration of the development proposals
- Negotiations with the developer that riverside walkways should be of generous scale and enhanced by a continuous tree line as exists already on Cheyne Walk and Chelsea Embankment, serving to "green" the riverside and make a logical visual connection with Cheyne Walk, as well as break up the visual impact of the new build mass within the site
- The exclusion of tower blocks in conflict with the local environment and planning guidance, and damaging to both river and conservation area views
- Adequate provision is made for education facilities and community space to meet both present under-provision and the demands of the enhanced number of residents resulting from any permitted development
- A guarantee, to be negotiated, monitored and enforced by RBK&C, that at least 80% of site waste removal and construction delivery should be by means of river transport.

We therefore urge the Council to reject this planning application in its amended form. We recognise that re-development of the Lots Road complex is both desirable and necessary. However, we consider the developers should be advised to reconsider their proposals with a view to putting forward a scheme complying with planning guidelines and seeking to enhance and improve the locality within a more modest, achievable and acceptable concept.

We would also support the request by the LLAG for an opportunity to discuss with you your recommendations to the planning committee, prior to the meeting that will consider this scheme.

Yours sincerely,

David Waddell
Chairman
The Cheyne Walk Trust

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Copies to:

→ Councillor Merrick Cockell
Mr Nigel Pallace

Mr Ken Livingstone
Mr Michael Portillo
Mr Andrew Locke

Leader, Royal Borough of Kensington & Chelsea
Planning Director, London Borough of Hammersmith & Fulham,
Town Hall, King Street, London W6 9JU
The Mayor of London
MP for Kensington & Chelsea
Circadian

RBK&C Planning Committee :

Cllr Tim Ahern, Chairman
Cllr LA Holt Vice Chairman
Cllr J Robert Atkinson
Cllr Victoria Borwick
Cllr Terence Buxton
Cllr Barbara Campbell
Cllr John Corbet-Singleton
Cllr Keith Cunningham
Cllr Andrew Dalton
Cllr Jeremy Edge
Cllr Nicholas Halbritter
Cllr The Lady Hanham CBE
Cllr Bridget Hoier
Cllr Rima Horton
Cllr James Husband
Cllr Jenny Kingsley
Cllr Barry Phelps
Cllr Shireen Ritchie
Cllr Stuart H Shapro
Cllr Maighread Simmonds
Cllr Doreen M Weatherhead

David LeLay,
John Pringle,
Sir Ralph Halpern,

Chairman, The Chelsea Society
Secretary, Lots Road Action Group
Chairman, CHRA

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objection AO Adh → JT

(2)

Mr and Mrs Olivier Van Calster
Flat d, 44 Whistlers Avenue
London SW11 3TS

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June 16, 2003

The Planning and Conservation Office
Royal Borough of Kensington and Chelsea
Town Hall
Hornton St
London W8 7NX

Dear Sir / Madam,

Re: Proposed redevelopment of Lots Road Power station

Further to the most recent planning permission application submitted by Circadian for the redevelopment of the Lots Road Power Station site, I would like to express my serious concern at the proposal to build two very high towers on the site. My understanding of the proposed scheme is that two towers are to be built:

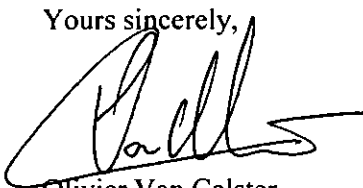
- One tower of 25 storeys and 100 meters in height in total, on the Eastern side of the creek, which falls under the jurisdiction of the Royal Borough of Kensington and Chelsea;
- One tower of 37 storeys and 137 meters high in total, on the Western side of the creek, and falling under the jurisdiction of the Royal Borough of Hammersmith and Fulham.

Towers of such height are likely to impact severely on the landscape and the views of the river Thames. Whilst they may be appropriate in a densely-built environment such as that of the City of London, their appearance in a mainly low-rise residential area and right on the river front would be totally inappropriate. It would also create a precedent for further development of even higher structures.

Clearly, there are precedents (however unfortunate) of tall structures in this part of London. However, they are all limited to approximately 20 storeys – eg the tower at Chelsea Harbour, and the Montevetro building on the other side of the river. A number of recent local developments on the river front (eg Imperial Warf, Albion Warf) include structures of 10 to 12 storeys or so, which are much more in keeping with the overall appearance of the river front in this part of London.

I strongly urge the Planning Department and the Council to ask the developers to reconsider their designs to avoid the use of high-rise structures. Should towers be essential to the viability of the project and the meeting of other Planning objectives, then the height of the proposed towers should be reduced, so that they are no higher than other structures in the immediate vicinity.

Yours sincerely,



Olivier Van Calster

Copies:

- RBHF
- Martin Linton, MP for Wandsworth
- Residents of Morgans Walk

EX DIR	HDC	TP	CAC	AD	CLU	AC AK
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24D Thorney Crescent
London SW11 3TT

Tel. +44 (0)20 7350 2130 Fax. +44 (0)20 7924 4468
email: hygro@btinternet.com

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

12th Aug. 2003

Dear Mr French,

Ref: Lots Road Power Station redevelopment

I was startled to see in the press that although the 2002 application had reduced the height of the proposed towers on either side of Chelsea Creek to 30 and 25 storeys, Hammersmith and Fulham Council has given the go-ahead to 37 and 25 storey towers. 900 new homes, affordable or not, will require so ^{many} more amenities than the developers have allowed for in their plans.

The scale of the proposed development will place enormous pressure on the infrastructure in this bottle-necked corner of London, where the roads are already congested, sometimes gridlocked, at peak hours, the separate bus lanes are impossibly slow, the cycle routes are rarely separated from the traffic and the river ferry, admirable as it is, is expensive and is not integrated with the rest of London's travel pass systems.

There is little or no provision made for children's play areas, school, parks, health facilities, or an additional river crossing river crossing.

Tower blocks are not the answer – these proposed will be between 1 ½ and two times the height of their neighbours.

I live in a small flat opposite, in Battersea, on a site which used to be industrial – that of the Morgan Crucible Company. Like the Lots Road site, it too required a lot of cleaning up before housing could be built on it (in the early 80s). Of the 220-odd homes here, no building is higher than 4 storeys, but I have absolutely no doubt that the developers, Messrs Wates, made a respectable return on their investment.

While I appreciate the cost to the developers of cleaning up the site, they knew all about that when they bought the land, and I believe the density of the development at Lots Road is driven by the desire for unreasonably inflated profits.

I implore the RKBC to consider carefully these very real fears of existing residents of the area when they make their decision – on September 15th, I believe.

Yours sincerely,


Charlotte Darwin.

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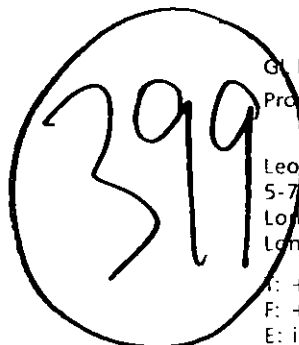
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30 July 2003
Our ref: J:\J008437\letters\28.07.03(GOL)ALJ.doc

Government Office for London
Riverwalk House
157-161 Millbank
London
SW1P 4RR

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GL HEARN

Recd 5/8/03

→ J T

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Dear Sir/Madam

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

GL Hearn are instructed on behalf of Chelsea Harbour Limited, who are the freehold owners of the existing Chelsea Harbour development. Application 2002/03132/FUL, referred to above, is on land which immediately adjoins our client's ownership.

The applicants, Circadian, have submitted three sets of proposals between 2001 and the present on a parcel of land straddling the boundaries of the London Borough of Hammersmith and Fulham (LBHF) and the Royal Borough of Kensington and Chelsea (RBKC). The most recent of these applications is a large-scale development including two tower blocks, high density development with a significant proportion of affordable housing across the scheme. LBHF's Planning Committee met recently and declared a resolution to grant consent.

We have lodged our formal objections previously to the above application. We have maintained our client's views throughout the decision making process to date, by submitting representations to LBHF and RBKC.

The application is without doubt a departure from the development plan policies, for the following reasons:

- Excessive densities of the scheme;
- Unjustified scale of development – including the issue of tall buildings (e.g 37-storey tower);
- Lack of robust public transport proposals and public transport accessibility to key locations.
- Inadequate traffic capacity of surrounding highways – the area is already congested

400

All of our client's objections to the proposal are analysed in full in the accompanying reports prepared by GL Hearn – Planning Consultants and by the Bellamy Roberts Partnership – Traffic Consultants.

We urge that this application is called-in by the Secretary of State because as well as being a departure from policy it has significant London-wide issues, it also has long term implications and it is highly controversial locally. The application is also contrary to the advice set out in Planning Policy Guidance Note 3 (PPG3) – relating to residential development standards and similarly it is contrary to Planning Policy Guidance Note 13 (PPG13) due to its implications in transport terms.

Please acknowledge receipt of these representations, if you have any queries please do not hesitate to contact either myself or my colleague Ross Jones.

Yours faithfully



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

cc. Ana Farrington – Chelsea Harbour Ltd (letter only)
Richard Goodman – Chelsfield plc (letter only)
Graham Bellamy – The Bellamy Roberts Partnership (letter only)
Paul Entwistle – LBHF (letter only)
J Thorne – RBKC (letter only)

46 Gleeke Place ^{dozedien}
London SW3 5JE ^{AO Ach} → JT

(108) June 28th 2003

Dear Mr. French,

(1401)

I am writing to
put forth my deeply felt
conviction, that the planning
permissions now being
considered for lots Road -
ie the two high rise blocks,
will completely ruin the
waterfront - Is it not

by now clear, how
exceptional these Victorian
power plants are, and
what good use can be made
of them (Tate Modern) -
what investment and

commerce it can bring to
an area, and how it
could be used to enrich
the local culture?

Slowly the Thames
river front is being ruined,
with dire consequences for
generations to come - Have
a little foresight and stop
this project now.

Sincerely yours

Haidee Becker Kennedy

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57
12A Langham Mansions
Earls Court Square
London SW5 2UH
403

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0/55

8th July 2003

Dear Planning Dept

Reference 02/01324

I am writing about the application for development on the Lots Road Power station site .

First a word of praise : I think it is good that the power station hall and ^{chimneys} ~~towers~~ , for so long features in the local landscape and a monument to a major London phenomenon , the Underground , should be kept but adapted to new uses . It is also good that some ^{more} affordable housing should be provided for the Borough .

But I have doubts about the proposed towers , the one to be of 37 stories and the other of 25 , soaring above the power station skyline and higher than the chimneys . I thought that tower blocks were by now discredited , especially for residential accommodation . What about when the lifts fail , leaving elderly , less mobile , people stranded and posing problems to mothers with children in prams ? (Not to speak of their vulnerability as 'targets '?) . Also , I note that the developers' submission sets out a computerised image of how

the site would appear , a propos of the impact on the Thames riverside scene : they also include at 11. 22 a picture of how ^{"Montevetro"} on the south side of the river completely spoils the view of St Mary's in Battersea Church Road as seen from our side of the river (and, ^{May} add, from the Rail bridge as one goes from West Brompton by train to Clapham Junction) . This picture should act as an awful warning - however the developers intended it ! ^{Inadvertently,} their new towers are sketched in slightly and delicately on the simulated image , underplaying the likely visual impact ! Another aspect of the scenic impact of the proposed towers is how they will look from Brompton Cemetery which is being put across ^{meets} as a local resource for leisure and recreation/ tranquil reflection . The developers have not shown even a computerised image of how the towers will appear looming up over the south end of the cemetery area . . .

Please consider whether or not towers of the size and style proposed will not be a social mistake and a grotesque visual intrusion

Yours truly

M M Deyes

Miss M.M.Deyes

(404)

(112)

21, Cremorne Road,
London,
SW10 0NB.

0/5T with 103 ✓ 7th August, 2003
P. 103

Dear Mr. French,

02/1324

(405)

After long-term close pre-occupation
with hospitals and disability, I do hope that,
now I am at last able to write this
rather belated objection to aspects of the
Circadian development, it is not too late.

Just to explain that my long
silence has not been lack of interest
in planning matters.

I trust all is well with you,

Yours sincerely,

Betty Woolf.

EX DIR	HDC	TP	CHC	ND	CLU	AO AK
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objection AO Ach 37

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

107 406

29 June 2003

Dear Mr French,

**RE: LOTS ROAD POWER STATION DEVELOPMENT
PLANNING APPLICATION REF: DPS/DCSW/PP/02/1324 AND 1325/JT**

I wish to make the following comments on the planning application by Circadian for the Lots Road site. I strongly object to the proposed application on the following grounds:

1. The gross over-development of the site will cause environmental, traffic and amenity damage to the surrounding residential areas. The proposed density is double the highest recommended figure according to the RBK&C UDP, and the original Planning Brief for the site. The Council should enforce the maximum density set out in those documents. unless efficient and sympathetic public transport is significantly improved.
2. The scale of the proposed tower blocks are inappropriate for the area. RBK&C should insist that the UDP and the Planning Brief for the site are respected: the height should not be raised above the overall level of buildings east of Blantyre Street and it should certainly be subordinate to the height of the existing power station. The proposed towers will overlook residential properties, denying them established privacy, and blocking daylight as well as sunlight.
3. The height of the proposed buildings would significantly adversely affect the unique outlook from the historic Brompton Cemetery. This would fly in the face of concerns and recommendations recorded in the RBKC 1999 Conservation Area Proposals Statement.
4. These proposals would cause chaos to all transport facilities in the area. The existing road systems can hardly cope now and will be overwhelmed by an increase in population and commercial activity. If the forthcoming developments at Imperial Wharf, King's Chelsea, Fulham Broadway and Hortensia Road are taken into account, the result would be catastrophic.

The area is poorly served by public transport and this must be efficiently and sympathetically upgraded before any new development is permitted.

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M/f

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It is of course, a good idea to include

a small, but not too small, number of
hardwood
trees in the study. The idea is to
get a good idea of the number of trees that are
in the study area. The number of trees that are
in the study area is a good idea.

The number of trees that are in the study area is a good idea.

The number of trees that are in the study area is a good idea.

The number of trees that are in the study area is a good idea.

The number of trees that are in the study area is a good idea.

10 Post Street

San Francisco, CA

2.

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This upgrading should include:

- Building a new station on the West London (OrbiRail) Line at Chelsea Harbour.
- Including a station on the proposed Chelsea-Hackney (CrossRail 2) line.
- Establishing a frequent, high capacity, affordable river bus service from Chelsea Harbour to the Westminster and Festival piers.

The UDP and the Draft London Plan specifically states that high trip-generating development must be located in areas already served by public transport. The proposals ignore this. Prudence demands that the scale of any development must be limited to the capacity of the existing public transport in the area. If not the developers have to be made legally responsible for providing an agreed upgrade.

There are few parking spaces on the site which means that vehicles will inevitably spill over into surrounding streets causing congestion.

This area has inadequate public amenities: there is little open space, sports facilities, schools, hospitals and health centres, and this development will do nothing to improve it. In particular, the proposals for public open space fall well short of the standards set out in the UDP.

I expect RBK&C to enforce the recommendations of the UDP and Planning Brief for this site, both of which have been the subject of extensive public consultation.

Yours sincerely,

Ferreiro

Mr Ferreiro
42 Pont Street
London SW1X 0AD

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French, Michael: PC-GrpSvc

From: maighread [maighread@btopenworld.com]
Sent: 29 June 2003 12:04
To: david.charters@pobox.com
Cc: Cllr.Redman@rbkc.gov.uk; Michael.French@rbkc.gov.uk
Subject: Re: Lots Road

Dear Mr Charters

Thank you for your e-mail.

I have noted your suggestions, and forwarded these to Mr French (Executive Director of Planning and Conservation).

Please rest assured that I will do my best on your behalf.

Regards.

Cllr. Maighread Simmonds

----- Original Message -----

From: <david.charters@pobox.com>
To: <cllr.REDMAN@rbkc.gov.uk>; <cllr.SIMMONDS@rbkc.gov.uk>
Sent: Sunday, June 29, 2003 9:14 AM
Subject: Lots Road

> Dear Councillors,

>

> Thank you for your recent mailshot re the Lots Road Development. I'm
> pleased to see you're taking it seriously and getting involved, though it
> seems to me inevitable that local opposition will be bulldozed aside. The
> Royal Borough's Planning Services Committee should probably be renamed the
> Development Facilitation Committee: at least from anecdotal evidence, they
> seem to be tough on individuals wanting to improve their own homes, and a
> soft touch for the big boys. They certainly don't appear to enjoy the
> confidence of the people who actually live here.

>

> Given my pessimistic and perhaps defeatist view of what will happen next,
I
> have two suggestions that might make our lives easier during the actual
> construction phase of the project:

>

> 1. A requirement that as much material as possible is taken in and out of
> the site by river, eg by imposing a condition that road transport should
be
> 20% cheaper for the developer to be allowed to use road rather than river.

>

> 2. A penalty for delays, to be paid to the borough and used for specific
> projects in the areas worst affected by the delay.

>

> Good luck, though I have a feeling you're probably in the same position as
> the Polish cavalry charging the German Panzers in world war two.

>

> Regards,
> David Charters

>

> 15 More's Garden
> 90 Cheyne Walk
> London SW3 5BB

>

> *****

MEMO

409

**TO: Michael J. French, Executive Director
Planning and Conservation, RBK&C**

**FROM: Sarah Horack, 6 Cornwall Mansions, Cremorne Road
Chelsea, SW10 0PE**

DATE: 26 June 2003

**SUBJECT: THREE REASONS TO REFUSE PERMISSION FOR CURRENT
LOTS ROAD DEVELOPMENT PLANS TO PROCEED**

1. Current plans fail to realise the full value of this extraordinary site.

Current plans call for mostly very high-density residential use instead of mixed use designed to attract:

- Knowledge-oriented employers,
- Retail outlets (an anchor/destination shop, specialty shops, eating and drinking, cinema)
- The arts, traditionally active in and associated with Chelsea
- Recreation – a gym, swimming pool, yoga and Pilates studios, indoor tennis
- Learning, from pre-school, to vocational, to tertiary level
- Safe, unimpeded public access to the riverside in a 'strip park' for ambulatory activities of many kinds.

Well planned mixed use on this scale would carry with it requirements for adequate new public transport giving smooth access to this part of Chelsea for new residents and many others as well.

2. Current plans neglect amenities and 'quality of life' provisions for in-coming and established residents of the area.

- The area now has a public transit deficit. How can 850 more people get by without at least one car per household?
- If residents' parking permits are granted to those living in the new development, these will be preferred to costly and very scarce parking places on site.
- Nurturing and preserving Chelsea's urban environment involves preserving the village qualities evident in the Lots Road area, not just Chelsea's favoured squares.
- If it proceeds as planned, the densely packed new residents of this site will create more problems than their council taxes can ever cover. Waiting for public funds to solve these problems would be financially and socially irresponsible.

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3. The developers are aggressive in their intention to violate The Town and Country Planning Act and RBK&C's own Planning Brief.

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9/5-411

French, Michael: PC-GrpSvc

From: French, Michael: PC-GrpSvc
Sent: 27 June 2003 09:01
To: 'sarah@consensus-research.com'
Cc: Thorne, John W.: PC-PlanSvc
Subject: RE: Development of Lots Road Power Station Site

Dear Ms. Horack,

Thank your for your e-mail of 25 June setting out your objections on the applications for Lots Road. I have passed this through to John Thorne, the Area Planning Officer, for careful consideration and reporting.

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

DM
27/6

-----Original Message-----

From: sarah [mailto:sarah@consensus-research.com]
Sent: 25 June 2003 19:14
To: michael.french@rbkc.gov.uk
Subject: Development of Lots Road Power Station Site

Dear Mr French,

As a Borough resident of 28 years' standing (6 Cornwall Mansions, Cremorne Road, SW10 0PE) I wrote to you in February to voice my opposition to Hutchison Wampoa's plans for this unique and precious riverside site.

My objections draw agreement from others I speak to who live in the Borough because they arise from a vision of a bolder and more advantageous plan than the one currently before the Council.

The current plans are objectionable to me and many others for three reasons, which are outlined in the one page attachment.

I ask you to lift your sights without lowering your standards and have the courage to say, "No, this isn't good enough for us," when Hutchison Wampoa come back to ask your permission to under-achieve the full value of this extraordinary site, to neglect amenities and quality of life provisions for in-coming and established residents of the area, and to violate The Town and Country Planning Act and the Borough's own Planning Brief.

Yours sincerely,
Sarah Horack

Director
Consensus Research
61 Southwark Street
London
SE1 0HL
t: +44 (0)20 7803 4050
f: +44 (0)20 7803 4051
<http://www.consensus-research.com>

CONFIDENTIALITY: The information in this email and any attachment is confidential. It is intended only for the named recipient(s). If you are not a named recipient, please notify the sender immediately and do not read,

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(JT)

objection AO Ach → JT
Please acknowledge

SEVEN CORNWALL MANSIONS, CREMORNE ROAD, LONDON SW10 0PE

4/2

1/7/1
28th June 2003

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

Dear Mr. French,

ref: RBK&C ref DPS/DCSW/PP/02/1324 & 1325/JT
Lots Road Power Station and Chelsea Creek Development, SW10

On Wednesday evening last, 25th June, we and a number of others who will be affected by Circadian's proposals for the above site witnessed the highly unedifying capitulation of the Planners of the LB of Hammersmith & Fulham in the matter of their approval of the plans as pertinent to that Borough.

As you are aware, planning permission sought by Circadian had been rejected on two previous occasions. At both earlier stages the LBH&F Planners refused to countenance the proposals on the basis of contravention of the UDP in terms of density of building and population, transport congestion, both private and public, reduction of amenity and, far from least important, the excessive height of the tower proposed for their side of the Creek, which was planned at twenty five storeys. A further objection was recorded on the matter of affordable housing, which the Planners considered to be out of balance with the number of 'luxury' flats proposed.

At the third hearing the plans had been modified to present an increased number of affordable flats, which was welcomed, but the height of the tower, previously unacceptable at 25 storeys had now shot up to 37, which, amazingly, seemed to escape the Planners' notice and concern entirely.

The practical protestations by members of the Committee opposing the most contentious aspects of the proposals, and who registered serious concern for the effect of these proposals which threaten the quality of life not only of residents in the adjoining area but also of many others living further away, were derided and ultimately ignored. The effect of the congestion of traffic, which already very seriously affects us locally, and tails back along the one way routes north and south and along the Embankment, not to mention Kings Road in both directions, and also impinges on those seeking to travel across the area in an effort to reach points within or beyond the Borough, seemed to elicit no disquiet whatsoever from the Planners.

One possible reason for the evident falling away of concern over the height of the LBH&F tower could well be that it will affect comparatively few residents in that Borough, whereas, being virtually contiguous to the tower on the RBK&C side of the Creek, both will overlook and seriously affect residents in this

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Ward There are many reasons why this type of edifice is out of place in a primarily residential, almost suburban, area and it is beyond the comprehension of residents here and further away why these towers are even being countenanced. They are alien, environmentally threatening and visually offensive.

Circadian's package ignores in considerable part the UDP which our Borough Planners have established to curtail precisely the type of excesses which are now proposed and it is to be hoped that your Department will have the courage and enlightenment to confront the blight so far promised with conviction, considering the interests of local residents above those of developers who will do their worst, collect their dollar and go away, leaving us to count the cost to our quality of life.

It is also to be hoped that, with the imminence of the holiday season, you will not seek to present your findings for consideration until the world and his wife return to base in September. You will recall that the scheduling of the notification of Circadian's first application in August 2001 caused amply justified concern and we hope for better timing in 2003.

You will be aware that we have corresponded in the past and we know a number of other people who have written to you on this vexed subject. It was therefore a surprise to hear recently of your alleged assertion that you had only received 250 letters of protest. This could have more than a little to do with the fact that official publicity and information regarding this impending disaster have been very low key and the developers have been somewhat selective in their distribution of even their idea of good news and their so-called public meetings are only publicised a couple of days in advance. If you judge 250 letters to imply a certain ambivalence of opinion on the part of residents hereabouts, do be assured that this is far from the case and that the burghers of these parts are extremely exercised and want nothing of the proposed development in its present guise.

Yours sincerely,



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

and the members of the **Cornwall Mansions Residents' Association**

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4/3 Westgate Terrace
London SW10 9BT.
8th May 2003

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

Ref: DPS/DCSW/PP/02/1324 and 1325/JT
Lots Road Power Station and Chelsea Creek - Proposed Development

Dear Mr. French,

With reference to the above application, I am writing to object because the two proposed towers, both in height and scale, are excessive and inappropriate and would have an adverse effect on sunlight and daylight in the area. They will damage the riverscape and local views, adversely affect the unique outlook from the historic Brompton Cemetery, and would counter concerns about this matter carefully recorded in the RBKC 1999 Conservation Area Proposals Statement.

Transport facilities serving the area are at present inadequate; and will not sustain the additional traffic generated by the proposed, and recent and ongoing local development. Traffic management schemes suggested by the developer will not alleviate the increased congestion unless a local underground and/or railway link is established. Intensive development should be located near major transport interchanges according to official guidelines, and this is clearly not the case with the current proposals.

The density of the proposed scheme exceeds all current recommended levels according to the Council's UDP, the Draft London Plan and Government guidelines.

Existing community facilities such as hospitals, health, educational, sports, car parking, etc. are insufficient; they do not satisfy local needs; the proposed facilities will not meet the needs of a growing population.

The scheme represents a significant departure from the Council's Planning Brief for the Area, its Unitary Development Plan, the Draft London Plan and Government guidelines, particularly with regard to my grounds for objection: the density, poor transport, the nature of the towers and inadequate community facilities. The Council refused planning permission for the last application by Circadian. I do not believe that the current application is significantly different.

I therefore ask the Council to refuse planning permission for this application.
I trust that the Planning Services Committee will take my views into account.

Yours sincerely,

Jean Buckingham

0/5444

21, Cremorne Road
London,
SW10 0NB.

7th August 2003.

HS

Your Ref: PP/02/1324.

M.J. French FRICS.,
Planning and Conservation,
The Town Hall,
Hornton Street,
London, W8 7NX.

Dear Mr. French,

Lots Road Power Station Proposal.

As a sometime member of its Council, I wish to identify with the objections to this proposal submitted by the Chelsea Society, as well as those of the Lots Road Action Group. I would stress my especially emphatic support for their objections on grounds of extreme population density and adverse traffic implications.

However, as a local resident for over forty years, I must state that the main objection is to the oversized tower-blocks proposed. Having endured the construction, social problems and overlooking (albeit by a mere sixteen storeys!) of the World's End Estate, we are acutely aware of being potentially enclosed between this and the over-dense Lot's Road Proposal.

If this application were accepted by the Royal Borough, without modification of the tower-blocks, perhaps to a maximum height of the existing chimneys, the outcome would be intolerable for residents. We would be subject not only to overlooking but, even worse, to serious loss of light, and major overshadowing. The towers planned are in close proximity to, and to the south of, the area and would occlude sunlight with areas of shadow which would be absolutely unacceptable.

I have confidence that the retrogressive reintroduction of high-rise building will not be tolerated by sophisticated planners for the above, as well as for many other, valid planning considerations, and that the current plan will, therefore, be refused permission.

With kind regards,

Yours sincerely,

Betty Woolf

Betty Woolf.

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